

TRANSPORTATION IMPROVEMENT PROGRAM STATE FISCAL YEAR 2021 - 2024



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Table of Contents

1.	. Introduction	1
	MORPC Planning Area	1
	Federal Requirements	1
	Document Organization	2
2.	. TIP Development Process and Public Involvement	3
	Initial Data Collection	3
	Draft TIP	3
	Final Draft TIP	3
	Final TIP	4
	Ongoing Maintenance of the TIP	4
3.	. Status of Projects from the SFY 2018-2021 TIP	4
	Project Phases Completed	4
	Project Phases Delayed	4
4.	. Expected Financial Resources	27
	ODOT-Controlled Programs	27
	MORPC-Attributable Funds	27
	Local and Other Funds	28
	Management and Operations	28
	Advance Construction	29
5.	. Project Selection Process	31
	ODOT-Controlled Funds	31
	MORPC-Attributable Funds	31
6.	. Performance Measures	32
	Safety Performance Measures	33
	Pavement and Bridge Performance Measures	34
	Reliability, Freight and CMAQ Performance Measures	36
	Transit Asset Management (TAM) Plans	38
7.	. Project Summary and Fiscal Balance	39
	Project Summary by Funding Source	39
	Summary of all Funding Sources	39
	Fiscal Balance for MORPC-Attributable Funds	39
	Region Summary for Highway-Attributable Funds	58
	Regional Summary for Transit-Attributable Funds	59

8.	Other Federal and MORPC Requirements	62
	Air Quality Conformity	62
	Transportation Control Measures	63
	Environmental Justice	63
	MORPC Complete Streets Policy	64
	MORPC Smart Streets Policy	64
9.	Detailed Project Listings	64
	Guide to the TIP Project Listing	65
	Key for the Project Location Map (Sorted by MORPC ID)	68
	Project Location Map	77
	Detailed Project Listing Sorted by County-Route-Section	78
	Grouped Projects	154
	Projects in the TIP (Including SLIs) with Bicycle Components	156
	Projects in the TIP (Including SLIs) with Pedestrian Components	160
	Intelligent Transportation System Projects	164
	Intelligent Transportation System Project Listing Sorted by County-Route-Section	167
	Projects with Significance for Freight	171
	Freight Project Listing Sorted by County-Route-Section	173
	Freight Project Location Map	174

Appendices

Included with this document

Appendix A: Transit Supportive Documentation

Appendix B: Policies for Managing MORPC-Attributable Funds

Appendix C: MORPC Complete Streets Policy Appendix D: MORPC Smart Streets Policy Appendix E: Policy for Revising the TIP

Appendix F: Documentation of MORPC Transportation Policy Committee Adoption of the SFY 2021-2024 TIP

Separate from this document (provided upon request):

Appendix 1: Central Ohio Air Quality Conformity Determination Documentation

Appendix 2: Public Involvement

Appendix 3: Environmental Justice Technical Analysis

Table of Tables

Table 1.	Phases Included in the SFY 2018-2021 TIP that Were Authorized	6
Table 2.	Projects with a Phase in SFYs 2018-2020 of the Previous TIP that Was Not Authorized	23
Table 3.	Projected MORPC-Attributable Funding	28
Table 4.	Projected FTA Formula Funding	28
Table 5.	Funding for Operation and Maintenance and All Projects Included in the TIP	29
Table 6.	MORPC-Attributable Funding used for Operation and Maintenance and All Projects Included in the TIP	29
Table 7.	Historical Distribution of MORPC-Attributable Funds	31
Table 8.	MORPC-Attributable Funds Available vs. Requests (in Millions)	32
Table 9.	ODOT Statewide Safety Performance Measures	33
Table 10.	MORPC 2020-2050 MTP Safety Performance Measures	33
Table 11.	MORPC Safety Performance Measures	34
Table 12.	MORPC TIP Projects Improving Safety	34
Table 13.	ODOT Statewide Pavement and Bridge Performance Measures	35
Table 14.	MORPC Pavement and Bridge Performance Measures	35
Table 15.	MORPC TIP Pavement and Bridge Projects	36
Table 16.	ODOT Statewide Reliability, Freight and CMAQ Performance Measures	36
Table 17.	MORPC Reliability, Freight and CMAQ Performance Measures	37
Table 18.	MORPC TIP Projects Improving Travel Time Reliability	37
Table 19.	MPO Transit Performance Measure Targets	39
Table 20.	Summary of Projects by Federal Fund Type	41
Table 21.	Summary of All Funding Sources in Area by Fiscal Year	55
Table 22.	Fiscal Balance of MORPC-Attributable Funds	56
Table 23.	Fiscal Balance of Columbus UZA FTA Funds	57
Table 24.	Summary of Highway STIP Estimates for MORPC Region in 2021 - 2024	59
Table 25.	Summary of Transit TIP Esitmates for MORPC Region in 2021 - 2024	61
Table 26.	TIP Air Quality Analysis for the 6 County 2008 8-hour Ozone Maintenance Are	
Table 27.	TIP Air Quality Analysis for the 4 County 2015 8-hour Ozone maintenance Are	

1. Introduction

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

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

The most recent transportation act, the Fixing America's Surface Transportation Act (FAST Act), continued the above requirements. For Central Ohio to remain eligible for federal transportation funding, the planning process must demonstrate that the Columbus area is in compliance with federal requirements.

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

MORPC Planning Area

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

Federal Requirements

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

Time Period – The TIP shall cover at least a four-year period and be updated at least every four years. The financial tables and project tables included in this document cover SFYs 2021-2024. ODOT and the MPOs have established a two-year update cycle.

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

Performance Targets – The TIP shall be designed to make progress toward achieving performance targets and include a description of the anticipated effects linking investment priorities to the performance targets. Section 6 in this document contains information about the Performance Targets.

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

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

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

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

Status of Projects from SFY 2018-2021 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 7 shows the air quality conformity determination.

Document Organization

This TIP document is organized into eight sections and eight appendices. The first seven sections provide information on the TIP development process and how the TIP meets the federal requirements listed in the previous section. Section 8 provides the detailed project listing and map along with four subset listings of projects.

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

- Appendix A provides Transit Supportive Documentation
- Appendix B is the Policies for Managing MORPC-Attributable Funds
- Appendix C is the MORPC Complete Streets Policy
- Appendix D is the MORPC Smart Streets Policy
- Appendix E contains the Policy for Revising the TIP

Appendix F the MORPC Policy Committee Resolution Adopting the SFY 2021-2024 TIP

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

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

2. TIP Development Process and Public Involvement

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

Initial Data Collection

Starting in June 2018, local governments, COTA, DCT and ODOT were solicited for changes to the TIP. Initially, this is focused on projects in which MORPC-attributable funding has been committed to previously and agencies applying for MORPC-attributable funding for new projects. The process of evaluating and selecting projects to use MORPC-attributable funding, which includes public participation, is discussed further in Section 5. In the fall of 2019, MORPC began coordination with ODOT to obtain information on projects it is developing and begins gathering information on significant projects being developed exclusively with local funding. The information collected is included in the project listings for the TIP and for Statewide Line Items (SLIs).

Draft TIP

A draft TIP is prepared that considers all information received from the local governments, COTA, DCT, ODOT and the public. It is reviewed by MORPC's Transportation Advisory Committee (TAC) and Community Advisory Committee (CAC). This draft is fiscally balanced for all funding sources. It includes air quality conformity documentation and the environmental justice technical analysis. On February 7, it is provided to ODOT for its formal review. During the review, the schedules of some projects may be adjusted based on updated information and to ensure fiscal balance of the Statewide Transportation Improvement Program (STIP). Notice of its availability is sent to local governments. It is also made available to the public.

Final Draft TIP

A final draft TIP is prepared after the following:

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

The final draft TIP is made available to local governments and to the public. A virtual open house was held on March 31st, 2020 to receive public comment on the TIP during the COVID-19

pandemic. It is also provided to the 12 ODOT districts, ODOT Central Office, and to the other 16 Ohio MPOs for public review.

Final TIP

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

Ongoing Maintenance of the TIP

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

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

3. Status of Projects from the SFY 2018-2021 TIP

The previous TIP covered SFYs 2018-2021. 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.

Project Phases Completed

Table 1 shows the project phases that were included in the SFY 2018-2021 TIP (including amendments) and that were authorized/sold during SFYs 2018-2020. Projects are sorted first by project type and second by the county-route-section (CRS). It includes authorized right-of-way (ROW) and construction (Con) 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 2020, 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 2018-2020 in the previous TIP (including amendments) but were delayed from the listed year to SFY 2021 or later. Projects are sorted by the county-route-section (CRS). If the phase was delayed to a SFY covered by this TIP, the updated information is shown on the table, and the detailed project listing contains complete information. The table also shows project phases that were cancelled, merged with another project, or delayed beyond SFY 2024. 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 2018 to 2021 TIP that Were Authorized

Arterial Expansion

MORPC ID: 1793 PID: 90243 Agency: Delaware County CRS: DE	L-CR010-0	.90		
S Old State Rd from Polaris Pkwy to Orange Rd, Major Widening/Multi-Use Path	Source	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	STBG-M	Pay	\$3,342,356	2019
	STBG-M	Pay	\$6,509,713	2020
MORPC ID: 2653 PID: 95549 Agency: Columbus CRS: DE	L-CR615-0	0.00		
Polaris Pkwy from I-71 to Olde Worthington Rd, Major Widening/Intersection Modification	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	LTIP	ROW	\$200,000	2018
	STBG-M	ROW	\$800,000	2019
	Local	Con	\$5,035,684	2019
	STBG-M	Con	\$8,208,927	2019
MORPC ID: 2940 PID: 81766 Agency: Pickerington CRS: FA	I-CR007-01	.57		
Refugee Rd from Wheatfield Dr to Woodstock Ave, Major Widening/Intersection Modification	Source	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	STBG-M	ROW	\$1,464,031	2018
	Local	ROW	\$401,395	2018
	HSIP	ROW	\$318,485	2018
	HSIP	Con	\$2,305,627	2019
	Local	ROW	\$15,891	2019
	HSIP	ROW	\$143,023	2019
	Federal	Con	\$155,886	2019
	Local	Con	\$464,964	2019
	Local	Con	\$1,425,828	2019
	STBG-M	Con	\$5,374,296	2019
	SCIP	Con	\$294,975	2019
	STBG-M	ROW	\$16,128	2020
	Local	ROW	\$4,032	2020
MORPC ID: 1732 PID: 90406 Agency: Columbus CRS: FR	A-Lazelle R	d-Phase	В	
Lazelle Rd Phase B from Flint Rd to Sancus Blvd, Major Widening/Bridge Replacement	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	LTIP	Con	\$2,804,124	2018
	STBG-M	Con	\$16,578,247	2018
	Local	Con	\$4,688,881	2018
MORPC ID: 724 PID: NA Agency: Hilliard CRS: FF	A-Scioto Da	arby-Lepp	pert	
Scioto Darby Rd & Leppert Rd, Major Widening/Minor Widening	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	SCIP	Con	\$7,157,500	2018
	Local	Con	\$1,185,000	2018
MORPC ID: 2942 PID: 99852 Agency: Columbus CRS: FF	A-CR103-0	2.56		
N Hamilton Rd from Morse Rd to Preserve Blvd, Major Widening/Intersection Modification	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	STBG-M	ROW	\$800,000	2018
	Local	ROW	\$200,000	2018
	Local	ROW	\$1,379,633	2019
	STBG-M	ROW	\$5,518,530	2019
	STBG-M	Con	\$13,992,557	2020
	SCIP	Con	\$2,885,250	2020
	Local	Con	\$612,889	2020
Total for Arterial Expansion (31 project phases)		\$9	4,283,853	

Bicycle & Pedestrian

Some phases in State Fiscal Year (SFY) 2020 had not yet been authorized at the time this table was created. Because they had not been moved to 2021, it is assumed they will be authorized in 2020.

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

* Project was part of a Grouped Project Classification

Table 1. Phases Included in the SFY 2018 to 2021 TIP that Were Authorized

MORPC ID: 3282 PID: 105710 Agency: Columbus	CRS: FF	RA-Bike Sha	re Expans	sion-	
Bike Share Expansion, Bike Share		Source	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
		Local	Con	\$605,641	2018
		STBG-M	Con	\$1,147,532	2018
MORPC ID: 3303 PID: NA Agency: Canal Winchester	CRS: FF	RA-Cherry La	anding Bil	keway Extensi	on-Gende
Cherry Landing Bikeway Extension from Gender Rd to Waterloo	St, Multi-Use	Source	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
Path		Local	Con	\$150,000	2018
MORPC ID: 2626 PID: 94014 Agency: Columbus	CRS: FF	RA-Columbu	s-Binns/B	Surroughs	
* Near Binns and Burroughs elementary schools, Sidewalks/Safety		Source	Phase	Amount	SFY
,,,,,,,	, ,	SRTS	Con	\$262,119	2019
		Local	Con	\$222,581	2019
MORPC ID: 2956 PID: 99828 Agency: Columbus	CRS: FF	RA-Johnstov	vn Rd-Alu	m Creek Trail	
Johnstown Rd from Alum Creek Trail to Cassady Ave, Multi-Use Lanes	Path/Bicycle	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
		Local	ROW	\$42,000	2019
		Local	Con	\$534,221	2020
		STBG-M	Con	\$2,136,884	2020
MORPC ID: 2950 PID: 99743 Agency: Columbus	CRS: FF	RA-Olentang	y Trail-Be	thel Rd	
Olentangy Trail from Olentangy River Rd/Bethel Rd to Antrim Pa Path	rk, Multi-Use	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
		TAP-M	Con	\$2,665,951	2019
		Local	Con	\$806,211	2019
MORPC ID: 2944 PID: 99533 Agency: Columbus	CRS: FF	RA-Olentang	y Trail-Ex	tension	
Olentangy Trail from Worthington Hills Park to Highview Dr, Multi	i-Use Path	Source	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
		State	Con	\$250,000	2019
		Local	Con	\$36,368	2019
MORPC ID: 3154 PID: 100964 Agency: Columbus	CRS: FF	RA-SRTS Co	olumbus-		
* Hamilton STEM Academy, Hamilton Elementary & Linden STEM Sidewalks	l Academy,	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
		State	PE DD	\$550	2018
		SRTS	Con	\$433,149	2020
MORPC ID: 3248 PID: 100955 Agency: Upper Arlington	CRS: FF	RA-SRTS Up	per Arling	gton-Waltham	Rd
Barrington Rd from Waltham Rd to Northwest Blvd, Sidewalks		<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
		SRTS	Con	\$275,569	2019
MORPC ID: 2996 PID: 96684 Agency: Pataskala	CRS: LIC	C-TR169-00	.00 Sidew	/alk	
* Taylor Rd from Cleveland Rd to Havens Corner, Multi-Use Path		Source	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
		Local	Con	\$61,802	2018
		Federal	Con	\$5,687	2018
		Local	Con	\$158,693	2018
		Local TAP-S	ROW Con	\$26,500 \$545,600	2018 2018
		1AF-3			2010
Total for Bicycle & Pedestrian (20 project phases)			\$10	0,367,058	

Bridge Repair & Replacement

Table 1. Phases Included in the SFY 2018 to 2021 TIP that Were Authorized

MORPC ID: 3179 PID: 101405 Agency: ODOT 5	CRS: D05-BrCleanir	ng-FY18		
* Various locations in District 5, Preventive Bridge Maintenance	<u>Source</u>	Phase	<u>Amount</u>	<u>SFY</u>
	Federal	Con	\$38,705	2018
	State	Con	\$10,943	2018
	Federal	Con	\$404,312	2018
	State	Con	\$92,310	2018
MORPC ID: 3236	CRS: D06-Culvert F	Y20-		
* District 6 culvert program for FY20, Culvert Maintenance	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	State	Con	\$6,035	2019
	Federal	Con	\$81,361	2020
	State	Con	\$13,695	2020
	State	Con	\$195,629	2020
	Federal	Con	\$1,162,235	2020
MORPC ID: 2985 PID: 96121 Agency: ODOT 6	CRS: D06-Culvert-F	Y19		
* District 6 Culvert FY19, Culvert Maintenance	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	Federal	Con	\$153,676	2019
	State	Con	\$38,419	2019
	State	PE DD	\$42,250	2019
	State	Con	\$11,532	2020
	Federal	Con	\$46,128	2020
	State	Con	\$57,657	2020
	Federal	Con	\$518,913	2020
MORPC ID: 3054 PID: 98141 Agency: ODOT 6	CRS: DEL-US042-0	9.44		
 US 42 & SR-521 at Sugar Run & Rosecrans Run, respectively, Bridge Replacement 	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	State	PE DD	\$250,000	2018
	Federal	Con	\$17,682	2020
	State	Con	\$76,728	2020
	State	Con	\$578,185	2020
	STBG-S	Con	\$261,448	2020
	NHPP	Con	\$2,051,292	2020
MORPC ID: 3083 PID: 99918 Agency: Delaware County	CRS: DEL-CR048-0	2.45		
Centerburg Rd at Culver Creek, Bridge Rehabilitation	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	State	Con	\$263,330	2019
	Local	Con	\$13,859	2019
MORPC ID: 2982 PID: 96015 Agency: ODOT	CRS: FAI-SR204-03	.46/04.32		
 * SR-204 at 0.11 mi E of Ault Rd & 0.07 mi W of Tollgate Rd, Bridge Deck Replacement 	Source	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
ιτοριασσιπότιι	Federal	PE Envir	\$333,993	2018
	State	PE Envir	\$83,498	2018
	State	PE Envir	\$4,701	2019
	State	Con	\$17,050	2020
	Federal	Con	\$1,076,634	2020
	State	Con	\$274,159	2020
	Federal	Con	\$68,199	2020
MORPC ID: 3391 PID: NA Agency: Franklin County	CRS: FRA-Borror Ro	d-Patzer D	Ditch	
Borror Rd at Patzer Ditch, Bridge Replacement	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	Local	Con	\$400,000	2018
MORPC ID: 3411 PID: NA Agency: Dublin	CRS: FRA-Emerald	Parkway-	Scioto River	
Emerald Parkway at Scioto River, Bridge Deck Overlay	Source	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	Local	Con	\$2,500,000	2018
	LUCAI	COIT	Ψ2,500,000	2010

Table 1. Phases Included in the SFY 2018 to 2021 TIP that Were Authorized

MORPC ID: 1250 PID: NA Agency: Franklin County	CRS: FF	RA-CR015-0	5.62		
Livingston Ave at Blacklick Creek, Bridge Rehabilitation		<u>Source</u>	<u>Phase</u>	<u>Amount</u>	SFY
		Local	Con	\$1,800,000	2018
MORPC ID: 872 PID: 101543 Agency: Franklin County	CRS: FF	RA-CR027-0	7.85		
Trabue Rd at Buckeye Railroad Yard, E of Hilliard-Rome Rd, Bridge R	epair	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
		State	PE DD	\$5,472	2018
		Local	Con	\$38,368	2019
		State	Con	\$729,001	2019
		State	Con	\$3,874,224	2020
		Local	Con	\$203,907	2020
MORPC ID: 1497 PID: 79667 Agency: ODOT 6	CRS: FF	RA-IR070-07	'.94		
* I-70 from 0.34 mi W of Wilson Rd to W Broad St, Bridge Repair		<u>Source</u>	<u>Phase</u>	<u>Amount</u>	SFY
		STATE	PE DD	\$6,316	2018
		State	PE DD	\$141,491	2018
		State	PE DD	\$9,536	2019
MORPC ID: 3323 PID: 104673 Agency: ODOT 6	CRS: FF	RA-IR270/67	'0/US23D-	18.56/0.31/2.	82
Locations on I-270, I-670 & N 3rd St (US-23D), Bridge Maintenance A	ctivities	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	SFY
		NHPP	Con	\$165,694	201
		State	PE DD	\$2,040	2018
		NHPP	PE DD	\$8,160	2018
		State	Con	\$72,563	201
		BR	Con	\$487,373	201
		NHPP	Con	\$17,871	201
		State	Con	\$1,986	2019
MORPC ID: 3332 PID: 104848 Agency: ODOT 6	CRS: FF	RA-SR315-0			
SR-315 at Fifth Ave, King Ave & Olentangy River, Bridge Repair		<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
		State	Con	\$9,669	2018
		Federal	Con	\$38,678	2018
		Bond	Con	\$483,483	2018
MORPC ID: 3340 PID: 104980 Agency: ODOT 6	CRS: FF	RA-SR315-1	1.66		
Wilson Bridge Rd at SR-315, Bridge Replacement		<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
		NHPP	PE Envir	\$149,524	2020
		State	PE Envir	\$37,381	2020
Total for Bridge Repair & Replacement (54 project pha	ses)		\$19	,427,294	
Enhancement					
Enhancement MORRO ID: 2254 BID: NA Agency Columbus	CDC. F	2 A NI LII: ~ h	t Dhoss C		
MORPC ID: 3351 PID: NA Agency: Columbus	CK2: FI	RA-N High S			CE.
N High St from W Poplar Ave to 2nd Ave, Streetscape		<u>Source</u>	<u>Phase</u>	<u>Amount</u>	SFY
		Local	Con	\$6,720,000	2018
		Local	ROW	\$3,200,000	2018
MORPC ID: 2978 PID: 93446 Agency: ODOT 6	CRS: FF	RA-IR071-No		•	
I-71 at 5th Ave SB ramps to I-71 & I-670, Noise Walls		<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SF</u>
		State	Con	\$273,225	2018
		NHPP	Con	\$1,098,068	201
		Federal	Con	\$1,098,068	201

Table 1. Phases Included in the SFY 2018 to 2021 TIP that Were Authorized

MORPC ID: 2750 F	PID: 93359	Agency: ODOT 6	CRS: F	RA-IR270-39	.53 (Nois	e W	
* I-270 from E Broad S	St to Noe-Bix	oy Rd, Noise Walls		Source	Phase	<u>Amount</u>	<u>SFY</u>
				State	PE Envir	\$151,054	2018
				Federal	Con	\$276,085	2019
				Federal	Con	\$4,382,269	2019
				State	Con	\$30,676	2019
				State	Con	\$2,257,532	2019
Total for Enhance	ement (10	project phases)				9,486,976	
	•	· · · · · ·					
Freeway Expa	ansion PID: 25594	Agency: ODOT 6	CDS.		410		
		by Creek Rd to 0.3 mi W of \		Source	Phase	<u>Amount</u>	SFY
Widening/Resurfacir		by Grook Ha to die iii vv or	viioon ra, major				
				HSIP	Con	\$1,156,500	2018
				Federal	Con	\$225,000	2018
				State	Con	\$35,712	2018
				Local	Con	\$128,500 \$180,053	2018
MODDO ID 0574	ND 04000	A ODOT 0	000	State	Con	\$189,953	2019
	PID: 81828 Project 6, 6C.	Agency: ODOT 6 6D), Interchange Modification		RA-IR070-11 Source	.78 (6,60 Phase	,ರಿಗ) Amount	SFY
	. 0,000 0, 00,	02),o.oagooaoao	winajor rriaog	State	ROW	\$25,000	2020
				NHPP	ROW	\$225,000	2020
MORPC ID: 3293 F	PID: 105322	Agency: ODOT 6	CRS: F	RA-IR070-14	.30 (Proj	2E)	
I-70/I-71 Innerbelt (F	Phase 2E), Ma	ajor Widening/Interchange M	odification	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Bond	Con	\$4,634,000	2019
				Federal	Con	\$48,000	2019
				State	Con	\$1,000,000	2019
				Local	Con	\$1,622,204	2019
				Debt Service	Pay	\$942,990	2019
				NHPP	Con	\$320,000	2019
				STBG-M	Con	\$832,054	2019
				HSIP	Con	\$9,000,000	2019
				Debt Service	Pay	\$3,534,323	2020
				NHPP	Con	\$720,000	2020
				Local	Con	\$180,000	2020
MORPC ID: 3089 F	PID: 98232	Agency: ODOT 6	CRS: F	RA-IR070-22	.85 (FEF-	1B&C	
I-70 at I-270 (East O	outerbelt), Inte	erchange Modification		Source	Phase	<u>Amount</u>	<u>SFY</u>
				Federal	PE DD	\$745,193	2018
MODDO ID 2004	ND 405450			State	PE DD	\$186,298	2018
	PID: 105453	Agency: ODOT 6 ajor Widening/New Roadway		FRA-IR071-17	` '	3B) <u>Amount</u>	<u>SFY</u>
TOTAL THINEIDER (F	ilase obj, ivie	ajor vilacining/146W itoadway					
				STBG-M	Con	\$2,598,886	2020
				Federal	Con	\$372,503	2020
				State	Con	\$4,775,081 \$32,847,154	2020
				NHFP	Con	\$32,847,154	2020 2020
				State Local	Con Con	\$43,505 \$3,078,487	2020
				STBG-S	Con	\$3,076,467 \$211,304	2020
				NHPP	Con	\$238,500	2020
-		(00					_3_0
Lotal for Freeway	/ Expansio	on (28 project phases)			\$6 9	9,916,147	

ITS & TDM

Some phases in State Fiscal Year (SFY) 2020 had not yet been authorized at the time this table was created. Because they had not been moved to 2021, it is assumed they will be authorized in 2020.

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

* Project was part of a Grouped Project Classification

Table 1. Phases Included in the SFY 2018 to 2021 TIP that Were Authorized

	ID: NA	Agency: Columbus	CRS: DEL-Gem	ini PI-Ant	ares	Ave		
Gemini PI at Antares	Ave, Signaliz	ation	<u>Sour</u>		ase Con	<u>Amount</u> \$421,611	<u>SFY</u> 2018	
MORPC ID: 3407 P	ID: NA	Agency: Delaware County	CRS: DEL-Hom					
		ke Blvd, Signalization	Sour		ase	Amount	SFY	
Tiome ita at coloto c	11000/ 1100 Ed	No Biva, digitalization			on	\$286,000	2018	
MORPC ID: 3406 P	ID: NA	Agency: Delaware County	CRS: DEL-Wort					
Worthington Rd at Hi		•	Sour	•	ase	Amount	SFY	
Worthington Na at 111	gillaria Lakes	Ave, olghanzation			con	\$200,000	2018	
MORPC ID: 2953 P	I D : 99789	Agency: Bexley	CRS: FRA-Bexle	ev Signal	s Inte	erconnect-		
Bexley Signals Interc		• •	Sour	, ,	ase	Amount	SFY	
, ,			Lo	ocal C	on	\$6,530	2020	
			CMAC	Q-M C	on	\$1,307,039	2020	
MORPC ID: 2946 P	ID: 99738	Agency: Grandview Heights	CRS: FRA-Gran	ndview He	eights	Signals Inter	connect-	
Grandview Heights S	ignals Interco	nnect, Signalization	<u>Sour</u>	rce Ph	<u>ase</u>	<u>Amount</u>	<u>SFY</u>	
			CMAC		on	\$1,043,583	2020	
			Lo	ocal C	on	\$198,919	2020	
MORPC ID: 2665 P	ID : 99033	Agency: MORPC	CRS: FRA-MOR	RPC FY 1	8-Ric	deshare		
Gohio Commute, SF	Y 2018, Rides	sharing	<u>Sour</u>	rce Ph	<u>ase</u>	<u>Amount</u>	<u>SFY</u>	
			CMAC	Q-M P	lan	\$760,000	2018	
MORPC ID: 3019 P	ID : 99034	Agency: MORPC	CRS: FRA-MOR	RPC FY 1	9-Ric	deshare		
Gohio Commute, SF	Y 2019, Rides	sharing	<u>Sour</u>	rce Ph	<u>ase</u>	<u>Amount</u>	<u>SFY</u>	
			CMAC	Q-M P	lan	\$780,000	2019	
MORPC ID: 3020 P	ID: 99035	Agency: MORPC	CRS: FRA-MORPC FY 20-Rideshare					
Gohio Commute, SF	Y 2020, Rides	sharing	<u>Sour</u>	rce Ph	<u>ase</u>	<u>Amount</u>	<u>SFY</u>	
			CMAC	Q-M P	lan	\$800,000	2020	
MORPC ID: 1794 P	ID : 99846	Agency: New Albany	CRS: FRA-New	Albany-S	Signa	ls		
New Albany Signals,	Signalization		<u>Sour</u>	rce Ph	<u>ase</u>	<u>Amount</u>	<u>SFY</u>	
					on	\$320,551	2019	
			CMAC	Q-M C	on	\$854,802	2019	
MORPC ID: 2945 P	ID : 99733	Agency: Columbus	CRS: FRA-SGN	IL-Phase	Е			
Signals Phase E, Sig	nalization		Sour	rce Ph	<u>ase</u>	<u>Amount</u>	<u>SFY</u>	
					on	\$871,922	2019	
			CMAC CMAC		on OW	\$11,844,295 \$550,000	2019 2020	
MORPC ID: 3426 P	ID: NP	Agency: Columbus	CRS: FRA-Sma		hus-	,,,,,,,		
Smart Columbus, ITS		Agency: Columbus	Sour		ase	Amount	SFY	
oman conumbuo, m			Fed			\$40,000,000	2018	
MORPC ID: 3427 P	ID : 105946	Agency: Columbus	CRS: FRA-Sma					
		nfrastructure, Intelligent Vehicle Syste			ase	Amount	SFY	
		3 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -			urch	\$300,000	2018	
			STBO		on	\$518,454	2018	
					DD	\$140,000	2018	
			STBO	VI C:	on	\$81,546	2019	

Table 1. Phases Included in the SFY 2018 to 2021 TIP that Were Authorized

MORPC ID: 2952 PID: 99827 Agency: Whitehall	CRS: FRA-Whitehall Signals Interconnect-				
Whitehall Signals Interconnect, Signalization	Source	Phase	<u>Amount</u>	<u>SFY</u>	
•	CMAQ-M	Con	\$1,427,331	2020	
	Federal	Con	\$34,646	2020	
	Local	Con	\$50,297	2020	
MORPC ID: 3018 PID: 98358 Agency: Columbus	CRS: FRA-US040-0	8.64			
W Broad St (US 40) & Sullivant Ave at Hague Ave, Signals	Source	Phase	<u>Amount</u>	<u>SFY</u>	
, , , , , , , , , , , , , , , , , , ,	HSIP	Con	\$595,180	2018	
	Local	Con	\$217,774	2018	
MORPC ID: 3374 PID: 105438 Agency: ODOT 6	CRS: LOG-US033-S	Smart Moh	il Ph2		
US-33 from SR-347 to Avery Rd, Intelligent Vehicle Systems	Source	Phase	Amount	SFY	
de de nom en est te rivery na, intemgent vernote eyeteme	State	Con	\$1,211	2018	
	STBG-S	Con	\$4,843	2018	
	State	PE DD	\$279,137	2019	
	Federal	PE DD	\$279,137	2019	
	STBG-S	Con	\$1,965,826	2019	
	State	Con	\$1,807,194	2019	
	State	ROW	\$275,375	2019	
	Local	Con	\$433,850	2019	
Total for ITC 9 TDM /22 project phases)			3,657,053		
Total for ITS & TDM (33 project phases)		φυσ	5,03 <i>1</i> ,033		
Maintenance					
MORPC ID: 3237 PID: 98241 Agency: ODOT 6	CRS: D06-ELEC FY	20-			
* District 6 Electrical maintenance contract for FY20, Electrical Maintenance	ce <u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>	
	State	Con	\$29,800	2020	
	State	Con	\$352,000	2020	
	State	Con	\$53,163	2020	
MORPC ID: 3321 PID: 104166 Agency: ODOT 6	CRS: D06-GR End	Treat FY1	3-		
* District 6 Guardrail End Treatments FY18, Guardrail Maintenance	Source	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>	
	State	PE DD	\$710	2018	
	NHPP	PE DD	\$2,838	2018	
	State	Con	\$13,220	2018	
	Federal	Con	\$52,881	2018	
	State	Con	\$1,322	2018	
	Federal	Con	\$18,261	2018	
	HSIP	Con	\$129,717	2018	
MORPC ID: 3329 PID: 104794 Agency: ODOT 6	CRS: D06-Mowing-F	Y18			
* District 6 Mowing Contract for CY 2018, Mowing	Source	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>	
·	State	PE Envir	\$28,688	2018	
	State	PE DD	\$5,062	2018	
	State	Con	\$796,450	2018	
	State	Con	\$22,890	2018	
MORPC ID: 3243 PID: 100743 Agency: ODOT 6	CRS: D06-RPM FY2	20-			
* District 6 Raised pavement markers FY20, Raised Pavement Markers	Source	Phase	<u>Amount</u>	SFY	
,	State	Con	\$6,000	2020	
	State	Con	\$204,000	2020	
MORPC ID: 3144 PID: 100739 Agency: ODOT 6	CRS: D06-RPM-FY	18			
* District 6 Raised Pavement Markers for FY18, Raised Pavement Marker		Phase	<u>Amount</u>	SFY	
	State	Con	\$183,475	2018	
	State	Con	\$18,345	2018	
	Cidio	2011	ψ. 5,0 10	_0.0	

Table 1. Phases Included in the SFY 2018 to 2021 TIP that Were Authorized

	CRS: D06-SP FY20	-Concrete		
 District 6 Spot Concrete Slab Repair FY20, Minor Pavement Rehabilitati 	on <u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	State	Con	\$152,070	2020
	Federal	Con	\$1,368,634	2020
	State	Con	\$35,206	2020
	Federal	Con	\$136,861	2020
	Bond	Con	\$199,989	2020
MORPC ID: 3143 PID: 100737 Agency: ODOT 6	CRS: D06-SP-FY18	Concrete		
* District 6 Spot Concrete Repair FY18, Maintenance Activity	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	State	Con	\$251,624	2018
	Federal	Con	\$2,134,512	2018
	State	Con	\$5,600	2018
	Federal	Con	\$42,400	2018
MORPC ID: 3082 PID: 99917 Agency: Delaware County	CRS: DEL-CR GR-F	Y19		
* Delaware Co Guardrail Upgrade, Guardrail Maintenance	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	HSIP-C	Con	\$110,000	2019
	Local	Con	\$20,644	2019
MORPC ID: 3264 PID: 103842 Agency: ODOT 6	CRS: DEL-Delaware	State Pa	rk-FY18	
* Delaware State Park Maintenance FY18 , Maintenance Activity	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	State	Con	\$801,193	2018
	State	Con	\$96,147	2018
	State	PE DD	\$5,400	2018
MORPC ID: 3261 PID: 103527 Agency: ODOT 6	CRS: DEL-US036-2	2.25		
* US-36 from SR-61 to Knox Co Line, Preventive Pavement Maintenance	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	STBG-S	PE DD	\$3,665	2018
	Federal	Con	\$21,879	2018
	State	PE DD	\$916	2018
	State	Con	\$201,324	2018
	Federal	Con	\$805,297	2018
	State	Con	\$5,470	2018
3,	CRS: DEL-US042-0		Amount	SEV
5 ,	Source	<u>Phase</u>	Amount	<u>SFY</u>
MORPC ID: 2971 PID: 93147 Agency: ODOT 6 * Lake St (US 42) from US 36 to Delaware N corp line, Resurfacing	<u>Source</u> Local	<u>Phase</u> Con	\$4,461	2018
<u> </u>	<u>Source</u> Local Federal	Phase Con Con	\$4,461 \$8,514	2018 2018
5 ,	Source Local Federal STBG-S	Phase Con Con Con	\$4,461 \$8,514 \$212,950	2018 2018 2018
* Lake St (US 42) from US 36 to Delaware N corp line, Resurfacing	Source Local Federal STBG-S Local	Phase Con Con Con Con	\$4,461 \$8,514	2018 2018
* Lake St (US 42) from US 36 to Delaware N corp line, Resurfacing MORPC ID: 3381 PID: 105519 Agency: ODOT 6	Source Local Federal STBG-S Local CRS: DEL-US042-0	Phase Con Con Con Con Son Con Con Con Con	\$4,461 \$8,514 \$212,950 \$111,475	2018 2018 2018 2018
* Lake St (US 42) from US 36 to Delaware N corp line, Resurfacing MORPC ID: 3381 PID: 105519 Agency: ODOT 6	Source Local Federal STBG-S Local CRS: DEL-US042-0 tenance Source	Phase Con Con Con Con Phase	\$4,461 \$8,514 \$212,950 \$111,475	2018 2018 2018 2018 2018
* Lake St (US 42) from US 36 to Delaware N corp line, Resurfacing MORPC ID: 3381 PID: 105519 Agency: ODOT 6	Source Local Federal STBG-S Local CRS: DEL-US042-0 tenance Source State	Phase Con Con Con Con Phase Con	\$4,461 \$8,514 \$212,950 \$111,475 Amount \$3,561	2018 2018 2018 2018 2018 2019
* Lake St (US 42) from US 36 to Delaware N corp line, Resurfacing MORPC ID: 3381 PID: 105519 Agency: ODOT 6	Source Local Federal STBG-S Local CRS: DEL-US042-0 tenance Source	Phase Con Con Con Con Phase	\$4,461 \$8,514 \$212,950 \$111,475 Amount \$3,561 \$14,018	2018 2018 2018 2018 2018
* Lake St (US 42) from US 36 to Delaware N corp line, Resurfacing MORPC ID: 3381 PID: 105519 Agency: ODOT 6	Source Local Federal STBG-S Local CRS: DEL-US042-0 tenance State State State	Phase Con Con Con Con Phase Con Con Con	\$4,461 \$8,514 \$212,950 \$111,475 Amount \$3,561	2018 2018 2018 2018 2018 SFY 2019 2019
* Lake St (US 42) from US 36 to Delaware N corp line, Resurfacing MORPC ID: 3381 PID: 105519 Agency: ODOT 6	Source Local Federal STBG-S Local CRS: DEL-US042-0 tenance State State State Federal	Phase Con	\$4,461 \$8,514 \$212,950 \$111,475 Amount \$3,561 \$14,018 \$56,072	2018 2018 2018 2018 2018 SFY 2019 2019
* Lake St (US 42) from US 36 to Delaware N corp line, Resurfacing MORPC ID: 3381 PID: 105519 Agency: ODOT 6	Source Local Federal STBG-S Local CRS: DEL-US042-0 tenance State State State Federal HSIP	Phase Con Con Con Phase Con Con Con Con Con Con Con Con Con	\$4,461 \$8,514 \$212,950 \$111,475 Amount \$3,561 \$14,018 \$56,072 \$32,047	2018 2018 2018 2018 2018 SFY 2019 2019 2019
* Lake St (US 42) from US 36 to Delaware N corp line, Resurfacing MORPC ID: 3381 PID: 105519 Agency: ODOT 6 * US-42 from Horsehoe Rd to Morrow Co line, Preventive Pavement Main	Source Local Federal STBG-S Local CRS: DEL-US042-0 tenance State State State Federal HSIP Federal	Phase Con Con Con Con Phase Con	\$4,461 \$8,514 \$212,950 \$111,475 Amount \$3,561 \$14,018 \$56,072 \$32,047 \$1,889,090	2018 2018 2018 2018 2018 2019 2019 2019 2019 2019
* Lake St (US 42) from US 36 to Delaware N corp line, Resurfacing MORPC ID: 3381 PID: 105519 Agency: ODOT 6 * US-42 from Horsehoe Rd to Morrow Co line, Preventive Pavement Main MORPC ID: 3382 PID: 105543 Agency: ODOT 6	CRS: DEL-US042-0 tenance State State State Federal HSIP Federal State CRS: DEL-SR257-0	Phase Con Con Con Con Phase Con	\$4,461 \$8,514 \$212,950 \$111,475 Amount \$3,561 \$14,018 \$56,072 \$32,047 \$1,889,090	2018 2018 2018 2018 2018 2019 2019 2019 2019 2019
* Lake St (US 42) from US 36 to Delaware N corp line, Resurfacing MORPC ID: 3381 PID: 105519 Agency: ODOT 6 * US-42 from Horsehoe Rd to Morrow Co line, Preventive Pavement Main	CRS: DEL-US042-0 tenance State State State Federal HSIP Federal State CRS: DEL-SR257-0	Phase Con Con Con Con Phase Con	\$4,461 \$8,514 \$212,950 \$111,475 Amount \$3,561 \$14,018 \$56,072 \$32,047 \$1,889,090 \$474,772	2018 2018 2018 2018 2018 2019 2019 2019 2019 2019

Table 1. Phases Included in the SFY 2018 to 2021 TIP that Were Authorized

MORPC ID: 3204 PID: 102832 Agency: ODOT 6		L-SR750-0	4.43		
* SR-750 from SR-315 to S Old State Rd, Preventive Pavement I	Maintenance	Source	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
		State	Con	\$9,156	2018
		State	Con	\$365,718	2018
		Federal	Con	\$1,248,059	2018
		Federal	Con	\$36,624	2018
MORPC ID: 2981 PID: 95506 Agency: ODOT 5	CRS: FA	I-SR204-00	.00		
 SR-204 & Taylor Rd (SR-204A) from SR-256 to SR-158, Resur 	facing	Source	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
		State	PE Envir	\$500	2018
		Federal	Con	\$2,748,525	2020
		State	Con	\$638,221	2020
		Federal	Con	\$59,356	2020
		State	Con	\$14,348 \$50,434	2020
		Local	Con	\$50,431	2020
MORPC ID: 3081 PID: 99915 Agency: Franklin County	CRS: FR	A-CR GR-F			
Franklin Co Guardrail Upgrade, Guardrail Maintenance		<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
		Local	Con	\$82,267	2019
		HSIP-C	Con	\$100,000	2019
MORPC ID: 3080 PID: 99914 Agency: Franklin County	CRS: FR	A-CR PM-F			
Franklin Co Pavement Marking, Pavement Marking		<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
		HSIP-C	Con	\$135,289	2018
MORPC ID: 3354 PID: NA Agency: New Albany	CRS: FR	A-Dublin-G	ranville Ro	d-W Main St	
Dublin-Granville Rd from W Main St to Market St, Reconstruction	on/Multi-Use Path	Source	Phase	Amount	SFY
		Local	Con	\$2,000,000	2018
				Ψ2,000,000	2010
MORPC ID: 2758 PID: 94156 Agency: ODOT 6	CRS: FR	A-Extrusign			
Various routes in Franklin County, Signage		<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
		Federal	Con	\$2,328,779	2018
		State	Con	\$258,753	2018
		Federal	Con	\$163,015	2018
		State	Con	\$18,113	2018
MORPC ID: 3239 PID: 100507 Agency: ODOT		A-FAC19 C	O Hilltop-	Security	
ODOT Central Office security enhancement, Facility Renovation	n	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
		State	Other	\$1,500,000	2018
MORPC ID: 3015 PID: 98303 Agency: ODOT 6	CRS: FR	A-GR-FY18	3		
Franklin Co Guardrail Repair FY18, Guardrail Maintenance		Source	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
		State	Con	\$1,374,906	2018
		State	Con	\$96,244	2018
		State	Con	\$68,000	2018
MORPC ID: 3016 PID: 98307 Agency: ODOT 6	CRS: FR	A-GR-FY19)		
Franklin Co Guardrail Repair FY19, Guardrail Maintenance		Source	<u>Phase</u>	<u>Amount</u>	SFY
-1		State	Con	\$1,400,000	2018
		State	PE	\$1,400,000	2018
		State	Con	\$108,243	2018
MORPC ID: 3017 PID: 98308 Agency: ODOT 6	CRS: FR	A-GR-FY20)		
Franklin Co Guardrail Repair FY20, Guardrail Maintenance	OKO. FK	Source	Phase	<u>Amount</u>	SFY
. Tanian 00 Guardian Nopun 1 120, Guardian Maintonance					
		State State	PE Con	\$10,000 \$859,295	2019 2020
		State	Con	\$859,295 \$85,926	2020
		State	COII	φυυ, 920	2020

Table 1. Phases Included in the SFY 2018 to 2021 TIP that Were Authorized

	PID : 104793	Agency: ODOT 6	CRS: FI	RA-Landscar	oe Mainte	nanc-F Y 18	
 Landscape mainte 	nance in Frankl	lin County for FY18, Landscape Ma	aintenance	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	SFY
				State	PE Envir	\$10,625	2018
				State	PE DD	\$1,875	2018
				State	Con	\$405,573	2018
				State	Con	\$40,557	2018
MORPC ID: 2968	PID : 93136	Agency: ODOT 6	CRS: FI	RA-US033-0	8.94		
Riverside Dr (US	33) from Trabue	Rd to Fishinger Rd, Resurfacing		<u>Source</u>	<u>Phase</u>	<u>Amount</u>	SFY
				State	Other	\$2,450	2018
				Local	Con	\$2,364	2019
				Federal	Con	\$20,839	2019
				Local	Con	\$78,983	2019
				Federal	Con	\$694,865	2019
				State	Con	\$125,816	2019
				State	Con	\$3,774	2019
MORPC ID: 2486	PID : 86651	Agency: ODOT 6	CRS: FI	RA-US033-1	4.35		
Dublin Rd/Long St Columbus, Resurf		segments from Grandview Hts to D	Oowntown	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	SFY
				Local	Con	\$495,599	2018
				Federal	Con	\$1,102,503	2018
				State	Con	\$25,595	2018
MORPC ID: 2954	PID : 99819	Agency: Upper Arlington	CRS: FI	RA-CR058-0	1.24		
Reed Rd from Lar	ne Rd to Hender	son Rd, Reconstruction		<u>Source</u>	<u>Phase</u>	<u>Amount</u>	SFY
				Local	Con	\$267,974	2018
				STBG-M	Con	\$1,071,896	2018
MORPC ID: 3384	PID : 105506	Agency: ODOT 6	CRS: FI	RA-US062-0	8.54		
Harrisburg Pk fron	ก I-270 to Eakin	Rd, Preventive Pavement Mainter	nance	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Local	Con	\$225,400	2020
				State	Con	\$2,060	2020
				Local	Con	\$906	2020
				Federal	Con	\$1,399,200	2020
				Federal	Con	\$11,704	2020
				State	Con	\$307,400	2020
MORPC ID: 2958	PID : 91146	Agency: ODOT 6	CRS: FI	RA-IR070-00	0.00		
	Co line to 0.4 n	mi W of Darby Creek Rd, Minor Pa	vement	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
Rehabilitation							
Renabilitation				Federal	Con	\$1,492,644	2019
Rehabilitation				State	Con	\$266,942	2019
Renabilitation				State Federal	Con Con	\$266,942 \$22,941	2019 2019
Renabilitation				State	Con	\$266,942	2019 2019
MORPC ID: 3372	PID : 105463	Agency: ODOT 6		State Federal	Con Con Con	\$266,942 \$22,941	
MORPC ID: 3372	est Outerbelt) to	Agency: ODOT 6 o W Broad St, Preventive Paveme		State Federal State	Con Con Con	\$266,942 \$22,941	2019 2019 2020
MORPC ID: 3372	est Outerbelt) to			State Federal State	Con Con Con	\$266,942 \$22,941 \$2,549	2019 2019 2020 SFY
MORPC ID: 3372 I-70 from I-270 (W	est Outerbelt) to			State Federal State RA-IR070-07 <u>Source</u>	Con Con Con 7.63	\$266,942 \$22,941 \$2,549 Amount	2019 2019 2020 SFY 2018
MORPC ID: 3372	est Outerbelt) to			State Federal State RA-IR070-07 Source State	Con Con Con 7.63 Phase	\$266,942 \$22,941 \$2,549 Amount \$5,000	2019 2019 2020 SFY 2018 2019
MORPC ID: 3372	est Outerbelt) to			State Federal State RA-IR070-07 Source State Federal	Con Con Con Con Con	\$266,942 \$22,941 \$2,549 Amount \$5,000 \$12,157,435	2019 2020 SFY 2018 2019 2019
MORPC ID: 3372	est Outerbelt) to			State Federal State RA-IR070-07 Source State Federal State State	Con Con Con Con Con Con Con	\$266,942 \$22,941 \$2,549 Amount \$5,000 \$12,157,435 \$42,528	2019 2019

Table 1. Phases Included in the SFY 2018 to 2021 TIP that Were Authorized

MORPC ID: 1490 PID: 79668 Agency: ODOT 6 CRS	: FRA-IR070-16	.47		
* I-70 from Fairwood Ave to Fairfield Co Line, Resurfacing	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	State	Con	\$22,080	2018
	State	Con	\$547,101	2019
	State	Con	\$18,187	2019
	Federal	Con	\$143,474	2019
	Bond	Con	\$74,785	2019
	Federal	Con	\$4,863,086	2019
MORPC ID: 3265 PID: 103951 Agency: ODOT 6 CRS	: FRA-IR070-Pu	ımp Sta S	T-8	
Pump Station at I-70 & Broad St, Facility Renovation	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	State	PE DD	\$263,857	2018
	State	Con	\$300,628	2020
	State	Con	\$4,304,692	2020
MORPC ID: 3318 PID: NA Agency: Grove City CRS	: FRA-TR266-B	orror Ph 2		
Borror Rd from Buckeye Pkwy to 3500' E, Reconstruction	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	Local	ROW	\$100,000	2020
	Local	Con	\$4,500,000	2020
MORPC ID: 2957 PID: 76467 Agency: ODOT 6 CRS	: FRA-IR270-21	.69		
I-270 (North Outerbelt) & SR-315 at two locations, Minor Pavement Rehabilitat	ion <u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	State	Con	\$473,986	2018
	State	Con	\$150,000	2018
	Federal	Con	\$1,350,000	2018
	State	Con	\$35,155	2018
	Federal	Con	\$147,884	2018
	Federal	Con	\$4,265,872	2018
MORPC ID: 3299 PID: 105137 Agency: ODOT 6 CRS	: FRA-IR270-30	.60 CD La	anes	
I-270 from SR-161 to McCutcheon Rd, Resurfacing	<u>Source</u>	Phase	<u>Amount</u>	<u>SFY</u>
	State	PE Envir	\$7,650	2018
	NHPP	PE DD	\$12,150	2018
	State	PE DD	\$1,350	2018
	NHPP	PE Envir	\$68,850	2018
	State	Con	\$15,714	2019
	Federal	Con	\$141,423	2019
	Federal	Con	\$4,497,114	2019
	State	Con	\$499,679	2019
	State	Con	\$24,100	2019
	HSIP	Con	\$216,900	2019
MORPC ID: 2456 PID: 76420 Agency: ODOT 6 CRS	: FRA-SR315-0	0.49		
* SR-315 from Sullivant Ave to I-670 on-ramp, Minor Pavement Rehabilitation	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	Local	Con	\$10,140	2018
	State	Con	\$428,188	2018
	Federal	Con	\$61,536	2018
		_	\$13,097	2018
	State	Con		
	State Local	Con	\$413,970	2018
	State		\$413,970 \$2,051,360	2018
MORPC ID: 1965 PID: 95233 Agency: Pataskala CRS	State Local	Con Con		
MORPC ID: 1965 PID: 95233 Agency: Pataskala CRS Mink St from 400' N of Broad St to bridge N of Havens Corner Rd, Reconstruct	State Local Federal : LIC-CR041-07	Con Con		
5 ,	State Local Federal : LIC-CR041-07 tion <u>Source</u>	Con Con .47 Phase	\$2,051,360 <u>Amount</u>	2018 SFY
5 ,	State Local Federal	Con Con	\$2,051,360	2018
5 ,	State Local Federal : LIC-CR041-07 tion Source STBG-M	Con Con .47 Phase Con	\$2,051,360 Amount \$3,408,942	2018 SFY 2018
5 ,	State Local Federal : LIC-CR041-07 tion Source STBG-M Local	Con Con .47 Phase Con ROW	\$2,051,360 Amount \$3,408,942 \$125,593	2018 SFY 2018 2018
5 ,	State Local Federal : LIC-CR041-07 tion Source STBG-M Local STBG-M	.47 Phase Con ROW ROW	\$2,051,360 Amount \$3,408,942 \$125,593 \$463,922	2018 SFY 2018 2018 2018
3 ,	State Local Federal : LIC-CR041-07 tion Source STBG-M Local STBG-M HP	Con Con .47 Phase Con ROW ROW Con	\$2,051,360 Amount \$3,408,942 \$125,593 \$463,922 \$13,572	2018 SFY 2018 2018 2018 2018

Table 1. Phases Included in the SFY 2018 to 2021 TIP that Were Authorized

MORPC ID: 3267 PID: 104237 Agency: Licking County	CRS: LIC-2017 (•	. •	
* Licking Co 2017 Curve Sign Upgrade, Signage	Sour			<u>SFY</u>
	HSIF	-C Con	\$13,585	2018
MORPC ID: 3385 PID: 105512 Agency: ODOT 6	CRS: MAD-SR16	61/UNI-38-00	0.00/00.08	
 * SR-161 from W of US-42 to Eiterman Rd, Preventive Pavement Mainten 	ance <u>Sour</u>	ce Phase	<u>Amount</u>	<u>SFY</u>
	St	ate Con	\$450,434	2019
	St	ate PE DD	\$3,000	2019
	Lo	cal Con	\$3,580	2019
		ate Con	\$13,487	2019
		cal Con	\$119,330	2019
	Fede		\$1,801,736	2019
	Fede	ral Con ate Con	\$53,948 \$324	2019
	Fede		\$2,912	2020 2020
MORPC ID: 3342 PID: 105025 Agency: ODOT 6	CRS: PIC-SR674		+ /-	
* SR-674 from Perrill Rd N to Smith Rd, Slide Repair	Sour		<u>Amount</u>	SFY
or or a nontrollin rant to omitter ra, onde repair		ate Con	\$106,000	2020
		ate PE DD	\$75,000	2020
		ate Con	\$26,000	2020
		ate Con	\$9,000	2020
	Fede		\$424,000	2020
	St	ate Other	\$8,500	2020
	Fede	ral Con	\$104,000	2020
	Fede	ral Con	\$36,000	2020
MORPC ID: 2757 PID: 94145 Agency: ODOT 6	CRS: UNI-US03	3-24.57		
* US-33 from Post Rd to Avery Rd, Resurfacing	Sour	ce Phase	<u>Amount</u>	<u>SFY</u>
	St	ate Con	\$322,995	2018
	Fede	ral Con	\$593,774	2018
	Fede	ral Con	\$23,754	2018
	St	ate Con	\$12,917	2018
Total for Maintenance (172 project phases)		\$9	0,404,856	
ROW Acquisition				
MORPC ID: 3207 PID: 103184 Agency: ODOT 6	CRS: FRA-IR070)-12 89 Cols	Powr	
I-70/I-71 Innerbelt (Columbus Power), Utility Relocation	Sour		Amount	SFY
170/171 milesbeit (Columbus 1 ower), Clinty Nelsocation			· · · · · · · · · · · · · · · · · · ·	
		nd Con ate Con	\$5,750,991 \$20,000	2018 2018
		ate Con	\$15,000	2020
Total for ROW Acquisition (3 project phases)			5,785,991	
		_	-,,••	
Safety & Minor Widening				
MORPC ID: 3392 PID: NA Agency: Delaware County	CRS: DEL-Libert	y Rd-Jewett		
Liberty Rd at Jewett Rd, Intersection Modification/Multi-Use Path	Sour	ce Phase	<u>Amount</u>	<u>SFY</u>
	Lo	cal Con	\$1,300,000	2018
MORPC ID: 3308 PID: NA Agency: Powell	CRS: DEL-N Lib	erty St-Grac	e Dr	
N Liberty St at Grace Dr, Intersection Modification/Signalization	Sour			<u>SFY</u>
-		cal Con	\$600,000	2018
MORPC ID: 3309 PID: NA Agency: Powell	CRS: DEL-N Lib	erty St-Seldo	om Seen Rd	
N Liberty St at Seldom Seen Rd, Intersection Modification	Sour	•		SFY
, , , , , , , , , , , , , , , , , , , ,				
	LO	cal Con	\$1,641,000	2020

Table 1. Phases Included in the SFY 2018 to 2021 TIP that Were Authorized

MORPC ID: 3192 PID: 102097 Agency: Delaware County	CRS: DEL-SR00	3-07.21		
* SR-3 at Galena Rd, Intersection Modification/Signalization	Source	e Phase	<u>Amount</u>	<u>SFY</u>
	HS	IP Con	\$553,692	2018
	Lo	cal Con	\$910,166	2018
MORPC ID: 2836 PID: NA Agency: Delaware County	CRS: DEL-CR02	4-00.07		
S Old 3C Hwy from Henschen Cir to Covington Meadows Dr (South), Mino	or <u>Sour</u>	e Phase	<u>Amount</u>	<u>SFY</u>
Widening/Signalization				
	Lo	cal Con	\$6,950,000	2018
MORPC ID: 2850 PID: 95625 Agency: Delaware	CRS: DEL-US03	6-10.59		
E William St (US-36) from Lake St (US-42) to Foley St, Minor Widening	Source	e Phase	<u>Amount</u>	<u>SFY</u>
	1	HP ROW	\$18,336	2018
	I	HP PE Envi	. ,	2018
	1	HP PE DD	\$145,000	2018
	Lo	cal Con	\$1,150,851	2019
	TR	AC Con	\$2,518,986	2019
	STBG		\$900,000	2019
	HS	IP Con	\$750,000	2019
MORPC ID: 3353 PID: NA Agency: Columbus	CRS: FRA-Cann	on Dr-Reloca	ation	
Cannon Dr from King Ave to John H Herrick Dr, Realignment	Source	<u>e Phase</u>	<u>Amount</u>	<u>SFY</u>
	Lo	cal Con	\$32,570,000	2018
MORPC ID: 3228 PID: 100927 Agency: ODOT 6	CRS: FRA-Hami	ton Rd-Livin	gston Ave	
* Hamilton Rd at Livingston Ave, Safety Improvement	Source	e Phase	<u>Amount</u>	<u>SFY</u>
	Lo	cal Con	\$57,812	2018
	HS		\$265,114	2018
MORPC ID: 2651 PID: 95606 Agency: Columbus (IP Con	\$265,114	2018
MORPC ID: 2651 PID: 95606 Agency: Columbus Lazelle Rd Phase A from N High St to Flint Rd, Minor Widening/Multi-Use	HS CRS: FRA-Lazel	e Rd-Phase	\$265,114	2018 SFY
• •	HS CRS: FRA-Lazel Path <u>Sour</u> e	e Rd-Phase	\$265,114 A <u>Amount</u>	<u>SFY</u>
• •	HS CRS: FRA-Lazel Path <u>Sour</u> e	e Rd-Phase e Phase TP Con	\$265,114 A	
• •	HS CRS: FRA-Lazel Path <u>Soure</u> LT	e Rd-Phase e Phase IP Con -M ROW	\$265,114 A Amount \$749,040 \$720,157	SFY 2018
• •	HS CRS: FRA-Lazel Path <u>Sour</u> e LT CMAG	e Rd-Phase Ee Phase IP Con -M ROW cal ROW	\$265,114 A <u>Amount</u> \$749,040	SFY 2018 2018
Lazelle Rd Phase A from N High St to Flint Rd, Minor Widening/Multi-Use	HS CRS: FRA-Lazel Path <u>Sourd</u> LT CMAQ Lo	e Rd-Phase e Phase iP Con -M ROW cal ROW -M Con	\$265,114 A Amount \$749,040 \$720,157 \$180,039 \$2,996,161	SFY 2018 2018 2018
Lazelle Rd Phase A from N High St to Flint Rd, Minor Widening/Multi-Use	HS CRS: FRA-Lazel Path <u>Sour</u> LT CMAC LO CMAC	e Rd-Phase Phase Phase Phase ROW	\$265,114 A Amount \$749,040 \$720,157 \$180,039 \$2,996,161	SFY 2018 2018 2018
Lazelle Rd Phase A from N High St to Flint Rd, Minor Widening/Multi-Use MORPC ID: 2652 PID: 95607 Agency: Columbus	CRS: FRA-Lazel Path CMAQ Lo CMAQ CRS: FRA-Lazel	e Rd-Phase Phase Phase Phase ROW	\$265,114 A Amount \$749,040 \$720,157 \$180,039 \$2,996,161 C	SFY 2018 2018 2018 2018
Lazelle Rd Phase A from N High St to Flint Rd, Minor Widening/Multi-Use MORPC ID: 2652 PID: 95607 Agency: Columbus Lazelle Rd Phase C from Sancus Blvd to Worthington-Galena Rd, Minor	CRS: FRA-Lazel Path CMAQ Lo CMAQ CRS: FRA-Lazel Source CMAQ	e Rd-Phase Phase RD-M ROW	\$265,114 A Amount \$749,040 \$720,157 \$180,039 \$2,996,161 C Amount \$4,176,682	SFY 2018 2018 2018 2018 2018 SFY
Lazelle Rd Phase A from N High St to Flint Rd, Minor Widening/Multi-Use MORPC ID: 2652 PID: 95607 Agency: Columbus Lazelle Rd Phase C from Sancus Blvd to Worthington-Galena Rd, Minor	CRS: FRA-Lazel Path CMAQ Lo CMAQ CRS: FRA-Lazel Soure	e Rd-Phase Phase RD-M ROW	\$265,114 A Amount \$749,040 \$720,157 \$180,039 \$2,996,161 C Amount	SFY 2018 2018 2018 2018 2018
Lazelle Rd Phase A from N High St to Flint Rd, Minor Widening/Multi-Use MORPC ID: 2652 PID: 95607 Agency: Columbus Lazelle Rd Phase C from Sancus Blvd to Worthington-Galena Rd, Minor Widening/Multi-Use Path	CRS: FRA-Lazel Path CMAQ Lo CMAQ CRS: FRA-Lazel Source CMAQ	e Rd-Phase Phase Phase ROW	\$265,114 A Amount \$749,040 \$720,157 \$180,039 \$2,996,161 C Amount \$4,176,682 \$1,044,171	SFY 2018 2018 2018 2018 2018 SFY
Lazelle Rd Phase A from N High St to Flint Rd, Minor Widening/Multi-Use MORPC ID: 2652 PID: 95607 Agency: Columbus Lazelle Rd Phase C from Sancus Blvd to Worthington-Galena Rd, Minor Widening/Multi-Use Path MORPC ID: 3393 PID: 105623 Agency: Franklin County	HSCRS: FRA-Lazel Path CMAQ LO CMAQ CRS: FRA-Lazel Soure LO CMAQ	e Rd-Phase Phase Phase Phase Phase Phase Phase Phase Rd-Phase Phase Rd-Kitzmill	\$265,114 A Amount \$749,040 \$720,157 \$180,039 \$2,996,161 C Amount \$4,176,682 \$1,044,171	SFY 2018 2018 2018 2018 2018 SFY
Lazelle Rd Phase A from N High St to Flint Rd, Minor Widening/Multi-Use MORPC ID: 2652 PID: 95607 Agency: Columbus Lazelle Rd Phase C from Sancus Blvd to Worthington-Galena Rd, Minor Widening/Multi-Use Path	CRS: FRA-Lazel Path CMAQ Lo CMAQ CRS: FRA-Lazel Sourc CMAQ CCRS: FRA-Morse Sourc Lo	e Rd-Phase Phase Phase Phase ROW	\$265,114 A Amount \$749,040 \$720,157 \$180,039 \$2,996,161 C Amount \$4,176,682 \$1,044,171 er Rd Amount \$3,088,276	SFY 2018 2018 2018 2018 2019 2019 2019
Lazelle Rd Phase A from N High St to Flint Rd, Minor Widening/Multi-Use MORPC ID: 2652 PID: 95607 Agency: Columbus Lazelle Rd Phase C from Sancus Blvd to Worthington-Galena Rd, Minor Widening/Multi-Use Path MORPC ID: 3393 PID: 105623 Agency: Franklin County	CRS: FRA-Lazel Path CMAQ Lo CMAQ CRS: FRA-Lazel Sourc CMAQ CCRS: FRA-Morse Source	e Rd-Phase Phase Phase Phase ROW	\$265,114 A Amount \$749,040 \$720,157 \$180,039 \$2,996,161 C Amount \$4,176,682 \$1,044,171 er Rd Amount	SFY 2018 2018 2018 2018 2018 2019 2019 2019
MORPC ID: 2652 PID: 95607 Agency: Columbus Lazelle Rd Phase C from Sancus Blvd to Worthington-Galena Rd, Minor Widening/Multi-Use Path MORPC ID: 3393 PID: 105623 Agency: Franklin County * Morse Rd at Kitzmiller Rd, Intersection Modification	CRS: FRA-Lazel Path CMAQ Lo CMAQ CRS: FRA-Lazel Sourc CMAQ CCRS: FRA-Morse Sourc Lo	e Rd-Phase Phase Rd-Phase Rd-Phase Rd-Phase Rd-Phase Rd-Kitzmill	\$265,114 A Amount \$749,040 \$720,157 \$180,039 \$2,996,161 C Amount \$4,176,682 \$1,044,171 er Rd Amount \$3,088,276	SFY 2018 2018 2018 2018 2019 2019 2019
MORPC ID: 2652 PID: 95607 Agency: Columbus Lazelle Rd Phase C from Sancus Blvd to Worthington-Galena Rd, Minor Widening/Multi-Use Path MORPC ID: 3393 PID: 105623 Agency: Franklin County * Morse Rd at Kitzmiller Rd, Intersection Modification MORPC ID: 3112 PID: 102047 Agency: Franklin County	CRS: FRA-Lazel Path CMAQ Lo CMAQ CRS: FRA-Lazel Sourc CMAQ Lo	e Rd-Phase Phase Rd-Phase Rd-Phase Rd-Phase Rd-Phase Rd-Phase Rd-Kitzmill Rd-Kitzmill Rd-Kitzmill Rd-Kitzmill Rd-Kitzmill Rd-Con Rd-Con Rd-Con	\$265,114 A Amount \$749,040 \$720,157 \$180,039 \$2,996,161 C Amount \$4,176,682 \$1,044,171 er Rd Amount \$3,088,276	SFY 2018 2018 2018 2018 2019 2019 2019
MORPC ID: 2652 PID: 95607 Agency: Columbus Lazelle Rd Phase C from Sancus Blvd to Worthington-Galena Rd, Minor Widening/Multi-Use Path MORPC ID: 3393 PID: 105623 Agency: Franklin County * Morse Rd at Kitzmiller Rd, Intersection Modification MORPC ID: 3112 PID: 102047 Agency: Franklin County	CRS: FRA-Lazel Path CMAQ Lo CMAQ CRS: FRA-Lazel Source CMAQ Lo CRS: FRA-Lazel Source Lo CRS: FRA-Morse Source Lo HS CRS: FRA-CROO	e Rd-Phase Phase Rd-Phase Rd-Phase Rd-Phase Rd-Phase Rd-Phase Rd-Kitzmill Rd-Rd-Kitzmill Rd-Rd-Rd-Rd-Rd-Rd-Rd-Rd-Rd-Rd-Rd-Rd-Rd-R	\$265,114 A Amount \$749,040 \$720,157 \$180,039 \$2,996,161 C Amount \$4,176,682 \$1,044,171 er Rd Amount \$3,088,276 \$1,000,000	SFY 2018 2018 2018 2018 2019 2019 2019
MORPC ID: 2652 PID: 95607 Agency: Columbus Lazelle Rd Phase C from Sancus Blvd to Worthington-Galena Rd, Minor Widening/Multi-Use Path MORPC ID: 3393 PID: 105623 Agency: Franklin County * Morse Rd at Kitzmiller Rd, Intersection Modification MORPC ID: 3112 PID: 102047 Agency: Franklin County	CRS: FRA-Lazel Path CMAQ Lo CMAQ CRS: FRA-Lazel Source CMAQ Lo CRS: FRA-Dazel CMAQ Lo CRS: FRA-Lazel CMAQ Lo CRS: FRA-CROC Source	e Rd-Phase e Rd-Phase e Rd-Phase e Rd-Phase e Rd-Phase e Phase e Phase e Phase e Con e Rd-Kitzmill e Phase e Con con 3-06.79 e Rd-Rd-Rd-Rd-Rd-Rd-Rd-Rd-Rd-Rd-Rd-Rd-Rd-R	\$265,114 A Amount \$749,040 \$720,157 \$180,039 \$2,996,161 C Amount \$4,176,682 \$1,044,171 er Rd Amount \$3,088,276 \$1,000,000 Amount	SFY 2018 2018 2018 2018 2019 2019 SFY 2019 2019
MORPC ID: 2652 PID: 95607 Agency: Columbus Lazelle Rd Phase C from Sancus Blvd to Worthington-Galena Rd, Minor Widening/Multi-Use Path MORPC ID: 3393 PID: 105623 Agency: Franklin County * Morse Rd at Kitzmiller Rd, Intersection Modification	CRS: FRA-Lazel Path CMAQ Lo CMAQ CRS: FRA-Lazel Soure CMAQ Lo CRS: FRA-Lazel Soure CMAQ Lo CRS: FRA-CRO HS CRS: FRA-CRO Soure Lo Lo CRS: FRA-CRO Lo	e Rd-Phase e Rd-Phase e Rd-Phase e Rd-Phase e Rd-Phase e Rd-Phase e Phase e Phase e Con e Rd-Kitzmill e Phase e Con e Rd-Rose e Rose e Rd-Rose e Rose e	\$265,114 A Amount \$749,040 \$720,157 \$180,039 \$2,996,161 C Amount \$4,176,682 \$1,044,171 er Rd Amount \$3,088,276 \$1,000,000 Amount \$16,667	SFY 2018 2018 2018 2018 2019 2019 SFY 2019 2019
MORPC ID: 2652 PID: 95607 Agency: Columbus Lazelle Rd Phase C from Sancus Blvd to Worthington-Galena Rd, Minor Widening/Multi-Use Path MORPC ID: 3393 PID: 105623 Agency: Franklin County * Morse Rd at Kitzmiller Rd, Intersection Modification MORPC ID: 3112 PID: 102047 Agency: Franklin County	CRS: FRA-Lazel Path CMAQ Lo CMAQ CRS: FRA-Lazel Source CMAQ Lo CRS: FRA-Lazel Source CMAQ Lo CRS: FRA-CRO HS CRS: FRA-CRO Source Lo HS CRS: FRA-CRO HS	e Rd-Phase e Rd-Phase e Rd-Phase e Rd-Phase e Phase e Rd-Kitzmill e Phase e Rd-Ritzmill e Rd-Ritzmill e Phase e Rd-Ritzmill	\$265,114 A Amount \$749,040 \$720,157 \$180,039 \$2,996,161 C Amount \$4,176,682 \$1,044,171 er Rd Amount \$3,088,276 \$1,000,000 Amount \$16,667 \$150,000	SFY 2018 2018 2018 2018 2019 2019 2019 2019 2019 2019 2019 2019
MORPC ID: 2652 PID: 95607 Agency: Columbus Lazelle Rd Phase C from Sancus Blvd to Worthington-Galena Rd, Minor Widening/Multi-Use Path MORPC ID: 3393 PID: 105623 Agency: Franklin County * Morse Rd at Kitzmiller Rd, Intersection Modification MORPC ID: 3112 PID: 102047 Agency: Franklin County * Norton Rd at Johnson Rd, Intersection Modification	CRS: FRA-Lazel Path CMAQ Lo CMAQ CRS: FRA-Lazel Source CMAQ Lo CRS: FRA-Lazel Source CRS: FRA-CROC HS CRS: FRA-CROC Source Lo HS Lo	e Rd-Phase Phase Rd-Phase Rd-Phase Rd-Phase Rd-Phase Rd-Phase Rd-Kitzmill Rd-Rd-Kitzmill Rd-Rd-Rd-Rd-Rd-Rd-Rd-Rd-Rd-Rd-Rd-Rd-Rd-R	\$265,114 A Amount \$749,040 \$720,157 \$180,039 \$2,996,161 C Amount \$4,176,682 \$1,044,171 er Rd Amount \$3,088,276 \$1,000,000 Amount \$16,667 \$150,000 \$577,836	SFY 2018 2018 2018 2018 2019 2019 2019 2019 2019 2019 2019 2019
MORPC ID: 2652 PID: 95607 Agency: Columbus Lazelle Rd Phase C from Sancus Blvd to Worthington-Galena Rd, Minor Widening/Multi-Use Path MORPC ID: 3393 PID: 105623 Agency: Franklin County * Morse Rd at Kitzmiller Rd, Intersection Modification MORPC ID: 3112 PID: 102047 Agency: Franklin County * Norton Rd at Johnson Rd, Intersection Modification MORPC ID: 3047 PID: 99419 Agency: Columbus	CRS: FRA-Lazel Path CMAQ CMAQ CMAQ CRS: FRA-Lazel Source CMAQ Lo CRS: FRA-CROC Source Lo HS Lo HS	e Rd-Phase Phase Rd-Phase Rd-Phase Rd-Phase Rd-Phase Rd-Phase Rd-Kitzmill Re Phase Rd-Kitzmill Re Phase Rd-Ron Rd-Rd-Ron Rd-Rd-Rd-Rd-Rd-Rd-Rd-Rd-Rd-Rd-Rd-Rd-Rd-R	\$265,114 A Amount \$749,040 \$720,157 \$180,039 \$2,996,161 C Amount \$4,176,682 \$1,044,171 er Rd Amount \$3,088,276 \$1,000,000 Amount \$16,667 \$150,000 \$577,836	SFY 2018 2018 2018 2018 2019 2019 2019 2019 2019 2019 2019 2019
MORPC ID: 2652 PID: 95607 Agency: Columbus Lazelle Rd Phase C from Sancus Blvd to Worthington-Galena Rd, Minor Widening/Multi-Use Path MORPC ID: 3393 PID: 105623 Agency: Franklin County * Morse Rd at Kitzmiller Rd, Intersection Modification MORPC ID: 3112 PID: 102047 Agency: Franklin County * Norton Rd at Johnson Rd, Intersection Modification MORPC ID: 3047 PID: 99419 Agency: Columbus	CRS: FRA-Lazel Path Path CMAG Lo CMAG CMAG CMAG CMAG CMAG CMAG CMAG CMAG	e Rd-Phase Phase Rd-Phase Rd-Phase Rd-Phase Rd-Phase Rd-Phase Rd-Kitzmill Re Phase Rd-Kitzmill Re Phase Rd-Row Rd-	\$265,114 A Amount \$749,040 \$720,157 \$180,039 \$2,996,161 C Amount \$4,176,682 \$1,044,171 er Rd Amount \$3,088,276 \$1,000,000 Amount \$16,667 \$150,000 \$577,836 \$1,450,000	SFY 2018 2018 2018 2018 2019 2019 2019 2019 2019 2019 2019
MORPC ID: 2652 PID: 95607 Agency: Columbus Lazelle Rd Phase C from Sancus Blvd to Worthington-Galena Rd, Minor Widening/Multi-Use Path MORPC ID: 3393 PID: 105623 Agency: Franklin County * Morse Rd at Kitzmiller Rd, Intersection Modification MORPC ID: 3112 PID: 102047 Agency: Franklin County * Norton Rd at Johnson Rd, Intersection Modification	CRS: FRA-Lazel Path Path CMAG Lo CMAG CMAG CMAG CMAG CCRS: FRA-Lazel Sourt CMAG Lo CCRS: FRA-Morse Sourt Lo HS CCRS: FRA-CROG HS	e Rd-Phase Phase Rd-Phase Rd-Phase Rd-Phase Rd-Phase Rd-Phase Rd-Kitzmill Re Phase Rd-Kitzmill Re Phase Rd-Row Rd-	\$265,114 A Amount \$749,040 \$720,157 \$180,039 \$2,996,161 C Amount \$4,176,682 \$1,044,171 er Rd Amount \$3,088,276 \$1,000,000 Amount \$16,667 \$150,000 \$577,836 \$1,450,000 Amount	SFY 2018 2018 2018 2018 2019 2019 2019 2019 2019 2019 2019 2019

Table 1. Phases Included in the SFY 2018 to 2021 TIP that Were Authorized

MORPC ID: 2919 PID: 98518 Agency: Columbus	CRS : FRA-CR015-0	1 65		
Livingston Ave at Barnett Rd, Intersection Modification/Sidewalks	Source	Phase	<u>Amount</u>	SFY
Emigotori ivo di Barrott Na, intersection modification/oldewalks	HSIP	PE DD	\$33,213	2018
	HSIP	Con	\$920,000	2019
	Local	Con	\$384,035	2019
MORPC ID: 3046 PID: 99415 Agency: Franklin County	CRS: FRA-CR020-0	3.80		
* Smothers Rd at Schott Rd/Red Bank Rd, Intersection Modification	Source	Phase	<u>Amount</u>	SFY
	Local	Con	\$697,756	2018
	HSIP	Con	\$1,175,000	2018
	HSIP	ROW	\$142,500	2019
	Local	ROW	\$347,500	2019
MORPC ID: 3092	CRS: FRA-US033-0	8.78		
* US 33 at Fishinger Rd, Intersection Modification/Minor Widening	Source	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	HSIP	ROW	\$282,020	2018
	State	ROW	\$22,000	2018
	State	ROW	\$31,336	2018
	State	PE DD	\$13,046	2018
	Federal	Con	\$128,203	2019
	HSIP	Con	\$1,656,430	2019
	Federal	Con	\$239,027	2019
	State	Con	\$184,048	2019
	State	Con	\$59,757	2019
	State	Con	\$15,947	2019
MORPC ID: 2747 PID: 93173 Agency: ODOT 6	CRS: FRA-US040-0	7.00		
W Broad St from E of Georgesville Rd to 500' E of Wilson Rd, Safety	Source	Phase	<u>Amount</u>	SFY
Improvement/Reconstruction				
	HSIP	ROW	\$2,588,007	2020
	State	ROW	\$287,556	2020
MORPC ID: 2904 PID: 97197 Agency: Columbus	CRS: FRA-US040-2	2.16		
E Main St from I-270 to McNaughten Rd, Safety Improvement	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	Local	ROW	\$150,509	2018
	HSIP	ROW	\$395,308	2018
	HSIP	PE DD	\$33,009	2018
	Local	Con	\$1,319,737	2019
	HSIP	Con	\$1,283,600	2019
MORPC ID: 3079 PID: 99885 Agency: ODOT 6	CRS: FRA-SR104-0	7.57		
Jackson Pk (SR-104) at Frank Rd/I-71, Intersection Modification	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	HSIP	ROW	\$294,300	2018
	State	ROW	\$32,700	2018
	State	PE DD	\$20,968	2018
	State	Con	\$354,500	2019
	State	ROW	\$1,500	2019
	HSIP	ROW	\$13,500	2019
	State	ROW	\$62,800	2020
	State	ROW	\$18,700	2020
	Federal	ROW	\$168,300	2020
	HSIP	ROW	\$565,200	2020
	State	Other	\$6,350	2020
	Federal	Con	\$0,330 \$110,754	2020
	State	Con	\$25,784	2020
	Federal		\$25,764 \$232,054	2020
	HSIP	Con		2020
		Con	\$3,190,500 \$27,689	2020
	State	Con	₽60,12Ф	2020

Table 1. Phases Included in the SFY 2018 to 2021 TIP that Were Authorized

	CRS: FRA-SR317-1	0.63		
S Hamilton Rd from 1500' S of Refugee Rd to 550' N of Groves Rd, Saf Improvement/Multi-Use Path	fety <u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	HSIP	ROW	\$260,000	2018
	Local	ROW	\$736,389	2018
	STBG-M	ROW	\$1,760,000	2018
	HSIP	Con	\$1,824,000	2020
	State	Con	\$135,140	2020
	NHPP	Con	\$491,419	2020
	STBG-M	Con	\$12,986,440	2020
	Local	Con	\$1,531,373	2020
	Federal	Con	\$49,142	2020
	LTIP	Con	\$2,093,392	2020
MORPC ID: 3048 PID: 99420 Agency: Columbus	CRS: FRA-CR505-0		A	051
* Mound St at Central Ave/Harrisburg Pk, Intersection Modification	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	HSIP	PE DD	\$3,121	2018
	HSIP	Con	\$396,219	2018
	Local	Con	\$88,048	2018
MORPC ID: 1434 PID: NA Agency: Canal Winchester	CRS: FRA-SR674-F	hase IV		
Gender Rd at Groveport Rd, Intersection Modification	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	SCIP	Con	\$2,050,023	2018
Total for Safety & Minor Widening (85 project phases)		\$10	9,123,450	
Study or Other				
MORPC ID: 2726 PID: 92050 Agency: ODOT 6	CRS: D06-CON EN	GR-FY 17	7G	
* Various locations in District 6, Inspection services	Source	Phase	Amount	SFY
various locations in Bistriot 8, inspection services				
	Federal State	Con Con	\$240,000	2018
	Federal	Con	\$60,000 \$100,000	2018 2019
	State	Con	\$100,000	2019
	Federal	Con	\$50,000	2020
	State	Con	\$50,000	2020
MORPC ID: 3356 PID: 105871 Agency: MORPC	CRS: FRA-insight2050 Technical Assistance-			
insight2050 Technical Assistance, Planning Activity	Source	Phase	<u>Amount</u>	SFY
insignizoso Technical Assistance, Flaming Activity				
	STBG-M	Plan	\$200,000	2018
3,	CRS: FRA-MORPC			
MORPC ID: 2663 PID: 95493 Agency: MORPC Air Quality Awareness, SFY 2018, Air Quality Project	CRS: FRA-MORPC Source	FY 18-Ai Phase	r Quality Pgm <u>Amount</u>	<u>SFY</u>
5 ,	_			SFY 2018
5 ,	_	Phase Plan	<u>Amount</u> \$550,000	
Air Quality Awareness, SFY 2018, Air Quality Project	Source CRS: FRA-MORPC	Phase Plan	<u>Amount</u> \$550,000	2018
Air Quality Awareness, SFY 2018, Air Quality Project MORPC ID: 2667 PID: 95504 Agency: MORPC	Source	Phase Plan FY 18-Re	Amount \$550,000 eg Trans Plng	
Air Quality Awareness, SFY 2018, Air Quality Project MORPC ID: 2667 PID: 95504 Agency: MORPC Supplemental Planning, SFY 2018, Planning Activity	Source CRS: FRA-MORPC Source STBG-M	Phase Plan FY 18-Re Phase Plan	Amount \$550,000 eg Trans Plng Amount \$250,000	2018 SFY
Air Quality Awareness, SFY 2018, Air Quality Project MORPC ID: 2667 PID: 95504 Agency: MORPC Supplemental Planning, SFY 2018, Planning Activity MORPC ID: 3036 PID: 99108 Agency: MORPC	Source CRS: FRA-MORPC Source STBG-M CRS: FRA-MORPC	Phase Plan FY 18-Re Phase Plan FY 19 Su	Amount \$550,000 eg Trans Plng Amount \$250,000 upp-Planning	2018 SFY 2018
Air Quality Awareness, SFY 2018, Air Quality Project MORPC ID: 2667 PID: 95504 Agency: MORPC Supplemental Planning, SFY 2018, Planning Activity	Source CRS: FRA-MORPC Source STBG-M CRS: FRA-MORPC Source	Phase Plan FY 18-Re Phase Plan FY 19 Su Phase	Amount \$550,000 eg Trans Plng Amount \$250,000 upp-Planning Amount	2018 SFY 2018 SFY
Air Quality Awareness, SFY 2018, Air Quality Project MORPC ID: 2667 PID: 95504 Agency: MORPC Supplemental Planning, SFY 2018, Planning Activity MORPC ID: 3036 PID: 99108 Agency: MORPC	Source CRS: FRA-MORPC Source STBG-M CRS: FRA-MORPC	Phase Plan FY 18-Re Phase Plan FY 19 Su	Amount \$550,000 eg Trans Plng Amount \$250,000 upp-Planning	2018 SFY 2018
Air Quality Awareness, SFY 2018, Air Quality Project MORPC ID: 2667 PID: 95504 Agency: MORPC Supplemental Planning, SFY 2018, Planning Activity MORPC ID: 3036 PID: 99108 Agency: MORPC	Source CRS: FRA-MORPC Source STBG-M CRS: FRA-MORPC Source	Phase Plan FY 18-Re Phase Plan FY 19 Su Phase Plan	Amount \$550,000 eg Trans Plng Amount \$250,000 upp-Planning Amount \$350,000	2018 SFY 2018 SFY
Air Quality Awareness, SFY 2018, Air Quality Project MORPC ID: 2667 PID: 95504 Agency: MORPC Supplemental Planning, SFY 2018, Planning Activity MORPC ID: 3036 PID: 99108 Agency: MORPC Supplemental Planning, SFY 2019, Planning Activity	Source CRS: FRA-MORPC Source STBG-M CRS: FRA-MORPC Source STBG-M	Phase Plan FY 18-Re Phase Plan FY 19 Su Phase Plan	Amount \$550,000 eg Trans Plng Amount \$250,000 upp-Planning Amount \$350,000	2018 SFY 2018 SFY

Table 1. Phases Included in the SFY 2018 to 2021 TIP that Were Authorized

MORPC ID: 2932 PID: 99006 Agency: MORPC	CRS: FRA-MORPC	FY 20-AC) Program	
Air Quality Awareness, SFY 2020, Air Quality Project	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	CMAQ-M	Plan	\$565,000	2020
MORPC ID: 2848 PID: 95526 Agency: MORPC	CRS: FRA-Paving th	ne Way-F`	Y18	
Paving the Way, SFY 2018, Program Administration	Source	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	STBG-M	PE	\$150,000	2018
MORPC ID: 3423 PID: 105883 Agency: MORPC	CRS: FRA-Paving th	ne Way-F`	Y19	
Paving the Way, SFY 2019, Program Administration	Source	<u>Phase</u>	Amount	<u>SFY</u>
	STBG-M	PE	\$150,000	2019
MORPC ID: 3424 PID: 109287 Agency: MORPC	CRS: FRA-Paving th	ne Way-F`	Y20	
Paving the Way, SFY 2020, Program Administration	Source	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	STBG-M	PE	\$150,000	2019
Total for Study or Other (15 project phases)		\$3	3,530,000	
		-		
Transit Capital				
MORPC ID: 3040 PID: 99379 Agency: DATA	CRS: DEL-DATA 20	18 Capita	I-Maintenance)
DATA 2018 Capital Maintenance, Transit Replacement Capital	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	Local-Transit Sec 5307	Other Other	\$52,000 \$208,000	2018 2018
MODDO ID 0044 BID 00000 A DATA				
MORPC ID: 3041 PID: 99380 Agency: DATA	CRS: DEL-DATA 20			
DATA 2018 Vehicle Replacement, Transit Replacement Capital	Source	<u>Phase</u>	Amount	SFY
	CMAQ-S	Other	\$337,760	2018
MORPC ID: 3043 PID: 99382 Agency: DATA	CRS: DEL-DATA 20		_	
DATA 2019 Capital Maintenance, Transit Replacement Capital	Source	<u>Phase</u>	Amount	<u>SFY</u>
	Sec 5307 Local-Transit	Other Other	\$208,000 \$52,000	2019 2019
MORPC ID: 3044 PID: 99383 Agency: DATA	CRS: DEL-DATA 20			
DATA 2019 Vehicle Replacement, Transit Replacement Capital	Source	Phase	Amount	" SFY
2, 1, 1, 2010 to the top account of the top account	Sec 5307	Other	\$244,480	2019
	Local-Transit	Other	\$61,120	2019
MORPC ID: 3270 PID: 104520 Agency: DATA	CRS: DEL-DATA 20	20 Capita	l Maintenance	; -
DATA 2020 Capital Maintenance, Transit Activity	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	Local-Transit	Other	\$52,000	2020
	Sec 5307	Other	\$208,000	2020
MORPC ID: 3271 PID: 104521 Agency: DATA	CRS: DEL-DATA 20		e Replacemer	
DATA 2020 Vehicle Replacement, Transit Replacement Capital	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	Sec 5307 Local-Transit	Other	\$244,480 \$61,120	2020
		Other	\$61,120	2020
MORPC ID: 2658 PID: 99506 Agency: COTA	CRS: FRA-COTA 20			
COTA 2018 28 35-40' Bus Purchase, Transit Replacement Capital	Source	<u>Phase</u>	Amount	SFY
	Sec 5307 Local-Transit	Other Other	\$6,451,609 \$3,102,207	2018 2018
	CMAQ-S	Other	\$3,176,263	2018
	CMAQ-M	Other	\$2,780,955	2018

Table 1. Phases Included in the SFY 2018 to 2021 TIP that Were Authorized

MORPC ID: 3026 PID: 99058 Agency: COTA	CRS: FRA-COTA 20)18 Parat	ransit Expansi	on-
COTA 2018 Paratransit Expansion, Transit Expansion Capital	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	Local-Transit Sec 5307	Other Other	\$54,060 \$216,240	2018 2018
MORPC ID: 3025 PID: 99057 Agency: COTA	CRS: FRA-COTA 20)18 Parat	ransit Replace	-
COTA 2018 Paratransit Replace, Transit Replacement Capital	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	Sec 5307 Local-Transit	Other Other	\$1,297,440 \$324,360	2018 2018
MORPC ID: 3027 PID: 99060 Agency: COTA	CRS: FRA-COTA 20)19 Bus-F		
COTA 2019 Bus Replacement, Transit Replacement Capital	Source	<u>Phase</u>	Amount	<u>SFY</u>
	Local-Transit	Other	\$2,152,976	2019
	Sec 5307	Other	\$8,611,906	2019
	Local-Transit CMAQ-M	Other Other	\$1,131,849 \$4,527,394	2020 2020
MORPC ID: 3073	CRS: FRA-COTA 20			
COTA 2019 Paratransit Expansion, Transit Expansion Capital	Source	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	Sec 5307	Other	\$146,880	2019
	Local-Transit	Other	\$36,720	2019
MORPC ID: 3028 PID: 99061 Agency: COTA	CRS: FRA-COTA 20	019 Parat	ransit Replace	-
COTA 2019 Paratransit Replace, Transit Replacement Capital	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	Sec 5307	Other	\$1,334,160	2019
	Local-Transit	Other	\$333,540	2019
MORPC ID: 2949 PID: 99508 Agency: COTA	CRS: FRA-COTA 20		Bus Purchas	
COTA 2020 35-40' Bus Purchase, Transit Replacement Capital	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	CMAQ-S	Other	\$1,411,742	2020
	Sec 5307 Local-Transit	Other Other	\$7,059,456 \$2,117,799	2020 2020
MORPC ID: 3291 PID: 105107 Agency: COTA	CRS: FRA-COTA 20)20 Parat	ransit Purchas	e-
COTA 2020 Paratransit Purchase, Transit Replacement Capital	Source	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	Sec 5307	Purch	\$1,358,640	2020
	Local-Transit	Purch	\$339,660	2020
MORPC ID: 3093 PID: 101565 Agency: COTA	CRS: FRA-COTA 40			
COTA 4G Cellular Connection for Buses, Transit Activity/ITS	Source	<u>Phase</u>	Amount	<u>SFY</u>
	Local-Transit	Other	\$3,750,000	2018
MORPC ID: 2568 PID: 92089 Agency: COTA	CRS: FRA-COTA C	anal Wind	chester Park &	Ride-
COTA Canal Winchester Park & Ride, Transit Activity/Operations Facility		<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	Local-Transit	Con	\$3,298,655	2018
MORPC ID: 3033 PID: 99069 Agency: COTA	CRS: FRA-COTA Fi	elds Aver	nue-Assessme	nt
COTA Fields Avenue Assessment, Transit Activity	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	Local-Transit	Other	\$150,000	2018
MORPC ID: 2786 PID: 95037 Agency: COTA	CRS: FRA-COTA Fi	elds CNG	Rehabilitation)-
COTA Fields CNG Rehabilitation, Transit Activity	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	Local	Other	\$2,500,000	2020
	Local-Transit Sec 5307	Other Other	\$29,141,922 \$23,294,145	2020 2020
	Sec 5307	Other	\$1,706,000	2020
Total for Transit Capital (39 project phases)		\$11	3,535,538	
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22

Table 2. Projects with a Phase in SFYs 2018-2020 of the Previous TIP that Was Not Authorized

CRS: D06-Bridge Repair-Blanket FY20			
Project was cancelled, merged with another project, of delayed beyond SFY 2025			
CRS: D06-Bridge Repair-FY19			
Project was cancelled, merged with another project, or delayed beyond SFY 2025			
CRS: D06-FGAC-FY20 MORPC			
t Project was cancelled, merged with another project, or delayed beyond SFY 2025			
CRS: D06-Planned Micro-FY20 MORPC			
Project was cancelled, merged with another project, or delayed beyond SFY 2025			
CRS: D06-Planned Resurf-FY20 [Cancel]			
Project was cancelled, merged with another project, or delayed beyond SFY 2025			
CRS: D06-PR/RPM Installation-FY18			
Project was cancelled, merged with another project, or delayed beyond SFY 2025			
CRS: D06-SP FY20 General-			
Project was cancelled, merged with another project, or delayed beyond SFY 2025			
CRS: D06-SP-FY18 Gen			
Project was cancelled, merged with another project, or delayed beyond SFY 2025			
CRS: DEL-Cancelled			
Project was cancelled, merged with another project, or delayed beyond SFY 2025			
delayed beyond SFY 2025 CRS: DEL-DATA 2021 Capital Maintenance-			
delayed beyond SFY 2025 CRS: DEL-DATA 2021 Capital Maintenance- Project was cancelled, merged with another project, or			
delayed beyond SFY 2025 CRS: DEL-DATA 2021 Capital Maintenance- Project was cancelled, merged with another project, or delayed beyond SFY 2025			
CRS: DEL-DATA 2021 Capital Maintenance- Project was cancelled, merged with another project, or delayed beyond SFY 2025 CRS: DEL-DCT 2021 Vehicle Replacement- Source Phase Amount Revised SFY			
CRS: DEL-DATA 2021 Capital Maintenance- Project was cancelled, merged with another project, or delayed beyond SFY 2025 CRS: DEL-DCT 2021 Vehicle Replacement- Source Phase Amount Revised SFY Local-Transit Other \$360,000 2021 CRS: DEL-Heelsplitter-Mitigation			
CRS: DEL-DATA 2021 Capital Maintenance- Project was cancelled, merged with another project, or delayed beyond SFY 2025 CRS: DEL-DCT 2021 Vehicle Replacement- Source Phase Amount Revised SFY Local-Transit Other \$360,000 2021 CRS: DEL-Heelsplitter-Mitigation Project was cancelled, merged with another project, or			
CRS: DEL-DATA 2021 Capital Maintenance- Project was cancelled, merged with another project, or delayed beyond SFY 2025 CRS: DEL-DCT 2021 Vehicle Replacement- Source Phase Amount Revised SFY Local-Transit Other \$360,000 2021 CRS: DEL-Heelsplitter-Mitigation Project was cancelled, merged with another project, or delayed beyond SFY 2025 CRS: DEL-Liberty St-Streetscape			
CRS: DEL-DATA 2021 Capital Maintenance- Project was cancelled, merged with another project, or delayed beyond SFY 2025 CRS: DEL-DCT 2021 Vehicle Replacement- Source Phase Amount Revised SFY Local-Transit Other \$360,000 2021 CRS: DEL-Heelsplitter-Mitigation Project was cancelled, merged with another project, or delayed beyond SFY 2025 CRS: DEL-Liberty St-Streetscape Project was cancelled, merged with another project, or			
CRS: DEL-DATA 2021 Capital Maintenance- Project was cancelled, merged with another project, or delayed beyond SFY 2025 CRS: DEL-DCT 2021 Vehicle Replacement- Source Phase Amount Revised SFY Local-Transit Other \$360,000 2021 CRS: DEL-Heelsplitter-Mitigation Project was cancelled, merged with another project, or delayed beyond SFY 2025 CRS: DEL-Liberty St-Streetscape Project was cancelled, merged with another project, or delayed beyond SFY 2025			
CRS: DEL-DATA 2021 Capital Maintenance- Project was cancelled, merged with another project, or delayed beyond SFY 2025 CRS: DEL-DCT 2021 Vehicle Replacement- Source Phase Amount Revised SFY Local-Transit Other \$360,000 2021 CRS: DEL-Heelsplitter-Mitigation Project was cancelled, merged with another project, or delayed beyond SFY 2025 CRS: DEL-Liberty St-Streetscape Project was cancelled, merged with another project, or delayed beyond SFY 2025 CRS: DEL-Martin Perry Dr-New Road Project was cancelled, merged with another project, or			
CRS: DEL-DATA 2021 Capital Maintenance- Project was cancelled, merged with another project, or delayed beyond SFY 2025 CRS: DEL-DCT 2021 Vehicle Replacement- Source Phase Amount Revised SFY Local-Transit Other \$360,000 2021 CRS: DEL-Heelsplitter-Mitigation Project was cancelled, merged with another project, or delayed beyond SFY 2025 CRS: DEL-Liberty St-Streetscape Project was cancelled, merged with another project, or delayed beyond SFY 2025 CRS: DEL-Martin Perry Dr-New Road Project was cancelled, merged with another project, or delayed beyond SFY 2025 CRS: DEL-CR021-03.69 Africa Rd Project was cancelled, merged with another project, or delayed beyond SFY 2025			
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^{*} Project is part of a Statewide Line Item

Table 2. Projects with a Phase in SFYs 2018-2020 of the Previous TIP that Was Not Authorized

MORPC ID: 2993 PID: 96312 Agency: ODOT 6	CRS: DEL-SR229-03.48
SR-229 at Whetstone Creek, Bridge Maintenance Activities	Project was cancelled, merged with another project, or delayed beyond SFY 2025
MORPC ID: 3370 PID: NA Agency: Powell	CRS: DEL-SR750-Beech Ridge Dr/Bartholomew
Olentangy St at Beech Ridge Dr/Bartholomew Blvd, Intersection Modification/Resurfacing	Project was cancelled, merged with another project, or delayed beyond SFY 2025
MORPC ID: 3368 PID: NA Agency: Powell	CRS: DEL-SR750-CSX RR
Olentangy St from CSX RR to Grace Dr, Minor Widening/Streetscape	Project was cancelled, merged with another project, or delayed beyond SFY 2025
MORPC ID: 3238 PID: 99498 Agency: Fairfield County	CRS: FAI-CR006-10.39
Fairfield County Roads, Guardrail Upgrade/Replace	Project was cancelled, merged with another project, or delayed beyond SFY 2025
MORPC ID: 3386 PID: 105608 C Agency: ODOT	CRS: FRA-Cancelled
Cancelled, Resurfacing	Project was cancelled, merged with another project, or delayed beyond SFY 2025
MORPC ID: 3289 PID: 105118 Agency: COTA	CRS: FRA-COTA Bus Rapid Transit NW Corridor
COTA Bus Rapid Transit NW Corridor, Transit Expansion Capital	Source Phase Amount Revised SFY
	Local-Transit Other \$2,000,000 2021
	Local-Transit Other \$2,000,000 2022 Local-Transit Other \$25,000,000 2023
	Local-Transit Other \$25,000,000 2024
MORPC ID: 3286 PID: 105114 Agency: COTA	CRS: FRA-COTA Bus Shelters-
COTA Bus Shelters, Transit Activity	Source Phase Amount Revised SFY
•	Local-Transit Other \$80,000 2021
MORPC ID: 3387 PID: 105462 Agency: COTA	CRS: FRA-COTA Farebox Replacement Alt Pay-
COTA Farebox Replacement Alt Pay, Transit Activity	Project was cancelled, merged with another project, or delayed beyond SFY 2025
MORPC ID: 3285 PID: 105112 Agency: COTA	CRS: FRA-COTA Mobile Command Center and S
COTA Mobile Command Center and Security Upgrades, Transit Activity	Project was cancelled, merged with another project, or delayed beyond SFY 2025
MORPC ID: 3197 PID: 102565 Agency: COTA	CRS: FRA-COTA Mobility Facility Roof Replacem
COTA Mobility Facility Roof Replacement, Transit Activity	Project was cancelled, merged with another project, or delayed beyond SFY 2025
MORPC ID: 3290 PID: 105119 Agency: COTA	CRS: FRA-COTA Municipal Capital Partnerships-
COTA Municipal Capital Partnerships, Transit Activity	Source Phase Amount Revised SFY
	Local-Transit Other \$300,000 2021
MORPC ID: 3284 PID: 105110 Agency: COTA	CRS: FRA-COTA Non-Revenue Vehicles-
COTA Non-Revenue Vehicles, Transit Replacement Capital	Source Phase Amount Revised SFY
	Local-Transit Purch \$300,000 2021
MORPC ID: 2868 PID: 96847 Agency: COTA	CRS: FRA-COTA Real-Time Digital Displays-
COTA Real-Time Digital Displays, Transit Activity/ITS	Project was cancelled, merged with another project, or delayed beyond SFY 2025
MORPC ID: 3287 PID: 105115 Agency: COTA	CRS: FRA-COTA Solar Lighting at Stops/Shelters
COTA Solar Lighting at Stops/Shelters, Transit Activity	Project was cancelled, merged with another project, or delayed beyond SFY 2025
MORPC ID: 3196 PID: 102564 Agency: COTA	CRS: FRA-COTA Test Track for Fixed Route Bus
COTA Test Track for Fixed Route Buses, Transit Activity	Project was cancelled, merged with another project, or delayed beyond SFY 2025

^{*} Project is part of a Statewide Line Item

Table 2. Projects with a Phase in SFYs 2018-2020 of the Previous TIP that Was Not Authorized

MORPC ID: 3288 PID: 105116 Agency: COTA	CRS: FRA-COTA Transit Center Facility Rend
COTA Transit Center Facility Renovations/Upgrades, Transit Activity	Source Phase Amount Revised SF
	Local-Transit Other \$100,000 2021
	Local-Transit Other \$250,000 2022 Local-Transit Other \$250,000 2024
	. ,
MORPC ID: 3316 PID: NA Agency: Grove City	CRS: FRA-Home Rd-Phase 1
Home Rd from Hoover Rd to Gantz Rd, Reconstruction	Project was cancelled, merged with another project, delayed beyond SFY 2025
MORPC ID: 3408 PID: NA Agency: Dublin	CRS: FRA-Post Rd-Kilgour Place
Post Rd at Kilgour Place, Intersection Modification	Project was cancelled, merged with another project, delayed beyond SFY 2025
MORPC ID: 3409 PID: NA Agency: Dublin	CRS: FRA-Shawan Fall Dr-USPS/OCLC
Shawan Fall Dr from USPS/OCLC to Rock Cress Ave/N High St, New Roadway	Project was cancelled, merged with another project, delayed beyond SFY 2025
MORPC ID: 3414 PID: NA Agency: Dublin	CRS: FRA-Summit View Rd-Riverside Dr
Summit View Rd from Riverside Dr to Campden Lakes Blvd, Multi-Use Path	Project was cancelled, merged with another project, delayed beyond SFY 2025
MORPC ID: 207 PID: 99815 Agency: Dublin	CRS: FRA-Tuttle Crossing Blvd-Extension
Tuttle Crossing Blvd from Wilcox Rd to Avery Rd, New Roadway	Project was cancelled, merged with another project, delayed beyond SFY 2025
MORPC ID: 3430 PID: 106548 Agency: Gahanna	CRS: FRA-US-62-Agler Rd
US-62 from Agler Rd to Stygler Rd, Intersection Modification	Project was cancelled, merged with another project, delayed beyond SFY 2025
MORPC ID: 2694 PID: 91448 Agency: ODOT 6	CRS: FRA-SR016-03.57 [Cancel]
E Broad St from Drexel Ave to Gould Rd, Resurfacing	Project was cancelled, merged with another project, delayed beyond SFY 2025
MORPC ID: 3373 PID: 105418 Agency: ODOT 6	CRS: FRA-US023D/IR-71-04.41/17.47
S High St & Oak St at I-71, Bridge Deck Replacement	Project was cancelled, merged with another project, delayed beyond SFY 2025
MORPC ID: 1146 PID: NA Agency: Franklin County	CRS: FRA-CR037-Leppert Rd
Leppert Rd from Davidson Rd to Hayden Run Rd, Minor Widening	Project was cancelled, merged with another project, delayed beyond SFY 2025
MORPC ID: 3333 PID: 104946 Agency: ODOT 6	CRS: FRA-US062-21.81
US-62 at I-270, Bridge Repair	Project was cancelled, merged with another project, delayed beyond SFY 2025
MORPC ID: 3364 PID: 111899 Agency: New Albany	CRS: FRA-US062-30.34
 Johnstown Rd (US 62) from Thurston Hall Blvd/Theisen Rd to Smith's Mill Rd, Operational Upgrades/Multi-Use Path 	Source Phase Amount Revised SF
	SCIP Con \$1,439,775 2022 HSIP Con \$2,079,675 2022
MORPC ID: 3336 PID: 104970 Agency: ODOT 6	CRS: FRA-IR070-00.80/1.41
Roberts Rd & Amity Rd at I-70, Bridge Deck Replacement	Project was cancelled, merged with another project, delayed beyond SFY 2025
MORPC ID: 3249 PID: 101260 C Agency: ODOT 6	CRS: FRA-IR070-15.29
I-70 from 0.05 mi E of S 18th St Bridge to 0.06 mi E of S James Rd, Minor Pavement Rehabilitation	Project was cancelled, merged with another project, delayed beyond SFY 2025
MORPC ID: 2452 PID: 88035 Agency: ODOT 6	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	Project was cancelled, merged with another project, delayed beyond SFY 2025

^{*} Project is part of a Statewide Line Item

Table 2. Projects with a Phase in SFYs 2018-2020 of the Previous TIP that Was Not Authorized

MORPC ID: 2696 PID: 91465 Agency: ODOT 6 Jackson Pk from Pickaway Co line to Columbus S corp limit (N of 270 and S of Dyer), Resurfacing	CRS: FRA-SR104-00.00 Project was cancelled, merged with another project, or delayed beyond SFY 2025
MORPC ID: 3007 PID: 97727 Agency: ODOT 6 SR-104 at I-270, Bridge Deck Replacement	CRS: FRA-SR104-05.63 Project was cancelled, merged with another project, or delayed beyond SFY 2025
MORPC ID: 3326 PID: 104709 Agency: Columbus	CRS: FRA-SR161-Cleveland Ave
SR-161 at Cleveland Ave, Intersection Modification	Source Phase Amount Revised SFY Local Con \$71,986 2021 HSIP Con \$323,935 2021
MORPC ID: 3338 PID: 104976 Agency: ODOT 6 Gantz Rd & McComb Rd at I-270, Bridge Replacement	CRS: FRA-IR270-0.96/1.52 Project was cancelled, merged with another project, or delayed beyond SFY 2025
MORPC ID: 3383 PID: 105501 Agency: ODOT 6 I-270 (East Outerbelt) from N of Dempsey Rd to S of Sunbury Rd, Preventive Pavement Maintenance	CRS: FRA-IR270-29.39 Project was cancelled, merged with another project, or delayed beyond SFY 2025
MORPC ID: 3337 PID: 104971 Agency: ODOT 6 Williams Rd at I-270, Bridge Deck Replacement	CRS: FRA-IR270-47.32 Project was cancelled, merged with another project, or delayed beyond SFY 2025
MORPC ID: 3298 PID: 103118 Agency: ODOT 6 I-270 at Roberts Rd, Reactive Maintenance	CRS: FRA-IR270-Roberts Rd Diam Project was cancelled, merged with another project, or delayed beyond SFY 2025
MORPC ID: 3235 PID: 98148 Agency: ODOT 6 I-670 at CSX/NS RR (0.22 mi E of Joyce Ave), Bridge Repair	CRS: FRA-IR670-06.05 [Cancel] Project was cancelled, merged with another project, or delayed beyond SFY 2025
MORPC ID: 3045 PID: 99387 Agency: ODOT Etna Outpost, Buildings	CRS: LIC-Etna OP- Project was cancelled, merged with another project, or delayed beyond SFY 2025
MORPC ID: 2477 PID: 80109 Agency: ODOT 6 US-33 from 0.4 mi east of US 36 to Franklin Co line, Minor Pavement Rehabilitation	CRS: UNI-US033-12.59 Project was cancelled, merged with another project, or delayed beyond SFY 2025

^{*} Project is part of a Statewide Line Item

4. Expected Financial Resources

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

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

ODOT-Controlled Programs

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

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

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

MORPC-Attributable Funds

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

collectively distribute to projects. The process the eight large MPOs uses to select projects is built upon each MPO's own process for selecting projects to use CMAQ funding in their area. Thus, for purposes of the TIP, these CMAQ funds will also be referred to as MORPC-attributable funds. ODOT forecasts the amount of STBG, TAP and CMAQ funds expected to be available. Table 3 provides the MORPC-attributable funding expected to be available for SFYs 2021-2024.

Table 3. Projected MORPC-Attributable Funding

Source	2021*	2022	2023	2024
STBG-M	\$18,348,128	\$23,598,128	\$23,598,128	\$23,598,128
CMAQ-M**	\$11,906,841	\$11,906,841	\$11,906,841	\$11,906,841
TAP-M	\$1,309,812	\$2,359,812	\$2,359,812	\$2,359,812

^{*}Excludes carry over from years prior to SFY 2021

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 2021		2022	2023	2024	
5307	\$18,072,923	\$18,072,923	\$18,072,923	\$18,072,923	
5310	\$1,085,969	\$1,085,969	\$1,085,969	\$1,085,969	
5339	\$2,198,526	\$2,198,526	\$2,198,526	\$2,198,526	

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,

^{**}Estimate based on allocation resulting from large MPO statewide CMAQ process

etc.), bridge replacement and rehabilitation, resurfacing and reconstruction projects, bus replacements and other preservation-type projects make up the majority of expenditures on the transportation system. These expenditures are made by ODOT, the local jurisdictions, and the transit agencies.

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

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

Table 5 provides a summary of the amount of funds included in the TIP for SFY 2021-2024 for operation and maintenance type projects as compared to all of the funding included in the TIP. All the projects that are associated with improving or extending the life of the existing transportation system are included in the maintenance category. This category also includes the projects associated with improving safety on our highway system by improving the signage and signalization. The table also includes transit expenditures for COTA and DCT. Almost all of their expenditures are for operations and maintenance. Table 6 provides the information for the MORPC-attributable funding.

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

	Local	State	Federal	Total
Operations and Maintenance	\$839,899,371	\$74,444,804	\$387,296,659	\$1,301,640,834
All TIP Projects	\$1,107,997,357	\$109,935,316	\$766,228,818	\$1,984,161,492
Percent Operations and Maintenance	76%	68%	51%	66%

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

	2021	2022	2023	2024	Total
Operation and Maintenance	\$8,409,436	\$13,404,649	\$22,039,536	\$1,505,400	\$45,359,021
All MORPC Funds	\$19,760,469	\$31,314,304	\$32,795,568	\$4,653,780	\$88,524,121
Percent Operation and Maintenance	43%	43%	67%	32%	51%

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

Advance Construction

ODOT utilizes advance construction for the management of fund appropriations and obligation limitation provided by FHWA. Advance construction allows the department to gain federal authorization to begin federally eligible activities without obligating funding. At the time of authorization, FHWA is confirming that ODOT has followed all requirements necessary to

execute a federal agreement. By placing the funds into advance construction, FHWA is not guaranteeing funding for the project but is indicating that the activities would be eligible.

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

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

5. Project Selection Process

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

ODOT-Controlled Funds

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

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

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

MORPC-Attributable Funds

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

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.)	\$356,257,000	58%
Transit, Bus Replacements	\$67,081,000	11%
Intelligent Transportation Systems, Traffic Control	\$70,943,000	12%
System Preservation, Reconstruction	\$47,137,000	8%
Bicycle, Pedestrian, Enhancement	\$42,073,000	7%
Air Quality, Ridsharing, Planning	\$32,304,000	5%
Total	\$615,795,000	100%

For this round, project applicants provided updates to previous MORPC project commitments in June 2018. MORPC received final applications for new projects in August 2018. Table 8 summarizes the available funding and projects request.

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

	Amount (Millions)
Previous Commitments & Cost Increases	\$183
New Commitments	\$22
Total Recommended for Funding	\$205
Total of Requests Not Recommended for Funding	\$180
Total for All Requests	\$385

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 six times between July 2018 and January 2019 to develop draft recommendations for the use of MORPC-attributable funding.

On December 18, 2018, MORPC announced a draft list of projects selected for public comment. Comments were received until January 17, 2019. On March 14, 2019, the Transportation Policy Committee passed Resolution T-2-19, adopting the list of projects to use MORPC-attributable funds.

6. Performance Measures

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

Although the final rules for implementing performance measures weren't issued until 2016, the last two MOPRC Metropolitan Transportation Plans (MTP) included performance measures and targets. MORPC's 2016-2040 Metropolitan Transportation Plan's measures and targets can be found at www.morpc.org/mtp2050. 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.

MORPC adopted new performance measures for the 2020-2050 Metropolitan Transportation Plan. The 2020-2050 MTP was adopted in May 2020. Projects in this TIP are being advanced to achieve the performance targets established in the 2020-2050 Metropolitan Transportation Plan.

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

the MPOs are to incorporate the performance measures in the TAM Plans into performance measures for the MPO area. The following sections provide additional detail with regard to each of the three performance measure areas.

Safety Performance Measures

The safety performance measure rules were the first to become effective (April 14, 2016). The rules identified five safety performance measures (number of fatalities, number of serious injuries, fatality rate, serious injury rate, and non-motorized fatalities & serious injuries) for which the state and MPOs are to establish baseline measurement and targets. The state was to establish targets by August 31, 2017, and then annually thereafter. The MPOs were to establish targets by February 27, 2018 and then annually thereafter. ODOT established the statewide baseline and targets originally in august 2017 with the latest annual update in August 2019. The August 2019 values are shown below.

 Table 9.
 ODOT Statewide Safety Performance Measures

Measure	Baseline CY 2014-2018 Avg/yr	CY 2020 Target
Number of fatalities	1,099	1,055
Number of serious injuries	8,692	8,348
Fatality rate (per 100 million VMT)	0.95	0.91
Serious injury rate (per 100 million VMT)	7.51	7.21
Non-motorized fatalities & serious injuries	858	824

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

Table 10. MORPC 2020-2050 MTP Safety Performance Measures

Measure	Baseline CY 2013-2017 Avg/yr	2025 Target	2050 Target
Number of fatalities	106	8% reduction	27% reduction
Number of serious injuries	868	8% reduction	27% reduction
Fatality rate (per 100 million VMT)	0.74	0.69	0.54
Serious injury rate (per 100 million VMT)	6.11	5.64	4.43
Non-motorized fatalities & serious injuries	145	8% reduction	27% reduction

Although MORPC had established the above safety performance measure targets in 2018, with ODOT establishing the statewide targets in 2019 with more recent data, MORPC adopted Resolution T-1-20 in February 2020 supporting the ODOT Safety Performance Measures' targets.

Table 11. MORPC Safety Performance Measures

Measure	Baseline CY 2013-2017 Avg/yr	2 Yr. Target	4 Yr. Target
Number of fatalities	106	Support ODOT Target	Support ODOT Target
Number of serious injuries	868	Support ODOT Target	Support ODOT Target
Fatality rate (per 100 million VMT)	0.74	Support ODOT Target	Support ODOT Target
Serious injury rate (per 100 million VMT)	6.11	Support ODOT Target	Support ODOT Target
Non-motorized fatalities & serious injuries	144	Support ODOT Target	Support ODOT Target

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

Table 12. MORPC TIP Projects Improving Safety

Projects funded with HSIP \$	HSIP \$ (Millions)	Projects funded without HSIP \$	Non-HSIP \$ (Millions)
43	\$60	15	\$38.5

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 May 2018, ODOT established the following targets:

Table 13. ODOT Statewide Pavement and Bridge Performance Measures

Pavements	2 Yr. Target	4 Yr. Target
Percentage of Interstate Pavements in Good Condition	N/A	50%
Percentage of Interstate Pavements in Poor Condition	N/A	1%
Percentage of Non-Interstate NHS Pavements in Good Condition	35%	35%
Percentage of Non-Interstate NHS Pavements in Poor Condition	3%	3%
Bridge	2 Yr. Target	4 Yr. Target
Percentage of NHS Bridges by deck area in Good Condition	50%	50%
Percentage of NHS Bridges by deck area in Poor Condition	5%	5%

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

Table 14. MORPC Pavement and Bridge Performance Measures

Pavements	Baseline (2018 ODOT)	2 Yr. Target	4 Yr. Target
Percentage of Interstate Pavements in Good Condition	60%	N/A	>50%
Percentage of Interstate Pavements in Poor Condition	0.1%	N/A	<1%
Percentage of Non-Interstate NHS Pavements in Good Condition	41%	>35%	>35%
Percentage of Non-Interstate NHS Pavements in Poor Condition	1.3%	<3%	<3%
Bridge	Baseline (2018 ODOT)	2 Yr. Target	4 Yr. Target
Percentage of NHS Bridges by deck area in Good Condition	77%	>70%	>70%
Percentage of NHS Bridges by deck area in Poor Condition	1.2%	<5%	<5%

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

Table 15. MORPC TIP Pavement and Bridge Projects

Pavement Projects	Number of Projects	Lane Miles	Project Costs (millions)
Interstate	26	533	\$725.5
Non-Interstate	41	202	\$127.9
Bridge Projects	Number of Projects	Number of Bridges	Project Costs (millions)
NHS	54	256	\$373.6

Reliability, Freight and CMAQ Performance Measures

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

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

Travel Time Reliability Statewide	Baseline	2 Yr. Target	4 Yr. Target
Percent of person-miles traveled on the Interstate that are reliable	90.8%	85%	85%
Percent of person-miles traveled on the Non- Interstate NHS that are reliable		N/A	80%
Truck Travel Time Reliability Statewide		2 Yr. Target	4 Yr. Target
Interstate Truck Travel Time Reliability Index	1.33	<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	8.6 hrs / yr.	N/A	<12 hrs. / yr.
Percent of Non-SOV Travel		2 Yr. Target	4 Yr. Target
Percent of Non-SOV Travel – Columbus	18%	18.2%	19.0%
Total CMAQ Emission Reduction Statewide		2 Yr. Target	4 Yr. Target
Volatile Organic Compounds Total Emission Reduction	99.6 kg/yr	69 kg/day	69 kg/day
Nitrous Oxide Total Emission Reduction	671 kg/yr	537 kg/day	537 kg/day
Particulate Matter at 2.5 Micrometers Total Emission Reduction	40.2 kg/yr	36 kg/day	36 kg/day

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

Table 17. MORPC Reliability, Freight and CMAQ Performance Measures

Travel Time Reliability Statewide	Baseline (2017 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	(2017 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)	(2017 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	(2012-16 ACS)	2 Yr. Target	4 Yr. Target
Percent of Non-SOV Travel	18%	18.2%	19.0%
Total CMAQ Emission Reduction	(2014-2017)	2 Yr. Target	4 Yr. Target
Volatile Organic Compounds Total Emission Reduction	183.9 kg/day	14 kg/day	24 kg/day
Nitrous Oxide Total Emission Reduction	411.9 kg/day	42 kg/day	74 kg/day
Particulate Matter at 2.5 Micrometers Total Emission Reduction	12.6 kg/day	1.1 kg/day	2.3 kg/day

A variety of projects in the TIP address congestion problems which will directly impact the reliability and PHED measures. Specifically, with regard to the Interstate system, seven interstate widening projects (PIDs 89464, 95639, 105588, 106959, 107201, and 107262) have construction funding in the TIP. Several projects are included in the TIP which address congestion on the non-interstate NHS system.

Table 18. MORPC TIP Projects Improving Travel Time Reliability

Road Type	Number of Projects	Project Costs (millions)
Interstate	6	\$206
Non-Interstate NHS	4	\$48.5

Several types of projects in the TIP will move the region towards the targets for percent of non-SOV travel. These included well maintained transit, the addition of pedestrian and bike facilities and programs to encourage alternatives to SOV travel. As shown in Table 21 over \$1.7 billion in federal, state and local transit funds is included to maintain transit service and facilities. In addition, as shown in Table 20, \$7.1 million of MORPC CMAQ funds is included for transit vehicle replacement. Several sidewalk and multiuse path projects are included in the TIP using TAP funds as shown in Table 20. MORPC STBG funding is also used for a few sidewalk or

multiuse path projects as shown in Table 20. Additionally, many projects which widen arterial and collector roadways add sidewalks and/or multiuse paths. Finally, the MORPC ridesharing and air quality programs as shown in Table 20 promote and facilitate non-SOV travel.

With regard to the CMAQ emission reduction performance measure, Table 20 lists the \$33 million of projects using MORPC CMAQ funding which is estimated to provide the emission reduction targets.

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 for the 2020-2050 MTP. The targets were adopted in November 2018. The following table has the draft targets for the asset classes above.

Table 19. MPO Transit Performance Measure Targets

		2018 MPO Wide Baseline % beyond useful life or below 3 on TERM scale	Target % beyond useful life or below 3 on TERM scale
Ro	Iling Stock		
	All Asset classes	12%	0%
Eq	uipment		
	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, FTA 5307, 5310 and 5339 funds, state transit funds and local transit funding.

7. Project Summary and Fiscal Balance

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

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

Project Summary by Funding Source

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

Summary of all Funding Sources

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

Fiscal Balance for MORPC-Attributable Funds

Table 22 summarizes the use of MORPC's allocations of STBG, CMAQ, and TAP funds and demonstrates the TIP will not result in expenditures that exceed these allocations. It also shows that funds are traded between funding programs to avoid a deficit for any program and year. The bottom line shows that there is no net change in funds for each program over the four-year period. Based on the results of the large MPO statewide CMAQ process, MORPC projects received funding generally equivalent to the proportional allocation of CMAQ funds shown in

Table 4. Deficits or surpluses in CMAQ shown in Table 22 for any particular year will generally be resolved within the statewide program and working with the other seven large MPOs. However, for the fiscal balance Table 22, funding program transfers between MORPC programs are shown to demonstrate fiscal balance.

Federal Fund Type BR-Off (Bridge Replacement Off System)

MOR	PC				Federal
ID	PID	Agency Pro	oject Name	Phase	Amount
3625	109062	Delaware County * Wa	arrensburg Rd at Scioto River, Bridge Maintenance Activities	Con	\$522,500
			Summary for TIP Year =	2024 (1 project phase)	\$522,500

			Total for BR-Off Funds (1 project	ct phase)	\$522,500
	Fede	ral Fund Type	CMAQ-M (Congestion Mitigation/Air Quality Improvement, Attribut	• ′	PC)
MOR		Agency	Project Name	Phase	Federal Amount
2918	98557	Columbus	Hilliard-Rome Rd at Feder Rd/Fisher Rd, Intersection Modification/Sidewalks	Con	\$3,848,360
3053	99929	COTA	COTA 2021-2024 Bus Replacement, Transit Replacement Capital	Other	\$3,556,076
2933	99007	MORPC	Air Quality Awareness, SFY 2021, Air Quality Project	Plan	\$550,000
3052	99036	MORPC	Gohio Commute, SFY 2021, Ridesharing	Plan	\$700,000
			Summary for TIP Year = 2021 (4 project	phases)	\$8,654,436
718	105732	Columbus	Cassady Ave from CSX Railroad to north of E 7th Ave, Minor Widening/Intersection Modification	ROW	\$996,000
3590	110521	Columbus	Columbus Signal System, Phase F, Signalization	ROW	\$675,000
3053	99929	COTA	COTA 2021-2024 Bus Replacement, Transit Replacement Capital	Other	\$3,618,308
2941	105799	Delaware	Delaware Signal System Upgrade, Signals	Con	\$2,500,000
3417	105648	MORPC	Air Quality Awareness, SFY 2022, Air Quality Project	Plan	\$550,000
3419	105637	MORPC	Gohio Commute, SFY 2022, Ridesharing	Plan	\$700,000
3253	105768	Whitehall	E Broad St at Hamilton Rd, Intersection Modification	ROW	\$1,322,400
			Summary for TIP Year = 2022 (7 project	phases)	\$10,361,708
718	105732	Columbus	Cassady Ave from CSX Railroad to north of E 7th Ave, Minor Widening/Intersection Modification	Con	\$6,163,036
3418	105649	MORPC	Air Quality Awareness, SFY 2023, Air Quality Project	Plan	\$550,000
3420	105638	MORPC	Gohio Commute, SFY 2023, Ridesharing	Plan	\$700,000
3253	105768	Whitehall	E Broad St at Hamilton Rd, Intersection Modification	Con	\$5,055,577
			Summary for TIP Year = 2023 (4 project	phases)	\$12,468,613
0.570	440005	MODERO	Air Quality Assessment OFW 2004 Air Quality Designs	Disa	# FF0 000
	110225	MORPC	Air Quality Awareness, SFY 2024, Air Quality Project	Plan	\$550,000
3584	110232	MORPC	Gohio Commute, SFY 2024, Ridesharing	Plan	\$700,000
			Summary for TIP Year = 2024 (2 project	pnases)	\$1,250,000

Total for CMAQ-M Funds (17 project phases) \$32,734,757

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

Federal Fund Type Debt Service (Federal Garvee Debt Service) MORPC Federal PID ID Phase Agency **Project Name** Amount 3296 104674 Pay \$4,257,382 ODOT I-670 from 4th St to I-270, Operational Upgrades/Study Pay 93496 I-71 at Big Darby Creek, Major Widening/Bridge Deck Replace \$4.291.507 2644 ODOT 6 2672 76469 ODOT 6 I-270 (West Outerbelt) from I-70 to US-33, Major Widening/Minor Pavement Pay \$2,027,568 Rehabilitation 2922 98111 ODOT 6 US-33 from I-270 (SE Outerbelt) to Hamilton Rd (SR-317), Major Pay \$717,775 Widening/Resurfacing ODOT 6 I-70/I-71 Innerbelt (Phase 2E), Major Widening/Interchange Modification 3293 105322 Pay \$3.534.323 3330 104799 ODOT 6 I-71 from Stringtown Rd to SR-315, Major Widening/Interchange Modification Pay \$8,694,208 Summary for TIP Year = 2021 (6 project phases) \$23,522,763 ODOT I-670 from 4th St to I-270, Operational Upgrades/Study 3296 104674 Pay \$4.257.382 2644 93496 ODOT 6 I-71 at Big Darby Creek, Major Widening/Bridge Deck Replace Pav \$4 555 746 ODOT 6 I-270 (West Outerbelt) from I-70 to US-33. Major Widening/Minor Pavement 2672 76469 Pay \$2 005 140 Rehabilitation 2922 98111 ODOT 6 US-33 from I-270 (SE Outerbelt) to Hamilton Rd (SR-317), Major Pay \$717,774 Widening/Resurfacing 3293 105322 ODOT 6 I-70/I-71 Innerbelt (Phase 2E), Major Widening/Interchange Modification \$4,662,848 Pay I-71 from Stringtown Rd to SR-315, Major Widening/Interchange Modification \$8,592,630 3330 104799 ODOT 6 Pay Summary for TIP Year = 2022 (6 project phases) \$24,791,521 3296 104674 ODOT I-670 from 4th St to I-270, Operational Upgrades/Study Pay \$4,257,382 ODOT 6 I-71 at Big Darby Creek, Major Widening/Bridge Deck Replace \$4,489,158 2644 93496 Pav I-270 (West Outerbelt) from I-70 to US-33, Major Widening/Minor Pavement 76469 ODOT 6 \$1,982,710 2672 Pay Rehabilitation ODOT 6 US-33 from I-270 (SE Outerbelt) to Hamilton Rd (SR-317), Major 2922 98111 Pav \$717 775 Widening/Resurfacing 3293 105322 ODOT 6 I-70/I-71 Innerbelt (Phase 2E), Major Widening/Interchange Modification Pay \$4,662,847 3330 104799 ODOT 6 I-71 from Stringtown Rd to SR-315, Major Widening/Interchange Modification Pay \$8,491,054 Summary for TIP Year = 2023 (6 project phases) \$24,600,926 3296 104674 ODOT I-670 from 4th St to I-270, Operational Upgrades/Study Pay \$4,257,382 2644 93496 ODOT 6 I-71 at Big Darby Creek, Major Widening/Bridge Deck Replace Pay \$4,422,570 76469 ODOT 6 I-270 (West Outerbelt) from I-70 to US-33, Major Widening/Minor Pavement \$1,960,282 2672 Pay Rehabilitation US-33 from I-270 (SE Outerbelt) to Hamilton Rd (SR-317), Major Pay 2922 98111 ODOT 6 \$717,774 Widening/Resurfacing 3293 105322 ODOT 6 I-70/I-71 Innerbelt (Phase 2E), Major Widening/Interchange Modification Pav \$4 662 847 3330 104799 ODOT 6 I-71 from Stringtown Rd to SR-315, Major Widening/Interchange Modification Pay \$8,389,477 Summary for TIP Year = 2024 (6 project phases) \$24,410,331

Total for Debt Service Funds (24 project phases) \$97,325,541

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

	Fede	ral Fund Type	Debt Service (State Garvee Debt Service)		
MOR	-				Federal
ID	PID	Agency	Project Name	Phase	Amount
2644	93496		I-71 at Big Darby Creek, Major Widening/Bridge Deck Replace	Pay	\$598,542
2672	76469	ODOT 6	I-270 (West Outerbelt) from I-70 to US-33, Major Widening/Minor Pavement Rehabilitation	Pay	\$506,892
3330	104799	ODOT 6	I-71 from Stringtown Rd to SR-315, Major Widening/Interchange Modification	Pay	\$2,173,552
			Summary for TIP Year = 2021 (3 project p	ohases)	\$3,278,986
2644	93496	ODOT 6	I-71 at Big Darby Creek, Major Widening/Bridge Deck Replace	Pay	\$635,396
2672	76469	ODOT 6	I-270 (West Outerbelt) from I-70 to US-33, Major Widening/Minor Pavement Rehabilitation	Pay	\$501,285
3330	104799	ODOT 6	I-71 from Stringtown Rd to SR-315, Major Widening/Interchange Modification	Pay	\$2,148,158
			Summary for TIP Year = 2022 (3 project p	ohases)	\$3,284,838
2644	03/106	ODOT 6	I-71 at Big Darby Creek, Major Widening/Bridge Deck Replace	Pay	\$626,109
2672		ODOT 6	I-270 (West Outerbelt) from I-70 to US-33, Major Widening/Minor Pavement	Pay	\$495,678
2012	70403	00010	Rehabilitation	ı ay	ψ+95,076
3330	104799	ODOT 6	I-71 from Stringtown Rd to SR-315, Major Widening/Interchange Modification	Pay	\$2,122,763
			Summary for TIP Year = 2023 (3 project p	ohases)	\$3,244,550
2644	93496	ODOT 6	I-71 at Big Darby Creek, Major Widening/Bridge Deck Replace	Pay	\$616,822
2672		ODOT 6	I-270 (West Outerbelt) from I-70 to US-33, Major Widening/Minor Pavement	Pay	\$490,070
2012	70100	02010	Rehabilitation	. uy	ψ 100,070
3330	104799	ODOT 6	I-71 from Stringtown Rd to SR-315, Major Widening/Interchange Modification	Pay	\$2,097,369
			Summary for TIP Year = 2024 (3 project p	ohases)	\$3,204,261
			Total for Debt Service Funds (12 project p	shaene)	\$13,012,635
			` ` , ` .	niases)	\$13,012,033
		ral Fund Type	<u>Federal</u>		
		• •			
MOR	PC	Agency	Project Name	Dhasa	Federal
ID	PID	Agency	Project Name * Various locations on SR-315 Maintenance Activity/Culvert Maintenance	Phase	Amount
ID	PID	Agency ODOT 6	* Various locations on SR-315, Maintenance Activity/Culvert Maintenance	Con	Amount \$1,320,000
ID	PID	•	•	Con	Amount
ID	PID	•	* Various locations on SR-315, Maintenance Activity/Culvert Maintenance	Con phase)	Amount \$1,320,000
ID	RPC PID 102124	•	* Various locations on SR-315, Maintenance Activity/Culvert Maintenance Summary for TIP Year = 2022 (1 project	Con phase)	Amount \$1,320,000 \$1,320,000
ID	PPC PID 102124	ODOT 6	* Various locations on SR-315, Maintenance Activity/Culvert Maintenance Summary for TIP Year = 2022 (1 project Total for Federal Funds (1 project	Con phase)	Amount \$1,320,000 \$1,320,000
ID 3194	PPC PID 102124	ODOT 6	* Various locations on SR-315, Maintenance Activity/Culvert Maintenance Summary for TIP Year = 2022 (1 project Total for Federal Funds (1 project	Con phase)	Amount \$1,320,000 \$1,320,000 \$1,320,000
1D 3194	PPC PID 102124 Fede	ODOT 6 ral Fund Type Agency	* Various locations on SR-315, Maintenance Activity/Culvert Maintenance Summary for TIP Year = 2022 (1 project Total for Federal Funds (1 project Federal (2-Lane Major Rehab)	Con phase) phase)	Amount \$1,320,000 \$1,320,000 \$1,320,000 Federal Amount
MOR ID 2967	Fede PID 102124 Fede PID 93109	ODOT 6 ral Fund Type Agency	Various locations on SR-315, Maintenance Activity/Culvert Maintenance Summary for TIP Year = 2022 (1 project Total for Federal Funds (1 project Federal (2-Lane Major Rehab) Project Name * US 40 from Franklin/Licking County Line to SR-37, Resurfacing/Signalization * US 42 from safety job end limit - PID 10868 to concrete pavement break east of Fern Dr, Major Rehabilitation	phase) Phase Con Con	Amount \$1,320,000 \$1,320,000 \$1,320,000 Federal Amount \$6,720,000
MOR ID 2967	Fede PID 102124 Fede PID 93109	ODOT 6 ral Fund Type Agency ODOT 5	* Various locations on SR-315, Maintenance Activity/Culvert Maintenance Summary for TIP Year = 2022 (1 project Total for Federal Funds (1 project Federal (2-Lane Major Rehab) Project Name * US 40 from Franklin/Licking County Line to SR-37, Resurfacing/Signalization * US 42 from safety job end limit - PID 10868 to concrete pavement break east of	phase) Phase Con Con	\$1,320,000 \$1,320,000 \$1,320,000 \$1,320,000 Federal Amount \$6,720,000
MOR ID 2967 3682	Fede RPC 102124 Fede RPC PID 93109 109074	ODOT 6 ral Fund Type Agency ODOT 5	Various locations on SR-315, Maintenance Activity/Culvert Maintenance Summary for TIP Year = 2022 (1 project Total for Federal Funds (1 project Federal (2-Lane Major Rehab) Project Name * US 40 from Franklin/Licking County Line to SR-37, Resurfacing/Signalization * US 42 from safety job end limit - PID 10868 to concrete pavement break east of Fern Dr, Major Rehabilitation	phase) Phase Con Con	Amount \$1,320,000 \$1,320,000 \$1,320,000 Federal Amount \$6,720,000 \$2,520,000
MOR ID 2967 3682	Fede RPC 102124 Fede RPC PID 93109 109074	ral Fund Type Agency ODOT 5 ODOT 6	* Various locations on SR-315, Maintenance Activity/Culvert Maintenance Summary for TIP Year = 2022 (1 project Total for Federal Funds (1 project Federal (2-Lane Major Rehab) Project Name * US 40 from Franklin/Licking County Line to SR-37, Resurfacing/Signalization * US 42 from safety job end limit - PID 10868 to concrete pavement break east of Fern Dr, Major Rehabilitation Summary for TIP Year = 2021 (2 project projec	phase) Phase Con Con Con Con	Amount \$1,320,000 \$1,320,000 \$1,320,000 Federal Amount \$6,720,000 \$2,520,000
MOR ID 2967 3682	Fede RPC 102124 Fede RPC PID 93109 109074	ral Fund Type Agency ODOT 5 ODOT 6	* Various locations on SR-315, Maintenance Activity/Culvert Maintenance Summary for TIP Year = 2022 (1 project Total for Federal Funds (1 project Federal (2-Lane Major Rehab) Project Name * US 40 from Franklin/Licking County Line to SR-37, Resurfacing/Signalization * US 42 from safety job end limit - PID 10868 to concrete pavement break east of Fern Dr, Major Rehabilitation Summary for TIP Year = 2021 (2 project pavement break at the curbed section, Major Rehabilitation	phase) Phase Con Con Con phases)	Amount \$1,320,000 \$1,320,000 \$1,320,000 Federal Amount \$6,720,000 \$2,520,000 \$9,240,000

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

	Fodo		Endered (District Property ation (Dy & Br))	· ypc	
MOR		ral Fund Type	Federal (District Preservation (Pv & Br))		Federal
ID	PID	Agency	Project Name	Phase	Amount
2967	93109	ODOT 5 *	US 40 from Franklin/Licking County Line to SR-37, Resurfacing/Signalization	Con	\$4,886,710
2994	96320	ODOT 5 *	US 40 at spot locations between Franklin Co line & York Rd, Culvert Maintenance	Con	\$638,141
3181	101428	ODOT 5 *	Various locations in District 5, Preventive Bridge Maintenance	Con	\$396,000
1496	79666	ODOT 6 *	I-270 from 0.51 mi E of Alum Creek to 0.23 mi W of Parsons Ave, Resurfacing	Con	\$7,352,470
2482			W Broad St (US-40) from Central Ave to Scioto River, Resurfacing	Con	\$741,040
		ODOT 6	I-70/I-71 Innerbelt (Phase 2E), Major Widening/Interchange Modification	Con	\$560,000
		ODOT 6	I-70/I-71 Innerbelt (Phase 4R), Major Widening/Interchange Modification	Con	\$2,025,000
			I-270 from US 33 W interchange to Rear approach of RR bridge, Preventive Pavement Maintenance	Con	\$3,266,100
	107201	ODOT 6	I-71 from Pickaway Co Line to SR-665, Major Widening	Con	\$39,327,000
	109156		US-23 at 9 bridges between Cheshire Rd & Main Rd, Bridge Maintenance Activities	PE DD	\$480,000
	111340	ODOT 6 *		PE DD	\$45,000
			US 42 from safety job end limit - PID 10868 to concrete pavement break east of Fern Dr, Major Rehabilitation	Con	\$424,000
	108150		US 40 from Reynoldsburg Corp to Licking County Line, Resurfacing	Con	\$1,056,000
	110693		1-270 at locations in Franklin County, Minor Pavement Rehabilitation	Con	\$1,600,000
	110585 109111	ODOT 6 *		Con Con	\$1,528,000
3124	109111	ODO16 "	US-23 at North and South of I-270 interchange, Signage	-	\$160,000
			Summary for TIP Year = 2021 (16 project ph	ases)	\$64,485,460
3769	112584	DISTRICT 6-PLA	US 33 from FRA-70 Interchange to .5 mi west of I270 interchange, Minor Pavement Rehabilitation	Con	\$5,309,600
1453	80748	Dublin	US-33 at SR-161/Post Rd, Interchange Modification	Con	\$704,000
1699	25436	ODOT 5 *	I-70 from Franklin Co line to .16 miles E of SR-58, Resurfacing	Con	\$8,443,938
3550	107619	ODOT 5 *	Various locations in District 5, Signals	Con	\$646,667
3006	97715	ODOT 6	US 23 at 0.2 mi N of SR-315 (Oberlander Run), Culvert Maintenance	Con	\$1,544,000
3194	102124	ODOT 6 *	Various locations on SR-315, Maintenance Activity/Culvert Maintenance	Con	\$304,000
3230	103621	ODOT 6 *	Hamilton Rd at Big Walnut Creek, Bridge Deck Overlay	Con	\$320,000
3232	88611	ODOT 6 *	Groveport Rd at SR-104, Bridge Deck Replacement	PE Envir	\$140,000
	102023		Winchester Pk at I-270, Bridge Deck Replacement	Con	\$1,350,000
			US-36/SR-37 at Galena Rd, Intersection Modification/Bridge Deck Overlay	Con	\$156,000
	105523	ODOT 6	I-70/I-71 Innerbelt (Phase 4R), Major Widening/Interchange Modification	Con	\$1,350,000
	105588	ODOT 6	I-70/I-71 Innerbelt (Project 6R), Major Widening/Interchange Modification	Con	\$750,000
	104947		US-23 at Big Walnut Creek, Bridge Deck Overlay	Con	\$480,000
	104949	ODOT 6 *		Con	\$560,000
	104977			Con	\$1,170,000
	104980 109659	ODOT 6 *	Wilson Bridge Rd at SR-315, Bridge Replacement Courtright Rd at I-70 & NS RR, Bridge Deck Replacement	Con Con	\$1,280,000
	109059	ODOT 6 *		Con	\$2,250,000 \$6,120,000
	111340		I-670 from High St to Summit St (US 23), Bridge Maintenance Activities	Con	\$2,250,000
	109070		US 36 from Union County Line to exisiting pavement break at the curbed section,	Con	\$1,200,000
		ODOT 6 *	Major Rehabilitation		\$908,000
	106093		••	Con Con	\$340,000
	110126	ODOT 6 *		Con	\$1,930,500
	110051	ODOT 6 *		Con	\$4,497,300
	110051	ODOT 6 *	•	Con	\$1,470,525
0744	440055	ODOT 6	& S of Three B's & K, Minor Pavement Rehabilitation		
	110055		SR 257 from SR 37 to the Marion County Line, Minor Pavement Rehabilitation	Con	\$442,400
	110619	ODOT 6 *	, , , , , , , , , , , , , , , , , , , ,	Con	\$233,520
	110618 110603		Portions of SR-750 & SR-665, Resurfacing US-23 from North of Troutman Rd to Waldo Delaware Rd, Resurfacing	Con Con	\$816,358
3/10	110003	ODOTO	Summary for TIP Year = 2022 (29 project ph	-	\$2,394,400 \$49,361,207
			Odiffinary for the real = 2022 (25 project pri	<u> </u>	Ψ-3,301,207
3763	112679	DISTRICT 6-BRI	I70 at FRA-70 over Nelson, Bridge Maintenance Activities	Con	\$400,000
3764	112701	DISTRICT 6-BRI	IR 670 at FRA-670-3.87, Bridge Maintenance Activities	Con	\$400,000
3766	112705	DISTRICT 6-BRI	IR 70 at FRA-70-7.38 and FRA-16-6.06, Culvert Maintenance	Con	\$800,000
3771	112798	DISTRICT 6-PLA	IR 270 from S of I70 to N of Alum Creek Drive, Minor Pavement Rehabilitation	Con	\$3,546,900
3772	112800	DISTRICT 6-PLA	SR 665 at Various locations, Minor Pavement Rehabilitation	Con	\$800,800
	112744	DISTRICT 6-PLA	FY23 - Chipseal, Minor Pavement Rehabilitation	Con	\$684,000
1496	79666		I-270 from 0.51 mi E of Alum Creek to 0.23 mi W of Parsons Ave, Resurfacing	Con	\$20,059
3232	88611	ODOT 6 *		PE DD	\$60,000
3295	105523	ODOT 6	I-70/I-71 Innerbelt (Phase 4R), Major Widening/Interchange Modification	Con	\$630,000

3306	105588	ODOT 6		I-70/I-71 Innerbelt (Project 6R), Major Widening/Interchange Modification	Con	\$750,000
3380	105427	ODOT 6		SR-315 from US 33 to I-670, Bridge Repair	Con	\$800,000
3480	106260	ODOT 6	*	Westerville Rd & State St (SR-3) at segments in Columbus and Westerville, Preventive Pavement Maintenance	Con	\$1,488,176
3481	106264	ODOT 6	*	Segments on SR-256 & US 40 in Reynoldsburg, Preventive Pavement Maintenance	Con	\$323,000
3629	109164	ODOT 6	*	I-71 at 7 overhead bridges between 17th Ave & SR-161, Bridge Maintenance Activities	Con	\$6,682,500
3634	105433	ODOT 6	*	SR-521 at Little Walnut Creek, Bridge Replacement	Con	\$576,000
3636	105658	ODOT 6	*	Winchester Pike at US 33, Bridge Deck Replacement	Con	\$800,000
3637	105498	ODOT 6	*	Trabue Rd at I-270, Bridge Deck Replacement	Con	\$1,350,000
		ODOT 6	*	Jones Rd at I-70, Bridge Deck Replacement	Con	\$900,000
	105428		*	I-670 at 4 bridges between I-70 and SR-315, Bridge Maintenance Activities	Con	\$1,170,000
	111560		*	g	Con	\$703,872
	106097			US 40 (Broad St.) from Camp Chase Industrial RR to Shague Ave, Minor Pavement Rehabilitation	Con	\$376,000
		ODOT 6		SR 317 from N of Rocky Fork Dr S to N of 5th Ave, Minor Pavement Rehabilitation	Con	\$360,000
3704	110699	ODOT 6	*	SP FY23 General at Various general system routes throughout District , Minor Pavement Rehabilitation	Con	\$800,000
3708	110696	ODOT 6	*	SP FY23 Concrete at Various routes throughout District Six, Minor Pavement Rehabilitation	Con	\$1,600,000
				Summary for TIP Year = 2023 (24 project p	hases)	\$26,021,307
2760	112713	DISTRICT 6-BRI		FY24 Bridge Repair at various locations, Bridge Maintenance Activities	Con	\$800,000
	112713			IR 670 at FRA-670-1.08 and FRA-270-24.86, Bridge Maintenance Activities	Con	\$800,000
	110127	DISTRICT 6-PLA		D06 CHIP FY24 at Various general system routes throughout District , Minor Pavement Rehabilitation	Con	\$2,131,200
3773	112845	DISTRICT 6-PLA	4	US 23 from Cheshire Rd to Troutman Rd, Minor Pavement Rehabilitation	Con	\$4,091,200
	112850	DISTRICT 6-PLA		SR 674` from US22 to Franklin County Line, Minor Pavement Rehabilitation	Con	\$2,972,570
3775	112868	DISTRICT 6-PLA	4	IR 70 from Madison County Line to West of Hilliard Rome Rd, Minor Pavement Rehabilitation	Con	\$2,345,400
3776	112870	DISTRICT 6-PLA	4	US 33 at Various locations, Minor Pavement Rehabilitation	Con	\$191,200
3777	112933	DISTRICT 6-PLA	Ą	FRA from 3rd ave and columbus corp to ackerman rd and clubview blvd, Minor Pavement Rehabilitation	Con	\$1,231,200
3233	97996	ODOT	*	SR-16 from Franklin Co Line to SR-37, Resurfacing	Con	\$2,247,420
3252	101430	ODOT 5	*	District 5 Bridge Cleaning FY23, Bridge Cleaning	Con	\$400,000
2992	96308	ODOT 6		US 36 at Prairie Run, Bridge Repair	Con	\$196,000
3275		ODOT 6		SR-736 at Robinson Rd (just N of Hickory Ridge Rd), Bridge Deck Replacement	Con	\$1,379,600
		ODOT 6	*		Con	\$540,000
		ODOT 6	*	SR-317 at Blacklick Creek, Bridge Deck Overlay	Con	\$320,000
		ODOT 6		SR-317 at CSX RR, Bridge Deck Overlay	Con	\$320,000
	107777	ODOT 6 ODOT 6	*	I-71 at Cooke Rd, Bridge Maintenance Activities SR-257 at Deer Run, Bridge Replacement	Con Con	\$540,000
		ODOT 6		I-71 & I-270 (North Outerbelt) at 3 bridges at the Interchange, Bridge Deck	Con	\$320,000 \$7,200,000
3674	111613	ODOT 6	*	Replacement US 62 from Broad St to Airport Dr, Maintenance Activity	Con	\$538,056
		ODOT 6		US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St,	Con	\$791,856
				Resurfacing		
	107759	ODOT 6		SR 3 at I-71, Preventive Bridge Maintenance	Con	\$400,000
		ODOT 6	*	3	Con	\$160,000 \$012,000
		ODOT 6 ODOT 6		US 40 from ramp to I-71 to Westland Ave, Minor Pavement Rehabilitation US 36 from NS Bridge to Delaware Corp Limit, Minor Pavement Rehabilitation	Con Con	\$912,000 \$508,000
	110123		*	- · · · · · · · · · · · · · · · · · · ·	Con	\$2,417,664
	108154		*	SR 317 from Columbus Corp & N of Rocky Fork Rd to CR-5 & Lincoln Circle, Minor Pavement Rehabilitation	Con	\$747,968
				Summary for TIP Year = 2024 (26 project p	hases)	\$34,501,334

Total for Federal Funds (95 project phases) \$174,369,308

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

	Fede	ral Fund Type	Federal (Labor - Internal)		
MOR ID	PC PID	Agonov	Project Name	Phase	Federal Amount
		Agency	•		
	112968	Columbus, City of	SR 161 from Hamilton Rd to Babbit Rd, Guardrail Upgrade/Replace	Con	\$28,500
2967	93109		US 40 from Franklin/Licking County Line to SR-37, Resurfacing/Signalization	Con	\$11,606,710
3181			Various locations in District 5, Preventive Bridge Maintenance	Con	\$39,600
2482	86645		W Broad St (US-40) from Central Ave to Scioto River, Resurfacing	Con	\$51,873 \$6,741,000
	105588	ODOT 6	I-70/I-71 Innerbelt (Project 6R), Major Widening/Interchange Modification	Con	\$6,741,000
	104623		SR-61 at Wilson Rd (SR-656), Intersection Modification	Con	\$117,600
	106243		1-270 from US 33 W interchange to Rear approach of RR bridge, Preventive Pavement Maintenance	Con	\$136,116
	106877		SR-315 from Garrett Dr to Henderson Rd, Noise Walls	Con	\$91,000
3521		ODOT 6	I-71 from Pickaway Co Line to SR-665, Major Widening	Con	\$1,362,400
	110445		US-36 at SR-257, Intersection Modification	Con	\$18,000
	110922		SR-605 at Fancher Rd, Intersection Modification	PE DD	\$25,000
		ODOT 6	Westerville Rd (SR-3) at Minerva Lake Rd/Corporate Dr, Intersection Modification	Con	\$14,400
3680	111195	ODOT 6	City NHS Guardrail Upgrade at various NHS routes, Guardrail Upgrade/Replace	Con	\$660,000
3682	109074	ODOT 6	US 42 from safety job end limit - PID 10868 to concrete pavement break east of Fern Dr, Major Rehabilitation	Con	\$279,350
3713	108150	ODOT 6	US 40 from Reynoldsburg Corp to Licking County Line, Resurfacing	Con	\$42,240
3714	110693	ODOT 6	1-270 at locations in Franklin County, Minor Pavement Rehabilitation	Con	\$64,000
3719	110585	ODOT 6	SR-4 from SR-37 to S of Boundary Rd, Resurfacing	Con	\$61,120
3724	109111	ODOT 6	US-23 at North and South of I-270 interchange, Signage	Con	\$16,000
			Summary for TIP Year = 2021 (18 project ph	nases)	\$21,354,909
3677	110844	Columbus	SRTS 17th/Ann Sidewalks at multiple segments, Sidewalks	Con	\$40,000
	112584	DISTRICT 6-PLA			
			US 33 from FRA-70 Interchange to .5 mi west of I270 interchange, Minor Pavement Rehabilitation	Con	\$212,384
1453	80748	Dublin	US-33 at SR-161/Post Rd, Interchange Modification	Con	\$1,382,320
3663	111077	Franklin County	Reynoldsburg-New Albany Rd at Havens Rd, Intersection Modification	Con	\$166,250
3550	107619	ODOT 5	Various locations in District 5, Signals	Con	\$25,867
3670	107262	ODOT 5	* IR 70 at S of I70 parrallel to Freeway Dr in Russel Heights, Noise Walls	Con	\$44,964
3194	102124	ODOT 6	Various locations on SR-315, Maintenance Activity/Culvert Maintenance	Con	\$95,200
3230	103621	ODOT 6	Hamilton Rd at Big Walnut Creek, Bridge Deck Overlay	Con	\$22,400
3254	102023	ODOT 6	Winchester Pk at I-270, Bridge Deck Replacement	Con	\$40,500
3268	104502	ODOT 6	US-36/SR-37 at Galena Rd, Intersection Modification/Bridge Deck Overlay	Con	\$94,800
3334	104947	ODOT 6	US-23 at Big Walnut Creek, Bridge Deck Overlay	Con	\$48,000
3335	104949	ODOT 6	SR-665 at Scioto River, Bridge Repair	Con	\$56,000
3339	104977	ODOT 6	Sullivant Ave at I-270, Bridge Replacement	Con	\$75,600
3340	104980	ODOT 6	Wilson Bridge Rd at SR-315, Bridge Replacement	Con	\$89,600
3623	109659		Courtright Rd at I-70 & NS RR, Bridge Deck Replacement	Con	\$239,400
3624	109156	ODOT 6	US-23 at 9 bridges between Cheshire Rd & Main Rd, Bridge Maintenance Activities	Con	\$428,400
3628	111340	ODOT 6	I-670 from High St to Summit St (US 23), Bridge Maintenance Activities	Con	\$157,500
3651	110378	ODOT 6	Westerville Rd (SR-3) at Morse Rd, Intersection Modification	Con	\$138,600
3652	110380	ODOT 6	US-23 at Rathmell Rd, Intersection Modification	Con	\$63,000
3655	110444	ODOT 6	US-36 at Wilson Rd, Intersection Modification	Con	\$45,000
	110446	ODOT 6	SR-315 at Jewett Rd, Intersection Modification	Con	\$94,500
			US-23 at Powell Rd (SR-750), Intersection Modification	Con	\$18,000
	110449		US 23D (Third St) at US 33 (Mound St), Intersection Modification	Con	\$6,750
	110587		SR 3 (Cleveland Ave) at Hudson St, Intersection Modification	Con	\$45,000
3683			* US 36 from Union County Line to exisiting pavement break at the curbed section, Major Rehabilitation	Con	\$224,001
3694	106095	ODOT 6	Indianola Ave from Hudson St to North Broadway, Minor Pavement Rehabilitation	Con	\$36,320
	106274		* US 40 from Westland Ave to E Main St, Minor Pavement Rehabilitation	Con	\$13,600
	110126		* IR 270 from FRA-270-40.45 to FRA-270-43.18, Minor Pavement Rehabilitation	Con	\$77,220
	110051		R-670 from IR-70 to ramp from US23D, Minor Pavement Rehabilitation	Con	\$179,892
	110051		SR 37 & SR 521 from Sunbury Corp Limit & Delaware Corp Limit to Licking County	Con	\$58,821
3711	110055	ODOT 6	& S of Three B's & K, Minor Pavement Rehabilitation SR 257 from SR 37 to the Marion County Line, Minor Pavement Rehabilitation	Con	\$17,696
	110619		* US-23 from N of Cottswold Dr to N of US-42, Minor Pavement Rehabilitation	Con	\$9,341
	110618		Portions of SR-750 & SR-665, Resurfacing	Con	\$32,654
	110603		US-23 from North of Troutman Rd to Waldo Delaware Rd, Resurfacing	Con	\$95,776
	110799		Westerville Rd (SR-3) from Agler Rd to Oakland Park Ave, Operational Upgrades	Con	\$22,500
3,23			Summary for TIP Year = 2022 (35 project ph		\$4,397,855
			Summary for the real = 2022 (33 project pr	14369	ψ -1 ,331,033

3761 111640 DISTRICT 6-PLA SR 315 at FRA-315-2.78, Bridge Maintenance Activities

Con \$560,000

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

112798 DISTRICT 6-PLA R 270 from S of 170 to N of Alum Creek Drive, Minor Pavement Rehabilitation Con \$3.27, 217280 DISTRICT 6-PLA \$7.65 & ST. 470 St. 675 & ST. 470 St.						
1778 112800 DISTRICT 6-PLA SR 665 at Various locations, Minor Pavement Rehabilitation Con \$32, 2778 112840 DISTRICT 6-PLA FV23 - Chipseal, Minor Pavement Rehabilitation Con \$3,870, 2874 90053 ODOT 6 \$70,8715 from US 33 to 1670, Bridge Repair Con \$3,870, 2874 ODOT 6 \$84,315 from US 33 to 1670, Bridge Repair Con \$36, 3870, 2874 ODOT 6 \$84,315 from US 33 to 1670, Bridge Repair Con \$36, 3870, 2874 ODOT 6 \$84,315 from US 33 to 1670, Bridge Repair Con \$36, 3870, 2874 ODOT 6 \$84,315 from US 33 to 1670, Bridge Repair Con \$36, 3870, 3874 ODOT 6 \$84,315 from US 33 to 1670, Bridge Repair Con \$36, 3870, 3874 ODOT 6 \$84,315 from US 33 to 1670, Bridge Repair Con \$36, 3874, 3874 ODOT 6 \$84,315 from US 33 to 1670, Bridge Repair Con \$467, 3874 ODOT 6 \$84,015 from US 33 to 1670, Bridge Repair Con \$467, 3874 ODOT 6 \$84,015 from US 33 to 1874, Bridge Brid	3762	111641	DISTRICT 6-PLA	IR 670 at FRA-670-0.31, Bridge Maintenance Activities	Con	\$504,000
12744 DISTRICT 6-PLA FY23 - Chipseal, Minor Pavement Rehabilitation Con \$27,	3771	112798	DISTRICT 6-PLA	IR 270 from S of I70 to N of Alum Creek Drive, Minor Pavement Rehabilitation	Con	\$141,876
2874 96053 ODDT 6 1-70/1-71 Innerheit (Phase 4B), Major Widening/Bridge Replacement Con \$3,870,3870 3480 106260 ODDT 6 * SR-315 from US3 3to 1470, Major Widen Repair Con \$55,3481 3481 106260 ODDT 6 * Westerville Rd & State St (SR-3) at segments in Columbus and Westerville, Preventive Pavement Maintenance Con \$55,367 3481 106284 ODDT 6 * SR-315 from RR-258 & US 40 in Reynoldsburg, Preventive Pavement Con \$12,368 3654 110436 ODDT 6 * SR-805 at Fancher Rd, Intersection Modification Con \$467,670 3660 110922 ODDT 6 * SR-105 at Fancher Rd, Intersection Modification Con \$467,670 3672 110300 ODDT 6 * SR-104 from just east of Groverport Rd to just west of Elwood Ave, Noise Walls Con \$78,836 3675 111500 ODDT 6 * SR-104 from just east of Groverport Rd to just west of Elwood Ave, Noise Walls Con \$32,379 3676 111500 ODDT 6 * SR-104 from Just east Call Just North of Schrock Rd, Resurfacing Con \$31,418 3708 1106990 <td>3772</td> <td>112800</td> <td>DISTRICT 6-PLA</td> <td>SR 665 at Various locations, Minor Pavement Rehabilitation</td> <td>Con</td> <td>\$32,032</td>	3772	112800	DISTRICT 6-PLA	SR 665 at Various locations, Minor Pavement Rehabilitation	Con	\$32,032
105427 ODDT 6 S. R. 315 from US 33 to 1-670, Bridge Repair Con \$56, 3480 106260 ODDT 6 Protective Pavement Maintanance S. Bernard Ref. & State S. (158-7), at segments in Columbus and Westerville, Con \$59, 3481 106264 ODDT 6 Proventive Pavement Maintanance Segments on SR-256 & US 40 in Reynoldsburg, Preventive Pavement Con \$12, 3629 109164 ODDT 6 I-71 at 7 overhead bridges between 17th Ave & SR-161, Bridge Maintenance Con \$467, 4ctivities Con \$468, 4ctivities Con \$467,	3778	112744	DISTRICT 6-PLA	FY23 - Chipseal, Minor Pavement Rehabilitation	Con	\$27,360
3481 106260 ODOT 6 * Westerville Rt 8. State St (SR-3) at segments in Columbus and Westerville, Preventive Pavement Maintenance Segments on SR-256 & US 40 in Reynoldsburg, Preventive Pavement Con \$12;	2874	96053	ODOT 6	I-70/I-71 Innerbelt (Phase 4B), Major Widening/Bridge Replacement	Con	\$3,870,000
Preventive Pavement Maintenance Segments on SR 256 & US 40 in Reynoldsburg, Preventive Pavement Con S12, 481	3380	105427	ODOT 6 *	SR-315 from US 33 to I-670, Bridge Repair	Con	\$56,000
Maintenance	3480	106260	ODOT 6 *		Con	\$59,527
Activities Activities Activities Activities Activities Dublin-Gramville Rd (SR-161) at Karl Rd, Intersection Modification Con \$495, 3660 110922 DDT 6 \$R-605 at Fancher Rd, Intersection Modification Con \$82, 3672 110300 DDT 6 \$R-805 at Fancher Rd, Intersection Modification Con \$78, 3676 111560 DDT 6 \$R-710 from SR-161 to just west of Elwood Ave, Noise Walls Con \$78, 3685 106097 DDT 6 \$R-710 from SR-161 to just with off Schrook Rd, Resurfacing Con \$28, 3695 106097 DDT 6 \$8.710 from SR-161 to just North of Schrook Rd, Resurfacing Con \$28, 3695 106097 DDT 6 \$8.710 from SR-161 to just North of Schrook Rd, Resurfacing Con \$11, 3704 110699 DDT 6 \$8.710 from SR-161 to just North of Schrook Rd, Resurfacing Con \$14, 3704 110699 DDT 6 \$8.710 from No If Rocky Fork Dr St o N of Sth Ave, Milnor Pavement Rehabilitation Con \$32, 3708 110696 DDT 6 \$8.710 from No If Rocky Fork Dr St o N of Sth Ave, Milnor Pavement Rehabilitation Summary for TIP Year = 2023 (18 project phases) \$6,536,7 \$8.710 from No If Rocky Fork Dr St on North Pavement Rehabilitation Summary for TIP Year = 2023 (18 project phases) \$6,536,7 \$12860 DISTRICT 6-PLA DBC CHIP FY24 at Various general system routes throughout District, Minor Con \$85, 3775 112680 DISTRICT 6-PLA US 23 from Cheshire Rd to Troutman Rd, Minor Pavement Rehabilitation Con \$163, 3774 112933 DISTRICT 6-PLA US 23 from Cheshire Rd to Troutman Rd, Minor Pavement Rehabilitation Con \$163, 3775 112680 DISTRICT 6-PLA US 33 at Various locations, Minor Pavement Rehabilitation Con \$33, 4875 Strand Rd, Minor Pavement Rehabilitation Con \$33, 3775 112630 DISTRICT 6-PLA US 33 at Various locations, Minor Pavement Rehabilitation Con \$349, 3795 Strand Rd, Minor Pavement Rehabilitation Con \$349, 3795 Strand Rd, Minor Pavement Rehabilitation Con \$349, 3795 Strand Rd, Minor Rd, Minor Pavement Rehabilitation Con \$349, 3795 Strand	3481	106264	ODOT 6 *		Con	\$12,920
10822 ODDT 6 SR-605 at Fancher Rd, Intersection Modification Con \$82, 3672 110300 ODDT 6 SR 104 from just east of Groveport Rd to just west of Elwood Ave, Noise Walls Con \$78, 3676 111560 ODDT 6 SR 710 from SR 161 to just North of Schrock Rd, Resurfacing Con \$28, 3695 106097 ODDT 6 SR 710 from SR 161 to just North of Schrock Rd, Resurfacing Con \$38, 3695 106097 ODDT 6 SR 7317 from N of Rocky Fork Dr 5 to N of 5th Ave, Minor Pavement Rehabilitation Pavement Rehabilitation SR 7317 from N of Rocky Fork Dr 5 to N of 5th Ave, Minor Pavement Rehabilitation Con \$32, 3704 110699 ODDT 6 SR 317 from N of Rocky Fork Dr 5 to N of 5th Ave, Minor Pavement Rehabilitation Con \$32, 3704 110696 ODDT 6 SP FY23 Concrete at Various general system routes throughout District, Minor Pavement Rehabilitation Summary for TIP Year = 2023 (18 project phases) \$6,536,7371 110127 DISTRICT 6-PLA DOS CHIP FY24 at Various general system routes throughout District, Minor Pavement Rehabilitation Summary for TIP Year = 2023 (18 project phases) \$6,536,7373 112845 DISTRICT 6-PLA US 23 from Cheshire Rd to Troutman Rd, Minor Pavement Rehabilitation Con \$163, 3774 112850 DISTRICT 6-PLA US 23 from Cheshire Rd to Troutman Rd, Minor Pavement Rehabilitation Con \$118, 3775 112868 DISTRICT 6-PLA IR 70 from Madison County Line to West of Hilliard Rome Rd, Minor Pavement Con \$33, 3774 112870 DISTRICT 6-PLA IR 70 from Madison County Line to West of Hilliard Rome Rd, Minor Pavement Con \$49, 323 37996 ODDT SR-16 from Franklin Co Line to SR-37, Resurfacing Con \$42, 323 37996 ODDT SR-16 from Franklin Co Line to SR-37, Resurfacing Con \$42, 323 37996 ODDT SR-16 from Franklin Co Line to SR-37, Resurfacing Con \$42, 323 37996 ODDT SR-36 at Robinson Rd (just N of Hickory Ridge Rd), Bridge Deck Replacement Con \$31, 3275 39776 ODDT SR-317 at Blacklick Greek, Bridge Deck Overlay Con \$21, 323 37996 OD	3629	109164	ODOT 6 *		Con	\$467,775
110300 ODOT 6 SR 104 from just east of Groveport Rd to just west of Elwood Ave, Noise Walls Con \$78, 3676 111560 ODOT 6 SR 710 from SR 161 to just North of Schrock Rd, Resurfacing Con \$28, 328, 328 ODOT 6 SR 710 from SR 161 to just North of Schrock Rd, Resurfacing Con \$11, 3688 106270 ODOT 6 SR 717 from N of Rocky Fork Dr S to N of 5th Ave, Minor Pavement Rehabilitation Con S14, 3704 110699 ODOT 6 SP FY23 General at Various general system routes throughout District, Minor Con Rehabilitation Con S22, 327 Section SP FY23 Concrete at Various routes throughout District, Minor Pavement Rehabilitation Summary for TIP Year = 2023 (18 project phases) \$6,536,77 110127 DISTRICT 6-PLA D06 CHIP FY24 at Various general system routes throughout District, Minor Con S85, 3773 112845 DISTRICT 6-PLA D8 23 from Cheshire Rd to Troutman Rd, Minor Pavement Rehabilitation Con \$113, 3775 112860 DISTRICT 6-PLA D8 23 from US22 to Franklin County Line, Minor Pavement Rehabilitation Con \$113, 3775 112870 DISTRICT 6-PLA DISTRICT	3654	110436	ODOT 6 *	Dublin-Granville Rd (SR-161) at Karl Rd, Intersection Modification	Con	\$495,000
11560 ODOT 6 SR 710 from SR 161 to just North of Schrock Rd, Resurfacing Con \$28, 3695 106097 ODOT 6 US 40 (Broad St.) from Camp Chase Industrial RR to Shague Ave, Minor Con \$11, 3698 106270 ODOT 6 SR 317 from N of Rocky Fork Dr S to N of Sth Ave, Minor Pavement Rehabilitation Con S14, 3704 110699 ODOT 6 SR 5P 722 General at Various general system routes throughout District , Minor Con S44, 3704 110699 ODOT 6 SP FY23 General at Various general system routes throughout District , Minor Con S64, 3704 110690 ODOT 6 SP FY23 General at Various general system routes throughout District , Minor Con Rehabilitation Summary for TIP Year = 2023 (18 project phases) \$6,536,7 3770 110127 DISTRICT 6-PLA US 23 from Cheshire Rd to Troutman Rd, Minor Pavement Rehabilitation Con Pavement Rehabilitation Sing 774 112860 DISTRICT 6-PLA US 23 from Cheshire Rd to Troutman Rd, Minor Pavement Rehabilitation Con S163, 3774 112860 DISTRICT 6-PLA US 23 from Cheshire Rd to Troutman Rd, Minor Pavement Rehabilitation Con S163, 3775 112865 DISTRICT 6-PLA US 23 from Cheshire Rd to Troutman Rd, Minor Pavement Rehabilitation Con S163, 3776 112870 DISTRICT 6-PLA US 33 at Various locations, Minor Pavement Rehabilitation Con S7, 3777 112933 DISTRICT 6-PLA S7 A from US22 to Franklin County Line to West of Hilliard Rome Rd, Minor Pavement Rehabilitation Con S7, 3777 112933 DISTRICT 6-PLA S7 A from US22 to Franklin County Line to West of Hilliard Rome Rd, Minor Pavement Rehabilitation Con S7, 3777 112933 DISTRICT 6-PLA S7 A from US22 to Franklin County Line to West of Hilliard Rome Rd, Minor Pavement Rehabilitation Con S49, 323 97996 ODOT S8-16 from Franklin County Line to West of Hilliard Rome Rd, Minor Pavement Rehabilitation Con S49, 323 97996 ODOT S8-76 from Franklin County Line to West of Hilliard Rome Rd, Minor Pavement Rehabilitation Con S49, 323 97996 ODOT S8-76 from Frank	3660	110922	ODOT 6 *	SR-605 at Fancher Rd, Intersection Modification	Con	\$82,000
September Sept	3672	110300	ODOT 6 *	SR 104 from just east of Groveport Rd to just west of Elwood Ave, Noise Walls	Con	\$78,400
Pavement Rehabilitation	3676	111560	ODOT 6 *	SR 710 from SR 161 to just North of Schrock Rd, Resurfacing	Con	\$28,160
3704 110699 ODOT 6 * SP FY23 General at Various general system routes throughout District, Minor Pavement Con Pavement Rehabilitation Summary for TIP Year = 2023 (18 project phases) \$6,536,7	3695	106097	ODOT 6		Con	\$11,280
Pavement Rehabilitation SP FY23 Concrete at Various routes throughout District Six, Minor Pavement Con Rehabilitation Summary for TIP Year = 2023 (18 project phases) \$6,536,7	3698	106270	ODOT 6 *	SR 317 from N of Rocky Fork Dr S to N of 5th Ave, Minor Pavement Rehabilitation	Con	\$14,400
Summary for TIP Year = 2023 (18 project phases) \$6,536,7	3704	110699	ODOT 6 *		Con	\$32,000
3770 110127 DISTRICT 6-PLA D06 CHIP FY24 at Various general system routes throughout District , Minor Pavement Rehabilitation Con \$85. 3773 112845 DISTRICT 6-PLA US 23 from Cheshire Rd to Troutman Rd, Minor Pavement Rehabilitation Con \$163, 3774 112860 DISTRICT 6-PLA SR 674 from US22 to Franklin County Line, Minor Pavement Rehabilitation Con \$118, 3775 112870 DISTRICT 6-PLA SR 674 from US22 to Franklin County Line to West of Hilliard Rome Rd, Minor Pavement Rehabilitation Con \$93, 3776 112870 DISTRICT 6-PLA US 33 at Various locations, Minor Pavement Rehabilitation Con \$7, 3777 112930 DISTRICT 6-PLA US 33 at Various locations, Minor Pavement Rehabilitation Con \$49, 3233 97996 ODOT * SR-16 from Franklin Co Line to SR-37, Resurfacing Con \$62, 3232 97996 ODOT 6 * SR-736 at Robinson Rd (just N of Hickory Ridge Rd), Bridge Deck Replacement Con \$19, 3632 107790 ODOT 6 * SR-317 at CSX RR, Bridge Deck Overlay Con \$12, 3633	3708	110696	ODOT 6 *		Con	\$64,000
Pavement Rehabilitation				Summary for TIP Year = 2023 (18 project pl	nases)	\$6,536,730
3774 112850 DISTRICT 6-PLA SR 674' from US22 to Franklin County Line, Minor Pavement Rehabilitation Con \$112, 3775 3775 112868 DISTRICT 6-PLA IR 70 from Madison County Line to West of Hilliard Rome Rd, Minor Pavement Con \$93, Rehabilitation 3776 112870 DISTRICT 6-PLA US 33 at Various locations, Minor Pavement Rehabilitation Con \$7, 3777 3777 112933 DISTRICT 6-PLA FRA from 3rd ave and columbus corp to ackerman rd and clubview blvd, Minor Con \$49, 249 3233 97996 ODOT * SR-16 from Franklin Co Line to SR-37, Resurfacing Con \$62, 299 2992 96308 ODOT 6 * SR-36 at Robinson Rd (just N of Hickory Ridge Rd), Bridge Deck Replacement Con \$19, 325 3622 107832 ODOT 6 * SR-317 at Blacklick Creek, Bridge Deck Overlay Con \$12, 3631 3630 107797 ODOT 6 * SR-317 at Decr Run, Bridge Deck Overlay Con \$12, 3632 3632 107777 ODOT 6 * SR-257 at Deer Run, Bridge Replacement Con \$21, 3633 3674 112035 ODOT 6	3770	110127	DISTRICT 6-PLA		Con	\$85,247
3775 112868 DISTRICT 6-PLA Rehabilitation IR 70 from Madison County Line to West of Hilliard Rome Rd, Minor Pavement Con \$93, Rehabilitation 3776 112870 DISTRICT 6-PLA US 33 at Various locations, Minor Pavement Rehabilitation Con \$7, 3777 3777 112933 DISTRICT 6-PLA FRA from 3rd ave and columbus corp to ackerman rd and clubview blvd, Minor Pavement Rehabilitation Con \$49, 249, 249, 249, 249, 249, 249, 249, 2	3773	112845	DISTRICT 6-PLA	US 23 from Cheshire Rd to Troutman Rd, Minor Pavement Rehabilitation	Con	\$163,648
Rehabilitation	3774	112850	DISTRICT 6-PLA	SR 674` from US22 to Franklin County Line, Minor Pavement Rehabilitation	Con	\$118,903
3777 112933 DISTRICT 6-PLA FRA from 3rd ave and columbus corp to ackerman rd and clubview blvd, Minor Pavement Rehabilitation Con \$43, 233 3233 97996 ODOT * SR-16 from Franklin Co Line to SR-37, Resurfacing Con \$62, 2992 99308 ODOT 6 * US 36 at Prairie Run, Bridge Repair Con \$19, 3275 3275 95776 ODOT 6 * SR-736 at Robinson Rd (just N of Hickory Ridge Rd), Bridge Deck Replacement Con \$96, 3622 107780 ODOT 6 * Hall Rd at 1-270, Bridge Deck Replacement Con \$21, 3630 3630 107790 ODOT 6 * SR-317 at Blacklick Creek, Bridge Deck Overlay Con \$12, 3631 3631 107777 ODOT 6 * SR-317 at CSX RR, Bridge Deck Overlay Con \$12, 3632 3633 107756 ODOT 6 * SR-257 at Deer Run, Bridge Replacement Con \$21, 3633 3675 112035 ODOT 6 * US 33 at Hayden Run Rd (CR 32), Intersection Modification Con \$81, 3641 3671 108986 ODOT 6 * MAD/FRA/DEL Noisewall Repair at various locations, Noise Walls Con \$35,	3775	112868	DISTRICT 6-PLA	·	Con	\$93,816
Pavement Rehabilitation SR-16 from Franklin Co Line to SR-37, Resurfacing Con \$62, 299 96308 ODOT 6 US 36 at Prairie Run, Bridge Repair Con \$19, 3275 95776 ODOT 6 * SR-736 at Robinson Rd (just N of Hickory Ridge Rd), Bridge Deck Replacement Con \$96, 3622 107832 ODOT 6 * Hall Rd at I-270, Bridge Deck Replacement Con \$21, 3630 107790 ODOT 6 * SR-317 at Blacklick Creek, Bridge Deck Overlay Con \$12, 3631 107787 ODOT 6 * SR-317 at CSX RR, Bridge Deck Overlay Con \$12, 3632 107777 ODOT 6 * SR-317 at CSX RR, Bridge Deck Overlay Con \$12, 3633 107756 ODOT 6 * SR-257 at Deer Run, Bridge Replacement Con \$21, 3667 112035 ODOT 6 * US 33 at Hayden Run Rd (CR 32), Intersection Modification Con \$81, 3671 108986 ODOT 6 * MAD/FRA/DEL Noisewall Repair at various locations, Noise Walls Con \$35, 3674 111613 ODOT 6 * US 62 from Broad St to Airport Dr, Maintenance Activity Con \$21, 3675 111608 ODOT 6 * US 62 from Broad St to Airport Dr, Maintenance Activity Con \$31, 3688 107759 ODOT 6 * SR 3 at I-71, Preventive Bridge Maintenance Con \$16, 3690 107754 ODOT 6 * SR 23 at I-71, Preventive Bridge Maintenance Con \$6, 3691 106272 ODOT 6 * US 40 from ramp to I-71 to Westland Ave, Minor Pavement Rehabilitation Con \$20, 3606 106268 ODOT 6 * US 36 from NS Bridge to Delaware Corp Limit, Minor Pavement Rehabilitation Con \$20, 3702 110123 ODOT 6 * SR 317 from Columbus Corp & N of Rocky Fork Rd to CR-5 & Lincoln Circle, Con \$29, 3712 108154 ODOT 6 * SR 317 from Columbus Corp & N of Rocky Fork Rd to CR-5 & Lincoln Circle, Con \$29, 3712 108154 ODOT 6 * SR 317 from Columbus Corp & N of Rocky Fork Rd to CR-5 & Lincoln Circle, Con \$20, 3712 108154 ODOT 6 SR 317 from Columbus Corp & N of Rocky Fork Rd to CR-5 & Lincoln Circle, Con \$29, 3712 108154 ODOT 6 SR 317 from Columbus Corp & N of Rocky Fork Rd to CR-5 & Lincoln Circle, Con \$29, 3712 108154 ODOT 6 S	3776	112870	DISTRICT 6-PLA	US 33 at Various locations, Minor Pavement Rehabilitation	Con	\$7,648
2992 96308 ODOT 6 * US 36 at Prairie Run, Bridge Repair Con \$19,1 3275 95776 ODOT 6 * SR-736 at Robinson Rd (just N of Hickory Ridge Rd), Bridge Deck Replacement Con \$96,1 3622 107832 ODOT 6 * Hall Rd at I-270, Bridge Deck Replacement Con \$21,1 3630 107790 ODOT 6 * SR-317 at Blacklick Creek, Bridge Deck Overlay Con \$12,2 3631 107777 ODOT 6 * SR-317 at CSX RR, Bridge Deck Overlay Con \$12,3 3632 107777 ODOT 6 * SR-317 at CSX RR, Bridge Deck Overlay Con \$12,3 3633 107756 ODOT 6 * SR-257 at Deer Run, Bridge Maintenance Activities Con \$21,3 3671 112035 ODOT 6 * US 33 at Hayden Run Rd (CR 32), Intersection Modification Con \$35,3 3674 111613 ODOT 6 * MAD/FRA/DEL Noisewall Repair at various locations, Noise Walls Con \$35,3 3675 111608 ODOT 6 * US 62 from Broad St to Airport Dr, Maintenance Activity Con \$21,3 3	3777	112933	DISTRICT 6-PLA		Con	\$49,248
3275 95776 ODOT 6 * SR-736 at Robinson Rd (just N of Hickory Ridge Rd), Bridge Deck Replacement Con \$96, 3622 107832 ODOT 6 * Hall Rd at I-270, Bridge Deck Replacement Con \$21, 3630 107790 ODOT 6 * SR-317 at Blacklick Creek, Bridge Deck Overlay Con \$12, 3631 107787 ODOT 6 * SR-317 at CSX RR, Bridge Deck Overlay Con \$12, 3632 107777 ODOT 6 * I-71 at Cooke Rd, Bridge Maintenance Activities Con \$21, 3633 107756 ODOT 6 * SR-257 at Deer Run, Bridge Replacement Con \$21, 3667 112035 ODOT 6 * SR-257 at Deer Run, Bridge Replacement Con \$12, 3667 112035 ODOT 6 * US 33 at Hayden Run Rd (CR 32), Intersection Modification Con \$81, 3671 3671 108986 ODOT 6 * MAD/FRA/DEL Noisewall Repair at various locations, Noise Walls Con \$35, 3674 3671 108986 ODOT 6 * US 62 & SR 521 from Broad St to Airport Dr, Maintenance Activity Con \$21, 3675 3671 3688 0DOT 6 * US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing Con \$31, 3688 3688 3689 3689 3689	3233	97996	ODOT *	SR-16 from Franklin Co Line to SR-37, Resurfacing	Con	\$62,365
3622 107832 ODOT 6 * Hall Rd at I-270, Bridge Deck Replacement Con \$21,1 3630 107790 ODOT 6 * SR-317 at Blacklick Creek, Bridge Deck Overlay Con \$12, 3631 107787 ODOT 6 * SR-317 at CSX RR, Bridge Deck Overlay Con \$12, 3632 107777 ODOT 6 * I-71 at Cooke Rd, Bridge Maintenance Activities Con \$21, 3633 107756 ODOT 6 * SR-257 at Deer Run, Bridge Replacement Con \$12, 3667 112035 ODOT 6 * US 33 at Hayden Run Rd (CR 32), Intersection Modification Con \$81, 3671 108986 ODOT 6 * MAD/FRA/DEL Noisewall Repair at various locations, Noise Walls Con \$35, 3674 111613 ODOT 6 * US 62 from Broad St to Airport Dr, Maintenance Activity Con \$21, 3675 111608 ODOT 6 * US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing Con \$31, 3688 107759 ODOT 6 * SR 3 at I-71, Preventive Bridge Maintenance Con \$6,	2992	96308	ODOT 6 *	US 36 at Prairie Run, Bridge Repair	Con	\$19,600
3630 107790 ODOT 6 * SR-317 at Blacklick Creek, Bridge Deck Overlay Con \$12,3631 3631 107787 ODOT 6 * SR-317 at CSX RR, Bridge Deck Overlay Con \$12,3632 3632 107777 ODOT 6 * I-71 at Cooke Rd, Bridge Maintenance Activities Con \$21,3633 3637 10756 ODOT 6 * SR-257 at Deer Run, Bridge Replacement Con \$12,3667 3667 112035 ODOT 6 * US 33 at Hayden Run Rd (CR 32), Intersection Modification Con \$81,3671 3671 108986 ODOT 6 * MAD/FRA/DEL Noisewall Repair at various locations, Noise Walls Con \$35,3674 3674 111613 ODOT 6 * US 62 from Broad St to Airport Dr, Maintenance Activity Con \$21,3675 3675 111608 ODOT 6 * US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing Con \$31,4688 3688 107759 ODOT 6 * SR 3 at I-71, Preventive Bridge Maintenance Con \$16,3690 3691 106272 ODOT 6 * SR 229 at Whetstone Creek, Preventive Bridge Maintenance Con <td>3275</td> <td>95776</td> <td>ODOT 6 *</td> <td>SR-736 at Robinson Rd (just N of Hickory Ridge Rd), Bridge Deck Replacement</td> <td>Con</td> <td>\$96,640</td>	3275	95776	ODOT 6 *	SR-736 at Robinson Rd (just N of Hickory Ridge Rd), Bridge Deck Replacement	Con	\$96,640
3631 107787 ODOT 6 * SR-317 at CSX RR, Bridge Deck Overlay Con \$12, 3632 107777 ODOT 6 * I-71 at Cooke Rd, Bridge Maintenance Activities Con \$21, 3633 107756 ODOT 6 * SR-257 at Deer Run, Bridge Replacement Con \$12, 3667 112035 ODOT 6 * US 33 at Hayden Run Rd (CR 32), Intersection Modification Con \$81, 3671 108986 ODOT 6 * MAD/FRA/DEL Noisewall Repair at various locations, Noise Walls Con \$35, 3674 111613 ODOT 6 * US 62 from Broad St to Airport Dr, Maintenance Activity Con \$21, 3675 111608 ODOT 6 * US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing Con \$31, 31, 32, 33, 33, 34, 34, 34, 34, 34, 34, 34, 34	3622	107832	ODOT 6 *	Hall Rd at I-270, Bridge Deck Replacement	Con	\$21,600
3632 107777 ODOT 6 * I-71 at Cooke Rd, Bridge Maintenance Activities Con \$21,1 3633 107756 ODOT 6 * SR-257 at Deer Run, Bridge Replacement Con \$12,3 3667 112035 ODOT 6 * US 33 at Hayden Run Rd (CR 32), Intersection Modification Con \$81,4 3671 108986 ODOT 6 * MAD/FRA/DEL Noisewall Repair at various locations, Noise Walls Con \$35,4 3674 111613 ODOT 6 * US 62 from Broad St to Airport Dr, Maintenance Activity Con \$21,4 3675 111608 ODOT 6 * US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing Con \$31,4 3688 107759 ODOT 6 * SR 3 at I-71, Preventive Bridge Maintenance Con \$16,3 3690 107754 ODOT 6 * SR 229 at Whetstone Creek, Preventive Bridge Maintenance Con \$6,3 3691 106272 ODOT 6 * US 40 from ramp to I-71 to Westland Ave, Minor Pavement Rehabilitation Con \$36,3 3702 110123 ODOT 6 * US 36 from NS Bridge to Delaware Corp Limit, Minor Pavement Rehab	3630	107790	ODOT 6 *	SR-317 at Blacklick Creek, Bridge Deck Overlay	Con	\$12,800
3633 107756 ODOT 6 * SR-257 at Deer Run, Bridge Replacement Con \$12,3667 3667 112035 ODOT 6 * US 33 at Hayden Run Rd (CR 32), Intersection Modification Con \$81,4671 3671 108986 ODOT 6 * MAD/FRA/DEL Noisewall Repair at various locations, Noise Walls Con \$35,4672 3674 111613 ODOT 6 * US 62 from Broad St to Airport Dr, Maintenance Activity Con \$21,4672 3675 111608 ODOT 6 * US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing Con \$31,4672 3688 107759 ODOT 6 * SR 3 at I-71, Preventive Bridge Maintenance Con \$16,4682 3690 107754 ODOT 6 * SR 229 at Whetstone Creek, Preventive Bridge Maintenance Con \$6,4682 3691 106272 ODOT 6 * US 40 from ramp to I-71 to Westland Ave, Minor Pavement Rehabilitation Con \$36,4692 3702 110123 ODOT 6 * US 36 from NS Bridge to Delaware Corp Limit, Minor Pavement Rehabilitation Con \$96,7702 3712 108154 ODOT 6 * SR 317 from	3631	107787	ODOT 6 *	SR-317 at CSX RR, Bridge Deck Overlay	Con	\$12,800
3667 112035 ODOT 6 * US 33 at Hayden Run Rd (CR 32), Intersection Modification Con \$81,000 3671 108986 ODOT 6 * MAD/FRA/DEL Noisewall Repair at various locations, Noise Walls Con \$35,000 3674 111613 ODOT 6 * US 62 from Broad St to Airport Dr, Maintenance Activity Con \$21,000 3675 111608 ODOT 6 * US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing Con \$31,000 3688 107759 ODOT 6 * SR 3 at I-71, Preventive Bridge Maintenance Con \$16,000 3690 107754 ODOT 6 * SR 229 at Whetstone Creek, Preventive Bridge Maintenance Con \$6,000 3691 106272 ODOT 6 * US 40 from ramp to I-71 to Westland Ave, Minor Pavement Rehabilitation Con \$36,000 3696 106268 ODOT 6 * US 36 from NS Bridge to Delaware Corp Limit, Minor Pavement Rehabilitation Con \$20,000 3702 110123 ODOT 6 * ODOT/City of Columbus at various locations, Minor Pavement Rehabilitation Con \$96,000 3712 108154 ODOT 6				I-71 at Cooke Rd, Bridge Maintenance Activities	Con	\$21,600
3671 108986 ODOT 6 * MAD/FRA/DEL Noisewall Repair at various locations, Noise Walls Con \$35,9 3674 111613 ODOT 6 * US 62 from Broad St to Airport Dr, Maintenance Activity Con \$21,0 3675 111608 ODOT 6 * US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing Con \$31,0 3688 107759 ODOT 6 * SR 3 at I-71, Preventive Bridge Maintenance Con \$16,0 3690 107754 ODOT 6 * SR 229 at Whetstone Creek, Preventive Bridge Maintenance Con \$6,0 3691 106272 ODOT 6 * US 40 from ramp to I-71 to Westland Ave, Minor Pavement Rehabilitation Con \$36,0 3696 106268 ODOT 6 * US 36 from NS Bridge to Delaware Corp Limit, Minor Pavement Rehabilitation Con \$20,0 3702 110123 ODOT 6 * ODOT/City of Columbus at various locations, Minor Pavement Rehabilitation Con \$96,0 3712 108154 ODOT 6 * SR 317 from Columbus Corp & N of Rocky Fork Rd to CR-5 & Lincoln Circle, Minor Pavement Rehabilitation Con \$29,0					Con	\$12,800
3674 111613 ODOT 6 * US 62 from Broad St to Airport Dr, Maintenance Activity Con \$21, 3675 3675 111608 ODOT 6 * US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing Con \$31, 31, 31, 31, 31, 31, 31, 31, 31, 31,					Con	\$81,000
3675 111608 ODOT 6 * US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing 3688 107759 ODOT 6 * SR 3 at I-71, Preventive Bridge Maintenance Con \$16, 3690 107754 ODOT 6 * SR 229 at Whetstone Creek, Preventive Bridge Maintenance Con \$6, 3691 106272 ODOT 6 * US 40 from ramp to I-71 to Westland Ave, Minor Pavement Rehabilitation Con \$36, 3696 106268 ODOT 6 * US 36 from NS Bridge to Delaware Corp Limit, Minor Pavement Rehabilitation Con \$20, 3702 110123 ODOT 6 * ODOT/City of Columbus at various locations, Minor Pavement Rehabilitation Con \$96, 3712 108154 ODOT 6 * SR 317 from Columbus Corp & N of Rocky Fork Rd to CR-5 & Lincoln Circle, Minor Pavement Rehabilitation				•	Con	\$35,640
Resurfacing 3688 107759 ODOT 6				· · · · · · · · · · · · · · · · · · ·		\$21,520
3690 107754 ODOT 6	3675	111608	ODOT 6 *		Con	\$31,698
3691 106272 ODOT 6 * US 40 from ramp to I-71 to Westland Ave, Minor Pavement Rehabilitation Con \$36, 3696 106268 ODOT 6 * US 36 from NS Bridge to Delaware Corp Limit, Minor Pavement Rehabilitation Con \$20, 3702 110123 ODOT 6 * ODOT/City of Columbus at various locations, Minor Pavement Rehabilitation Con \$96, 3712 108154 ODOT 6 * SR 317 from Columbus Corp & N of Rocky Fork Rd to CR-5 & Lincoln Circle, Minor Pavement Rehabilitation				•	Con	\$16,000
3696106268ODOT 6* US 36 from NS Bridge to Delaware Corp Limit, Minor Pavement RehabilitationCon\$20,3702110123ODOT 6* ODOT/City of Columbus at various locations, Minor Pavement RehabilitationCon\$96,3712108154ODOT 6* SR 317 from Columbus Corp & N of Rocky Fork Rd to CR-5 & Lincoln Circle, Minor Pavement RehabilitationCon\$29,				•		\$6,400
3702 110123 ODOT 6 * ODOT/City of Columbus at various locations, Minor Pavement Rehabilitation Con \$96; 3712 108154 ODOT 6 * SR 317 from Columbus Corp & N of Rocky Fork Rd to CR-5 & Lincoln Circle, Minor Pavement Rehabilitation \$29,				·		\$36,480
3712 108154 ODOT 6 * SR 317 from Columbus Corp & N of Rocky Fork Rd to CR-5 & Lincoln Circle, Con Minor Pavement Rehabilitation \$29,				- '		\$20,320
Minor Pavement Rehabilitation				•		\$96,706
Summary for TIP Year = 2024 (24 project phases) \$1,154,3	3712	108154	ODOT 6 *		Con	\$29,920
				Summary for TIP Year = 2024 (24 project ph	nases)	\$1,154,399

Total for Federal Funds (95 project phases)

\$33,443,893

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

		ral Fund Type	<u>Federal (Major Bridge)</u>		
MOR ID	PID	Agency	Project Name	Phase	Federal Amount
	111640	DISTRICT 6-PLA	•	PE Envi	
	111641	DISTRICT 6-PLA		PE Envi	
			Summary for TIP Year = 2021 (2 project p		\$1,064,000
3761	111640	DISTRICT 6-PLA	SR 315 at FRA-315-2.78, Bridge Maintenance Activities	PE DD	\$240,000
3762	111641	DISTRICT 6-PLA	IR 670 at FRA-670-0.31, Bridge Maintenance Activities	PE DD	\$216,000
			Summary for TIP Year = 2022 (2 project p	hases)	\$456,000
	111640	DISTRICT 6-PLA		Con	\$8,000,000
3762	111641	DISTRICT 6-PLA	• •	Con .	\$7,200,000
			Summary for TIP Year = 2023 (2 project p	hases)	\$15,200,000
			Total for Federal Funds (6 project p	hases)	\$16,720,000
		ral Fund Type	Federal (Major/New Program - Federal)		
MOR		Amanau	Drainet Name	Dhasa	Federal
ID	PID 105588	Agency ODOT 6	Project Name I-70/I-71 Innerbelt (Project 6R), Major Widening/Interchange Modification	Phase Con	Amount
3306	105566	00016			\$96,648,242
			Summary for TIP Year = 2021 (1 project	pnase)	\$96,648,242
3212	103626	Delaware	US-36 & SR-37 from W of Foley St & E of East St to SR-521, Major Widening/Bridge Replacement	Con	\$6,400,000
1453	80748	Dublin	US-33 at SR-161/Post Rd, Interchange Modification	Con	\$9,040,000
2877	95639	ODOT 6	I-70 at I-270 (East Outerbelt), Interchange Modification	Con	\$71,910,000
3306	105588	ODOT 6	I-70/I-71 Innerbelt (Project 6R), Major Widening/Interchange Modification	Con	\$1,300,000
			Summary for TIP Year = 2022 (4 project p	hases)	\$88,650,000
			Total for Federal Funds (5 project p	hases)	\$185,298,242
	Fede	ral Fund Type	Federal (Multi-Lane Major Rehab)		
MOR ID	PC PID	Agency	Project Name	Phase	Federal Amount
1333	77372	-	I-70/I-71 Innerbelt (Phase 4A), Major Widening/Interchange Modification	Con	\$43,757,539
2874		ODOT 6	I-70/I-71 Innerbelt (Phase 4B), Major Widening/Bridge Replacement	Con	\$60,300,000
			Summary for TIP Year = 2023 (2 project p		\$104,057,539
			Total for Federal Funds (2 project p	hases)	\$104,057,539
	Fede	ral Fund Type	Federal (State Noise Wall)		4101,001,000
MOR					Federal
ID	PID	Agency	Project Name	Phase	Amount
3508	106877	ODOT 6	* SR-315 from Garrett Dr to Henderson Rd, Noise Walls	Con	\$2,156,000
			Summary for TIP Year = 2021 (1 project	phase)	\$2,156,000
3670	107262	ODOT 5	* IR 70 at S of I70 parrallel to Freeway Dr in Russel Heights, Noise Walls	Con	\$449,640
			Summary for TIP Year = 2022 (1 project	phase)	\$449,640
3672	110300	ODOT 6	* SR 104 from just east of Groveport Rd to just west of Elwood Ave, Noise Walls	Con	\$1,120,000
			Summary for TIP Year = 2023 (1 project	phase)	\$1,120,000
			Total for Federal Funds (3 project p	hases)	\$3,725,640
	Fede	ral Fund Type	Federal (State Noisewall Replacement Prom)	,	4 0,1 <u>1</u> 0,0 10
MOR		7,1	,		Federal
ID	PID	Agency	Project Name	Phase	Amount
3671	108986	ODOT 6	* MAD/FRA/DEL Noisewall Repair at various locations, Noise Walls	Con	\$356,400
			Summary for TIP Year = 2024 (1 project	phase)	\$356,400
			Total for Endoral Funds (4 project	nhaso)	\$356,400
			Total for Federal Funds (1 project	pilase)	φ330,400

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

	Fede	ral Fund Type		HSIP (Highway Safety Improvement Program)		
MOR	_	Amanay		Duainat Nama	Phase	Federal
ID	PID 98557	Agency		Project Name		Amount
2918	101787	Columbus Columbus	*	Hilliard-Rome Rd at Feder Rd/Fisher Rd, Intersection Modification/Sidewalks Livingston Ave at James Rd, Intersection Modification	Con Con	\$1,843,500 \$1,806,570
	101707	Columbus		SR-161 at Cleveland Ave, Intersection Modification	Con	\$323,935
	107240	Columbus	*		ROW	\$87,705
	108642	Columbus	*	•	PE DD	\$207,000
	112968	Columbus, City of	of	SR 161 from Hamilton Rd to Babbit Rd, Guardrail Upgrade/Replace	Con	\$712,400
	103626	Delaware		US-36 & SR-37 from W of Foley St & E of East St to SR-521, Major Widening/Bridge Replacement	PE DD	\$374,279
3666	110862	Fairfield County	*	Refugee Rd at four intersections, Intersection Modification	PE DD	\$80,000
1256	104708	Franklin County	*	Reynoldsburg-New Albany Rd at Clark State Rd (CR-95), Turn Lane Addition	Con	\$1,000,000
	109493	Franklin County		London-Groveport Rd at Rohr Rd, Intersection Modification	ROW	\$75,000
	109494	Franklin County	*	Morse Rd at Babbitt Rd, Intersection Modification	ROW	\$770,250
	104623	ODOT 6	*	SR-61 at Wilson Rd (SR-656), Intersection Modification	ROW	\$9,000
	104623	ODOT 6	*	ort of at this ort a (ort ood), interestable meaning	Con	\$1,680,000
	107822 110445	ODOT 6	*	US-42 and Industrial Pkwy from Watkins-California Rd to Monteray Dr, Minor Widening US-36 at SR-257, Intersection Modification	ROW Con	\$751,500
	110922	ODOT 6	*	,	PE DD	\$180,000 \$100,000
	110925	ODOT 6		Westerville Rd (SR-3) at Minerva Lake Rd/Corporate Dr. Intersection Modification	Con	\$144,000
	111195	ODOT 6	*	City NHS Guardrail Upgrade at various NHS routes, Guardrail Upgrade/Replace	Con	\$2,200,000
	109074	ODOT 6	*	US 42 from safety job end limit - PID 10868 to concrete pavement break east of Fern Dr, Major Rehabilitation	Con	\$1,048,500
				Summary for TIP Year = 2021 (19 project p	hases)	\$13,393,638
3324	104704	Columbus	*	Georgesville Rd at Hall Rd (CR-125), Turn Lane Addition	Con	\$756,900
	107240	Columbus	*	Refugee Rd at Winchester Pk, Intersection Modification	Con	\$474,496
3567	108642	Columbus	*	•	ROW	\$270,000
3591	110376	Columbus		SR-161 from Cleveland Ave to Maple Canyon Ave, Intersection Modification	Con	\$1,980,000
3677	110844	Columbus	*	SRTS 17th/Ann Sidewalks at multiple segments, Sidewalks	Con	\$400,000
3678	109136	Columbus	*	SRTS Kingsford Rd Sidewalks from Eakin Rd to Briggs Rd, Sidewalks	Con	\$261,900
3659	111819	Delaware County	/*	US-36/SR-37 at Carter's Corner Rd/Domigan Rd, Intersection Modification	Con	\$639,900
3665	111806	Delaware County	/*	Sawmill Rd at Presidential Pkwy, Intersection Modification	Con	\$500,000
3666	110862	Fairfield County	*	Refugee Rd at four intersections, Intersection Modification	ROW	\$350,000
	109493	Franklin County		London-Groveport Rd at Rohr Rd, Intersection Modification	Con	\$1,106,250
	109581	Franklin County		SR-317 at Lockbourne Rd, Intersection Modification	Con	\$1,800,000
	109494	Franklin County		Morse Rd at Babbitt Rd, Intersection Modification	Con	\$975,000
	111077		*	Reynoldsburg-New Albany Rd at Havens Rd, Intersection Modification	Con	\$2,375,001
	111899 104502	New Albany ODOT 6		Johnstown Rd (US 62) from Thurston Hall Blvd/Theisen Rd to Smith's Mill Rd, Operational Upgrades/Multi-Use Path US-36/SR-37 at Galena Rd, Intersection Modification/Bridge Deck Overlay	Con	\$2,079,675 \$1,131,570
		ODOT 6		US-42 and Industrial Pkwy from Watkins-California Rd to Monteray Dr, Minor	ROW	\$234,000
				Widening		
3651		ODOT 6 ODOT 6	*	Courtright Rd at I-70 & NS RR, Bridge Deck Replacement Westerville Rd (SR-3) at Morse Rd, Intersection Modification	Con Con	\$1,170,000 \$1,980,000
	110376	ODOT 6		US-23 at Rathmell Rd, Intersection Modification	Con	\$900,000
	110366	ODOT 6		US-36 at Wilson Rd, Intersection Modification	Con	\$450,000
	110446	ODOT 6	*		Con	\$1,350,000
3660		ODOT 6		SR-605 at Fancher Rd, Intersection Modification	ROW	\$400,000
	110797	ODOT 6		US-23 at Powell Rd (SR-750), Intersection Modification	Con	\$180,000
3667	112035	ODOT 6	*	US 33 at Hayden Run Rd (CR 32), Intersection Modification	PE Envir	\$504,000
3667	112035	ODOT 6	*	US 33 at Hayden Run Rd (CR 32), Intersection Modification	PE DD	\$216,000
3668	110449	ODOT 6	*	US 23D (Third St) at US 33 (Mound St), Intersection Modification	Con	\$67,500
3669	110587	ODOT 6	*	SR 3 (Cleveland Ave) at Hudson St, Intersection Modification	Con	\$450,000
3723	110799	ODOT 6	*	Westerville Rd (SR-3) from Agler Rd to Oakland Park Ave, Operational Upgrades	Con	\$225,000
				Summary for TIP Year = 2022 (28 project p	hases)	\$23,227,192
3567	108642	Columbus	*	Cleveland Ave from Fifth Ave to Lehner Rd, Safety Improvement	Con	\$1,026,000
3653	110388	Columbus	*	E Broad St at James Rd, Intersection Modification	Con	\$1,602,495
3666	110862	Fairfield County	*	Refugee Rd at four intersections, Intersection Modification	Con	\$1,420,000
3664	111796	Franklin County	*	CR3 (Norton Rd) at TR135 (Kropp/Grove City Rd), Intersection Modification	Con	\$1,474,000
	110377	ODOT 6		E Broad St at Reynoldsburg-New Albany Rd, Intersection Modification	Con	\$450,000
3654		ODOT 6		Dublin-Granville Rd (SR-161) at Karl Rd, Intersection Modification	Con	\$7,029,000
3660	110922	ODOT 6	*	SR-605 at Fancher Rd, Intersection Modification	Con	\$1,171,000

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

		I abic 2	eo. Gairmnary C	of the jeets by the detail that	a Type	
3667	112035	ODOT 6	* US 33 at Hayden Run Rd ((CR 32), Intersection Modification	ROW	\$180,000
				Summary for TIP Year = 2023 (8 project	phases)	\$14,352,495
3667	112035	ODOT 6	* US 33 at Hayden Run Rd ((CR 32), Intersection Modification	Con	\$2,700,00
				Summary for TIP Year = 2024 (1 project	phase)	\$2,700,000
				Total for HSIP Funds (56 project	phases)	\$53,673,326
	Fede	ral Fund Type	HSIP-C (Highway Safe	ty Improvement Program, Attributable to Co	unty Engine	ers)
MOR		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				Federal
ID	PID	Agency	Project Name		Phase	Amount
3679	105922	Fairfield County	* CR VAR GR FY2022 at va	rious routes within county, Guardrail Upgrade/Replace	Con	\$200,000
				Summary for TIP Year = 2022 (1 project	phase)	\$200,000
				Total for HSIP-C Funds (1 project	t phase)	\$200,000
	Fede	ral Fund Type	NHFP (National Highw	` ` ,	,	•,
MOR		,,				Federal
ID	PID	Agency	Project Name		Phase	Amount
3294	105453	ODOT 6	I-70/I-71 Innerbelt (Phase 3	3B), Major Widening/New Roadway	Con	\$15,000
			•	Summary for TIP Year = 2021 (1 project	phase)	\$15,000
				Total for NHFP Funds (1 project	phase)	\$15,000
	Fede	ral Fund Type	NHPP (National Highw	vay Performance Program)		
MOR	PC					Federal
ID	PID	Agency	Project Name		Phase	Amount
3294	105453	ODOT 6	I-70/I-71 Innerbelt (Phase 3	3B), Major Widening/New Roadway	Con	\$675,000
3681	111381	ODOT 6	 US 42 from Watkins Califo 	ornia Rd to W of SR 257, Major Rehabilitation	PE Envir	\$160,000
3681	111381	ODOT 6	 US 42 from Watkins Califo 	ornia Rd to W of SR 257, Major Rehabilitation	PE DD	\$40,000
				Summary for TIP Year = 2021 (3 project	phases)	\$875,000
2874	96053	ODOT 6	I-70/I-71 Innerbelt (Phase	4B), Major Widening/Bridge Replacement	ROW	\$2,025,000
3294	105453	ODOT 6	I-70/I-71 Innerbelt (Phase 3	3B), Major Widening/New Roadway	Con	\$450,000
				Summary for TIP Year = 2022 (2 project	phases)	\$2,475,000
			,			A
				Total for NHPP Funds (5 project	phases)	\$3,350,000

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

				•
	Fede	ral Fund Type	Sec 5307 (Transit Formula Block Grants)	
MOR		.	During Name	Federal
ID	PID	Agency	Project Name Phas	
3053	99929 105895	COTA COTA	COTA Parety posit Veh and Took Transit Replacement Capital Other	
	107394	COTA	COTA Paratransit Veh and Tech, Transit Replacement Capital Othe	
	107394	DCT	COTA Electric Bus, Transit Activity Othe DCT 2021 Operating Assistance, Transit Operating Othe	
	104522		LCTB 2021 Operating Assistance, Transit Operating Other	. ,
3/3/	104011	Licking Co Transit	Summary for TIP Year = 2021 (5 project phases)	\$15,956,548
				\$10,000,010
3053	99929	COTA	COTA 2021-2024 Bus Replacement, Transit Replacement Capital Other	r \$12,572,887
3743	112209	COTA	COTA Electric Buses, Transit Replacement Capital Other	r \$1,199,753
3744	112208	COTA	COTA Electric Buses - Full Route, Transit Replacement Capital Other	r \$2,700,000
3740	111776	DCT	DCT 2022 Operating Assistance, Transit Operating Other	r \$325,000
3737	104611	Licking Co Transit	LCTB 2021 Operating Assistance, Transit Operating Other	r \$1,103,860
			Summary for TIP Year = 2022 (5 project phases)	\$17,901,500
3053	99929	COTA	COTA 2024 2024 Bus Benjacement Transit Benjacement Copital	r \$12,002,000
	105895	COTA	COTA 2021-2024 Bus Replacement, Transit Replacement Capital Othe COTA Paratransit Veh and Tech, Transit Replacement Capital Othe	
	112208	COTA	COTA Farations Verraind Tech, Transit Replacement Capital COTA Electric Buses - Full Route, Transit Replacement Capital Other	
	111779	DCT	DCT 2023 Operating Assistance, Transit Operating Othe	
	104611	Licking Co Transit		
0101	10-011	Licking Oo Transit	Summary for TIP Year = 2023 (5 project phases)	\$18,981,153
			Odifficially for the real = 2020 (0 project phases)	Ψ10,001,100
3053	99929	COTA	COTA 2021-2024 Bus Replacement, Transit Replacement Capital Other	r \$12,992,000
	105895	COTA	COTA Paratransit Veh and Tech, Transit Replacement Capital Other	
3744	112208	COTA	COTA Electric Buses - Full Route, Transit Replacement Capital Other	
3738	111783	DCT	DCT 2024 Operating Assistance, Transit Operating Other	
3737	104611	Licking Co Transit	LCTB 2021 Operating Assistance, Transit Operating Other	r \$1,133,491
			Summary for TIP Year = 2024 (5 project phases)	\$18,638,663
			Total for Sec 5307 Funds (20 project phases)	\$71,477,865
	Fede	ral Fund Type	Sec 5339 (Transit Bus and Bus Facilities)	
MOR	PC			Federal
ID	PID	Agency	Project Name Phas	se Amount
3754	112184	COTA	COTA Fields Ave Renov & CNG Conv, Transit Activity Other	r \$2,132,319
			Summary for TIP Year = 2021 (1 project phase)	\$2,132,319
			Total for Sec 5339 Funds (1 project phase)	\$2,132,319
	Fede	ral Fund Type	SRTS (Safe Routes to School)	
MOR	PC			Federal
ID	PID	Agency	Project Name Phas	se Amount
3471	106396	Columbus	Toronto St from Trevitt St to North Champion Ave, Bicycle Lanes/Sidewalks Con	\$378,256
			Summary for TIP Year = 2022 (1 project phase)	\$378,256
			Total for SRTS Funds (1 project phase)	\$378,256
	Fede	ral Fund Type	State	
MOR	PC			Federal
ID	PID	Agency	Project Name Phas	
3194	102124	ODOT 6	Various locations on SR-315, Maintenance Activity/Culvert Maintenance Con	\$330,000
			Summary for TIP Year = 2022 (1 project phase)	\$330,000
			Total for State Funds (1 project phase)	\$330,000
			, , , , , , , , , , , , , , , , , , ,	,

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

	Fede	ral Fund Type	State (Major Bridge)		
MOR	PC				Federal
ID	PID	Agency	Project Name	Phase	Amount
3761	111640	DISTRICT 6-PLA	SR 315 at FRA-315-2.78, Bridge Maintenance Activities	PE Envir	\$140,000
3762	111641	DISTRICT 6-PLA	IR 670 at FRA-670-0.31, Bridge Maintenance Activities	PE Envir	\$56,000
			Summary for TIP Year = 2021 (2 project p	hases)	\$196,000
3761	111640	DISTRICT 6-PLA	SR 315 at FRA-315-2.78, Bridge Maintenance Activities	PE DD	\$60,000
3762	111641	DISTRICT 6-PLA	IR 670 at FRA-670-0.31, Bridge Maintenance Activities	PE DD	\$24,000
			Summary for TIP Year = 2022 (2 project p	hases)	\$84,000
3761	111640	DISTRICT 6-PLA	SR 315 at FRA-315-2.78, Bridge Maintenance Activities	Con	\$2,000,000
3762	111641	DISTRICT 6-PLA	IR 670 at FRA-670-0.31, Bridge Maintenance Activities	Con	\$800,000
			Summary for TIP Year = 2023 (2 project p	hases)	\$2,800,000
			Total for State Funds (6 project p	hases)	\$3,080,000
	Fede	ral Fund Type	STBG-C (Surface Transportation Block Grant, Attributable to Count	y Engineers	<u>s)</u>
MOR	-				Federal
ID	PID	Agency	Project Name	Phase	Amount
3002	97431	Delaware County *	Lewis Center Rd at Worthington Rd/Rome Corners Rd, Intersection Modification	Con	\$937,880
			Summary for TIP Year = 2022 (1 project	phase)	\$937,880
			Total for STBG-C Funds (1 project	phase)	\$937,880

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

	Fede	ral Fund Type	STBG-M (Surface Transportation Block Grant, Attributable to MORE	<u>PC)</u>	
MOR ID	PC PID	Agency	Project Name	Phase	Federal Amount
	112115	COTA	COTA Pre-Project Development at Two Corridors, Transit Activity	Other	\$960,000
	105759	Franklin County	Trabue Rd at Scioto River, Bridge Deck Replacement	ROW	\$45,000
3051	99112	MORPC	Supplemental Planning, SFY 2021, Planning Activity	Plan	\$350,000
	109288	MORPC	Paving the Way, SFY 2021, Program Administration	PE	\$100,000
	110238	MORPC	insight2050 Technical Assistance Program FY21, Planning Activity	Plan/Prog	\$200,000
1946	88310	ODOT 6	I-270 at US-33/SR-161, Interchange Modification	Pay	\$1,118,833
	105588	ODOT 6	I-70/I-71 Innerbelt (Project 6R), Major Widening/Interchange Modification	Con	\$9,154
1272	95516	Worthington	Worthington-Galena Rd from Wilson Bridge/Huntley Rds to Sancus Blvd, Major Widening/Intersection Modification	Con	\$8,307,200
			Summary for TIP Year = 2021 (8 project	ohases)	\$11,090,186
929	105734	Columbus	E Broad St from I-270 to Outerbelt St, Major Widening/Intersection Modification	ROW	\$459,000
3593	NP	Columbus	Jefferson/7th/Sinclair at Long/161/4th, Signalization	ROW	\$82,500
1453	80748	Dublin	US-33 at SR-161/Post Rd, Interchange Modification	Con	\$10,000,000
875	105761	Franklin County	Winchester Pike at Georges Creek, Bridge Replacement	ROW	\$60,000
	105759	Franklin County	Trabue Rd at Scioto River, Bridge Deck Replacement	Con	\$2,373,154
	105644	MORPC	Supplemental Planning, SFY 2022, Planning Activity	Plan	\$350,000
3574	110239	MORPC	insight2050 Technical Assistance Program FY22, Planning Activity	Plan/Prog	\$200,000
3580	110228	MORPC	Paving the Way, SFY 2022, Program Administration	PE	\$100,000
1946	88310	ODOT 6	I-270 at US-33/SR-161, Interchange Modification	Pay	\$1,152,649
3306	105588	ODOT 6	I-70/I-71 Innerbelt (Project 6R), Major Widening/Interchange Modification	Con	\$130,760
3280	105806	Powell	Sawmill Pkwy from Seldom Seen Rd to Home Rd, Resurfacing	Pay	\$188,967
			Summary for TIP Year = 2022 (11 project	ohases)	\$15,097,030
2504	110076	Calumbua	CD 464 from Clausiand Ave to Mania Conven Ave Intersection Madification	DOW	¢442.000
	110376	Columbus	SR-161 from Cleveland Ave to Maple Canyon Ave, Intersection Modification	ROW	\$112,000
	103828	Delaware County	Cheshire Rd & Africa Rd from Old State Rd to Lewis Center Rd, Resurfacing	Pay	\$563,733
	105739	Delaware County	Red Bank Rd from Smothers Rd to Gorsuch Rd, Resurfacing	Con	\$848,016
875	105761	Franklin County	Winchester Pike at Georges Creek, Bridge Replacement	Con	\$1,092,593
	105741	Franklin County	Agler Rd at Alum Creek, Bridge Replacement	Con	\$3,436,160
	105645	MORPC	Supplemental Planning, SFY 2023, Planning Activity	Plan	\$350,000
	110240 110229	MORPC MORPC	insight2050 Technical Assistance Program FY23, Planning Activity	Plan/Prog PE	\$200,000 \$100,000
			Paving the Way, SFY 2023, Program Administration		
1333	77372 88310	ODOT 6 ODOT 6	I-70/I-71 Innerbelt (Phase 4A), Major Widening/Interchange Modification	Con	\$4,855,908 \$1,187,488
1946			I-270 at US-33/SR-161, Interchange Modification	Pay	
	105806	Powell	Sawmill Pkwy from Seldom Seen Rd to Home Rd, Resurfacing	Pay Con	\$377,933
3201	105816	Upper Arlington	Fishinger Rd from Mountview Rd to Tremont Rd, Reconstruction Summary for TIP Year = 2023 (12 project)	_	\$3,826,754 \$16,950,585
					, , , , , , , , , , , , , , , , , , ,
3591	110376	Columbus	SR-161 from Cleveland Ave to Maple Canyon Ave, Intersection Modification	Con	\$782,250
3263	103828	Delaware County	Cheshire Rd & Africa Rd from Old State Rd to Lewis Center Rd, Resurfacing	Pay	\$1,127,467
3576	110241	MORPC	insight2050 Technical Assistance Program FY24, Planning Activity	Plan/Prog	\$200,000
3582	110230	MORPC	Paving the Way, SFY 2024, Program Administration	PE	\$100,000
3586	110234	MORPC	Supplemental Planning, SFY 2024, Planning Activity	Plan	\$350,000
1946	88310	ODOT 6	I-270 at US-33/SR-161, Interchange Modification	Pay	\$1,223,380
3280	105806	Powell	Sawmill Pkwy from Seldom Seen Rd to Home Rd, Resurfacing	Pay	\$377,933
3594	111991	Upper Arlington	Fishinger Rd from Riverside Dr to Mountview Rd, Reconstruction/Sidewalks	Con	\$3,036,528
			Summary for TIP Year = 2024 (8 project	ohases)	\$7,197,558
			Total for CTDO M Funda /00 marines	ahasas)	tE0 225 260
	F1	nal Front Trees	Total for STBG-M Funds (39 project	•	\$50,335,360
MOR		ral Fund Type	STBG-S (Surface Transportation Block Grant, Attributable to the St	<u>ate)</u>	Federal
ID	PID	Agency	Project Name	Phase	Amount
	103626	Delaware	US-36 & SR-37 from W of Foley St & E of East St to SR-521, Major	Con	\$807,128
			Widening/Bridge Replacement Summary for TIP Year = 2022 (1 project	phase)	\$807,128
				,,	+30.,120
					6007 400

\$807,128

Total for STBG-S Funds (1 project phase)

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

	Fede	ral Fund Type	TAP-M (Transportation Alternatives, Attributable to MORPC)	Transportation Alternatives, Attributable to MORPC)					
MOR ID	RPC PID	Agency	Project Name	Phase	Federal Amount				
2951	99744	Columbus	Refugee Road from Winchester Pike to Hamilton Road, Sidewalks/Multi-Use Path	Con	\$3,604,609				
			Summary for TIP Year = 2022 (1 project	phase)	\$3,604,609				
3283	105736	Columbus	Souder Ave from W Broad St to Dublin Rd, Multi-Use Path/New Bridge	Con	\$2,787,637				
			Summary for TIP Year = 2023 (1 project	phase)	\$2,787,637				
			Total for TAP-M Funds (2 project p	hases)	\$6,392,246				
			TOTAL ALL FEDERAL FUNDING SOURCES INCLUDED IN FOUR-YEA	R TIP:	\$869,635,834				

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

2021					in Area
	2022	2023	2024	Total	
naged by State					
\$355,000	\$1,855,730	\$418,230	\$418,230	\$3,047,190	12.43%
	\$1,320,000			\$1,320,000	5.39%
	\$330,000			\$330,000	1.35%
\$355,000	\$3,505,730	\$418,230	\$418,230	\$4,697,190	19.17%
naged by					
\$10,400				\$10,400	0.04%
\$1,064,000	\$456,000	\$15,200,000		\$16,720,000	68.22%
\$196,000	\$84,000	\$2,800,000		\$3,080,000	12.57%
\$1,270,400	\$540,000	\$18,000,000		\$19,810,400	80.83%
\$1,625,400	\$4,045,730	\$18,418,230	\$418,230	\$24,507,590	100.00%
unds - Fe	deral, Stat	te and Loc	al		% of Tota
2021	2022	2023	2024	Total	in Area
naged by State					
\$1,066,080				\$1,066,080	0.09%
			\$522,500	\$522,500	0.04%
\$23,522,763	\$24,791,521	\$24,600,926	\$24,410,331	\$97,325,541	8.32%
\$3,278,986	\$3,284,838	\$3,244,550	\$3,204,261	\$13,012,635	1.11%
\$193,884,611	\$147,258,702	\$137,735,576	\$36,012,133	\$514,891,022	44.01%
\$13,393,638	\$23,227,192	\$14,352,495	\$2,700,000	\$53,673,326	4.59%
\$15,000				\$15,000	0.00%
\$875,000	\$2,475,000			\$3,350,000	0.29%
	\$378,256			\$378,256	0.03%
\$39,881,438	\$35,046,658	\$24,326,805	\$19,406,374	\$118,661,275	10.14%
	\$807,128			\$807,128	0.07%
		\$204,260,352	\$86,255,599	\$803,702,763	68.70%
naged by MORP	C				
\$8,654,436	\$10,361,708	\$12,468,613	\$1,250,000	\$32,734,757	2.80%
\$11,090,186	\$15,097,030	\$16,950,585	\$7,197,558	\$50,335,360	4.30%
	\$3,604,609	\$2,787,637		\$6,392,246	0.55%
\$19,744,622	\$29,063,347	\$32,206,835	\$8,447,558	\$89,462,362	7.65%
naged by Local					
	\$200,000			\$200,000	0.02%
\$58,628,857	\$89,825,417	\$39,693,877	\$53,636,929	\$241,785,081	20.67%
\$5,433,211				\$5,433,211	0.46%
\$3,558,765				\$3,558,765	0.30%
\$22,463,764	\$1,439,775	\$859,040		\$24,762,579	2.12%
****		A40 550 045	AF2 222 222	\$937,880	0.08%
					23.65%
\$385,746,736	\$358,735,715	\$277,020,104	\$148,340,086	\$1,169,842,641	100.00%
nds - Fede	eral. State	and Loca	I		% of Tota
2021	2022	2023	2024	Total	in Area
naged by State					
\$15,956,548	\$17,901,500	\$18,981,153	\$18,638,663	\$71,477,865	8.49%
\$2,132,319				\$2,132,319	0.25%
\$18,088,867	\$17,901,500	\$18,981,153	\$18,638,663	\$73,610,184	8.74%
	\$355,000 \$355,000 \$10,400 \$1,064,000 \$196,000 \$1,270,400 \$1,625,400 \$1,625,400 \$1,625,400 \$1,066,080 \$23,522,763 \$3,278,986 \$193,884,611 \$13,393,638 \$15,000 \$875,000 \$39,881,438 \$275,917,517 Inaged by MORPI \$8,654,436 \$11,090,186 \$19,744,622 Inaged by Local \$58,628,857 \$5,433,211 \$3,558,765 \$22,463,764 \$90,084,597 \$385,746,736 Inaged by State \$15,956,548	\$355,000 \$1,855,730 \$1,320,000 \$330,000 \$355,000 \$3,505,730 Inaged by \$10,400 \$456,000 \$4456,000 \$196,000 \$84,000 \$1,270,400 \$540,000 \$1,625,400 \$4,045,730 Funds - Federal. State \$1,066,080 \$23,522,763 \$24,791,521 \$3,278,986 \$3,284,838 \$193,884,611 \$147,258,702 \$13,393,638 \$23,227,192 \$15,000 \$875,000 \$378,256 \$39,881,438 \$35,046,658 \$807,128 \$275,917,517 \$237,269,295 Inaged by MORPC \$8,654,436 \$10,361,708 \$11,090,186 \$15,097,030 \$3,604,609 \$19,744,622 \$29,063,347 Inaged by Local \$200,000 \$58,628,857 \$89,825,417 \$5,433,211 \$3,558,765 \$22,463,764 \$1,439,775 \$937,880 \$90,084,597 \$92,403,072 \$385,746,736 \$358,735,715 Inds - Federal. State 2021 2022	\$355,000 \$1,855,730 \$418,230 \$1,320,000 \$330,000 \$330,000 \$330,000 \$355,000 \$3,505,730 \$418,230 \$10,400 \$10,400 \$10,64,000 \$456,000 \$15,200,000 \$196,000 \$44,000 \$2,800,000 \$1,270,400 \$540,000 \$18,000,000 \$1,625,400 \$4,045,730 \$18,418,230 \$10,660,80 \$23,522,763 \$24,791,521 \$24,600,926 \$3,278,986 \$3,284,838 \$3,244,550 \$133,884,611 \$147,258,702 \$137,735,576 \$13,393,638 \$23,227,192 \$14,352,495 \$15,000 \$875,000 \$2,475,000 \$378,256 \$39,881,438 \$35,046,658 \$24,326,805 \$807,128 \$275,917,517 \$237,269,295 \$204,260,352 \$110,090,186 \$15,097,030 \$16,950,585 \$3,604,609 \$2,787,637 \$19,744,622 \$29,063,347 \$32,206,835 \$10,361,708 \$12,468,613 \$11,090,186 \$15,097,030 \$16,950,585 \$3,604,609 \$2,787,637 \$19,744,622 \$29,063,347 \$32,206,835 \$11,090,186 \$15,097,030 \$16,950,585 \$3,604,609 \$2,787,637 \$19,744,622 \$29,063,347 \$32,206,835 \$11,090,186 \$15,097,030 \$16,950,585 \$3,604,609 \$2,787,637 \$5,433,211 \$3,558,765 \$22,463,764 \$1,439,775 \$859,040 \$937,880 \$90,084,597 \$92,403,072 \$40,552,917 \$385,746,736 \$358,735,715 \$277,020,104 \$10,905,565,548 \$17,901,500 \$18,981,153	\$355,000 \$1,855,730 \$418,230 \$418,230 \$1,320,000 \$330,000 \$330,000 \$3355,000 \$3,505,730 \$418,230 \$418,230 \$418,230 \$355,000 \$3,505,730 \$418,230 \$418,230 \$10,400 \$10,64,000 \$456,000 \$15,200,000 \$196,000 \$84,000 \$2,800,000 \$1,270,400 \$540,000 \$18,000,000 \$1,625,400 \$4,045,730 \$18,418,230 \$418	\$355,000 \$1,855,730 \$418,230 \$418,230 \$1,320,000 \$1,320,000 \$330,000 \$3330,000 \$3330,000 \$3330,000 \$3330,000 \$3355,000 \$3,505,730 \$418,230 \$418,230 \$4,697,190 \$10,400 \$1,064,000 \$456,000 \$15,200,000 \$16,700,000 \$196,000 \$84,000 \$2,800,000 \$1,270,400 \$1,625,400 \$40,457,730 \$18,418,230 \$418,230 \$24,507,590 \$11,625,400 \$4,045,730 \$18,418,230 \$418,230 \$24,507,590 \$10,660,800 \$2,3,522,500 \$52

Fund Sources Managed by Local								
Local	\$170,083,795	\$177,899,197	\$198,049,854	\$222,356,464	\$768,389,309	91.26%		
Local Subtotal	\$170,083,795	\$177,899,197	\$198,049,854	\$222,356,464	\$768,389,309	91.26%		
Transit Totals	\$188,172,662	\$195,800,697	\$217,031,007	\$240,995,127	\$841,999,493	100.00%		
FY Totals	\$575,544,798	\$558,582,142	\$512,469,341	\$389,753,443	\$2,036,349,724			

56

Table 22. Fiscal Balance of MORPC-Attributable Funds

	2020	2021	2021	2021
	Carry Forward	Budget ¹	Estimate	Balance ²
MPO Capital	-\$12,997,398	\$31,564,782	\$14,906,953	\$3,660,431
STBG	-\$14,027,836	\$18,348,128	\$9,808,593	-\$5,488,301
CMAQ	-\$331,501	\$11,906,841	\$5,098,360	\$6,476,980
TA	\$1,361,939	\$1,309,812	\$0	\$2,671,751
		2022	2022	2022
		Budget	Estimate	Balance
	MPO Capital	\$37,864,782	\$25,538,437	\$12,326,345
	STBG	\$23,598,128	\$14,883,770	\$8,714,358
	CMAQ	\$11,906,841	\$7,050,058	\$4,856,783
	TA	\$2,359,812	\$3,604,609	-\$1,244,797
		2023	2023	2023
		Budget	Estimate	Balance
	MPO Capital	\$37,864,782	\$36,407,317	\$1,457,465
	STBG	\$23,598,128	\$20,862,302	\$2,735,826
	CMAQ	\$11,906,841	\$12,468,613	-\$561,772
	TA	\$2,359,812	\$3,076,402	-\$716,590
		2024	2024	2024
		Budget	Estimate	Balance
	MPO Capital	\$37,864,782	\$7,665,308	\$30,199,474
	STBG	\$23,598,128	\$6,415,308	\$17,182,820
	CMAQ	\$11,906,841	\$1,250,000	\$10,656,841
	TA	\$2,359,812	\$0	\$2,359,812

¹ Budgets represent apportionement amounts and assume no inflation.

² 2021 Balace incorporates anticipated carry forward.

Table 23. Fiscal Balance of Columbus UZA FTA Funds

	2021	2021	2021
	Budget ¹	Estimate	Balance
FTA Funding Total	\$21,357,418	\$14,997,672	\$6,359,746
\$5,307	\$18,072,923	\$14,997,672	\$3,075,251
5310 (Non-ODOT)	\$1,085,969		\$1,085,969
\$5,339	\$2,198,526		\$2,198,526
	2022	2022	2022
	Budget ¹	Estimate	Balance
FTA Funding Total	\$21,357,418	\$14,733,287	\$6,624,131
\$5,307	\$18,072,923	\$14,733,287	\$3,339,636
5310 (Non-ODOT)	\$1,085,969		\$1,085,969
\$5,339	\$2,198,526	\$0	\$2,198,526
	2023	2023	2023
	Budget ¹	Estimate	Balance
FTA Funding Total	\$21,357,418	\$15,293,500	\$6,063,918
\$5,307	\$18,072,923	\$15,293,500	\$2,779,423
5310 (Non-ODOT)	\$1,085,969		\$1,085,969
\$5,339	\$2,198,526	\$0	\$2,198,526
	2024	2024	2024
	Budget ¹	Estimate	Balance
FTA Funding Total	\$21,357,418	\$15,344,500	\$6,012,918
\$5,307	\$18,072,923	\$15,344,500	\$2,728,423
5310 (Non-ODOT)	\$1,085,969		\$1,085,969
\$5,339	\$2,198,526	\$0	\$2,198,526

57

¹ Budgets represent apportionement amounts and assume no inflation.

Region Summary for Highway-Attributable Funds

Table 24 summarizes highway funding resources which are expected to be available in the MOPRC region in 2021 – 2024. These highway funding resources are described below:

- Discretionary / Earmark
- Emergency
- FLAP -Federal Lands Access Program
- Local Programs
 - County Surface
 Transportation Block Grant
 - County Engineers
 Association of Ohio Highway
 Safety Improvement Program
 - o County Bridge
 - County Bridge Partnership Program

- Municipal Bridge
- Local High Cost Bridge
- Small Cities
- Transportation Alternatives
- Transportation Alternatives
 Maintenance
- Safe Route to School

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- Major Programs Minor project activities funded by Major Programs
- MPO Capital
 - MPO Surface Transportation Block Grant
 - MPO Congestion Mitigation and Air Quality
- National Highway Freight
- Other
 - Project Impact Advisory Council
 - Noise walls
 - Geologic Site Management
 - Statewide Miscellaneous
 - Diesel Emissions Reduction Grant
- Preservation District Preservation
- Rail Railroad Crossing Safety
- Rec Trails Recreational Trails Program
- Safety Highway Safety Improvement Program
- State
 - Americans with Disabilities Act Facilities
 - District Maintenance
 - Emergency Damage Repair
 - Intelligent Traffic Systems
 - Jobs and Commerce
 - Local Oil and Shale, Parks

- MPO Transportation Alternatives
- Large Cities
- Disadvantaged Business Enterprise
- On-the-Job
 Training/Supportive Services
 Programs

- Rest Areas
- Statewide Miscellaneous
- Transportation Improvement Districts
- Unmanned Aerial
- Unrestricted State Revenue

Table 24. Summary of Highway STIP Estimates for MORPC Region in 2021 - 2024

Federal					
Funds by	2021	2022	2023	2024	Total
Program	Estimate	Estimate	Estimate	Estimate	Estimate
Garvee Debt Service	\$26,801,749	\$28,076,359	\$27,845,476	\$27,614,592	\$110,338,176
Discretionary /					
Earmark	\$0	\$1,071,318	\$0	\$0	\$1,071,318
Emergency	\$0	\$0	\$0	\$0	\$0
FLAP	\$0	\$0	\$0	\$0	\$0
Garvee / SIB	\$0	\$0	\$0	\$0	\$0
Local Programs	\$1,066,080	\$1,516,136	\$0	\$522,500	\$3,104,716
Major Programs	\$144,959,242	\$91,506,000	\$217,953,305	\$0	\$454,418,547
MPO STBG	\$9,808,593	\$14,883,770	\$20,862,302	\$6,415,308	\$51,969,973
MPO CMAQ	\$5,098,360	\$7,050,058	\$12,468,613	\$1,250,000	\$25,867,031
MPO TA	\$0	\$3,604,609	\$3,076,402	\$0	\$6,681,011
National Highway Freight	\$0	\$0	\$0	\$0	\$0
Other	\$2,156,000	\$1,769,640	\$1,120,000	\$356,400	\$5,402,040
Preservation	\$26,580,834	\$47,802,603	\$32,164,943	\$34,776,848	\$141,325,229
Rail	\$0	\$0	\$0	\$0	\$0
Rec Trails	\$0	\$0	\$0	\$0	\$0
Safety	\$14,586,180	\$22,651,041	\$20,080,945	\$2,700,000	\$60,018,165
Total Federal	\$231,057,038	\$219,931,534	\$335,571,986	\$73,635,648	\$860,196,205
Other Funds					

Other Funds					
State	\$35,563,479	\$39,762,096	\$39,751,702	\$18,518,282	\$133,595,559
Local	\$16,684,454	\$42,868,795	\$12,716,350	\$2,058,412	\$74,328,011
Labor	\$14,108,039	\$17,977,892	\$20,915,116	\$2,709,990	\$55,711,037
Total Other	\$66,355,973	\$100,608,783	\$73,383,167	\$23,286,684	\$263,634,608
Total	\$297,413,010	\$320,540,317	\$408,955,153	\$96,922,332	\$1,123,830,813

Note: Estimates include all projects that have a portion of work within the MORPC region.

Regional Summary for Transit-Attributable Funds

Transit funding resources are shown in Table 25 for the Central Ohio Transit Authority (COTA) and the Delaware County Transit (DCT). The MORPC SFY 2021-2024 TIP listing includes COTA's and DCT's fiscally constrained projects demonstrating that the transit agencies' projected federal expenditures are in balance with projected revenues.

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

COTA's financial analysis is included in its Calendar Year (CY) 2020-2024 Short-Range Transit Plan (SRTP) (see Appendix A). The data found in COTA's CY 2020-2024 SRTP include a financial summary of projected sources (revenues) and uses (expenditures) the next five years.

DCT has transitioned from a rural system to being part of a large urbanized area system. Currently DCT is developing a strategic plan and an Interim Short Range Plan for its service area. The Interim Short Range Plan will be continually updated as new information becomes available until a final document is developed and approved by the Delaware County Transit Board. These plans will include the community's attitude, thoughts on service needs, potential sources of local funding and fiscal constraint.

Locally Developed Human Services Public Transportation Coordination Plan

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

The Section 5310 program must select projects from a locally developed human services public transportation plan. The plan assessed resources and identified needs to document projects that are eligible to receive funds. Project selection uses the Franklin County and Delaware County Coordinated Plans.

Table 25. Summary of Transit TIP Esitmates for MORPC Region in 2021 - 2024

ODOT					
Administered					
Federal					
Funds by	2021	2022	2023	2024	Total
Program	Estimate	Estimate	Estimate	Estimate	Estimate
5310 (ODOT)	\$0	\$0	\$0	\$0	\$0
5311	\$0	\$0	\$0	\$0	\$0
5339 (ODOT)	\$0	\$0	\$0	\$0	\$0
Total Federal	\$0	\$0	\$0	\$0	\$0
Administered	Federal				
Funds by Pr				•	
5307	\$14,997,672	\$14,733,287		\$15,344,500	\$60,368,959
5310 (Non-ODOT)	\$0	\$0	\$0	\$0	\$0
5337	\$0	\$0	\$0	\$0	\$0
5339 (Non-ODOT)	\$0	\$0	\$0	\$0	\$0
Flex Transfer CMAQ	\$3,556,076		\$0	\$0	\$7,174,384
Flex Transfer STBG	\$960,000	\$0	\$0	\$0	\$960,000
Total Federal	\$18,553,748	\$18,351,595	\$15,293,500	\$15,344,500	\$67,543,343
Other Funds					
State	\$165,000	\$165,000	\$165,000	\$165,000	\$660,000
Local	\$162,310,138	\$191,264,653	\$210,084,977	\$219,331,855	\$782,991,623
Labor	\$0	\$0	\$0	\$0	\$0
Total Other	\$162,475,138	\$191,429,653	\$210,249,977	\$219,496,855	\$783,651,623
Total	\$181,028,886	\$209,781,248	\$225,543,477	\$234,841,355	\$851,194,966

8. Other Federal and MORPC Requirements

Air Quality Conformity

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

With respect to PM2.5, Franklin, Delaware, Licking, and Fairfield counties and part of Coshocton County were designated non-attainment of the 1997 annual PM2.5 standard effective April 2005. On November 7, 2013 U.S. EPA approved re-designation of the Columbus area to attainment of the standard. A new annual PM 2.5 standard was promulgated by U.S. EPA in 2012 which strengthened the annual fine particle standard. On December 18, 2014, the EPA issued designations for the standard which showed counties in Central Ohio are in attainment of the standard. On August 24, 2016 EPA finalized the rules that revoked the 1997 annual PM2.5 NAAQS in areas that are designated as attainment which rermoved transportation conformity requirements for areas in attainment of the PM2.5 standard such as central Ohio.

The Clean Air Act requires that the TIP projects in nonattainment areas lead to improvements in air quality. The process that shows that TIPs lead to improvements in air quality or maintain the air quality standard is called a conformity determination. A conformity determination is required at least every four years, when modifications to the Metropolitan Transportation Plan 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 simultaneously be completed by MORPC for the nonattainment area as a result of MORPC completing their 2020-2050 Metropolitan Transportation Plan.

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 MOVES 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. Regionally significant 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 2020, 2023, 2030, 2040 and 2050. For the analysis years, the budget test is performed, which consists of comparing forecast year emission loadings to the mobile emission budgets.

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

The results of the conformity analysis show that the emissions for VOC and NOx are less than the emission budgets for the ozone analysis. Thus, it is determined that MORPC's SFY 2021-2024 TIP is in conformity.

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

	VOC (tons/day)	Budget (tons/day)	NOx (tons/day)	Budget (tons/day)
2023 Build	26.252	50.66	26.682	90.54
2030 Build	19.771	44.31	17.746	85.13
2040 Build	14.238	44.31	11.478	85.13
2050 Build	14.191	44.31	11.975	85.13

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

	VOC (tons/day)	Budget (tons/day)	NOx (tons/day)	Budget (tons/day)
2023 Build	24.407	28.67	24.548	29.28
2030 Build	18.399	22.03	16.092	20.98
2040 Build	13.241	22.03	10.564	20.98
2050 Build	13.187	22.03	11.015	20.98

Transportation Control Measures

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

Environmental Justice

Recognizing that the impacts of federal programs and activities may raise questions of fairness to affected groups, on February 11, 1994, President Clinton signed Executive Order 12898: Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations. While not a new requirement, EJ amplifies the provisions found in Title VI of the

Civil Rights Act of 1964. Title VI of the Civil Rights Act of 1964 prohibits discriminatory practices in programs and activities receiving federal funds. The transportation planning regulations require that metropolitan transportation planning processes be consistent with Title VI.

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

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

MORPC Complete Streets Policy

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

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

The MORPC Complete Streets Policy is included in Appendix B.

MORPC Smart Streets Policy

See Appendix C. Explanation to be included here in the Final Draft.

9. Detailed Project Listings

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

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

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

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

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

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

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

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

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

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

Guide to the TIP Project Listing

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

Agency – The agency that is sponsoring the project.

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

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

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

ALI - FTA Activity Line Item code

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

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

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

County – County in which the project is located:

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

- LIC = Licking
- LOG = Logan
- MAD = Madison
- PIC = Pickaway
- UNI = Union

FTA - Federal Transit Administration

ITS - Intelligent Transportation Systems

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

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

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

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

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

Phase – A component of the project. Abbreviations:

- Con = Construction
- Other = Other
- Pay = Payment
- PE = Preliminary Engineering
- PE DD = Detailed Design
- PE Envir = Environmental/Preliminary Development
- Plan = Planning
- Plan/Dply = Planning/Deployment
- Purch = Purchase
- ROW = Right-of-Way Activities (including land acquisition and utility relocation)
- Study = Study

PID – The project identification number assigned by ODOT.

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

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

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

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

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

66

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 2018 begins July 1, 2017 and ends June 30, 2018.

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

- BR-Off = Bridge Replacement Off System
- CMAQ-M = Congestion Mitigation/Air Quality Improvement, Attributable to MORPC
- Federal = Unassigned Federal Transportation Funds
- GARVEE = State Bonds to be Retired with Federal (Advance Construction)
- HBP = Highway Bridge Program
- HP = High Priority
- HSIP = Highway Safety Improvement Program
- HSIP-C = Highway Safety Improvement Program, Attributable to County Engineers
- IM = Interstate Maintenance
- Local = Local Public Agency Funds
- Local-Pay = Local Public Agency Funds Reimbursed from Non-Local Sources
- Local-Transit = Local Public Transit Agency Funds
- LTIP = Local Transportation Improvement Program (Ohio Public Works Commission)
- NHPP = National Highway Performance Program
- NHS = National Highway System
- Private = Private Sources
- SCIP = State Capital Improvement Program (Ohio Public Works Commission)
- Sec #### = Federal Transit Administration Funds by Section Number
 - Sec 5307 = Urbanized Area Formula Grants
 - Sec 5310 = Enhanced Mobility for Older Adults and People with Disablities
 - Sec 5339 = Bus and Bus Facilities
 - Sect 5337 = State of Good Repair
- SRTS = Safe Routes to School
- State = State Transportation Funds
- State Transit = State General Revenue Funds for Transit
- STBG-C = Surface Transportation Block Grant, Attributable to County Engineers
- STBG-M = Surface Transportation Block Grant, Attributable to MORPC
- STBG-S = Surface Transportation Block Grant, Attributable to the State
- TAP-M = Transportation Alternatives Program, Attributable to MORPC
- TAP-S = Transportation Alternatives Program, Attributable to the State
- Unfunded = No Funding Source Identified (Appears Only in SFYs Beyond 2021)

ID	County-Route-Section	Project Name	Agency
718	FRA-CR096-01.71	Cassady Ave from CSX Railroad to north of E 7th Ave, Minor Widening/Intersection Modification	Columbus
726	FRA-CR039-00.00	Cosgray Rd extension from Scioto Darby Rd to Alton & Darby Creek Rd N of Heritage Club Dr, New Roadway/Realignment	Hilliard
875	FRA-CR376-0.87	Winchester Pike at Georges Creek, Bridge Replacement	Franklin County
929	FRA-SR016-08.24	E Broad St from I-270 to Outerbelt St, Major Widening/Intersection Modification	Columbus
1149	FRA-CR029-Walcutt Rd	Scioto Darby Rd at Walcutt Rd, Intersection Modification/Multi-Use Path	Hilliard
1150	FRA-CR040-Hayden Run	Wilcox Rd at Hayden Run Rd, Intersection Modification	Hilliard
1170	FRA-CR546-12.90	E Dublin-Granville Rd at Rocky Fork Creek, Bridge Repair	Franklin County
1256	* FRA-CR006-06.26	Reynoldsburg-New Albany Rd at Clark State Rd (CR-95), Turn Lane Addition	Franklin County
1272	FRA-CR084-01.36	Worthington-Galena Rd from Wilson Bridge/Huntley Rds to Sancus Blvd, Major Widening/Intersection Modification	Worthington
1333	FRA-IR070-12.68 (Proj 4A)	I-70/I-71 Innerbelt (Phase 4A), Major Widening/Interchange Modification	ODOT 6
1453	UNI-US33-24.87	US-33 at SR-161/Post Rd, Interchange Modification	Dublin
1495	FRA-CR039-Cosgray Rd	Cosgray Rd from Scioto Darby Rd to Baldwin Rd, Multi-Use Path/Resurfacing	Hilliard
1496*	* FRA-IR270-48.470	I-270 from 0.51 mi E of Alum Creek to 0.23 mi W of Parsons Ave, Resurfacing	ODOT 6
1561	FRA-Winchester Blvd-	Winchester Blvd from Gender Rd to Sims Road, New Roadway/Multi-Use Path	Canal Winchester
1699*	* FAI-IR070-00.00/LIC-70-00	I-70 from Franklin Co line to .16 miles E of SR-58, Resurfacing	ODOT 5
1946	FRA-IR270-17.29	I-270 at US-33/SR-161, Interchange Modification	ODOT 6
2482*	* FRA-US040-10.550	W Broad St (US-40) from Central Ave to Scioto River, Resurfacing	ODOT 6
2644	FRA-IR071-01.53	I-71 at Big Darby Creek, Major Widening/Bridge Deck Replace	ODOT 6
2672	FRA-IR270-09.15	I-270 (West Outerbelt) from I-70 to US-33, Major Widening/Minor Pavement Rehabilitation	ODOT 6
2874	FRA-IR070-14.00 (Ph 4B)	I-70/I-71 Innerbelt (Phase 4B), Major Widening/Bridge Replacement	ODOT 6
2877	FRA-IR070-22.61 (FEF-1A)	I-70 at I-270 (East Outerbelt), Interchange Modification	ODOT 6
2915	FRA-Demorest Rd-Phase 1	Demorest Rd from Southwest Blvd to Grove City Rd, Minor Widening/Signalization	Grove City
2918	FRA-CR003-12.96	Hilliard-Rome Rd at Feder Rd/Fisher Rd, Intersection Modification/Sidewalks	Columbus
2922	FRA-US033-24.26	US-33 from I-270 (SE Outerbelt) to Hamilton Rd (SR-317), Major Widening/Resurfacing	ODOT 6
2933	FRA-MORPC FY 21-AQ	Air Quality Awareness, SFY 2021, Air Quality Project	MORPC
2941	DEL-US036-07.87	Delaware Signal System Upgrade, Signals	Delaware
2951	FRA-CR014-01.99	Refugee Road from Winchester Pike to Hamilton Road, Sidewalks/Multi-Use Path	Columbus
2967*	* LIC-US040-00.00	US 40 from Franklin/Licking County Line to SR-37, Resurfacing/Signalization	ODOT 5
2992*	* DEL-US036-21.96	US 36 at Prairie Run, Bridge Repair	ODOT 6
2994 *	LIC-US040-00.14/2.65/6.80	US 40 at spot locations between Franklin Co line & York Rd, Culvert Maintenance	ODOT 5
3002 3	* DEL-CR013-05.02	Lewis Center Rd at Worthington Rd/Rome Corners Rd, Intersection Modification	Delaware County
3006	DEL-US023-08.95	US 23 at 0.2 mi N of SR-315 (Oberlander Run), Culvert Maintenance	ODOT 6
3051	FRA-MORPC FY 21 Supp-	Supplemental Planning, SFY 2021, Planning Activity	MORPC
3052	FRA-MORPC FY 21-	Gohio Commute, SFY 2021, Ridesharing	MORPC
3053	FRA-COTA 2021-2024 Bus	COTA 2021-2024 Bus Replacement, Transit Replacement Capital	СОТА
3094	FRA-COTA Strategic Land	COTA Strategic Land Purchases, Transit Activity	СОТА
3113*	* FRA-US033-30.99	US-33 from Bowen Rd to Fairfield Co Line, Noise Walls	ODOT 6

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

IORPO ID	County-Route-Section	Project Name	Agency
3181*	D05-Br Cleaning-FY19/20	Various locations in District 5, Preventive Bridge Maintenance	ODOT 5
3194*	DEL-SR315-	Various locations on SR-315, Maintenance Activity/Culvert Maintenance	ODOT 6
3212	DEL-US036-11.030	US-36 & SR-37 from W of Foley St & E of East St to SR-521, Major Widening/Bridge Replacement	Delaware
3217*	FRA-Livingston Ave-James	Livingston Ave at James Rd, Intersection Modification	Columbus
3230*	FRA-SR317-16.68	Hamilton Rd at Big Walnut Creek, Bridge Deck Overlay	ODOT 6
3232*	FRA-SR104-09.69	Groveport Rd at SR-104, Bridge Deck Replacement	ODOT 6
3233*	LIC-SR016-00.00	SR-16 from Franklin Co Line to SR-37, Resurfacing	ODOT
3241 *	D06-Bridge Repair FY21-	District 6 Bridge Repair FY21, Bridge Repair	ODOT 6
3245*	D06-PMF-FY21	Fast Dry Pavement Marking FY23 at Various routes throughout District Six, Pavement Marking	ODOT 6
3246*	D06-PMA-FY21	Auxiliary Pavement Marking (FY21 & 22) at various routes throughout District Six, Pavement Marking	ODOT 6
3247*	D06-RPM-FY21	District 6 Raised Pavement Markers, Raised Pavement Markers	ODOT 6
3252*	D05-BC-FY 2023	District 5 Bridge Cleaning FY23, Bridge Cleaning	ODOT 5
3253	FRA-SR016-06.87	E Broad St at Hamilton Rd, Intersection Modification	Whitehall
3254*	FRA-IR270-45.84	Winchester Pk at I-270, Bridge Deck Replacement	ODOT 6
3263	DEL-CR021/CR-72-	Cheshire Rd & Africa Rd from Old State Rd to Lewis Center Rd, Resurfacing	Delaware County
3268*	DEL-US036-18.79	US-36/SR-37 at Galena Rd, Intersection Modification/Bridge Deck Overlay	ODOT 6
3272	DEL-DCT 2021 Operating	DCT 2021 Operating Assistance, Transit Operating	DCT
3274	DEL-DCT 2021 Vehicle	DCT 2021 Vehicle Replacement, Transit Replacement Capital	DCT
3275*	UNI-SR736-01.16	SR-736 at Robinson Rd (just N of Hickory Ridge Rd), Bridge Deck Replacement	ODOT 6
3276	DEL-Red Bank Rd-	Red Bank Rd from Smothers Rd to Gorsuch Rd, Resurfacing	Delaware County
3277	FRA-CR016-01.30	Agler Rd at Alum Creek, Bridge Replacement	Franklin County
3278	FRA-Trabue Rd-Scioto	Trabue Rd at Scioto River, Bridge Deck Replacement	Franklin County
3280	DEL-CR609-02.24	Sawmill Pkwy from Seldom Seen Rd to Home Rd, Resurfacing	Powell
3281	FRA-CR052-02.87	Fishinger Rd from Mountview Rd to Tremont Rd, Reconstruction	Upper Arlington
3283	FRA-Souder Ave-Multi-Use	Souder Ave from W Broad St to Dublin Rd, Multi-Use Path/New Bridge	Columbus
3284	FRA-COTA Non-Revenue	COTA Non-Revenue Vehicles, Transit Replacement Capital	COTA
3286	FRA-COTA Bus Shelters-	COTA Bus Shelters, Transit Activity	COTA
3288	FRA-COTA Transit Center	COTA Transit Center Facility Renovations/Upgrades, Transit Activity	COTA
3289	FRA-COTA Bus Rapid	COTA Bus Rapid Transit NW Corridor, Transit Expansion Capital	COTA
3290	FRA-COTA Municipal	COTA Municipal Capital Partnerships, Transit Activity	COTA
3293	FRA-IR070-14.30 (Proj 2E)	I-70/I-71 Innerbelt (Phase 2E), Major Widening/Interchange Modification	ODOT 6
3294	FRA-IR071-17.46 (Proj 3B)	I-70/I-71 Innerbelt (Phase 3B), Major Widening/New Roadway	ODOT 6
3295	FRA-IR070-12.68 (Proj 4R)	I-70/I-71 Innerbelt (Phase 4R), Major Widening/Interchange Modification	ODOT 6
3296	FRA-IR670-03.92	I-670 from 4th St to I-270, Operational Upgrades/Study	ODOT
3300	FRA-Groveport Rd-Bikeway	Groveport Rd from Walnut Woods Metro Park to W of Gender Rd, Multi-Use Path	Canal Wincheste
3302	FAI-Hill Rd-Kings Crossing	Hill Rd at Kings Crossing, Intersection Modification	Canal Wincheste
3304	FRA-Canal Winchester	Canal Winchester Bikeway Extension from Municipal Pool Lot to Stradley Place, Multi-Use Path	Canal Wincheste
3306	FRA-IR071-14.36 (Proj 6R)	I-70/I-71 Innerbelt (Project 6R), Major Widening/Interchange Modification	ODOT 6

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

County-Route-Section	Project Name	Agency
FRA-COTA Operating	COTA Operating 2021-2024, Transit Operating	COTA
FRA-Grant Run Trail-	Grant Run Trail from Hoover Rd to Buckeye Parkway, Multi-Use Path	Grove City
FRA-US062-Demorest	Broadway at Demorest, Intersection Modification	Grove City
* DEL-SR061-04.71	SR-61 at Wilson Rd (SR-656), Intersection Modification	ODOT 6
* FRA-CR026 (Georgesville)-	Georgesville Rd at Hall Rd (CR-125), Turn Lane Addition	Columbus
FRA-SR161-Cleveland Ave	SR-161 at Cleveland Ave, Intersection Modification	Columbus
FRA-IR071-09.62/09.71	I-71 from Stringtown Rd to SR-315, Major Widening/Interchange Modification	ODOT 6
* FRA-US023-00.25 L&R	US-23 at Big Walnut Creek, Bridge Deck Overlay	ODOT 6
* FRA-SR665-14.00	SR-665 at Scioto River, Bridge Repair	ODOT 6
* FRA-IR270-06.17	Sullivant Ave at I-270, Bridge Replacement	ODOT 6
* FRA-SR315-11.66	Wilson Bridge Rd at SR-315, Bridge Replacement	ODOT 6
FRA-Dublin-Granville Rd-	Dublin-Granville Rd from Harlem Rd to Greensward Rd, Multi-Use Path	New Albany
LIC-Jug St-Phase 1	Jug St from Harrison Rd to Mink St, Reconstruction/Bicycle Lanes	New Albany
FRA-Forest Dr-Smith's Mill	Forest Dr at Smith's Mill Rd, Intersection Modification	New Albany
FRA-Dublin-Granville Rd-	Dublin-Granville Rd from New Albany west corp limit to Greensward Rd, Multi-Use Path	New Albany
FRA-SR605-Path	SR 605 from Central College Rd to Walnut St, Multi-Use Path	New Albany
LIC-Jug St-Phase 2	Jug St from Beech Rd to Harrison Rd, Reconstruction	New Albany
* FRA-US062-30.34	Johnstown Rd (US 62) from Thurston Hall Blvd/Theisen Rd to Smith's Mill Rd, Operational Upgrades/Multi-Use Path	New Albany
FRA-Market St-	Market St from Reynoldsburg-New Albany Rd to Dublin-Granville Rd, New Roadway	New Albany
FRA-Reynoldsburg-New	Reynoldsburg-New Albany Rd from Brandon Rd to Morse Rd, Multi-Use Path	New Albany
* FRA-SR315-01.14	SR-315 from US 33 to I-670, Bridge Repair	ODOT 6
* FRA-SR317-5.09	London-Groveport Rd at Rohr Rd, Intersection Modification	Franklin County
FRA-Refugee Rd-Big	Refugee Rd at Big Walnut Creek, Bridge Rehabilitation	Franklin County
FRA-Riverside Dr E-	Riverside Dr E from Emerald Pkwy to Hard Rd, Multi-Use Path	Dublin
FRA-Avery Rd Sidewalk	Avery Rd Sidewalk Connections, Sidewalks	Dublin
FRA-Wilcox Rd-Northcliff	Wilcox Rd from Northcliff Blvd to Heather Glen Blvd, Multi-Use Path	Dublin
FRA-MORPC FY 22-AQ	Air Quality Awareness, SFY 2022, Air Quality Project	MORPC
FRA-MORPC FY 23-AQ	Air Quality Awareness, SFY 2023, Air Quality Project	MORPC
FRA-MORPC FY 22-	Gohio Commute, SFY 2022, Ridesharing	MORPC
FRA-MORPC FY 23-	Gohio Commute, SFY 2023, Ridesharing	MORPC
FRA-MORPC FY 22 Supp-	Supplemental Planning, SFY 2022, Planning Activity	MORPC
FRA-MORPC FY 23 Supp-	Supplemental Planning, SFY 2023, Planning Activity	MORPC
FRA-Paving the Way-FY21	Paving the Way, SFY 2021, Program Administration	MORPC
FRA-COTA Paratransit	COTA Paratransit Veh and Tech, Transit Replacement Capital	COTA
FAI-Greengate Dr-Diley to	Greengate Dr from Diley Rd & Howe Industrial Pkwy to Hill Rd, New Roadway	Canal Wincheste
* FRA-CR556-00.44 SRTS	Toronto St from Trevitt St to North Champion Ave, Bicycle Lanes/Sidewalks	Columbus
* FRA-IR270-18.79	I-270 from US 33 W interchange to Rear approach of RR bridge, Preventive	ODOT 6
	FRA-COTA Operating FRA-Grant Run Trail- FRA-US062-Demorest DEL-SR061-04.71 FRA-CR026 (Georgesville)- FRA-SR161-Cleveland Ave FRA-IR071-09.62/09.71 FRA-US023-00.25 L&R FRA-SR665-14.00 FRA-IR270-06.17 FRA-SR315-11.66 FRA-Dublin-Granville Rd- LIC-Jug St-Phase 1 FRA-Forest Dr-Smith's Mill FRA-Dublin-Granville Rd- LIC-Jug St-Phase 2 FRA-WS062-30.34 FRA-WS062-30.34 FRA-Reynoldsburg-New FRA-SR315-01.14 FRA-SR317-5.09 FRA-Refugee Rd-Big FRA-Riverside Dr E- FRA-Avery Rd Sidewalk FRA-Wilcox Rd-Northcliff FRA-MORPC FY 22-AQ FRA-MORPC FY 22-AQ FRA-MORPC FY 23-FRA-MORPC FY 23-FRA	FRA-COTA Operating COTA Operating 2021-2024, Transit Operating FRA-Grant Run Trail- Grant Run Hall Rd (GR-15), Tun Funder Run Modification Frant-Brant Run Hall Rul (GR-15), Bridge Repair Frant-Brant Run

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

IORPC ID County-Route-Section	Project Name	Agency
3480 * FRA-SR003-19.87	Westerville Rd & State St (SR-3) at segments in Columbus and Westerville, Preventive Pavement Maintenance	ODOT 6
3481 * FRA-SR256-00.00	Segments on SR-256 & US 40 in Reynoldsburg, Preventive Pavement Maintenance	ODOT 6
3508 * FRA-SR315-07.13	SR-315 from Garrett Dr to Henderson Rd, Noise Walls	ODOT 6
3511 FRA-COTA Electric Bus-	COTA Electric Bus, Transit Activity	COTA
3514 * FRA-CR014-01.99	Refugee Rd at Winchester Pk, Intersection Modification	Columbus
3521 FRA-IR071-0.00	I-71 from Pickaway Co Line to SR-665, Major Widening	ODOT 6
3550 * D05-FY 2022 Signal-	Various locations in District 5, Signals	ODOT 5
3567 * FRA-Cleveland Ave-Ped	Cleveland Ave from Fifth Ave to Lehner Rd, Safety Improvement	Columbus
3570 * UNI-US42-3.91	US-42 and Industrial Pkwy from Watkins-California Rd to Monteray Dr, Minor Widening	ODOT 6
3573 FRA-insight2050 TAP-FY21	insight2050 Technical Assistance Program FY21, Planning Activity	MORPC
3574 FRA-insight2050 TAP-FY22	insight2050 Technical Assistance Program FY22, Planning Activity	MORPC
3575 FRA-insight2050 TAP-FY23	insight2050 Technical Assistance Program FY23, Planning Activity	MORPC
3576 FRA-insight2050 TAP-FY24	insight2050 Technical Assistance Program FY24, Planning Activity	MORPC
3578 FRA-MORPC FY 24-AQ	Air Quality Awareness, SFY 2024, Air Quality Project	MORPC
3580 FRA-Paving the Way-FY22	Paving the Way, SFY 2022, Program Administration	MORPC
3581 FRA-Paving the Way-FY23	Paving the Way, SFY 2023, Program Administration	MORPC
3582 FRA-Paving the Way-FY24	Paving the Way, SFY 2024, Program Administration	MORPC
3584 FRA-MORPC FY 24-	Gohio Commute, SFY 2024, Ridesharing	MORPC
3586 FRA-MORPC FY 24 Supp-	Supplemental Planning, SFY 2024, Planning Activity	MORPC
3589 FRA-COTA Pre-Project	COTA Pre-Project Development at Two Corridors, Transit Activity	COTA
3590 FRA-Columbus Signal	Columbus Signal System, Phase F, Signalization	Columbus
3591 FRA-SR161-Cleveland Ave	SR-161 from Cleveland Ave to Maple Canyon Ave, Intersection Modification	Columbus
3593 FRA-Jefferson/7th/Sinclair-	Jefferson/7th/Sinclair at Long/161/4th, Signalization	Columbus
3594 FRA-CR052-01.82	Fishinger Rd from Riverside Dr to Mountview Rd, Reconstruction/Sidewalks	Upper Arlington
3599 * FRA-SR317-1.46	SR-317 at Lockbourne Rd, Intersection Modification	Franklin County
3617 FRA-Franklin St-North St	Franklin St from North St to US-33/SR-161/Bridge St, New Roadway	Dublin
3622 * FRA-IR270-05.47	Hall Rd at I-270, Bridge Deck Replacement	ODOT 6
3623 * FRA-IR070-20.29	Courtright Rd at I-70 & NS RR, Bridge Deck Replacement	ODOT 6
3624 * DEL-US023-07.60	US-23 at 9 bridges between Cheshire Rd & Main Rd, Bridge Maintenance Activities	ODOT 6
3625 * DEL-CR163-04.34	Warrensburg Rd at Scioto River, Bridge Maintenance Activities	Delaware County
3626 * FRA-Etna St / Elbern Ave-	Etna St / Elbern Ave at 2 bridges, Bridge Replacement	Whitehall
3628 * FRA-IR670-03.31	I-670 from High St to Summit St (US 23), Bridge Maintenance Activities	ODOT 6
3629 * FRA-IR071-20.08	I-71 at 7 overhead bridges between 17th Ave & SR-161, Bridge Maintenance Activities	ODOT 6
3630 * FRA-SR317-08.09	SR-317 at Blacklick Creek, Bridge Deck Overlay	ODOT 6
3631 * FRA-SR317-07.20	SR-317 at CSX RR, Bridge Deck Overlay	ODOT 6
3632 * FRA-IR071-23.46	I-71 at Cooke Rd, Bridge Maintenance Activities	ODOT 6
3633 * DEL-SR257-00.21	SR-257 at Deer Run, Bridge Replacement	ODOT 6

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

ORPC ID County-Route-Sec	ion Project Name	Agency
3634 * DEL-SR521-12.75	SR-521 at Little Walnut Creek, Bridge Replacement	ODOT 6
8635 * D06-Bridge Repair F	Y23- Bridge Repair FY23 at Various locations throughout District Six, Bridge Maintenance Activities	ODOT 6
8636 * FRA-US033-22.76	Winchester Pike at US 33, Bridge Deck Replacement	ODOT 6
8637 * FRA-IR270-09.30	Trabue Rd at I-270, Bridge Deck Replacement	ODOT 6
8638 * FRA-IR070-02.61	Jones Rd at I-70, Bridge Deck Replacement	ODOT 6
8640 * FRA-IR071/270-	I-71 & I-270 (North Outerbelt) at 3 bridges at the Interchange, Bridge Deck Replacement	ODOT 6
8643 * FRA-IR670-01.08	I-670 at 4 bridges between I-70 and SR-315, Bridge Maintenance Activities	ODOT 6
8644 * D06-Culvert-FY23	Culvert FY23 at Various locations throughout District Six, Culvert Maintenance	ODOT 6
8645 * D06-Culvert-FY24	Culvert FY24 at Various locations throughout District Six, Culvert Maintenance	ODOT 6
3646 * DEL-SR315-Drainaç	e Impr DEL-315 from Jewett Rd to Sherborne Ln, Maintenance Activity	ODOT 6
8647 * D06-GR-FY21	Guardrail Repair FY21 at Various locations throughtout District Six, Guardrail Maintenance	ODOT 6
648 * FRA-GR-FY22	Guardrail Repair FY22 at Various locations throughout Franklin County, Guardrail Maintenance	ODOT 6
8649 * D06-GR-FY22	Guardrail Repair FY22 at Various locations throughtout District Six, Guardrail Maintenance	ODOT 6
8650 * FRA-SR016-10.20	E Broad St at Reynoldsburg-New Albany Rd, Intersection Modification	ODOT 6
651 * FRA-SR003-22.90	Westerville Rd (SR-3) at Morse Rd, Intersection Modification	ODOT 6
8652 * FRA-US023-04.19	US-23 at Rathmell Rd, Intersection Modification	ODOT 6
8653 * FRA-SR016-04.84	E Broad St at James Rd, Intersection Modification	Columbus
8654 * FRA-SR161-12.04	Dublin-Granville Rd (SR-161) at Karl Rd, Intersection Modification	ODOT 6
3655 * DEL-US036-18.27	US-36 at Wilson Rd, Intersection Modification	ODOT 6
3656 * DEL-US036-04.97	US-36 at SR-257, Intersection Modification	ODOT 6
3657 * DEL-SR315-00.86	SR-315 at Jewett Rd, Intersection Modification	ODOT 6
8658 * FRA-CR017-11.80	Morse Rd at Babbitt Rd, Intersection Modification	Franklin County
3659 * DEL-US036-19.90	US-36/SR-37 at Carter's Corner Rd/Domigan Rd, Intersection Modification	Delaware County
3660 * DEL-SR605-00.31	SR-605 at Fancher Rd, Intersection Modification	ODOT 6
661 * DEL-US023-01.39	US-23 at Powell Rd (SR-750), Intersection Modification	ODOT 6
662 * FRA-SR003-24.27	Westerville Rd (SR-3) at Minerva Lake Rd/Corporate Dr, Intersection Modification	ODOT 6
8663 * FRA-CR006 (Reys 1	Alb)- Reynoldsburg-New Albany Rd at Havens Rd, Intersection Modification	Franklin County
8664 * FRA-CR003-5.64	CR3 (Norton Rd) at TR135 (Kropp/Grove City Rd), Intersection Modification	Franklin County
3665 * DEL-TR119-0.56	Sawmill Rd at Presidential Pkwy, Intersection Modification	Delaware County
3666 * FAI-CR007-01.94	Refugee Rd at four intersections, Intersection Modification	Fairfield County
8667 * FRA-033-6.15	US 33 at Hayden Run Rd (CR 32), Intersection Modification	ODOT 6
3668 * FRA-23D-4.17 (3rd	tt) US 23D (Third St) at US 33 (Mound St), Intersection Modification	ODOT 6
3669 * FRA-003-19.38	SR 3 (Cleveland Ave) at Hudson St, Intersection Modification	ODOT 6
8670 * LIC-IR070-01.90	IR 70 at S of I70 parrallel to Freeway Dr in Russel Heights, Noise Walls	ODOT 5
8671 * FRA-MAD/FRA/DEL	MAD/FRA/DEL Noisewall Repair at various locations, Noise Walls	ODOT 6
8672 * FRA-SR104-9.80 No	ise SR 104 from just east of Groveport Rd to just west of Elwood Ave, Noise Walls	ODOT 6

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

ID County-Route-Section	Project Name	Agency
3674 * FRA-US062-17.660	US 62 from Broad St to Airport Dr, Maintenance Activity	ODOT 6
3675 * DEL-US36-7.280	US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing	ODOT 6
3676* FRA-SR710-0.000	SR 710 from SR 161 to just North of Schrock Rd, Resurfacing	ODOT 6
3677 * FRA-SRTS 17th/Ann	SRTS 17th/Ann Sidewalks at multiple segments, Sidewalks	Columbus
3678 * FRA-SRTS Kingsford Rd	SRTS Kingsford Rd Sidewalks from Eakin Rd to Briggs Rd, Sidewalks	Columbus
3679 * FAI-CR VAR GR FY2022	CR VAR GR FY2022 at various routes within county, Guardrail Upgrade/Replace	Fairfield Coun
3680 * D06-City NHS Guardrail	City NHS Guardrail Upgrade at various NHS routes, Guardrail Upgrade/Replace	ODOT 6
3681 * UNI-/DEL042-4.92/0.00	US 42 from Watkins California Rd to W of SR 257, Major Rehabilitation	ODOT 6
3682 * DEL-042-2.29	US 42 from safety job end limit - PID 10868 to concrete pavement break east of Fern Dr, Major Rehabilitation	ODOT 6
3683 * DEL-US036-0.000	US 36 from Union County Line to exisiting pavement break at the curbed section, Major Rehabilitation	ODOT 6
3684 * FRA-Tigerpoly	Seeds Road/Enterprise Pkwy from South Meadows Dr to Grove City Limits, Major Rehabilitation	Grove City
3685 * D06-SP FY22 Priority	SP FY22 Priority at various priority routes throughout District Six, Minor Pavement Rehabilitation	ODOT 6
3687 * D06-SP FY22 General	SP FY22 General at various general system routes throughout D06, Minor Pavement Rehabilitation	ODOT 6
3688 * FRA-003-17.44	SR 3 at I-71, Preventive Bridge Maintenance	ODOT 6
3690 * DEL-229-3.48	SR 229 at Whetstone Creek, Preventive Bridge Maintenance	ODOT 6
3691 * FRA-US040-12.50	US 40 from ramp to I-71 to Westland Ave, Minor Pavement Rehabilitation	ODOT 6
3693 * D06-SP FY24 General	SP FY24 General at Various general system routes throughout D06, Minor Pavement Rehabilitation	ODOT 6
3694 * FRA-US023-15.310	Indianola Ave from Hudson St to North Broadway, Minor Pavement Rehabilitation	ODOT 6
3695 FRA-US040-7.700	US 40 (Broad St.) from Camp Chase Industrial RR to Shague Ave, Minor Pavement Rehabilitation	ODOT 6
3696 * DEL-US036-11.290	US 36 from NS Bridge to Delaware Corp Limit, Minor Pavement Rehabilitation	ODOT 6
3697 * FRA-US040-15.99	US 40 from Westland Ave to E Main St, Minor Pavement Rehabilitation	ODOT 6
3698 * FRA-SR317-16.21	SR 317 from N of Rocky Fork Dr S to N of 5th Ave, Minor Pavement Rehabilitation	ODOT 6
3700 * D06-Crackseal PPM	Crackseal PPM FY22A at Various routes throughout District Six, Crack Sealing	ODOT 6
3701 * FRA-IR270-40.45	IR 270 from FRA-270-40.45 to FRA-270-43.18, Minor Pavement Rehabilitation	ODOT 6
3702 * FRA-US033-20.690	ODOT/City of Columbus at various locations, Minor Pavement Rehabilitation	ODOT 6
3704 * D06-SP FY23 General	SP FY23 General at Various general system routes throughout District , Minor Pavement Rehabilitation	ODOT 6
3706 * FRA-IR670-0.000	IR-670 from IR-70 to ramp from US23D, Minor Pavement Rehabilitation	ODOT 6
3707 * DEL-SR037-23.00	SR 37 & SR 521 from Sunbury Corp Limit & Delaware Corp Limit to Licking County & S of Three B's & K, Minor Pavement Rehabilitation	ODOT 6
3708 * D06-SP FY23 Concrete	SP FY23 Concrete at Various routes throughout District Six, Minor Pavement Rehabilitation	ODOT 6
3710 * D06-SP FY21 Priority	SP FY21 Priority at Various locations in D6 - to be determined, Minor Pavement Rehabilitation	ODOT 6
3711 * DEL-SR257-14.230	SR 257 from SR 37 to the Marion County Line, Minor Pavement Rehabilitation	ODOT 6
3712 * FRA-SR317-15.97	SR 317 from Columbus Corp & N of Rocky Fork Rd to CR-5 & Lincoln Circle, Minor Pavement Rehabilitation	ODOT 6
3713 * FRA-US040-22.450	US 40 from Reynoldsburg Corp to Licking County Line, Resurfacing	ODOT 6

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

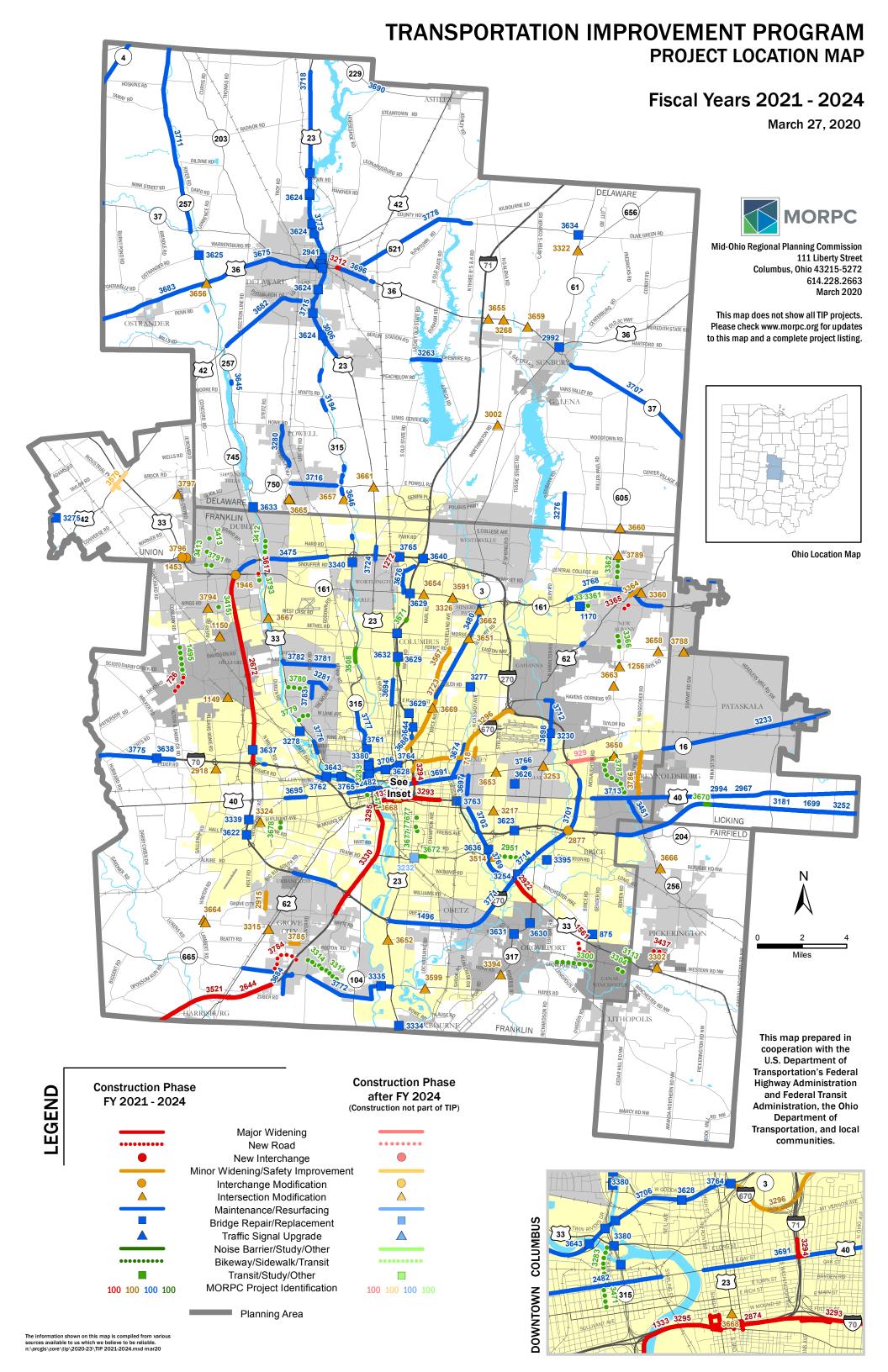
ID County-Route-Section	Project Name	Agency
	: I-270 at locations in Franklin County, Minor Pavement Rehabilitation	ODOT 6
715 * DEL-US023-10.150	US-23 from N of Cottswold Dr to N of US-42, Minor Pavement Rehabilitation	ODOT 6
716 * DEL-SR750-2.170	Portions of SR-750 & SR-665, Resurfacing	ODOT 6
717 * D06-SP FY24-Concrete	Spot concrete slab repair at District 6, Minor Pavement Rehabilitation	ODOT 6
718 * DEL-US023-17.750	US-23 from North of Troutman Rd to Waldo Delaware Rd, Resurfacing	ODOT 6
719 * UNI-SR004-24.35/0.00/0.00	SR-4 from SR-37 to S of Boundary Rd, Resurfacing	ODOT 6
720 * FRA-IR070-Pump ST-1&1A	I-70 at Pump Stations ST-1 & ST-1A, Maintenance Activity	ODOT 6
722 * D06-PMA FY23	PMA FY23 at District 6, Pavement Marking	ODOT 6
723 * FRA-SR003-20.40	Westerville Rd (SR-3) from Agler Rd to Oakland Park Ave, Operational Upgrades	ODOT 6
724 * FRA-US023-22.75 Signing	US-23 at North and South of I-270 interchange, Signage	ODOT 6
725 * D06-PMF-FY24	Fast Dry Pavement Marking FY24 at District 6, Pavement Marking	ODOT 6
726 * D06-PMF-FY23	Fast Dry Pavement Marking FY23 at District 6, Pavement Marking	ODOT 6
727 * D06-RPM FY24	RPM FY24 at District 6, Raised Pavement Markers	ODOT 6
728 * D06-ELEC-FY22	Electrical Maintenance FY22 at Distict 6, Electrical Maintenance	ODOT 6
729 * FRA-Freeway Lighting	Freeway Lighting FY22 at Franklin County, Lighting	ODOT 6
730 * D06-RPM-FY23	Raised Pavement Marking FY23 at District 6, Raised Pavement Markers	ODOT 6
731 * FRA-MOW-FY22	Mowing FY22 at Franklin County, Mowing	ODOT 6
732 * FRA-Landscape	Landscape Maintenance FY22 at Franklin County, Landscape Maintenance	ODOT 6
733 * FRA-MOW-FY21	Mowing FY21 at Franklin County, Mowing	ODOT 6
734 * FRA-Landscape	Landscape Maintenance FY21 at Franklin County, Landscape Maintenance	ODOT 6
736 FRA-COTA Bus Rapid	COTA Bus Rapid Transit EW Corr, Transit Activity	COTA
737 LIC-LCTB 2021 Operating	LCTB 2021 Operating Assistance, Transit Operating	Licking Co
738 DEL-DCT 2024 Operating	DCT 2024 Operating Assistance, Transit Operating	DCT
739 DEL-DCT 2023 Operating	DCT 2023 Operating Assistance, Transit Operating	DCT
740 DEL-DCT 2022 Operating	DCT 2022 Operating Assistance, Transit Operating	DCT
741 DEL-DCT 2021 Vehicle	DCT 2021 Vehicle Expansion, Transit Expansion Capital	DCT
742 DEL-DCT 2022 Vehicle	DCT 2022 Vehicle Replacement, Transit Replacement Capital	DCT
743 FRA-COTA Electric Buses-	COTA Electric Buses, Transit Replacement Capital	COTA
744 FRA-COTA Electric Buses-	COTA Electric Buses - Full Route, Transit Replacement Capital	COTA
745 FRA-COTA Plus Operating	COTA Plus Operating Expansion, Transit Replacement Capital	COTA
746 DEL-DCT 2023 Vehicle	DCT 2023 Vehicle Replacement, Transit Expansion Capital	DCT
	DCT 2023 Vehicle Replacement, Transit Replacement Capital	DCT
747 DEL-DCT 2024 Vehicle 748 FRA-COTA Transit Center	COTA Transit Center PE/Construct at Transit Center PE and Construction, Transit Activity	СОТА
749 FRA-COTA Corridor	COTA Corridor Shelters, Transit Activity	СОТА
750 FRA-COTA TVM and	COTA TVM and Digital Management, Transit Activity	COTA
	COTA Nobility Innovation Tests, Transit Activity	COTA
·		
753 FRA-COTA McKinley Ave	COTA Fields Ave Penacy & CNC Copy. Transit Activity	COTA
754 FRA-COTA Fields Ave	COTA Fields Ave Renov & CNG Conv, Transit Activity	COTA
755 FRA-COTA Electric	COTA Electric Charging Stations, Transit Activity	COTA

MORPO		Project Name	Agonov
1D 2761	County-Route-Section FRA-SR315-2.78		Agency DISTRICT 6-
		SR 315 at FRA-315-2.78, Bridge Maintenance Activities	
	FRA-IR670-0.31	IR 670 at FRA-670-0.31, Bridge Maintenance Activities	DISTRICT 6-
	FRA-IR70-16.83 Bridge	I70 at FRA-70 over Nelson, Bridge Maintenance Activities	DISTRICT 6-
	FRA-IR670-3.87A	IR 670 at FRA-670-3.87, Bridge Maintenance Activities	DISTRICT 6-
	FRA-IR670-1.08	IR 670 at FRA-670-1.08 and FRA-270-24.86, Bridge Maintenance Activities	DISTRICT 6-
3766	FRA-IR70-7.38	IR 70 at FRA-70-7.38 and FRA-16-6.06, Culvert Maintenance	DISTRICT 6-
3767	FRA-IR70-11.22 Median Ba	IR 70 from Broad St to Souder Ave, Guardrail Upgrade/Replace	DISTRICT 6-
3768	FRA-SR161-18.63 Cable	SR 161 from Hamilton Rd to Babbit Rd, Guardrail Upgrade/Replace	Columbus, City of
3769	FRA-US33-21.91	US 33 from FRA-70 Interchange to .5 mi west of I270 interchange, Minor Pavement Rehabilitation	DISTRICT 6-
3770	PIC-D06 CHIP FY24-	D06 CHIP FY24 at Various general system routes throughout District , Minor Pavement Rehabilitation	DISTRICT 6-
3771	FRA-IR270-43.180	IR 270 from S of I70 to N of Alum Creek Drive, Minor Pavement Rehabilitation	DISTRICT 6-
3772	FRA-SR665-9.900	SR 665 at Various locations, Minor Pavement Rehabilitation	DISTRICT 6-
3773	DEL-US23-7.600	US 23 from Cheshire Rd to Troutman Rd, Minor Pavement Rehabilitation	DISTRICT 6-
3774	FAI-SR674-0.00	SR 674` from US22 to Franklin County Line, Minor Pavement Rehabilitation	DISTRICT 6-
3775	FRA-IR70-0.000	IR 70 from Madison County Line to West of Hilliard Rome Rd, Minor Pavement Rehabilitation	DISTRICT 6-
3776	FRA-US33-12.080	US 33 at Various locations, Minor Pavement Rehabilitation	DISTRICT 6-
3777	FRA-SR315-2.570	FRA from 3rd ave and columbus corp to ackerman rd and clubview blvd, Minor Pavement Rehabilitation	DISTRICT 6-
3778	DEL-FY23 - Chipseal	FY23 - Chipseal, Minor Pavement Rehabilitation	DISTRICT 6-
3779	FRA-Lane Ave-Riverside Dr	Lane Ave from Riverside Dr to Tremont Road, Multi-Use Path	Upper Arlington
3780	FRA-Nottingham Road-	Nottingham Road from Sunset Drive to Mountview Road, Sidewalks	Upper Arlington
3781	FRA-McCoy Road-	McCoy Road from Mountivew Road to Kenny Road, Resurfacing	Upper Arlington
3782	FRA-McCoy Road-	McCoy Road from Riverside Drive to Mountview Road, Resurfacing	Upper Arlington
3783	FRA-Redding Road-	Redding Road from Fishinger Road to Zollinger Road, Resurfacing	Upper Arlington
3784	FRA-N Meadows Road-	N Meadows Road from Haughn Road to Bill Lotz Way, New Roadway	Grove City
3785	FRA-Orders Road-Old	Orders Road from Old Haughn Road to Baptist Church Grove City, Minor Widening	Grove City
3786	FRA-Waggoner Road-US	Waggoner Road from US 40 to OH 16, Minor Widening/Safety Improvement	Reynoldsburg
3787	FRA-Blacklick Trail	Blacklick Trail Extension from JFK Park to Broad St, Multi-Use Path	Reynoldsburg
3788	FRA-Morse Rd-Beech Rd	Morse Rd at Beech Rd, Intersection Modification/Safety Improvement	New Albany
3789	FRA-Reynoldsburg New	Reynoldsburg New Albany Rd at Walnut St, Intersection Modification/Safety Improvement	New Albany
3790	FRA-Eichorn St-Diley Rd	Eichorn St from Diley Rd to 3500' West, New Roadway	Canal Winchester
3791	FRA-Perimeter Drive-Avery-	Perimeter Drive from Avery-Muirfield Dr to Holt Dr, Sidewalks	Dublin
3793	FRA-Franklin St-Waterford	Franklin St from Waterford Dr to Historic District, Sidewalks	Dublin
3794	-Avery Rd-Rings Road	Avery Rd at Rings Road, Intersection Modification/Safety Improvement	Franklin
3795	FRA-Perimeter Dr-Holt Rd	Perimeter Dr from Holt Rd to Commerce Pkwy, Major Widening	Dublin
3796	FRA-Hyland-Croy Rd-Post	Hyland-Croy Rd at Post Preserve, Interchange Modification/Safety Improvement	Dublin
3797	FRA-Hyland-Croy Rd-	Hyland-Croy Rd at McKitrick Rd, Intersection Modification	Dublin
3798	FRA-US040-03.57	S Drexel Ave & Grandon Ave, Reconstruction	Bexley

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

ID	County-Route-Section	Project Name	Agency
3799	FRA-SR674-04.10	Gender Rd at Winchester Rd & Canal St, Intersection Modification	Canal Winchester
3800	FRA-Citywide ADA Curb	Citywide ADA Curb Ramps, Curb Ramps	Columbus
3801	FRA-CR093-00.25	Hudson St from I-71 to Cleveland Ave, Reconstruction/Multi-Use Path	Columbus
3802	FRA-Neil Ave-Signals	Neil Ave at 8 intersections between Buttles Ave & 11th Ave, Signals	Columbus
3803	FRA-Citywide School Zone	Citywide School Zone Flashing Beacons, Signage	Columbus
3804	FRA-Saltzgaber Rd,	Saltzgaber Rd, Swisher Rd & Toy Rd, Reconstruction/Intersection Modification	Franklin County
3805	FRA-Grandview Yard-	Yard St, Bobcat Ave & Swan St, New Roadway	Grandview
3806	FRA-SR317-08.77	S Hamilton Rd at Higgins Blvd/Directors Blvd, Intersection Modification	Groveport
3807	FRA-W Bixby Rd-Phase 2	W Bixby Rd from Madison-Christian School to Three Creeks Metro Park entrance, Reconstruction/Multi-Use Path	Groveport
3808	FRA-TR268-00.00	Hiner Rd from Borror Rd to SR-104, Resurfacing	Jackson Twp
3809	FRA-TR231-00.00	Rager Rd from Groveport Rd to US 33, Reconstruction	Madison Twp
3810	FRA-US040-23.93	E Main St from Davidson Dr to Jackson St, Reconstruction	Reynoldsburg
3811	FRA-Poth Rd	Poth Rd from Yearling Rd to Woodcliff Dr, Minor Widening	Whitehall

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



MORP	a in		A:-O	4.0					
	C ID Agency County-Route-Section	PID	AirQ	Length					
		Pro	ject Type	202	1	2022	2023	2024	Future Years**
	Project Location and Descrip	tion	,	Phase/Amou	nt*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
794	Franklin	NA	Е	mi	Ped Com	ponents: Not applicable.			
	-Avery Rd-Rings Road		L	ocal Let	Bike Com	ponents: Not applicable.			
		Interse	ection Mo	dification/Sat	fety Improve	ment	MTI	P Reference: Not specifically	identified on MTP
	Avery Rd at Rings Road, Intersec	tion Modif	ication &	Safety Impro	ovement, Inte	ersection Improvement			
				Con \$2,400	Local				
Total	Costs (includes costs prior to S	SFY21)*:	\$3,010	\$2,400					
252	ODOT 5	101430	Е	85.68 mi	Ped Com	ponents: No information pro	vided.		
	D05-BC-FY 2023		L	ocal Let	Bike Com	ponents: No information pro	vided.		
roupe	ed Project	Bridge	Cleaning	9			MT	P Reference: Project ID 203	
	District 5 Bridge Cleaning FY23, I	Bridge Cle	anina Di	etrictwide pri	arity routa h	والمراجعا المحادث والمناه والمادان	es the bridge items (abutme	ent, breaings, seats, backwalls	, piers, scuppers, and
	expansion joints.)	Briage Ole	ariirig, Di	strictwide prid	only route bi	lage cleaning project. Include	(
		Bridge Ole	ariirig, Di	strictwide prid	only foule bi	lage cleaning project. Include		Con \$100 State	
		enage ele	aning, Di	stпстиие рп	only route bi	lage cleaning project. Include		Con \$400 Federal	
Total	expansion joints.)			strictwide pri	only route bi	lage cleaning project. Include		Con \$400 Federal Con \$81 State	
Total			\$581	strictwide pri	only route bi	lage cleaning project. Include		Con \$400 Federal	
	expansion joints.)	SFY21)*:		mi				Con \$400 Federal Con \$81 State	
	expansion joints.) Costs (includes costs prior to S ODOT 5		\$581	mi	Ped Com	ponents: No information pro	vided.	Con \$400 Federal Con \$81 State	
181	expansion joints.) Costs (includes costs prior to S ODOT 5 D05-Br Cleaning-FY19/20	SFY21)*: 101428	\$581 E	mi ocal Let 🗌	Ped Com Bike Com		vided. vided.	Con \$400 Federal Con \$81 State \$581	
181	expansion joints.) Costs (includes costs prior to S ODOT 5 D05-Br Cleaning-FY19/20 ed Project	5FY21)*: 101428 Prevei	\$581 E Lontive Brid	mi ocal Let ge Maintenar	Ped Com Bike Com	ponents: No information pro	vided. wided.	Con \$400 Federal Con \$81 State \$581 P Reference: Project ID 203	rems (abutment breaings
3181	expansion joints.) Costs (includes costs prior to S ODOT 5 D05-Br Cleaning-FY19/20	SFY21)*: 101428 Prevel eventive B	\$581 E Lontive Brid	mi ccal Let ge Maintenar	Ped Com Bike Com	ponents: No information pro	vided. wided.	Con \$400 Federal Con \$81 State \$581 P Reference: Project ID 203	ems (abutment, breaings,
181	expansion joints.) Costs (includes costs prior to S ODOT 5 D05-Br Cleaning-FY19/20 ed Project Various locations in District 5, Pre	SFY21)*: 101428 Prevel eventive B	\$581 E Lontive Bridge Mairinge Mainsion joi	mi cocal Let ge Maintenan ntenance, Tr nts.) Con \$40	Ped Com Bike Com nce nis is for a F'	ponents: No information pro	vided. wided.	Con \$400 Federal Con \$81 State \$581 P Reference: Project ID 203	ems (abutment, breaings,
181	expansion joints.) Costs (includes costs prior to S ODOT 5 D05-Br Cleaning-FY19/20 ed Project Various locations in District 5, Pre	SFY21)*: 101428 Prevel eventive B	\$581 E Lontive Brid ridge Mai	mi pcal Let ge Maintenan ntenance, Tr nts.) Con \$40 Con \$10	Ped Com Bike Com nce nis is for a F'	ponents: No information pro	vided. wided.	Con \$400 Federal Con \$81 State \$581 P Reference: Project ID 203	ems (abutment, breaings,
181	expansion joints.) Costs (includes costs prior to S ODOT 5 D05-Br Cleaning-FY19/20 ed Project Various locations in District 5, Pre	SFY21)*: 101428 Prevel eventive B	\$581 E Lontive Brid ridge Mai	mi cal Let ge Maintenau ntenance, Tr nts.) Con \$40 Con \$10 Con \$396	Ped Com Bike Com nce nis is for a F' Federal State Federal	ponents: No information pro	vided. wided.	Con \$400 Federal Con \$81 State \$581 P Reference: Project ID 203	ems (abutment, breaings,
181 Groupe	expansion joints.) Costs (includes costs prior to S ODOT 5 D05-Br Cleaning-FY19/20 ed Project Various locations in District 5, Pre	101428 Preventive Book, and expan	\$581 E Lontive Brid ridge Mai	mi pcal Let ge Maintenan ntenance, Tr nts.) Con \$40 Con \$10	Ped Com Bike Com nce nis is for a F' Federal State Federal	ponents: No information pro	vided. wided.	Con \$400 Federal Con \$81 State \$581 P Reference: Project ID 203	ems (abutment, breaings,
181 Groupe	expansion joints.) Costs (includes costs prior to S ODOT 5 D05-Br Cleaning-FY19/20 ed Project Various locations in District 5, Preseats, backwalls, piers, scuppers Costs (includes costs prior to S	Preventive Brown and expa	\$581 E Lontive Brid ridge Mai	mi pcal Let ge Maintenan ntenance, Th nts.) Con \$40 Con \$10 Con \$396 Con \$104 \$550	Ped Com Bike Com nce nis is for a F' Federal State Federal State	ponents: No information proponents: No information pro	vided. vided. MTI bridge cleaning project. Th	Con \$400 Federal Con \$81 State \$581 P Reference: Project ID 203	ems (abutment, breaings,
181 Froupe	expansion joints.) Costs (includes costs prior to \$ ODOT 5 D05-Br Cleaning-FY19/20 ed Project Various locations in District 5, Preseats, backwalls, piers, scuppers Costs (includes costs prior to \$ ODOT 5	101428 Preventive Book, and expan	\$581 E Lintive Brid ridge Mai rinsion join \$550	mi pcal Let ge Maintenan ntenance, Tr nts.) Con \$40 Con \$10 Con \$396 Con \$104 \$550 0.1 mi	Ped Com Bike Com nce nis is for a F' Federal State Federal State Ped Com	ponents: No information proponents: No information pro/21 Districtwide priority route	vided. wided. bridge cleaning project. Th	Con \$400 Federal Con \$81 State \$581 P Reference: Project ID 203	ems (abutment, breaings,
181 Groupe	expansion joints.) Costs (includes costs prior to S ODOT 5 D05-Br Cleaning-FY19/20 ed Project Various locations in District 5, Preseats, backwalls, piers, scuppers Costs (includes costs prior to S ODOT 5 D05-FY 2022 Signal-Upgrade	101428 Preventive B, and expa	\$581 E Lontive Brid ridge Mai unsion join \$550 E Lo	mi pcal Let ge Maintenan ntenance, Th nts.) Con \$40 Con \$10 Con \$396 Con \$104 \$550	Ped Com Bike Com nce nis is for a F' Federal State Federal State Ped Com	ponents: No information proponents: No information pro	vided. wided. bridge cleaning project. The vided. vided.	Con \$400 Federal Con \$81 State \$581 P Reference: Project ID 203 ne bridge includes the bridge it	ems (abutment, breaings,
181 Groupe Total 550	Costs (includes costs prior to S ODOT 5 D05-Br Cleaning-FY19/20 ed Project Various locations in District 5, Preseats, backwalls, piers, scuppers Costs (includes costs prior to S ODOT 5 D05-FY 2022 Signal-Upgrade ed Project	101428 Preventive B., and expa	\$581 E L ntive Brid ridge Mai nsion join \$550 E L s	mi pocal Let ge Maintenan ntenance, Th nts.) Con \$40 Con \$10 Con \$396 Con \$104 \$550 0.1 mi pocal Let	Ped Com Bike Com nce nis is for a F' Federal State Federal State Ped Com Bike Com	ponents: No information proponents: No information provided priority route ponents: No information proponents:	vided. wided. bridge cleaning project. The vided. vided.	Con \$400 Federal Con \$81 State \$581 P Reference: Project ID 203	ems (abutment, breaings,
3181 Groupe <i>Total</i> 3550	expansion joints.) Costs (includes costs prior to S ODOT 5 D05-Br Cleaning-FY19/20 ed Project Various locations in District 5, Preseats, backwalls, piers, scuppers Costs (includes costs prior to S ODOT 5 D05-FY 2022 Signal-Upgrade	101428 Preventive B., and expa	\$581 E L ntive Brid ridge Mai nsion join \$550 E L s	mi pocal Let ge Maintenan ntenance, Th nts.) Con \$40 Con \$10 Con \$396 Con \$104 \$550 0.1 mi pocal Let	Ped Com Bike Com nce nis is for a F' Federal State Federal State Ped Com Bike Com	ponents: No information proponents: No information provided priority routed proponents: No information	vided. wided. bridge cleaning project. The vided. vided.	Con \$400 Federal Con \$81 State \$581 P Reference: Project ID 203 ne bridge includes the bridge it	ems (abutment, breaings,
Total	Costs (includes costs prior to S ODOT 5 D05-Br Cleaning-FY19/20 ed Project Various locations in District 5, Preseats, backwalls, piers, scuppers Costs (includes costs prior to S ODOT 5 D05-FY 2022 Signal-Upgrade ed Project	101428 Preventive B., and expa	\$581 E L ntive Brid ridge Mai nsion join \$550 E L s	mi pocal Let ge Maintenan ntenance, Th nts.) Con \$40 Con \$10 Con \$396 Con \$104 \$550 0.1 mi pocal Let	Ped Com Bike Com nce nis is for a F' Federal State Federal State Ped Com Bike Com	ponents: No information proponents: No information provided priority route ponents: No information proponents:	vided. wided. bridge cleaning project. The vided. vided.	Con \$400 Federal Con \$81 State \$581 P Reference: Project ID 203 ne bridge includes the bridge it	ems (abutment, breaings,
181 Groupe Total 550	Costs (includes costs prior to S ODOT 5 D05-Br Cleaning-FY19/20 ed Project Various locations in District 5, Preseats, backwalls, piers, scuppers Costs (includes costs prior to S ODOT 5 D05-FY 2022 Signal-Upgrade ed Project	101428 Preventive B., and expa	\$581 E L ntive Brid ridge Mai nsion join \$550 E L s	mi pocal Let ge Maintenan ntenance, Th nts.) Con \$40 Con \$10 Con \$396 Con \$104 \$550 0.1 mi pocal Let	Ped Com Bike Com nce nis is for a F' Federal State Federal State Ped Com Bike Com	ponents: No information proponents: No information process. No information process. No information proponents: No information proponents: No information process. No informati	vided. wided. bridge cleaning project. The vided. vided.	Con \$400 Federal Con \$81 State \$581 P Reference: Project ID 203 ne bridge includes the bridge it	ems (abutment, breaings,
Total 3550 Groupe	Costs (includes costs prior to S ODOT 5 D05-Br Cleaning-FY19/20 ed Project Various locations in District 5, Preseats, backwalls, piers, scuppers Costs (includes costs prior to S ODOT 5 D05-FY 2022 Signal-Upgrade ed Project	Preventive Book, and expansions of the second of the secon	\$581 E L ntive Brid ridge Mai nsion join \$550 E L s	mi pocal Let ge Maintenan ntenance, Th nts.) Con \$40 Con \$10 Con \$396 Con \$104 \$550 0.1 mi pocal Let	Ped Com Bike Com nce nis is for a F' Federal State Federal State Ped Com Bike Com	ponents: No information proponents: No information pro//21 Districtwide priority route ponents: No information proponents: No in	vided. wided. bridge cleaning project. The vided. vided.	Con \$400 Federal Con \$81 State \$581 P Reference: Project ID 203 ne bridge includes the bridge it	ems (abutment, breaings,

MORP		PID	AirQ	Length								
	County-Route-Section	Proje	ct Type	202	1		2022		2023		2024	Future Years**
	Project Location and Description		,,	Phase/Amou	nt*/Source	Phase/	'Amount*/Source	Phase/	Amount*/Source	9	Phase/Amount*/Source	Phase/Amount*/Source
3241	ODOT 6 100	0689	Е	0 mi	Ped Com	ponents	: No information pr	ovided.				
	D06-Bridge Repair FY21-		Lo	cal Let	Bike Com	ponents	: No information pr	ovided.				
Group	ed Project B	Bridge F	Repair							MTP R	Reference: Project ID 203	
	District 6 Bridge Repair FY21, Bridge F	Repair,	at variou		_	District Si	ix.					
				on \$20 : on \$1,990 :								
				on \$10								
Total	Costs (includes costs prior to SFY2	1)*:	\$2,020	\$2,020								
3635	ODOT 6 105	5842	Е	mi	Ped Com	ponents	: No information pr	ovided.				
	D06-Bridge Repair FY23-Various locat	tions th	r Lo	cal Let	Bike Com	ponents	: No information pr	ovided.				
Group	•			nce Activitie						MTP R	Reference: Project ID 203	
	Bridge Repair FY23 at Various location	ทร throเ	ughout D	istrict Six, E	Bridge Mainte	enance A	ctivities,					
								Con	\$100 State \$2,000 State			
Total	Costs (includes costs prior to SFY2	1)*:	\$2,100						\$2,100		l	
3680	ODOT 6 11°	1195	Е	mi	Ped Com	ponents	: No information pr	ovided.				
	D06-City NHS Guardrail Upgrade		Lo	cal Let	Bike Com	ponents	: No information pr	ovided.				
Group	ed Project G	Guardra	il Upgra	de/Replace						MTP R	Reference: Project ID 204	
	City NHS Guardrail Upgrade at various	s NHS ı	routes, G	Suardrail Up	grade/Repla	ce, Upgra	ade guardrail end tr	eatments	on the NHS sy	stem v	vithin cities at various location	ons in District Six
				on \$2,200								
Total	Costs (includes costs prior to SFY2	1)*-	\$2,860	on \$660 \$2,860	Federal							
- Otal	Toosts (metades costs prior to or 12	<i>')</i> ·	φ2,000	Ψ2,000								
3700	ODOT 6 100	0773	Е	mi	Ped Com	ponents	: No information pr	ovided.				
	D06-Crackseal PPM FY22A		Lo	cal Let	Bike Com	ponents	: No information pr	ovided.				
Group	ed Project C	Crack S	ealing							MTP R	Reference: Project ID 204	
	Crackseal PPM FY22A at Various rout	tes thro	ughout I	District Six,	Crack Sealin	ıg, Distric	twide preventive m	aintenanc	e crack sealing	g projed	ct	
						Con	\$600 State					
Total	Costs (includes costs prior to SFY2	1)*-	\$620			Con	\$20 State \$620					
Total	Costs (includes costs prior to or 12	·/·	\$020				ΨΟΖΟ					
3644	ODOT 6 105	5850	Е	mi	Ped Com	ponents	: No information pr	ovided.				
	D06-Culvert-FY23		Lo	cal Let	Bike Com	ponents	: No information pr	ovided.				
Group	ed Project C	Culvert I	Maintena	ance						MTP R	Reference: Project ID 203	
	Culvert FY23 at Various locations thro	ughout	District	Six, Culvert	Maintenance	e, District	culvert program fo	r FY 23. L	ine culvert FR	4-71-19	9.59	
								Con				
Total	Costs (includes costs prior to SFY2	1)*-	\$550			1		Con	\$500 State \$550			
Total	Costs (monutes costs prior to or 12	., .	φυσυ						ψυυυ			

MORF	PC ID Agency County-Route-Section	PID	AirQ L	ength.						
	-	Pro	ject Type	202	1	2022		2023	2024	Future Years**
	Project Location and Desc	ription	PI	nase/Amour	nt*/Source F	Phase/Amount*/Source	e Phase/A	mount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3645	ODOT 6	108081	Ε	mi	Ped Compor	nents: No information	on provided.			
	D06-Culvert-FY24		Loc	al Let	Bike Compo	nents: No information	on provided.			
Group	ed Project	Culver	t Maintenar	nce				MT	P Reference: Project ID 203	
	Culvert FY24 at Various locati	ons throughou	ut District S	ix, Culvert	Maintenance, D	istrict culvert progra	m for FY 24. DI	EL-257-6.15	,	
									Con \$25 State Con \$250 State	
Tota	Costs (includes costs prior t	to SFY21)*:	\$275						\$275	l
2720	ODOT 6	112108	E	mi	Pod Compos	aonto: No informati	on provided			
3/20	D06-ELEC-FY22	112106		mi al Let □		nents: No information	•			
Croun		Flootri	cal Mainten		Bike Compoi	nents: No information	on provided.	BAT	D Reference: Project ID 204	
Group	ed Project				Variaus lagation	a throughout Diatric	t Civ. Flactrical		P Reference: Project ID 204	
	Electrical Maintenance FY22 a	at Distict 6, Etc	ectricai iviai	ntenance,	various location	Con \$30 State	i Six. Electrical	maintenance con	litact for FY 22	
						Con \$352 State				
						Con \$30 State				
Tota	Costs (includes costs prior t	to SFY21)*:	\$412			\$412				
3760	DISTRICT 6-BRIDGES	112713	Е	mi	Ped Compo	nents: Not applicab	le.			
	D06-FY24 Bridge Repair		Loc	al Let	Bike Compo	nents: Not applicab	le.			
		Bridge	Maintenan	ce Activitie	es .			MT	P Reference: Project ID 203	
	FY24 Bridge Repair at various	locations, Bri	idge Mainte	nance Acti	vities, D06 FY2	4 Bridge Repair				
									Con \$800 Federal Con \$200 State	
Tota	Costs (includes costs prior t	to SFY21)*:	\$1,000						\$1,000	
3647	ODOT 6	111511	Ε	mi	Ped Compor	nents: No information	on provided.			
	D06-GR-FY21			al Let	Bike Compo	nents: No information	on provided.			
Group	ed Project		rail Mainten						P Reference: Project ID 204	
	Guardrail Repair FY21 at Varie	ous locations				intenance, Guardrai	I ding and dent	repair contract (1	year contract for FY 21). IDIQ	Contract.
			Coi Coi		State					
Tota	Costs (includes costs prior t	to SFY21)*:	\$416	\$416	State					
3649	ODOT 6	112224	Е	mi	Ped Compo	nents: No information	on provided.			
	D06-GR-FY22		Loc	al Let		nents: No information	•			
Group	ed Project	Guardi	rail Mainten					МТ	P Reference: Project ID 204	
	Guardrail Repair FY22 at Varie				x, Guardrail Ma	intenance, Guardrai	I ding and dent		-	
	·					Con \$434 State				
Tota	Costs (includes costs prior t	to SFY21)*:	\$434			\$434				

MORF	PC ID Agency County-Route-Section	PID	AirQ	Length						
	Project Location and Description	rintion Pro	ject Type			2022	2023		2024	Future Years**
				Phase/Amour		Phase/Amount*/Source	Phase/Amount*/Sou	ırce	Phase/Amount*/Source	Phase/Amount*/Source
3722	ODOT 6	105863	E	mi		ponents: No information pr				
_	D06-PMA FY23			ocal Let	Bike Com	ponents: No information pr	ovided.			
Group	ed Project		nent Mark		4) '''				Reference: Project ID 204	
	PMA FY23 at District 6, Paven	nent Marking,	, I wo yea	r (FY 23 & 24	4) auxiliary p	pavement marking contract f	or various routes throu	_	istrict Six.	
							Con \$150 Stat			
Tota	l Costs (includes costs prior t	o SFY21)*:	\$165				\$165			'
3246	ODOT 6	100768	Е	mi	Ped Com	ponents: No information pr	ovided.			
	D06-PMA-FY21		Lo	ocal Let	Bike Com	ponents: No information pr	ovided.			
Group	ed Project	Pavem	nent Mark	ting				MTP	Reference: Project ID 205	
	Auxiliary Pavement Marking (F	Y21 & 22) at	various r	outes througl	hout District	Six, Pavement Marking, on	various routes through	hout Dist	rict Six.	
				Con \$6 5 Con \$150 5						
Tota	l Costs (includes costs prior t	o SFY21)*:	\$156	\$156	Sidle					
3245	ODOT 6	100766	E	mi		ponents: No information pr				
	D06-PMF-FY21			ocal Let	Bike Com	ponents: No information pr	ovided.			
Group	ed Project		nent Mark	- U					Reference: Project ID 205	
	Fast Dry Pavement Marking F	Y23 at Variou			istrict Six, P _{State}	'avement Marking, One year	fast dry pavement ma	arking co	ntract.	
				Con \$60 \$ Con \$3,000 \$						
Tota	l Costs (includes costs prior t	o SFY21)*:	\$3,060	\$3,060		.				·
3726	ODOT 6	108082	Е	mi	Ped Com	ponents: No information pr	ovided.			
	D06-PMF-FY23		Lo	ocal Let	Bike Com	ponents: No information pr	ovided.			
Group	ed Project	Pavem	nent Mark	ting				MTP	Reference: Project ID 204	
	Fast Dry Pavement Marking F	Y23 at Distric	t 6, Pave	ment Marking	g, Various ro	outes throughout District Six.	One year fast dry pav	vement n	narking contract.	
							Con \$140 Stat			
Tota	l Costs (includes costs prior t	o SEV21)**	\$3.640				Con \$3,500 Stat \$3,640	ie		
TOtal	T Costs (includes costs prior t	0 3F121) .	\$3,040				φ3,040			
3725	ODOT 6	108083	Е	mi	Ped Com	ponents: No information pr	ovided.			
	D06-PMF-FY24		Lo	ocal Let	Bike Com	ponents: No information pr	ovided.			
Group	ed Project		nent Mark	0					Reference: Project ID 204	
	Fast Dry Pavement Marking F	Y24 at Distric	t 6, Pave	ment Marking	g, Various ro	outes throughout District Six.	One year fast dry pav	vement m		
									Con \$3,500 State Con \$140 State	
Tota	l Costs (includes costs prior t	o SFY21)*:	\$3,640			.	1		\$3,640	1
	•	*								

MORP	PC ID Agency County-Route-Section	PID	AirQ	Length						
	Project Location and Descr	Proj	ject Type	202 Phase/Amou		2022 Phase/Amount*/Source	2023 Phase/Amount*/Source	na Phase/A	2024 Amount*/Source	Future Years** Phase/Amount*/Source
3727	ODOT 6	108085	E	mi		ponents: No information pro		1 11436/2	anount 700uroc	T Hast/Allibant /oodise
	D06-RPM FY24		Lo	ocal Let	Bike Com	ponents: No information pro	ovided.			
Group	ed Project	Raised	l Paveme	ent Markers				MTP Referen	ce: Project ID 204	
	RPM FY24 at District 6, Raised	d Pavement N	/larkers, l	Raised pave	ment marker	project on various routes th	roughout District Six- F	1		
								Co Co		
Total	l Costs (includes costs prior to	SFY21)*:	\$220			l			\$220	
3247	ODOT 6	100769	Е	mi	Ped Com	ponents: No information pro	ovided.			
	D06-RPM-FY21			ocal Let	Bike Com	ponents: No information pro	ovided.			
Group	ed Project			ent Markers				MTP Referen	ce: Project ID 205	
	District 6 Raised Pavement Ma	irkers, Raised				outes throughout District Six.				
					State					
Total	l Costs (includes costs prior to	o SFY21)*:	\$156	\$156		'	'	'		'
3730	ODOT 6	105862	Е	mi	Ped Com	ponents: No information pro	ovided.			
	D06-RPM-FY23		Lo	ocal Let	Bike Com	ponents: No information pro	ovided.			
Group	ed Project			ent Markers					ce: Project ID 204	
	Raised Pavement Marking FY2	23 at District 6	6, Raised	Pavement I	Markers, Rais	sed pavement marker projec		ughout District	Six- FY23	
							Con \$20 State Con \$200 State			
Total	l Costs (includes costs prior to	SFY21)*:	\$220			'	\$220	'		'
3710	ODOT 6	91904	Е	mi	Ped Com	ponents: No information pro	ovided.			
	D06-SP FY21 Priority		Lo	ocal Let	Bike Com	ponents: No information pro	ovided.			
Group	ed Project			t Rehabilitat					ce: Project ID 204	
	SP FY21 Priority at Various loc	ations in D6				ent Rehabilitation, Spot pavir	ng repairs on priority sys	stem		
				Con \$200 Con \$2,000						
Total	l Costs (includes costs prior to	o SFY21)*:	\$2,200	\$2,200		'	'	'		·
3687	ODOT 6	100775	Е	mi	Ped Com	ponents: No information pro	ovided.			
	D06-SP FY22 General		Lo	ocal Let	Bike Com	ponents: No information pro	ovided.			
Group	ed Project			t Rehabilitat					ce: Project ID 204	
	SP FY22 General at various ge	eneral system	routes the	hroughout D	06, Minor Pa	1	paving on various gene	ral system rout	es throughout Distri	ct Six
						Con \$30 State Con \$1,000 State				
Total	l Costs (includes costs prior to	SFY21)*:	\$1,030			\$1,030				·

MORP	C ID Agency County-Route-Section	PID	AirQ	Length							
	Project Location and Descript	Pro ion	ject Type	202 ² Phase/Amour		2022 Phase/Amount*/Source	Phase/A	2023 Amount*/Source	e Phase/An	2024 nount*/Source	Future Years** Phase/Amount*/Source
3685	ODOT 6	100774	Е	mi	Ped Com	ponents: No information pr	ovided.				_
	D06-SP FY22 Priority		Lo	cal Let	Bike Com	ponents: No information pr	ovided.				
Groupe	ed Project	Minor	Pavemen	t Rehabilitati	on				MTP Reference	e: Project ID 204	
	SP FY22 Priority at various priority	y routes th	nroughout	District Six,	Minor Paver	nent Rehabilitation, Spot pa	ving repairs	s on priority s	ystem on variou	s routes and loca	tions
						Con \$2,000 State					
Total	Costs (includes costs prior to S	EV24*.	¢2.045			Con \$45 State \$2,045					-
TOTAL	Costs (includes costs prior to 3	F121).	\$2,045			φ 2 ,045					
3708	ODOT 6	110696	Е	mi	Ped Com	ponents: No information pr	ovided.				
	D06-SP FY23 Concrete		Lo	cal Let	Bike Com	ponents: No information pr	ovided.				
Groupe	ed Project	Minor	Pavemen	t Rehabilitati	on				MTP Reference	e: Project ID 204	
	SP FY23 Concrete at Various rou	tes throug	hout Dist	rict Six, Mino	r Pavement	Rehabilitation, Spot concret	e slab repa	air on various	routes througho	ut District Six	
							Con	\$64 Federa	al		
							Con	\$16 State \$1,600 Federa	N.		
							Con	\$400 State	11		
Total	Costs (includes costs prior to S	FY21)*:	\$2,080			'	\$	52,080			- '
3704	ODOT 6	110699	Е	mi	Ped Com	ponents: No information pr	ovided.				
	D06-SP FY23 General			cal Let		ponents: No information pr					
Groupe	ed Project	Minor		t Rehabilitati		, , , , , , , , , , , , , , , , , , ,	01.000.		MTP Reference	e: Project ID 204	
O.oup.	SP FY23 General at Various gene					Pavement Rehabilitation, S	Spot pavino	on various o		•	District Six
	o zo oonoral at ramous gene	oral oyoto.		0 ag. 10 at 2 .	ouriot , 11		Con	\$32 Federa		outoo iin ougirout i	
							Con	\$8 State			
							Con	\$800 Federa	al		
Total	Costs (includes costs prior to S	EV21)*•	\$1,040				Con	\$200 State \$1,040			_
TOtal	Costs (includes costs prior to 3	1 121).	Ψ1,040				Ψ	71,040			
3693	ODOT 6	108070	Е	mi	Ped Com	ponents: No information pr	ovided.				
	D06-SP FY24 General		Lo	cal Let	Bike Com	ponents: No information pr	ovided.				
Groupe	ed Project	Minor	Pavemen	t Rehabilitati	on				MTP Reference	e: Project ID 204	
	SP FY24 General at Various gene	eral syster	n routes t	hroughout Do	06, Minor Pa	vement Rehabilitation, Spot	t paving on	various gene	eral system route	es throughout Dist	rict Six
									Con	\$40 State	
T- ()	Ocate (includes as a section in the	F\(0.4\)*	64.040							\$1,000 State	_
I otal	Costs (includes costs prior to S	FY21)*:	\$1,040							\$1,040	

MORP	C ID Agency County-Route-Section	PID	AirQ I	Length						
	Project Location and Descri	Proj	ect Type	202 hase/Amou		2022 e/Amount*/Source	2023 Phase/Amount*/S	Paa	2024 Phase/Amount*/Source	Future Years** Phase/Amount*/Source
3717	ODOT 6	108071	E	mi		s: No information pro		Source	Phase/Amount /Source	Phase/Amount /Source
	D06-SP FY24-Concrete		Loc	al Let	Bike Component	s: No information pro	ovided.			
Groupe	ed Project	Minor F	Pavement	Rehabilitat	ion			MTP F	Reference: Project ID 204	
	Spot concrete slab repair at Dis	trict 6, Minor	Pavement	t Rehabilita	ation, on various rout	es throughout Distric	ct Six.			
									Con \$80 State Con \$2,000 State	
Total	Costs (includes costs prior to	SFY21)*:	\$2,080						\$2,080	
	(+=,000						+- ,	
3272	DCT	104522	E	mi	Ped Component	s: No information pro	ovided.			
	DEL-DCT 2021 Operating Assis	stance-	Loc	al Let	Bike Component	s: No information pro	ovided.			
		Transit	Operating					MTP F	Reference: Project ID 201	
	DCT 2021 Operating Assistance	e, Transit Op	erating, Sp		Operating 1 - 75 Bu	ises.	,			
			Othe Othe		Sec 5307					
			Othe	•	Local-Transit					
Total	Costs (includes costs prior to	SFY21)*:	\$3,007	\$3,007					'	
3741	DCT	111773	SA	mi	Ped Component	s: No information pro	ovided.			
0	DEL-DCT 2021 Vehicle Expans	_	_	al Let		s: No information pro				
			Expansion					MTP F	Reference: Project ID 142	
	DCT 2021 Vehicle Expansion, 7				Vehicle Expansion.				•	
		•	Othe	er \$900	Local-Transit					
Total	Costs (includes costs prior to	SFY21)*:	\$900	\$900						
3274	DCT	104524	Е	0 mi	Ped Component	s: No information pro	ovided.			
	DEL-DCT 2021 Vehicle Replace	ement-	Loc	al Let	Bike Component	s: No information pro	ovided.			
		Transit	Replacem	ent Capita	l			MTP F	Reference: Project ID 142	
	DCT 2021 Vehicle Replacemen	nt, Transit Re	placement	Capital, Lo	ess than 30' vehicles	s - fiberglass replacer	ment. Buy Replace	ements - Var	is.	
T- (-)	10-1-1-1-1-1-1-1-1	05/04/*	Othe		Local-Transit					
lotai	Costs (includes costs prior to	SFY21)*:	\$360	\$360						
3740	DCT	111776	Е	mi	Ped Component	s: No information pro	ovided.			
	DEL-DCT 2022 Operating Assis	stance-	Loc	al Let	Bike Component	s: No information pro	ovided.			
		Transit	Operating					MTP F	Reference: Project ID 200	
	DCT 2022 Operating Assistance	e, Transit Op	erating, Sp	pecial Rule						
					Other Other	\$165 \$325 Sec 5307				
						\$2,197 Local-Transit				
Total	Costs (includes costs prior to	SFY21)*:	\$2,687			\$2,687				

MORP	C ID Agency County-Route-Section	PID	AirQ	Length							
	Project Location and Descr	Proj iption	ject Type	2021 Phase/Amoun		2022 /Amount*/Source	Phase/A	2023 Amount*/Source		024 ount*/Source	Future Years** Phase/Amount*/Source
3742	DCT	111778	Е	mi		: No information pro					
	DEL-DCT 2022 Vehicle Replac	ement-	Le	ocal Let	Bike Components	: No information pro	vided.				
		Transit	Replace	ment Capital				MTP	Reference:	Project ID 142	
	DCT 2022 Vehicle Replacemen	nt, Transit Re	placeme	nt Capital, Le			ment. Buy	Replacements - Bu	s < 30 FT		
Total	Costs (includes costs prior to	SFY21)*:	\$360		Other	\$360 Local-Transit \$360					
3739	DCT	111779	Е	mi	Ped Components	: No information pro	vided.				
	DEL-DCT 2023 Operating Assis	stance-	Le	ocal Let	Bike Components	: No information pro	vided.				
		Transit	Operatii	ng				MTP	Reference:	Project ID 200	
	DCT 2023 Operating Assistance	e, Transit Op	erating,	Special Rule	Operating 1 - 75 Bus	ses	1		1		
							Other Other	\$165 \$325 Sec 5307			
							Other	\$2,264 Local-Transit			
Total	Costs (includes costs prior to	SFY21)*:	\$2,754				\$	52,754			
3746	DCT	111782	Е	mi	Ped Components	: No information pro	vided.				
	DEL-DCT 2023 Vehicle Replac	ement-	Le	ocal Let		: No information pro					
		Transit	Replace	ment Capital				MTP	Reference:	Project ID 142	
	DCT 2023 Vehicle Replacemen	nt, Transit Re	placeme	nt Capital, Le	ss than 30' vehicles	- fiberglass replacer	nent. Buy	Replacements - Bu	s < 30 FT		
Total	Casta (includes assets maisu to	CEV04)*-	* 000				Other				
lotai	Costs (includes costs prior to) SF 121)":	\$360					\$360			
3738	DCT	111783	Ε	mi	Ped Components	: No information pro	vided.				
	DEL-DCT 2024 Operating Assis	stance-	Le	ocal Let	Bike Components	: No information pro	vided.				
			Operatii	0				MTP	Reference:	Project ID 200	
	DCT 2024 Operating Assistance	e, Transit Op	erating,	Special Rule	Operating 1 - 75 Bu	ses			- 01	0405	
									Other Other	\$165 \$325 Sec 5307	
									Other	\$2,333 Local-Transit	
Total	Costs (includes costs prior to	SFY21)*:	\$2,823						\$2	2,823	
3747	DCT	111784	E	mi	Ped Components	: No information pro	vided.				
	DEL-DCT 2024 Vehicle Replac	ement-	Le	ocal Let	Bike Components	: No information pro	vided.				
		Transit	Replace	ment Capital				MTP	Reference:	Project ID 142	
	DCT 2024 Vehicle Replacemen	nt, Transit Re	placeme	nt Capital, Le	ss than 30' vehicles	- fiberglass replacer	ment. Buy	Replacements - Bu	1		
Total	Costs (includes costs prior to	SEV21*•	\$360						Other	\$360 Local-Transit	
TOLAT	Costs (includes costs prior to	J 3F 121) .	ゆつのひ							ψουυ	

MORPC ID Agency County-Route-S	PID	AirQ	Length					
-	Pro	oject Typ	e 202	1	2022	2023	2024	Future Years**
Project Location	and Description		Phase/Amour	nt*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
673 ODNR	109345	5 E	mi	Ped Com	ponents: No information pr	rovided.		
DEL-Delaware WL	A Resurface-	L	ocal Let	Bike Com	ponents: No information pr	rovided.		
Frouped Project	Parks						P Reference: Project ID 204	
Delaware WLA Re	surface, Parks, ODNR p	-			oseal) in Delaware Wildlife A	Area. Work to be performed	by ODOT Maintenance crews	
			Con \$20 S					
Total Costs (includes co	osts prior to SFY21)*:	\$165						
778 DISTRICT 6-PLAN	_		mi		ponents: Not applicable.			
DEL-FY23 - Chipse			ocal Let		ponents: Not applicable.			
			nt Rehabilitati				P Reference: Project ID 204	
FY23 - Chipseal, M	linor Pavement Rehabili	itation, FY	'23 Chipseal F	Project: DEL	-521-2.29-7.86 UNI-47-0.00			
						Con \$684 Federal Con \$171 State		
						Con \$7 State		
						Con \$27 Federal		
Total Costs (includes co	osts prior to SFY21)*:	\$889				\$889		
276 Delaware County	105739) E	1.59 mi	Ped Com	ponents: Widen shoulder.	1.59 mi. added to ped netwo	ork.	
DEL-Red Bank Rd	-Resurfacing	L	ocal Let		•	1.59 mi. added to bike netwo		
	•	rfacing			•		P Reference: Project ID 204	
Red Bank Rd from	Smothers Rd to Gorsuc	ch Rd, Re	surfacing, incl	luding conve	erting existing turf shoulders	to 4-foot minimum paved sh	oulders and replacing deficier	nt guardrail and road signs
						Con \$848 STBG-M		
	0510414	A 4 400				Con \$565 Local		.
Total Costs (includes co	osts prior to SFY21)*:	\$1,463				\$1,413		
002 Delaware County	97431	Е	0.15 mi	Ped Com	ponents: Sidewalk on 1 sid	de. Pedestrian facilities in the	vicinity of the roundabout 0.1	5 mi. added to ped netwo
DEL-CR013-05.02		L	ocal Let	Bike Com	ponents: No information pr	rovided.	•	·
rouped Project	Inters	ection Mo	odification			MTI	P Reference: Project ID 765	
	t Worthington Rd/Rome	Corners I	Rd, Intersection	on Modificat	ion, Realign and reconstruct	t intersection by constructing	a single lane roundabout. Loc	ated in Genoa Township.
					Con \$938 STBG-C			
					Con \$1,514 Local			.
Total Costs (includes co	osts prior to SFY21)*:	\$2,452			\$2,452			

MORP	C ID Agency	PID	AirQ	Length				
	County-Route-Section	Dro	signet Tyme	2021	2022	2023	2024	Future Years**
	Project Location and Desc	cription	oject Type	Phase/Amount*/Sou		Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
263	Delaware County	103828	Е	5.7 mi Pec	Components: Widen shoulde	r. 5.7 mi. added to ped netwo	rk.	
	DEL-CR021/CR-72-03.69/3.4	15	Lo	cal Let 🗸 Bike	Components: Widen shoulde	er. 5.7 mi. added to bike netwo	rk.	
		Resur	rfacing			MT	P Reference: Project ID 204	
	Cheshire Rd & Africa Rd from for existing recreational off-ro			Center Rd, Resurfa	acing, convert existing turf shou	ılders to 4-ft paved shoulders,	replace deficient guardrail and	signage, and add signage
						Pay \$564 STBG-M	Pay \$1,127 STBG-M	Pay \$1,127 STBG-M Pay \$564 STBG-M
Total	Costs (includes costs prior	to SFY21)*:	\$4,561			\$564	\$1,127	\$1,691
661	ODOT 6	110797	Е	mi Ped	I Components: No information	provided.		
	DEL-US023-01.39		Lo	cal Let Bike	Components: No information	provided.		
roupe	ed Project	Inters	ection Mod	lification		MT	P Reference: Project ID 185	
	US-23 at Powell Rd (SR-750)), Intersection	Modification	n, Intersection imp	provement to increase safety a	nd reduce congestion by adding	g a SB right turn lane	
					Con \$180 HSIP			
					Con \$20 State Con \$18 Federal			
					Con \$2 State			
Total	Costs (includes costs prior	to SFY21)*:	\$220		\$220	'	'	'
3624	ODOT 6	109156	Е	mi Ped	I Components: No information	provided.		
	DEL-US023-07.60		Lo		Components: No information	•		
Groupe	ed Project	Bridge	e Maintena	nce Activities	·	•	P Reference: Project ID 203	
·	•				ce Activities, Repairs and deck			
			PE I	_	PE DD \$765 State		·	
			PE I	DD \$120 State	Con \$428 Federal			
					Con \$1,530 State Con \$107 State			
					Con \$6,120 Federal			
Total	Costs (includes costs prior	to SFY21)*:	\$9,551	\$600	\$8,951			
8006	ODOT 6	97715			Components: No information	•		
	DEL-US023-08.95		Lo	cal Let Bike	Components: No information	provided.		
		Culve	rt Maintena	ance		MT	P Reference: Project ID 203	
	US 23 at 0.2 mi N of SR-315 Wolfinger Rd).	(Oberlander F	Run), Culve	ert Maintenance, R	eplace culverts at DEL-23-8.96	over Oberlander Run and MAI	R-423-2.14 over Myers Ditch (0	0.2 mi N of TR 134
					Con \$386 State			
					Con \$50 State			
Tetal	Coots (includes seets :::'-:	40 CEV041*	¢4 000		Con \$1,544 Federal			
ıotal	Costs (includes costs prior	to SFY21)*:	\$1,980		\$1,980			

/IORPC	CID Agency County-Route-Section	PID	AirQ	Length					
		Proje	ect Typ	e 2021	1	2022	2023	2024	Future Years**
	Project Location and Desc	cription		Phase/Amour	nt*/Source Phase	e/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
715 (ODOT 6	110619	Е	mi	Ped Component	s: No information pr	ovided.		
I	DEL-US023-10.150		L	ocal Let	Bike Component	s: No information pr	ovided.		
roupe	d Project	Minor F	Paveme	nt Rehabilitation	on		MT	P Reference: Project ID 204	
	US-23 from N of Cottswold Di Concrete Pavement Repair: D			Pavement Re	habilitation, Urban F	aving/Priority Syste	m Project: DEL-23-10.15-10	.81 (just South of TR-314 to ju	ust North of US-42). CPR
					Con	\$9 Federal			
					Con Con	\$2 Local \$1 State			
					Con	\$1 State \$234 Federal			
					Con	\$16 State			
					Con	\$42 Local			
Total (Costs (includes costs prior	to SFY21)*:	\$304			\$304			
'18 (ODOT 6	110603	Е	mi	Ped Component	s: No information pr	ovided.		
	DEL-US023-17.750		L	ocal Let	Bike Component	s: No information pr	ovided.		
roupe	d Project	Resurfa	acing				MT	P Reference: Project ID 204	
	US-23 from North of Troutman	n Rd to Waldo	Delawa	re Rd, Resurfa	acing, CPR Concret	e Pavement Repair:	DEL-23-17.75-17.85 AC Ov	erlay with Repairs:DEL-23-17	.85-20.84
					Con	\$2,394 Federal			
					Con	\$599 State			
					Con	\$24 State			
Total (Costs (includes costs prior	to SEV21*-	¢2 112		Con	\$96 Federal \$3,113			.
i Otai C	Costs (includes costs prior	10 35 121) .	\$3,113			Ф 3,113			
83 (ODOT 6	109070	Ε	mi	Ped Component	s: No information pr	ovided.		
	DEL-US036-0.000		L	ocal Let	Bike Component	s: No information pr	ovided.		
roupe	d Project	Major F	Rehabilit	ation			MT	P Reference: Project ID 204	
ı	US 36 from Union County Line	e to exisiting pa	avemen	t break at the	curbed section, Maj	or Rehabilitation, wi	dening and resurfacing proje	ect	
	•				Con	\$1,100 State			
					Con	\$1,200 Federal			
					Con	\$300 State			
					Con	\$4,400 Federal \$224 Federal			
					Con	\$56 State			

MORP	PC ID Agency County-Route-Section	PID	AirQ	Length					
		Pro	ject Typ	e 20	021	2022	2023	2024	Future Years**
	Project Location and Desc	ription		Phase/Amo	ount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3656	ODOT 6	110445	Е	mi	Ped Com	ponents: No information pro	ovided.		
	DEL-US036-04.97		L	ocal Let	Bike Com	ponents: No information pre	ovided.		
Group	ed Project	Interse	ection Mo	odification			MTI	P Reference: Project ID 185	
	US-36 at SR-257, Intersection	Modification,	Intersec			ase safety and reduce cong	estion		
					State State				
					Federal				
					HSIP				
Total	l Costs (includes costs prior t	to SFY21)*:	\$220	\$220	J				
2941	Delaware	105799	E	8.7 mi	Ped Com	ponents: Maybe - To be de	etermined.		
	DEL-US036-07.87		L	ocal Let	Bike Com	ponents: Bicycle detectors.			
		Signal	s				MTI	P Reference: Project ID 334	
	Delaware Signal System Upgr City of Delaware.	rade, Signals,	upgrade	signal syst	ems covering	37 intersections along Sand	usky Street, William Street (US-36), Central Avenue (SR-3	7), and London Rd in the
	Only of Bolaware.					Con \$2,500 CMAQ-M			
						Con \$298 Local			
Total	l Costs (includes costs prior t	to SFY21)*:	\$3,323			\$2,798			
3212	Delaware	103626	SA	0.72 mi	Ped Com	ponents: Multi-use path on	2 sides. 0.7 mi. added to pe	ed network.	
	DEL-US036-11.030		L	ocal Let	Bike Com	ponents: Multi-use path on	2 sides. 0.35 mi. added to b	pike network.	
		Major	Widenin	g/Bridge Re	placement		MTI	P Reference: Project ID 1347	
	US-36 & SR-37 from W of Fol CSXT Railroad structure on the					from 2 lanes to 5 lanes & B	Bridge Replacement, Constru	ct additional lanes on US 36/S	R 37 and reconstruct the
	COXT Ramoud structure on the	ic cast side of			HSIP	Con \$6,400 Federal			Con \$13,290 STBG-M
			PI	DD \$42	Local	Con \$1,600 State			Con \$3,323 Local
						Con \$256 Local Con \$807 STBG-S			
						Con \$75 Local			
Total	l Costs (includes costs prior t	to SFY21)*:	\$31,084	\$416	j	\$9,138			\$16,613
3696	ODOT 6	106268	Е	mi	Pod Com	ponents: No information pro	ovidad		
3090	DEL-US036-11.290	100200		ocal Let	_	ponents: No information property:			
Group				ocai Let	DIKE COIII	ponents. No iniornation pr	ovided.		
GIUUD		Minor		ot Dobabilit	ation		MTI	Deference: Project ID 204	
	ed Project		Paveme	nt Rehabilita		DEL 26 11 20 12 45 (NS b.		Reference: Project ID 204	Dolawara to Lagua
		ware Corp Lir	Paveme	r Pavement	Rehabilitation,	, DEL-36-11.29-12.45 (NS b out Repairs:DEL-36-11.29-12	ridge to Delaware Corp limit)	•	Delaware to Leave
	ed Project US 36 from NS Bridge to Dela	ware Corp Lir	Paveme	r Pavement	Rehabilitation,	, DEL-36-11.29-12.45 (NS b out Repairs:DEL-36-11.29-12	ridge to Delaware Corp limit)	& DEL-36-12.70-12.81 (Enter	Delaware to Leave
,	ed Project US 36 from NS Bridge to Dela	ware Corp Lir	Paveme	r Pavement	Rehabilitation,	, DEL-36-11.29-12.45 (NS b out Repairs:DEL-36-11.29-12	ridge to Delaware Corp limit)	& DEL-36-12.70-12.81 (Enter Con \$20 Federal Con \$508 Federal	Delaware to Leave
	ed Project US 36 from NS Bridge to Dela	ware Corp Lir	Paveme	r Pavement	Rehabilitation,	, DEL-36-11.29-12.45 (NS b ut Repairs:DEL-36-11.29-12	ridge to Delaware Corp limit)	& DEL-36-12.70-12.81 (Enter	Delaware to Leave

MORE	PC ID Agency	PID	AirQ	Length					
	County-Route-Section	Dro	in at Turn	202	1	2022	2023	2024	Future Years**
	Project Location and Des	cription	ject Typ	Phase/Amou		se/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
355	ODOT 6	110444	Е	mi	Ped Componer	nts: No information p	rovided.		
	DEL-US036-18.27		L	ocal Let	Bike Componer	nts: No information p	rovided.		
roup	ed Project	Interse	ection M	odification			IV	ITP Reference: Project ID 18	35
	US-36 at Wilson Rd, Intersec	ction Modification	on, Inter	section impro	vement to increase	e safety and reduce c	ongestion		
					Co				
					Co				
					Co	on \$450 HSIP			
ota	l Costs (includes costs prior	to SFY21)*:	\$550)		\$550			
268	ODOT 6	104502	Е	0.26 mi	Ped Componer	nts: No information p	rovided.		
	DEL-US036-18.79		L	ocal Let	Bike Componer	nts: No information p	rovided.		
oup	ed Project	Interse	ection M	odification/Bri	dge Deck Overlay		N	ITP Reference: Project IDs 2	203/ 185
	US-36/SR-37 at Galena Rd, Concrete deck overlay on US	Intersection Mo 3-36 bridge ove	odificatio er Little V	n & Bridge De Valnut Creek.	eck Overlay, provid	de EB and WB left tur	n lanes, replace signal, add	d intersection lighting and dile	mma zone detection.
						on \$126 State on \$156 Federal			
					Co				
						on \$1,132 HSIP			
Tota	l Costs (includes costs prior	to SEV21*•	\$2,048		Co	on \$13 State \$1,521			
Ota	T Costs (includes costs prior	10 31 121).	Ψ 2,040	•		ψ1,521			
559	Delaware County	111819	Е	mi	Ped Componer	nts: No information p	rovided.		
	DEL-US036-19.90		L	ocal Let 🗸	Bike Componer	nts: No information p	rovided.		
oup	ed Project	Interse	ection M	odification			IV	ITP Reference: Project ID 18	35
	US-36/SR-37 at Carter's Cor	ner Rd/Domiga	ın Rd, In	tersection Mo	dification, Constru		US36/SR37 at intersection	of CR33/TR33 (Carter's Cor	ner/Domigan Road).
					Co				
Γota	l Costs (includes costs prior	to SFY21)*:	\$1,573	 		\$1,573		l	
200	ODOT 6	96308	Е	0.2 mi	Pod Componer	nts: No information p	rovidad		
		30300		ocal Let		nts: No information p			
192	DEL-HS036-21 96		-	.ocai Let	Bike domponer	its. No information p		ITP Reference: Project ID 20	13
	DEL-US036-21.96 led Project	Bridge	Renair					The residence in repositing Ed	
	ed Project		Repair ce concr	ete culvert ov	er Prairie Run.		14		
				ete culvert ov	er Prairie Run.			Con \$196 Federal	
	ed Project			ete culvert ov	er Prairie Run.			Con \$49 State	
	ed Project			ete culvert ov	er Prairie Run.				

	2015 4	DID	41.0							
MORF	C ID Agency County-Route-Section	PID	AirQ	Length						
		Pro	ject Typ				.022	2023	2024	Future Years**
	Project Location and Desc			Phase/Amor		Phase/Amo		Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3707	ODOT 6	110050	Е	mi	Ped Comp	onents: No	information pro	ovided.		
	DEL-SR037-23.00		L	ocal Let	Bike Comp	onents: No	information pro	ovided.		
Group	ed Project	Minor	Paveme	nt Rehabilita	tion			MTF	Reference: Project ID 204	
	SR 37 & SR 521 from Sunbur & DEL-521-2.29-7.86 (Del con DEL-521-2.29-7.86	ry Corp Limit & rp limit to sout	& Delawa	are Corp Limi ee B's & K in	t to Licking Co i.) AC Overlay	unty & S of [*] with Repairs	Three B's & K, : DEL-37-23.00	Minor Pavement Rehabilitati 0-23.30 AC Overlay Without	on, DEL-37-23.00-29.08 (Sur Repairs: DEL-37-23.30-29.08	bury Corp limit to LIC Co) Fine Graded AC Overlay:
							8 State			
						,	1 Federal 5 State			
							9 Federal			
Tota	Costs (includes costs prior	to SFY21)*:	\$1,912	!		\$1,91				· · · · · · · · · · · · · · · · · · ·
2000	ODOT C	400074		:	D. J. C.	NI=	:f	المام		
3682	ODOT 6	109074		mi			information pro			
_	DEL-042-2.29			ocal Let	Bike Comp	onents: No	information pro		D :	
Group	ed Project		Rehabili						Reference: Project ID 204	
	US 42 from safety job end lim Installation of center line and			s. ·	,	of Fern Dr, M	ajor Rehabilita	tion, Resurface US 42 to incl	lude pavement repairs and sh	oulder widening (to 4').
				Con \$630						
				Con \$117 Con \$106						
					Federal					
				Con \$60	State					
				Con \$1,049	HSIP					
					Federal Federal					
Tota	Costs (includes costs prior	to SFY21)*:	\$5.184		reuerai					
	, , , , , , , , , , , , , , , , , , , ,		4-,	+=,,						
3322	ODOT 6	104623	Ε	0.19 mi	Ped Comp	onents: No	information pro	ovided.		
	DEL-SR061-04.71		L	ocal Let	Bike Comp	onents: No	information pro	ovided.		
Group	ed Project	Interse	ection M	odification				MTF	Reference: Project ID 185	
	SR-61 at Wilson Rd (SR-656)	, Intersection	Modifica	tion, Constru	ct roundabout	at the inters	ection.			
				ROW \$1	State					
					HSIP					
				Con \$1,680	HSIP Federal					
					Local					
				Con \$320						
Total	Costs (includes costs prior	to SFY21)*:	\$2,436	\$2,150						

MOR	PC ID Agency County-Route-Section	PID	AirQ	Length					
		Pro	ject Type			2022	2023	2024	Future Years**
	Project Location and Desc	ription		Phase/Amour	t*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
665	Delaware County	111806	Е	mi	Ped Com	ponents: No information p	rovided.		
	DEL-TR119-0.56		Lo	cal Let	Bike Com	ponents: No information p	provided.		
roup	ped Project	Interse	ection Mod	dification			MT	P Reference: Project ID 185	
	Sawmill Rd at Presidential Pky				uct a round	about at the intersection of	TR119 (Sawmill Road) and (I	Presidential Parkway). ODOT	HSP funds in CONS
	phase. Local-let by Delaware (County Engine	eer's Offic	e.					
						Con \$500 HSIP Con \$891 Local			
Tota	l Costs (includes costs prior t	o SFY21)*:	\$1,391			\$1,391			
	•		. ,						
325	Delaware County	109062	Е	mi		ponents: No information p			
	DEL-CR163-04.34		Lo	cal Let	Bike Com	ponents: No information p	provided.		
roup	ped Project	Bridge	Maintena	ance Activitie	S		MT	P Reference: Project ID 203	
	Warrensburg Rd at Scioto Rive	er, Bridge Ma	intenance	Activities, re	ehab a bridg	e in Scioto Township with r	new floor system, deck and ra	illing system, with minor appro	ach roadway work.
								Con \$39 Local	
								Con \$28 Local Con \$523 BR-Off	
Tota	l Costs (includes costs prior t	o SFV21)*·	\$589					\$589	
7000	. Coole (morauco coole prior c		ΨΟΟΟ					4000	
690	ODOT 6	107754	Е	mi	Ped Com	ponents: No information p	rovided.		
	DEL-229-3.48		Lo	cal Let	Bike Com	ponents: No information p	rovided.		
roup	ped Project	Prevei	ntive Bridg	ge Maintenar	ice		МТ	P Reference: Project ID 203	
	SR 229 at Whetstone Creek, F			•		er Whetstone Creek (SLM		•	
	,		J	,		,	,,	Con \$40 State	
								Con \$160 Federal	
								Con \$2 State	
T-4-	d Coots (includes coots major t	- CEV04)*-	***					Con \$6 Federal	
Ota	l Costs (includes costs prior t	0 SF 121)":	\$208					\$208	
773	DISTRICT 6-PLANNING	112845	Е	10.15 mi	Ped Com	ponents: Not applicable.			
	DEL-US23-7.600		Lo	cal Let		ponents: Not applicable.			
		Minor		t Rehabilitati		,	МТ	P Reference: Project ID 204	
	US 23 from Cheshire Rd to Tro					I -23-7 60 to 17 75 (evaludi		•	esurfacing Project Asphal
	Concrete Overlay and Fine Gr							Tra to Frouthall Na DEL-23 N	ocanidoling i Tojoot Aspiral
	, , , , , , , , , , , , , , , , , , , ,		,			g g g		Con \$164 Federal	
								Con \$41 State	
								Con \$4,091 Federal	
								Con \$1,023 State	
	I Costs (includes costs prior t		\$5,319					\$5,319	

MORPC ID Agency	PID	AirQ	Length					
County-Route-Section	Proi	ect Type	2021		2022	2023	2024	Future Years**
Project Location and Desc	ription		Phase/Amount	*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3633 ODOT 6	107756	Е	mi	Ped Com	ponents: No information pr	ovided.		
DEL-SR257-00.21		Loc	cal Let	Bike Com	ponents: No information pr	ovided.		
Grouped Project	Bridge	Replacem	nent			МТ	P Reference: Project ID 203	
SR-257 at Deer Run, Bridge R	Replacement, le	ocated be	tween Stratfo	ord Ave and	l Heathrow Dr.			
							Con \$3 State Con \$320 Federal Con \$13 Federal Con \$80 State	
Total Costs (includes costs prior t	to SFY21)*:	\$416					\$416	
3711 ODOT 6	110055	Е	mi	Pod Com	ponents: No information pr	ravidad		
DEL-SR257-14.230	110033		cal Let		ponents: No information pr			
Grouped Project	Minor		Rehabilitatio		ponents. No information pr		P Reference: Project ID 204	
SR 257 from SR 37 to the Mai Prospect Village limit)					, Chip sealing: DEL-257-14.		•	.00-0.35 (DEL Co. Line to
					Con \$18 Federal			
					Con \$4 State Con \$442 Federal			
					Con \$111 State			
Total Costs (includes costs prior t	to SFY21)*:	\$575			\$575		'	
3657 ODOT 6	110446	Е	mi	Ped Com	ponents: No information pr	ovided.		
DEL-SR315-00.86			cal Let		ponents: No information pr			
Grouped Project	Interse	ction Modi			, in a o p.		P Reference: Project ID 185	
SR-315 at Jewett Rd, Intersec				ement to ir	crease safety and reduce o		1 110101011011 1000112 100	
Cit o lo di cowoli rid, lilicisco	Alon Modificati	PE D			Con \$1,350 HSIP	3000001		
					Con \$95 Federal			
					Con \$11 State			
Total Coata (includes aggister)	(- CEV04)*	64.055	ሴ ርር		Con \$150 State			.
Total Costs (includes costs prior t	to SFY21)":	\$1,655	\$50		\$1,605			

Destruct Leading and Description 1 Toject Type	Future Years** se/Amount*/Source S of Winter Rd, 0.5
3194 ODDT 6 DEL-SR315-05.00/6.40/8.10 Local Let Bike Components: No information provided. DEL-SR315-05.00/6.40/8.10 Local Let Bike Components: No information provided. Grouped Project Maintenance Activity & Culvert Sof Winter Rd. Con \$305 Federal Con \$304 Federal Con \$304 Federal Con \$304 Federal Con \$304 Federal Con \$324 State	
DEL-SR315-05.00/6.40/8.10 Grouped Project Maintenance Activity/Culvert Maintenance Excavate and replace unstable embankment along SR-315 for 0.5 mi S of Hyatts Rd, 0.5 mi N&S mi N&S of Bunty Station Rd; extend/modify culvert S of Winter Rd. Con \$95 Federal C	S of Winter Rd, 0.5
Grouped Project Maintenance Activity/Culvert Maintenance WITP Reference: Project IDs 203/ 204 Various locations on SR-315, Maintenance Activity & Culvert Maintenance, Excavate and replace unstable embankment along SR-315 for 0.5 mi S of Hyatts Rd, 0.5 mi N&S of Bunty Station Rd; extend/modify culvert S of Winter Rd. Con	S of Winter Rd, 0.5
Various locations on SR-315, Maintenance Activity & Culvert Maintenance, Excavate and replace unstable embankment along SR-315 for 0.5 mi S of Hyatts Rd, 0.5 mi N&S mi N&S of Bunty Station Rd; extend/modify culvert S of Winter Rd. Con	S of Winter Rd, 0.5
mi N&S of Bunty Station Rd; extend/modify culvert S of Winter Rd. Con \$95 Federal	S of Winter Rd, 0.5
Con \$24 State Con \$76 State Con \$76 State Con \$78 State Co	
DEL-SR315-Drainage Impr Grouped Project Maintenance Activity DEL-315 from Jewett Rd to Sherborne Ln, Maintenance Activity, DEL SR 315 at SLM .98 to 1.20, 1,58, 1.83, 2.01, 2.22. Improve drainage to alleviate ponding on the roadwithe road Con \$50 State Con \$50 Stat	
Grouped Project Maintenance Activity DEL-315 from Jewett Rd to Sherborne Ln, Maintenance Activity, DEL SR 315 at SLM .98 to 1.20, 1,58, 1.83, 2.01, 2.22. Improve drainage to alleviate ponding on the roadwithe road Con \$50 State Con \$500 State Con \$50 State Con \$500 State Total Costs (includes costs prior to SFY21)*: \$550 \$550 3675 ODOT 6 111608 E mi Ped Components: No information provided. DEL-US36-7.280 Local Let Bike Components: No information provided. Grouped Project Resurfacing MTP Reference: Project ID 204 US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing, DEL-36-7.28-10.15 (City of Delaware Corp to Sandusky Street) & DEL-521-0.00-0.18 (William Street) DEL-5	
Grouped Project Maintenance Activity DEL-315 from Jewett Rd to Sherborne Ln, Maintenance Activity, DEL SR 315 at SLM .98 to 1.20, 1,58, 1.83, 2.01, 2.22. Improve drainage to alleviate ponding on the roadwithe road Con \$50 State Con \$500 State Con \$50 State Con \$500 State Total Costs (includes costs prior to SFY21)*: \$550 \$550 3675 ODOT 6 111608 E mi Ped Components: No information provided. DEL-US36-7.280 Local Let Bike Components: No information provided. Grouped Project Resurfacing MTP Reference: Project ID 204 US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing, DEL-36-7.28-10.15 (City of Delaware Corp to Sandusky Street) & DEL-521-0.00-0.18 (William Street) DEL-5	
Total Costs (includes costs prior to SFY21)*: \$550 \$550 3675 ODOT 6 111608 E mi Ped Components: No information provided. DEL-US36-7.280 Local Let Bike Components: No information provided. Grouped Project Resurfacing MTP Reference: Project ID 204 US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing, DEL-36-7.28-10.15 (City of Delaware Corp to Sandusky Street) & DEL-521-0.00-0.18 (William Street) Con \$32 Federal	
Total Costs (includes costs prior to SFY21)*: \$550 \$550 3675 ODOT 6 111608 E mi Ped Components: No information provided. DEL-US36-7.280 Local Let Bike Components: No information provided. Grouped Project Resurfacing MTP Reference: Project ID 204 US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing, DEL-36-7.28-10.15 (City of Delaware Corp to Sandusky Street) & DEL-521-0.00-0.18 (William Street) Local Let Con S32 Federal	ay and flow across
Total Costs (includes costs prior to SFY21)*: \$550 \$550 3675 ODOT 6 111608 E mi Ped Components: No information provided. DEL-US36-7.280 Local Let Bike Components: No information provided. Grouped Project Resurfacing MTP Reference: Project ID 204 US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing, DEL-36-7.28-10.15 (City of Delaware Corp to Sandusky Street) & DEL-521-0.00-0.18 (William Street) Local Let Sike Components: No information provided. MTP Reference: Project ID 204 US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing, DEL-36-7.28-10.15 (City of Delaware Corp to Sandusky Street) & DEL-521-0.00-0.18 (William Street) Con \$32 Federal	
DEL-US36-7.280 Local Let Bike Components: No information provided. Grouped Project Resurfacing WTP Reference: Project ID 204 US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing, DEL-36-7.28-10.15 (City of Delaware Corp to Sandusky Street) & DEL-521-0.00-0.18 (William Street) to Sandusky Street) Urban Resurfacing Project AC Overlay without Repairs:DEL-36-7.28-10.15 (City of Delaware Corp to Sandusky Street)DEL-521-0.00-0.18 (William Street) Con \$32 Federal	
Grouped Project Resurfacing MTP Reference: Project ID 204 US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing, DEL-36-7.28-10.15 (City of Delaware Corp to Sandusky Street) & DEL-521-0.00-0.18 (William Street) Urban Resurfacing Project AC Overlay without Repairs: DEL-36-7.28-10.15 (City of Delaware Corp to Sandusky Street) DEL-521-0.00-0.18 (William Street) Con \$32 Federal	
US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing, DEL-36-7.28-10.15 (City of Delaware Corp to Sandusky Street) & DEL-521-0.00-0.18 (William Street) Urban Resurfacing Project AC Overlay without Repairs:DEL-36-7.28-10.15 (City of Delaware Corp to Sandusky Street)DEL-521-0.00-0.18 (William Street) Con \$32 Federal	
to Sandusky Street) Urban Resurfacing Project AC Overlay without Repairs:DEL-36-7.28-10.15 (City of Delaware Corp to Sandusky Street)DEL-521-0.00-0.18 (William Street) Con \$32 Federal	
	8 (William Street et to Sandusky
Con \$2 State Con \$792 Federal Con \$41 State Con \$157 Local Total Costs (includes costs prior to SFY21)*: \$1,029	
Total Costs (Includes Costs prior to 3F121) . \$1,029	
3634 ODOT 6 105433 E mi Ped Components: No information provided.	
DEL-SR521-12.75 Local Let Bike Components: No information provided.	
Grouped Project Bridge Replacement MTP Reference: Project ID 203	
SR-521 at Little Walnut Creek, Bridge Replacement, Full replacement. Located just west of SR-61. Con \$576 Federal Con \$144 State Total Costs (includes costs prior to SFY21)*: \$720	

	PC ID Agency County-Route-Section	PID	AirQ	Length					
	Project Location and Descrip	Pro otion	ject Type	2021 Phase/Amoun		2022 Phase/Amount*/Source	2023 Phase/Amount*/Source	2024 Phase/Amount*/Source	Future Years** Phase/Amount*/Source
3660	ODOT 6	110922	Е	mi	Ped Compo	nents: No information pro	ovided.		
	DEL-SR605-00.31		Lo	cal Let	Bike Compo	nents: No information pr	ovided.		
Group	ed Project	Interse	ection Mod	dification			MTI	P Reference: Project ID 185	
	SR-605 at Fancher Rd, Intersect	ion Modific	ation, to ir		•		is under consideration.		
			PE I			ROW \$400 HSIP	Con \$1,171 HSIP		
Tota	l Costs (includes costs prior to	SFY21)*:	\$1,778	\$125 \$125	ederai	\$400	Con \$82 Federal \$1,253		
3280	Powell	105806	Е	1.92 mi	Ped Compo	nents: Replace existing f	facilities.		
	DEL-CR609-02.24		Lo	cal Let	Bike Compo	nents: Replace existing t	facilities.		
		Resur	facing				MTI	P Reference: Project ID 204	
	Sawmill Pkwy from Seldom Seer	n Rd to Hor	me Rd, Re	surfacing, In	cludes upgrad				1.7
Tota	l Costs (includes costs prior to	SFY21)*:	\$1,496			Pay \$189 STBG-M \$189	Pay \$378 STBG-M \$378	Pay \$378 STBG-M \$378	Pay \$189 STBG-M \$189
3716	ODOT 6	110618	Е	mi	Ped Compo	nents: No information pro	ovided.		
	DEL-SR750-2.170		Lo	cal Let	Bike Compo	nents: No information pr	ovided.		
Group	ed Project	Resur	facing				MTI	P Reference: Project ID 204	
	Portions of SR-750 & SR-665, R East of Landfill Road). AC Overlay with Repairs:	esurfacing,	Urban/Ge	eneral Syster	n Paving: DEL	-750-2.17-4.21 (Sawmill I	Road to just West of SR-315) & FRA-665-6.99-8.34 (US-62	2 to concrete pavement
	DEL-750-2.17-2.26 & 3.87-4.21 FRA-665-6.99-8.34 AC Overlay without Repairs: DEI	750-2.26-	-3.87						
	FRA-665-6.99-8.34	750-2.26-	-3.87			Con \$33 Federal Con \$111 State Con \$816 Federal Con \$4 Local Con \$4 State Con \$93 Local			
Tota	FRA-665-6.99-8.34		-3.87 \$1, 0 61			Con \$111 State Con \$816 Federal Con \$4 Local Con \$4 State			
3679	FRA-665-6.99-8.34 AC Overlay without Repairs: DEI I Costs (includes costs prior to see Fairfield County FAI-CR VAR GR FY2022	SFY21)*: 105922	\$1,061 E Lo	mi cal Let ✔		Con \$111 State Con \$816 Federal Con \$4 Local Con \$4 State Con \$93 Local	ovided.		
3679	FRA-665-6.99-8.34 AC Overlay without Repairs: DEI I Costs (includes costs prior to see Fairfield County FAI-CR VAR GR FY2022 ed Project CR VAR GR FY2022 at various in	SFY21)*: 105922 Guard	\$1,061 E Lo Irail Upgra	cal Let ✓ de/Replace	Bike Compo	Con \$111 State Con \$816 Federal Con \$4 Local Con \$4 State Con \$93 Local \$1,061 nents: No information properties: No information properties of the content o	ovided.	P Reference: Project ID 204 arious county roads in Fairfield	d County funded by CEAO
3679	FRA-665-6.99-8.34 AC Overlay without Repairs: DEI I Costs (includes costs prior to see Fairfield County FAI-CR VAR GR FY2022 ed Project	SFY21)*: 105922 Guard	\$1,061 E Lo Irail Upgra	cal Let ✓ de/Replace	Bike Compo	Con \$111 State Con \$816 Federal Con \$4 Local Con \$4 State Con \$93 Local \$1,061 nents: No information properties: No information properties of the content o	ovided.	•	d County funded by CEAO

MORP	PC ID Agency County-Route-Section	PID	AirQ	Length					
	Project Location and Descript	Pro	ject Type	202 Phase/Amou		2022 Phase/Amount*/Source	2023 Phase/Amount*/Source	2024 Phase/Amount*/Source	Future Years** Phase/Amount*/Source
437	Canal Winchester FAI-Greengate Dr-Diley to Hill	NA	SA Lo	0.75 mi		onents: No information pronents: No information pronents:			
		New R	Roadway				M	TP Reference: Project ID 1837	
	Greengate Dr from Diley Rd & Ho	we Indust	rial Pkwy	to Hill Rd, N	ew Roadway,				
Total	Costs (includes costs prior to S	FY21)*:	\$3,000			Con \$3,000 Local \$3,000			
302	Canal Winchester	NA	Е	mi	Ped Comp	onents: No information pr	ovided.		
	FAI-Hill Rd-Kings Crossing		Lo	ocal Let	Bike Comp	onents: No information pr	ovided.		
		Interse	ection Mo	dification			M	TP Reference: Project ID 185	
	Hill Rd at Kings Crossing, Interse	ction Modi		•	The second secon		,		_
Total	Costs (includes costs prior to S	SFY21)*:	\$2,600	\$2,600 \$2,600	Local				
666	Fairfield County	110862	Е	mi	Ped Comp	onents: No information pr	ovided.		
	FAI-CR007-01.94		Lo	ocal Let 🗸	Bike Comp	onents: No information pr	ovided.		
roup	ed Project	Interse	ection Mo	dification			M	TP Reference: Project ID 185	
	Refugee Rd at four intersections, Road.	Intersection	on Modific	cation, Inters	ection improve	ements along Refugee Ro	ad at four intersections: Har	mon Road, Education Drive, Ha	armon Road, Pickerington
				• -	Local	ROW \$350 HSIP	Con \$1,420 HSIP		
			PE	DD \$80	HSIP	ROW \$39 Local	Con \$158 Local Con \$1,155 Local		
Total	Costs (includes costs prior to S	FY21)*:	\$3,211	\$89		\$389	\$2,733		·
699	ODOT 5	25436	Е	11.93 mi	Ped Comp	onents: No information pr	ovided.		
	FAI-IR070-00.00/LIC-70-00		Lo	ocal Let	Bike Comp	onents: No information pr	ovided.		
roup	ed Project	Resurf	facing				M	PReference: Project ID 204	
	I-70 from Franklin Co line to .16 m	niles E of S	SR-58, R	esurfacing, v	vith related wo	rk on I-70.			
						Con \$8,444 Federal			
Total	l Costs (includes costs prior to S	EV21*-	¢0 292			Con \$938 State \$9,382			
i Uldi	Costs (iliciades costs prior to 3	r (Z I) :	\$9,382			φ υ ,υο ∠			

MORP	C ID Agency County-Route-Section	PID	AirQ	Length	_						
	Project Location and Desc	eription Pro	ject Typ	e 202 Phase/Amou		2022 Phase/Amount*/Source	2023 Phase/Amount*/Source	2024 Phase/Amount*/Source	Future Years** Phase/Amount*/Source		
3774	DISTRICT 6-PLANNING FAI-SR674-0.00	112850		11.33 mi		omponents: Not applicable. omponents: Not applicable.					
		Minor	Paveme	nt Rehabilitat			MT	P Reference: Project ID 204			
	SR 674` from US22 to Frankli Project Asphalt Concrete Ove						uding small portion in Fairfield County); US 22 to Franklin Co LineSR 674 Resurfacinç Las needed.				
			·	·	-			Con \$2,973 Federal Con \$743 State Con \$119 Federal Con \$30 State			
Total	Costs (includes costs prior	to SFY21)*:	\$3,864			'		\$3,864	- '		
3413	Dublin	NA	Е	0.3 mi	Ped Co	omponents: No information	provided.				
	FRA-Avery Rd Sidewalk Conr	nections-	L	ocal Let	Bike Co	omponents: No information	provided.				
		Sidewa	alks				MT	P Reference: Project ID 186			
	Avery Rd Sidewalk Connection Manteo Dr (~630 LF); 3) St M						along the E side of Avery Rd:	1) Hyland Dr to Tara Hill (~34	10 LF); 2) Tara Hill to		
Total	Costs (includes costs prior	to SFY21)*:	\$90	Con \$75 \$75	Local				.		
3787	Reynoldsburg	NA	Е	mi	Ped Co	omponents: Multi-use path.					
	FRA-Blacklick Trail Extension	-JFK Park	L	ocal Let	Bike Co	omponents: Multi-use path.					
			Jse Path	-			MT	P Reference: Project ID 303			
	Blacklick Trail Extension from	JFK Park to E	Broad St	•		d Blacklick Trail					
Total	Costs (includes costs prior	to SFY21)*:	\$1,800	Con \$1,800 \$1,800	Local			l	.		
3304	Canal Winchester	NA	Е	0.3 mi	Ped Co	omponents: Multi-use path.	0.3 mi. added to ped network.				
	FRA-Canal Winchester Bikew	-	St L Jse Path	ocal Let	Bike Co	omponents: Multi-use path.	0.3 mi. added to bike network				
	Canal Winchester Bikeway Ex				Stradley	Place Multi-Lise Path	IVI I	P Reference: Project ID 186			
	Canal Willonester Dikeway Ex	VICHOIDH HOIH	wianicipa	Con \$250	-	iace, Mulli-USE Falli,					
	Costs (includes costs prior	(= OEVO4)*	\$250			(1		. (

MORP	C ID Agency	PID	AirQ	Length					
	County-Route-Section	Proje	ect Type	20	21	2022	2023	2024	Future Years**
	Project Location and Description	n [*]		Phase/Amor	unt*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3800	Columbus	NA	Е	mi	Ped Com	ponents: ADA curb ramps.			
	FRA-Citywide ADA Curb Ramps-		Lo	cal Let	Bike Com	ponents: No change to exis-	ting conditions.		
		Curb R	amps				N	ITP Reference: Project ID 204	
	Citywide ADA Curb Ramps, Curb Ra	amps, re	move an	d replace 2	61 non-ADA	compliant pedestrian accomr	modations at intersection	corners and install 17 new ADA	compliant curb ramps for a
	total of 278 curb ramps. Most of the	ramps a					1		
				Con \$1,000 Con \$206	SCIP Local				
Total	Costs (includes costs prior to SF)	′21) *:	\$1,306	\$1,206	20001	l			
3803	Columbus	NA	Е	mi	Ped Com	ponents: No change to exis	ting conditions.		
	FRA-Citywide School Zone Flashing	Beacon	is Lo	cal Let	Bike Com	ponents: No change to exist	ting conditions.		
		Signage	е				IV	ITP Reference: Project ID 204	
	Citywide School Zone Flashing Bear	cons, Sig	gnage, re	•		cation school zone flashing b	peacon systems at 34 sch	ools and install new systems at	7 schools.
					SCIP				
Total	Costs (includes costs prior to SF)	/21)*•	\$734	Son \$168 \$646	Local				
	- Cooks (moraudo cooks prior to or i	,, -	Ψίστ	ΨΟΙΟ					
3567	Columbus	08642	E	mi	Ped Com	ponents: Pedestrian signals	S.		
	FRA-Cleveland Ave-Ped Improve		Lo	cal Let		ponents: No information pro			
Groupe	ed Project	Safety	Improver	ment			IV	ITP Reference: Project ID 204	
	Cleveland Ave from Fifth Ave to Leh	ner Rd,	Safety In	nprovemen	t, Upgrade pe	destrian accommodations in	cluding crosswalks, pedes	strian signals and an education c	ampaign.
			PE		HSIP	ROW \$270 HSIP	Con \$1,026 HSIP		
		10 414	PE		Local	ROW \$30 Local	Con \$228 Local		
I otal	Costs (includes costs prior to SF)	(21)*:	\$2,014	\$230		\$300	\$1,254		
3590	Columbus	10521	Е	mi	Ped Com	ponents: No change to exist	ting conditions		
0000	FRA-Columbus Signal System, Pha			cal Let		ponents: No change to exis	-		
	Trut Coldinate Cignal Cyclom, Tria	Signaliz			Dino Com	portonia i to origingo to oxio	9	ITP Reference: Project ID 334	
	Columbus Signal System, Phase F,						***	Transferred Frequency	
	columbus eignal system, i mass i ,	o.g. ia.i.	a,			ROW \$675 CMAQ-M			Con \$10,425 CMAQ-M
Total	Costs (includes costs prior to SF)	/21)*: \$	\$11,100			\$675			\$10,425
3053	СОТА	99929	Е	mi	Ped Com	ponents: Not Applicable.			
	FRA-COTA 2021-2024 Bus Replace			cal Let		ponents: Bicycle racks. on b	buses		
		Transit	Replace	ment Capit	al		IV	ITP Reference: Project ID 142	
	COTA 2021-2024 Bus Replacement	, Transit	-	-		The second secon	1	The state of the s	
				her \$10,371 her \$3.556	Sec 5307 CMAQ-M	Other \$12,573 Sec 5307 Other \$3,618 CMAQ-M	Other \$12,992 Sec 5307 Other \$3,248 Local-Tra	· ·	
					Local-Transit	Other \$4,048 Local-Transit		• •	•
Total	Costs (includes costs prior to SF)	/21)*: \$	70,128	\$17,409		\$20,239	\$16,240	\$16,240	

	2012	DID	41.0	1 0					
MORI	PC ID Agency County-Route-Section	PID	AirQ	Length					
		. Pro	ject Typ	e 202	1	2022	2023	2024	Future Years**
	Project Location and Descrip	otion		Phase/Amou	nt*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3736	COTA	112116	E	mi	Ped Com	ponents: No information pro	ovided.		
	FRA-COTA Bus Rapid Transit E	W Corr-	L	ocal Let	Bike Com	ponents: No information pro	ovided.		
		Trans	it Activity				MTF	Reference: Project ID 5	
	COTA Bus Rapid Transit EW Co	orr, Transit	Activity,	East-West Co	rridor Pre-P	roject Development, Develop	oment through Completion. E	Engineering & Design - Busway	
						Other \$2,000 Local-Transit	Other \$2,000 Local-Transit		
Tota	l Costs (includes costs prior to	SFY21)*:	\$29,000			\$2,000	\$2,000	\$25,000	
3289	COTA	105118	SA	mi	Ped Com	ponents: No information pro	ovided.		
	FRA-COTA Bus Rapid Transit N	W Corrido	r- L	ocal Let		ponents: No information pro			
				sion Capital				Reference: Project ID 5	
	COTA Bus Rapid Transit NW Co				. Bus Rapid	Transit NW Corridor Study.		•	
		, , , , , , , , , , , , , , , , , , , ,	•	Other \$2,000	•	Other \$2,000 Local-Transit	Other \$25,000 Local-Transit		
Tota	l Costs (includes costs prior to	SFY21)*:	\$66,800	\$2,000		\$2,000	\$25,000	\$25,000	
-									
3286	COTA	105114		mi		ponents: Transit shelters.			
	FRA-COTA Bus Shelters-			ocal Let	Bike Com	ponents: No change to exis			
	Transit Activity							Reference: Project ID 142	
	COTA Bus Shelters, Transit Acti	ivity, includ				elters in 2019, 2020, and 202	1. Acquisition - Bus Passen	ger Shelters.	ı
Tota	l Costs (includes costs prior to	CEV24*.	\$316		_ocal-Transit				
TOLA	il Costs (ilicidaes costs prior to	3F1Z1).	\$310	φου					
3749	СОТА	112218	Е	mi	Ped Com	ponents: No information pro	ovided.		
	FRA-COTA Corridor Shelters-			ocal Let		ponents: No information pro			
		Trans	it Activity	_				Reference: Project ID 142	
	COTA Corridor Shelters, Transit		,		ements. Re	hab / Renovation - Bus Pass			
	,	· · · · · · · · · · · · · · · · · · ·				Other \$1,000 Local-Transit	Other \$1,000 Local-Transit		
Tota	l Costs (includes costs prior to	SFY21)*:	\$2,000			\$1,000	\$1,000		
3511	COTA	107394	E	mi	Ped Com	ponents: Not applicable.			
5011	FRA-COTA Electric Bus-	107004		ocal Let		ponents: Bicycle racks.			
	TICK OOTA LICCUIC DUS-	Trans	it Activity	_	DIKE COIII	ipoliolita. Dioyolo laoka.	МТ	Reference: Project ID 142	
	COTA Electric Bus, Transit Activ						IVITE	Notorellee. I Toject ID 142	
	COTA Electric Dus, Transit Activ	nty, 10 ven		Other \$2,200	Sec 5307				
Tota	I Costs (includes costs prior to	SFY21)*:	\$3,880			1			1
	•		. ,						

MORF	C ID Agency County-Route-Section	PID	AirQ L	_ength							
		Proje	ect Type	2021	2022	2023	2024	Future Years**			
	Project Location and Description			hase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source			
3744		112208	Ε.	_	mponents: No information pro						
	FRA-COTA Electric Buses - Full Ro			_	mponents: No information pro		.				
	Transit Replacement Capital MTP Reference: Project ID 142 COTA Electric Buses - Full Route, Transit Replacement Capital, Buy Replacements - Bus STD 40 FT										
	COTA Electric Buses - Full Route,	Transit Re	eplacemen	nt Capital, Buy Replac	Other \$2,700 Sec 5307	Other \$2,700 Sec 5307	Other \$1,100 Sec 5307				
					Other \$675 Local-Transit	Other \$675 Local-Transit	i i				
Tota	Costs (includes costs prior to SF	Y21)*:	\$8,525		\$3,375	\$3,375	\$1,775				
3743	COTA	112209	E	mi Ped Co	mponents: No information pro	ovided.					
	FRA-COTA Electric Buses-		Loc		mponents: No information pro						
	Transit Replacement Capital MTP Reference: Project ID 142										
	COTA Electric Buses, Transit Repla	acement (Capital, Bu	ıy Replacements - Bu	is STD 40 FT						
					Other \$1,438 Other \$1,200 Sec 5307						
					Other \$5,565 Local-Transit						
Tota	Costs (includes costs prior to SF	Y21)*:	\$8,202		\$8,202	'	'	'			
3755	COTA	112217	Е	mi Ped Co	mponents: No information pro	ovided.					
	FRA-COTA Electric Charging Station	ons-	Loc	al Let Bike Co	mponents: No information pro	ovided.					
	Transit Activity MTP Reference: Project ID 142										
	COTA Electric Charging Stations, T	Γransit Act	tivity, Rou	ite Electrification. Acc		· · ·					
Tota	Costs (includes costs prior to SF	V21)*•	\$3,000		Other \$1,000 Local-Transit \$1,000	Other \$1,000 Local-Transit	Other \$1,000 Local-Transit \$1,000				
Total	Costs (includes costs prior to or	121).	ψ3,000		Ψ1,000	ψ1,000	Ψ1,000				
3754	COTA	112184	E	mi Ped Co	mponents: No information pro	ovided.					
	FRA-COTA Fields Ave Renov & CN	NG Conv-	Loc	al Let Bike Co	mponents: No information pro	ovided.					
		Transit	,				P Reference: Project ID 142				
	COTA Fields Ave Renov & CNG Co	onv, Trans				/ Renovation - Admin / Mair	nt Facility				
			Othe Othe	• ,	Other \$250 Local-Transit						
Tota	Costs (includes costs prior to SF	Y21)*: \$		\$11,383	\$250						
	0071										
3753		112195	E		mponents: No information pro						
	FRA-COTA McKinley Ave Phase 30			al Let Bike Co	mponents: No information pro		Poforonos Project ID 440				
	COTA McKinley Ave Phase 3C Cor	Transit	,	Pohah / Ponovation	Admin / Maint Facility	IVI I I	P Reference: Project ID 142				
	COTA WICKINIES AVE FITASE 3C CO	not, mans	Othe		Other \$20,000 Local	Other \$14,400 Local					
			Othe		Other \$5,000 Local-Transit	Other \$3,600 Local-Transit	ı İ				
			00								

MORI	PC ID Agency PID	AirQ	Length								
	County-Route-Section	oject Typ	ne 202 ⁻	1	2022	2023	2024	Future Years**			
	Project Location and Description	ojoot iyp	Phase/Amour	nt*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Sourc			
752	COTA 112178	3 E	mi	Ped Comp	onents: No information pro	ovided.					
	FRA-COTA Mobility Innovation Tests-	L	ocal Let	Bike Comp	onents: No information pro	ovided.					
	Trans	sit Activity	/			MTF	Reference: Project ID 5				
	COTA Mobility Innovation Tests, Transit A	ctivity, Ca	apital and Ope	rating. Engine	eering & Design - Control /	Signals System.					
				ocal-Transit	Other \$260 Local-Transit	Other \$260 Local-Transit					
Tota	Costs (includes costs prior to SFY21)*:	\$780	\$260		\$260	\$260					
290	COTA 105119	9 E	mi	Ped Comp	onents: No information pro	ovided.					
	FRA-COTA Municipal Capital Partnerships		ocal Let	-	onents: No information pro						
		sit Activity	/		•	MTF	Reference: Project ID 142				
	COTA Municipal Capital Partnerships, Tra	nsit Activ	ity, Partnering	with municipa	alities and counties to enha	nce access to transit through	construction of sidewalks, cr	osswalks, etc.			
				ocal-Transit							
Tota	Costs (includes costs prior to SFY21)*:	\$1,200	\$300								
3284	COTA 105110) E	mi	Ped Comp	onents: No information pro	ovided					
	FRA-COTA Non-Revenue Vehicles-		ocal Let		onents: No information pro						
	Tran	sit Replac	ement Capital		, , , , , , , , , , , , , , , , , , , ,		Reference: Project ID 142				
	COTA Non-Revenue Vehicles, Transit Replacement Capital, Acquisition - Support Vehicles.										
				ocal-Transit							
Tota	Costs (includes costs prior to SFY21)*:	\$2,055	\$300								
311	COTA 105319	9 E	mi	Ped Comp	onents: No information pro	ovided.					
	FRA-COTA Operating 2021-2024-		ocal Let		onents: No information pro						
		sit Operat	_				Reference: Project ID 201				
	COTA Operating 2021-2024, Transit Oper			·.			•				
			Other \$144,116 L	ocal-Transit	Other\$148,439 Local-Transit	Other\$152,893 Local-Transit	Other \$157,479 Local-Trans	it			
Tota	Costs (includes costs prior to SFY21)*:	\$602,927	7 \$144,116		\$148,439	\$152,893	\$157,479				
429	COTA 105899	5 E	mi	Ped Comp	onents: No information pro	ovided					
0	FRA-COTA Paratransit Veh and Tech-		ocal Let		onents: No information pro						
			ement Capital	Dino Comp	one morniagen pre		Reference: Project ID 142				
	COTA Paratransit Veh and Tech, Transit I			3 vehicles, Pa	ratransit Vehicle Replacem		•	ard Technology			
		-	Other \$2,093		Other \$92 Local-Transit	Other \$1,846 Sec 5307	Other \$3,088 Sec 5307	, , , , , , , , , , , , , , , , , , , ,			
				.ocal-Transit		Other \$972 Local-Transit	Other \$1,752 Local-Trans	it			
Tota	Costs (includes costs prior to SFY21)*:	\$10,360	\$2,610		\$92	\$2,818	\$4,840				

MOR	PC ID Agency PID	AirQ	Length					
	County-Route-Section	oject Typ	ne 202	1	2022	2023	2024	Future Years**
	Project Location and Description	-,	Phase/Amou	nt*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3745	COTA 112199) SA	mi	Ped Com	ponents: No information pro	ovided.		
	FRA-COTA Plus Operating Expansion-	l l	_ocal Let	Bike Com	ponents: No information pro	ovided.		
	Trans	sit Expan	sion Capital			MTP	Reference: Project ID 5	
	COTA Plus Operating Expansion, Transit	Expansio	n Capital, CO	TA Plus Ope	rating for 3-4 New Zones. But	uy Expansion - Bus < 30 FT.		
			Other \$2,000	Local-Transit	Other \$2,000 Local-Transit	Other \$2,000 Local-Transit	Other \$2,000 Local-Transit	
Tota	I Costs (includes costs prior to SFY21)*:	\$8,000	\$2,000		\$2,000	\$2,000	\$2,000	
3589	COTA 112115	5 E	mi	Ped Com	ponents: No information pro	ovided.		
	FRA-COTA Pre-Project Development-Two	Co I	_ocal Let	Bike Com	ponents: No information pro	ovided.		
	Trans	sit Activity	y			MTP	Reference: Project ID 5	
	COTA Pre-Project Development at Two Co	orridors, ⁻	Transit Activity	, using MPC	STBG funds as a flex fund	transfer. Engineering & Design	gn - Busway.	
				STBG-M				
Tota	I Costs (includes costs prior to SFY21)*:			Local-Transit				
TOLA	T Costs (Includes costs prior to SF121).	\$1,200	J \$1,200					
3094	COTA 101566	6 E	mi	Ped Com	ponents: Not applicable.			
	FRA-COTA Strategic Land Purchases-	L	_ocal Let	Bike Com	ponents: Not applicable.			
	Trans	sit Activity	y			MTP	Reference: Project ID 142	
	COTA Strategic Land Purchases, Transit	Activity, A	cquisition - T	erminal, Inte	ermodal (Transit).			
			Other \$1,000	Local-Transit	Other \$1,000 Local-Transit	Other \$1,000 Local-Transit	Other \$1,000 Local-Transit	
Tota	I Costs (includes costs prior to SFY21)*:	\$11,198	3 \$1,000		\$1,000	\$1,000	\$1,000	
3288	COTA 105116	6 E	mi	Ped Com	ponents: No information pro	ovided.		
	FRA-COTA Transit Center Facility Renova	ıtio I	ocal Let		ponents: No information pro			
	•	sit Activity	_				Reference: Project ID 142	
	COTA Transit Center Facility Renovations		'	vitv. Rehab	Renovation - Terminal. Inte			
	, , , , , , , , , , , , , , , , , , , ,			Local-Transit	Other \$250 Local-Transit		Other \$250 Local-Transit	
Tota	I Costs (includes costs prior to SFY21)*:	\$700) \$100		\$250		\$250	
07.10	0071			5.10				
3748		_	mi		ponents: No information pro			
	FRA-COTA Transit Center PE/Construct-1		_ocal Let	BIKE Com	ponents: No information pro			
		sit Activity	<u> </u>		10 A 01 10 10		Reference: Project ID 142	(==
	COTA Transit Center PE/Construct at Transit	nsit Cente	er PE and Cor	struction, Tr	ansit Activity, Transit Center	r PE and Construction. Rehab		iodal (Transit).
Tota	I Costs (includes costs prior to SFY21)*:	\$1,000					Other \$1,000 Local-Transit \$1,000	
i Ola	i oosis (includes cosis prior to SF121).	φ1,000	,				ψ1,000	

March 27, 2020 102

MORF	C ID Agency	PID	AirQ	Length					
	County-Route-Section	Pro	ject Typ	e 202 ⁻	1	2022	2023	2024	Future Years**
	Project Location and Description	n	, oct 1) p	Phase/Amour	nt*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3750	COTA	112216	Е	mi	Ped Comp	onents: No information p	provided.		
	FRA-COTA TVM and Digital Manag	ement-	L	ocal Let	Bike Comp	onents: No information p	orovided.		
		Transi	t Activity				MT	P Reference: Project ID 142	
	COTA TVM and Digital Managemer	nt, Trans	it Activity	y, Ticket Vend	ding Machine	s and Digital Managemen	t System. Engineering & Desi	gn - Communications Systems	3
					ocal-Transit	Other \$783 Local-Transit			:
Tota	Costs (includes costs prior to SF	Y21)*:	\$2,600	\$783		\$783	\$783	\$250	
2915	Grove City	NA	Е	0.74 mi	Ped Comp	onents: No information p	provided.		
	FRA-Demorest Rd-Phase 1		L	ocal Let	Bike Comp	onents: No information	orovided.		
		Minor '	Widening	g/Signalizatior	n		MT	P Reference: Project ID 185	
	Demorest Rd from Southwest Blvd and sanitary improvements. Phase				ning & Signali	zation, includes waterline	e, bridge/culvert replacement,	stormwater, street lighting, traff	ic signal improvements
				ROW \$90 L	_ocal	Con \$8,662 Local			
Tota	Costs (includes costs prior to SF	Y21)*:	\$9,297	\$90		\$8,662			
3355	New Albany	NA	Е	0.1 mi	Ped Comp	onents: Multi-use path.	0.1 mi. added to ped network		
	FRA-Dublin-Granville Rd-Harlem Rd	b	L	ocal Let	Bike Comp	onents: Multi-use path.	0.1 mi. added to bike network		
		Multi-L	Jse Path				MT	P Reference: Project ID 186	
	Dublin-Granville Rd from Harlem Rd	to Gree	ensward	Rd, Multi-Use	Path,				
		100	***	Con \$300 L	_ocal				
Tota	Costs (includes costs prior to SF	Y21)*:	\$300	\$300					
3361	New Albany	NA	Е	0.4 mi	Ped Comp	onents: Multi-use path.	0.4 mi. added to ped network		
	FRA-Dublin-Granville Rd-Path		L	ocal Let	Bike Comp	onents: Multi-use path.	0.4 mi. added to bike network		
		Multi-L	Jse Path				МТ	P Reference: Project ID 186	
	Dublin-Granville Rd from New Albar	ny west o	corp limit	t to Greenswa	ırd Rd, Multi-I	Jse Path, connecting the	western city boundary to the	Village Center.	
				Con \$410 L	_ocal				
Tota	Costs (includes costs prior to SF	Y21)*:	\$410	\$410					
3790	Canal Winchester	NA	SA	mi	Ped Comp	oonents: None.			
	FRA-Eichorn St-Diley Rd		L	ocal Let	Bike Comp	onents: None.			
	-	New R	oadway	_			MT	P Reference: Project ID 1838	
	Eichorn St from Diley Rd to 3500' W	est, Ne	w Roadv	vay, 2 lanes, E	Extension of I	Eichorn St			
								Con \$5,000 Local	
	Costs (includes costs prior to SF)		\$5,000					\$5,000	

MORP	PC ID Agency County-Route-Section	PID	AirQ	Length					
		Pro	ject Type			2022	2023	2024	Future Years**
	Project Location and Descrip	ption		Phase/Amou	nt*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3626	Whitehall	108702	E	mi	Ped Com	ponents: No information pro	ovided.		
	FRA-Etna St / Elbern Ave-Pt1&F	Pt2	L	ocal Let	Bike Com	ponents: No information pre	ovided.		
Group	ed Project	Bridge	Replace	ement			M	TP Reference: Project ID 203	
	Etna St / Elbern Ave at 2 bridges Part 1 - Replace structure on Etn Part 2 - Replace structure on Elb	na Street ov bern Avenu	ver Maso e over Tu	n Run (SFN 2 Irkey Run (SI Con \$1,066 Con \$131 Con \$242	FN 2567695) Local). 			
Total	Costs (includes costs prior to	SFY21)*:	\$1,439	\$1,439					
3360	New Albany FRA-Forest Dr-Smith's Mill Rd	NA Interse		mi ocal Let		ponents: No information proponents: No information proponents	ovided.	TP Reference: Project ID 185	
	Forest Dr at Smith's Mill Rd, Inte	ersection Mo	odificatio	n, convert ex	isting 4 way	stop condition to a roundabo	out.		
Total	Costs (includes costs prior to	SFY21)*:	\$1,700	Con \$1,700 \$1,700	Local				
3617	Dublin FRA-Franklin St-North St	NP New R	SA L Roadway	mi ocal Let 🗌		ponents: No information proponents: No information proponents	ovided.	TP Reference: Not specifically	identified on MTP
	Franklin St from North St to US-	33/SR-161/	Bridge S	t, New Road	vay, includin	g a new signal at the interse	ection of Franklin and Bridg	e.	
Total	Costs (includes costs prior to	SFY21)*:	\$3,055	ow \$400 \$400	Local	Con \$2,655 Local \$2,655			
3793	Dublin	NA	Е	mi	Ped Com	ponents: Sidewalk on 1 sid	le.		
0,00	FRA-Franklin St-Waterford Dr			ocal Let		ponents: None.			
	Trott ranking of Waterlord Br	Sidew		oodi Ect	DINC COIII	ponents. Hone.	M	TP Reference: Not specifically	identified on MTP
	Franklin St from Waterford Dr to			lewalks Imni	overments a	and Litility Pole Removal - Sig		Trace of the openious	identified on with
	Transmit of from Wateriora Brite	Thotono Di		DD \$175		Con \$1,260 Local	dewalk / tadition		
Total	Costs (includes costs prior to	SFY21)*:	\$1,435	\$175		\$1,260	'	'	'
3729	ODOT 6 FRA-Freeway Lighting FY22	112256	E	mi ocal Let		ponents: No information proponents: No information proponents:			
Group	ed Project	Lightir		Jour Lot	DING COIII	periorito. No information pr		TP Reference: Project ID 204	
Oloup	Freeway Lighting FY22 at Frank		_	Maintenance	relating to F	Freeway Lighting in Franklin		•	
	1.155 may Eighting 1.122 at 11alik	r Odunty,	<u> </u>	aintonanoe	Tolding to I	Con \$30 State Con \$352 State Con \$53 State	Southly for solitiate for 1 1		
Total	Costs (includes costs prior to	SFY21)*:	\$435			\$435			

March 27, 2020 Final Draft MORPC SFY 2021-2024 TIP

MORF	PC ID Agency County-Route-Section	PID	AirQ	Length							
	•	Proj	ect Type	202	1		2022		2023	2024	Future Years**
	Project Location and Description	n		Phase/Amou	nt*/Source	Phase/Amo	unt*/Source	Phase/An	nount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3805	Grandview Heights	NA	SA	mi	Ped Comp	onents: No	information	provided.			
	FRA-Grandview Yard-Street Extens	;	Le	ocal Let	Bike Comp	oonents: No	information	provided.			
			oadway							P Reference: Project ID 185	
	Yard St, Bobcat Ave & Swan St, Ne								nd Swan St wes	t to Bobcat Ave and east to Tv	win Rivers Dr; close
	Edgeworth St at Goodale Blvd and	remove e		Con \$6.179		er, sanitary	and Storm Se	wers.			
				Con \$2,188 I							_
Tota	I Costs (includes costs prior to SF	Y21)*:	\$11,464	\$8,368							
3314	Grove City	NA	Е	1.76 mi	Ped Comp	onents: Mu	ılti-use path.	1.76 mi. adde	d to ped networ	k.	
	FRA-Grant Run Trail-Hoover Rd		Le	ocal Let	Bike Comp	onents: Mu	ılti-use path.	1.76 mi. adde	d to bike netwo	rk.	
		Multi-U	se Path						MT	P Reference: Project ID 186	
	Grant Run Trail from Hoover Rd to	Buckeye	Parkway	, Multi-Use F	ath, 10' wide	e. The purpo	se of the Gra	nt Run Trail Im	provement proj	ect is to create an east-west t	rail connection through the
	City of Grove City and in Jackson T	ownship	from No	rth Meadows PE \$410 I		Scioto Grove	e Metro Park		of SR104 along \$150 Local		
Total	I Costs (includes costs prior to SF	V21)*·	\$3.041	\$410	LOCAI				\$150 Local	Con \$2,481 Local \$2,481	
	Toosis (moraues oosis prior to or	121).	ψ0,0-11	Ψ+10				•	,100	Ψ2,401	
3648	ODOT 6	112225	E	mi	Ped Comp	onents: No	information	provided.			
	FRA-GR-FY22		Le	ocal Let	Bike Comp	onents: No	information	provided.			
Group	ed Project	Guardr	ail Maint	enance					MT	P Reference: Project ID 204	
	Guardrail Repair FY22 at Various lo	cations t	througho	ut Franklin C	ounty, Guard	i e		ail ding and de	ent repair in Frar	nklin County (1 year contract)	
							59 State 36 State				
Tota	l Costs (includes costs prior to SF	Y21)*:	\$945			\$94					.
			• • •			*-					
3300	Canal Winchester	NA	Ε	1 mi			•	1 mi. added to	•		
	FRA-Groveport Rd-Bikeway		Le	ocal Let	Bike Comp	oonents: Mu	ılti-use path.	1 mi. added to	o bike network.		
			se Path							P Reference: Project ID 186	
	Groveport Rd from Walnut Woods I	Metro Pa			•	ath, an exte	nsion of a bil	reway to be co	nstructed with the	ne Gender Rd Phase IV projec	ct at the intersection.
Tota	I Costs (includes costs prior to SF	Y21)*:	\$500	Con \$500 I \$500	Local						
	(, -	****								
3797	Dublin	NA	E	mi	Ped Comp	onents: No	t applicable.				
	FRA-Hyland-Croy Rd-McKitrick Rd		Le	ocal Let	Bike Comp	onents: No	t applicable.				
				dification					МТ	P Reference: Not specifically	identified on MTP
	Hyland-Croy Rd at McKitrick Rd, In	tersection	n Modific	ation, Round	about	DOM:	20. 1 1	0. 1	to 400 L = -1		
Tota	l Costs (includes costs prior to SF	Y21)*:	\$2,500			ROW \$40 \$40	00 Local 00		\$2,100 Local ,100		

MORP	PC ID Agency	PID	AirQ	Length					
	County-Route-Section Project Location and Descrip	Proj	ect Type			2022	2023	2024	Future Years**
2700			C 4	Phase/Amour		Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3796	Dublin FRA-Hyland-Croy Rd-Post Prese	NA on/o	SA	mi ocal Let		mponents: Not applicable. mponents: Not applicable.			
	FRA-Hyland-Cloy Ru-Fost Flesh			dification/Sa		•	M	TP Reference: Not specifically	identified on MTP
	Hyland-Croy Rd at Post Preserv		J		, ,			Tr Reference. Not specifically	identified off Wiff
	Tryland Groy Rd at 1 ost 1 reserv	c, interentan	ige ivicali	ioation a cai	cty improv	chioni, redundabout constru	Con \$270 Local		
Total	Costs (includes costs prior to	SFY21)*:	\$270			'	\$270		
3573	MORPC	110238	Е	mi	Ped Cor	mponents: Not applicable.			
	FRA-insight2050 TAP-FY21		Lo	ocal Let	Bike Cor	mponents: Not applicable.			
		Plannir	ng Activit	y			M	TP Reference: Project ID 144	
	insight2050 Technical Assistance findings into local land use and t			anning Activit	ty, provides	s technical planning assistar	nce, including outreach and p	lanning services, to communiti	es integrating insight2050
		051/041#	Plan/P		STBG-M				
lotai	Costs (includes costs prior to	SFY21)*:	\$200	\$200					
3574	MORPC	110239	Е	mi	Ped Cor	mponents: Not applicable.			
	FRA-insight2050 TAP-FY22		Lo	ocal Let	Bike Cor	mponents: Not applicable.			
		Plannir	ng Activit	y			M	TP Reference: Project ID 144	
	insight2050 Technical Assistance findings into local land use and t			anning Activit	ty, provides	s technical planning assistar	nce, including outreach and p	lanning services, to communiti	es integrating insight2050
						lan/Prog \$200 STBG-M			
Total	Costs (includes costs prior to	SFY21)*:	\$200			\$200			
3575	MORPC	110240	Е	mi	Ped Cor	mponents: Not applicable.			
	FRA-insight2050 TAP-FY23		Lo	ocal Let	Bike Cor	mponents: Not applicable.			
		Plannir	ng Activit	у			M	TP Reference: Project ID 144	
	insight2050 Technical Assistance findings into local land use and t			anning Activit	ty, provides	s technical planning assistar	nce, including outreach and p	lanning services, to communiti	es integrating insight2050
T- (-)	1 Octobrilla and the motor to	051/041#	****				Plan/Prog \$200 STBG-M		
I Otal	Costs (includes costs prior to	SF Y21)*:	\$200				\$200		
3576	MORPC	110241	Е	mi	Ped Cor	mponents: Not applicable.			
	FRA-insight2050 TAP-FY24		Lo	ocal Let	Bike Cor	mponents: Not applicable.			
			ng Activit					TP Reference: Project ID 144	
	insight2050 Technical Assistance findings into local land use and t			anning Activit	ty, provides	s technical planning assistar	nce, including outreach and p	lanning services, to communiti	es integrating insight2050
								Plan/Prog \$200 STBG-M	
Total	Costs (includes costs prior to	SFY21)*:	\$200					\$200	

MORP	C ID Agency County-Route-Section	PID	AirQ	Length					
	Project Location and Descrip	Proj	ject Type			2022	2023	2024	Future Years**
	·			Phase/Amou		Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3593	Columbus	NP	E	mi		ponents: No change to ex	· ·		
	FRA-Jefferson/7th/Sinclair-Long/			ocal Let	Bike Com	ponents: No change to ex	•		
	1-11	Signali					IVI	TP Reference: Project ID 185	
	Jefferson/7th/Sinclair at Long/16	1/4th, Signa	alization,	reconstruction	on of existing	ROW \$83 STBG-M			Con \$485 STBG-M
Total	Costs (includes costs prior to	SFY21)*:	\$568			\$83	·		\$485
3734	ODOT 6	111514	E	mi		ponents: No information p			
	FRA-Landscape Maintenance F			ocal Let	Bike Com	ponents: No information p			
Groupe	ed Project			ntenance				TP Reference: Project ID 204	
	Landscape Maintenance FY21 a	t Franklin C	-	•		/arious interstate routes, 1	year landscape maintenand	e contract	
				Con \$18 Con \$450					
Total	Costs (includes costs prior to	SFY21)*:	\$468	\$468				1	·
3732	ODOT 6	112239	Е	mi	Ped Com	ponents: No information p	rovided.		
	FRA-Landscape Maintenance F	/22	Le	ocal Let	Bike Com	ponents: No information p	rovided.		
Groupe	ed Project	Lands	cape Mai	ntenance			М	TP Reference: Project ID 204	
	Landscape Maintenance FY22 a	t Franklin C	County, La	andscape Ma	aintenance, V	/arious interstate routes; 1	year landscape maintenand	e contract	
						Con \$351 State Con \$45 State			
Total	Costs (includes costs prior to	SFY21)*:	\$396			\$396			
3779	Upper Arlington	N/A	Е	mi	Ped Com	ponents: Multi-use path.			
	FRA-Lane Ave-Riverside Dr		Le	ocal Let	Bike Com	ponents: Multi-use path.			
		Multi-L	Jse Path				М	TP Reference: Project ID 186	
	Lane Ave from Riverside Dr to T	remont Roa	ad, Multi-	Use Path, Ins	stall a 4,340 t	foot shared use path.			
T- (-)	0-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	05/04)*		DD \$54	Local	Con \$559 Local			
lotai	Costs (includes costs prior to	SF Y21)*:	\$613	\$54		\$559 			
3217	Columbus	101787	E	0.19 mi	Ped Com	ponents: Replace existing	facilities.		
	FRA-Livingston Ave-James Rd		Le	ocal Let	Bike Com	ponents: None.			
Groupe	ed Project			dification				TP Reference: Project ID 1357	
	Livingston Ave at James Rd, Inteconstruction of concrete median							nce signage on three intersection	on approaches;
				Con \$1,807	HSIP				
				Con \$261 Con \$80	SCIP				
	Costs (includes costs prior to	SEV21*-	\$2,979	\$2,148	L0001	l	1	1	1

MORF	PC ID Agency County-Route-Section	PID	AirQ	Length						
	•	. Pro	ject Type	202	1	2022	2023		2024	Future Years**
	Project Location and Descrip	tion		Phase/Amou	nt*/Source	Phase/Amount*/Source	Phase/Amount*/So	ource Phas	e/Amount*/Source	Phase/Amount*/Source
3671	ODOT 6	108986	Е	mi	Ped Con	ponents: No information p	rovided.			
	FRA-MAD/FRA/DEL Noisewall R	Repair	Lo	cal Let	Bike Com	ponents: No information p	rovided.			
Group	ed Project	Noise '	Walls					MTP Refer	ence: Project ID 204	
	MAD/FRA/DEL Noisewall Repair	at various	locations,	Noise Walls	s, DEL US 4	2, MAD IR 70, FRA IR 71,	FRA IR 270, FRA IR 6	670 various loca	tions repair noisewalls	3
									Con \$36 Federal	
									Con \$4 State Con \$356 Federal	
									Con \$44 State	
Tota	Costs (includes costs prior to S	SFY21)*:	\$440						\$440	
3365	New Albany	NP	SA	mi	Ped Com	ponents: No information p	rovided.			
	FRA-Market St-Reynoldsburg-Ne	ew Albany F	Rd Lo	cal Let	Bike Com	ponents: No information p	rovided.			
		New R	loadway					MTP Refer	ence: Project ID 458	
	Market St from Reynoldsburg-Ne	w Albany F	Rd to Dub	lin-Granville	Rd, New Ro	adway, extending Market S	treet from the new rou	undabout to exp	and the Village Cente	r.
						Con \$6,000 Local				
Tota	Costs (includes costs prior to S	SFY21)*:	\$6,000			\$6,000				
3781	Upper Arlington	NA	Е	mi	Ped Com	ponents: Unsignalized ma	rked crosswalk.			
	FRA-McCoy Road-Mountivew Ro	oad	Lo	cal Let	Bike Com	ponents: Bicycle lanes.				
		Resurf	acing					MTP Refer	ence: Project ID 204	
	McCoy Road from Mountivew Ro									The roadway may be
	reconfigured to add dedicated bil	ke lanes wil		on \$1,017		tion and a center turn-lane.	Crosswaik improveme	ents are also inc	liudea.	
Tota	Costs (includes costs prior to S	SFY21)*:		\$1,017		.				l
3782	Upper Arlington	NA	Е	mi	Ped Com	ponents: Unsignalized ma	rked crosswalk.			
	FRA-McCoy Road-Riverside Driv	⁄e	Lo	cal Let		ponents: Bicycle lanes.				
	•	Resurf	acing	_				MTP Refer	ence: Project ID 204	
	McCoy Road from Riverside Driv reconfigured to add dedicated bil	e to Mount	view Road th one lan	d, Resurfacion	ng, Mill and n each direct	Fill Pavement Preservation tion and a center turn-lane.	Project (street mainte	enance) with spo ents are also ind	ot curb and gutter repa	irs. The roadway may be
			PE			Con \$1,180 Local				
Tota	Costs (includes costs prior to S	SFY21)*:	\$1,280	\$100		\$1,180				
3051	MORPC	99112	Е	mi	Ped Com	ponents: Not applicable.				
	FRA-MORPC FY 21 Supp-Plann	ing	Lo	cal Let	Bike Com	ponents: Not applicable.				
		Plannii	ng Activity	/				MTP Refer	ence: Project ID 144	
	Supplemental Planning, SFY 202	21, Plannin	g Activity,							
					STBG-M					
ıota	Costs (includes costs prior to S	SF Y21)*:	\$350	\$350						

MORF	C ID Agency County-Route-Section	PID	AirQ	Length					
	Project Location and Description	Proj n	ect Type F	202 [.] hase/Amour		2022 Phase/Amount*/Source	2023 Phase/Amount*/Source	2024 Phase/Amount*/Source	Future Years** Phase/Amount*/Source
2933	MORPC	99007	Е	mi	Ped Con	nponents: Not applicable.			
	FRA-MORPC FY 21-AQ Program			cal Let	Bike Con	nponents: Not applicable.			
			ality Projed					P Reference: Project ID 143	
	Air Quality Awareness, SFY 2021, A	Air Qualit	ty Project,		cation progr	ram to increase awareness	about air quality effects on the	e environment and public heal	th.
Tota	Costs (includes costs prior to SF)	Y21)*:	\$550	\$550	JWAQ-W	_			
3052	MORPC	99036	Е	mi	Ped Con	nponents: Not applicable.			
	FRA-MORPC FY 21-Rideshare		Loc	cal Let	Bike Con	nponents: Not applicable.			
		Ridesh						P Reference: Project ID 143	
	Gohio Commute, SFY 2021, Ridesh	aring, ri				including: ride matching, m	narketing, Guaranteed Ride H	ome, vanpools, program evalu	uation and administration.
Tota	Costs (includes costs prior to SF)	Y21)*:	\$ 700	\$700 C	CMAQ-M	_			.
3421	MORPC	105644	Е	mi	Ped Con	nponents: Not applicable.			
	FRA-MORPC FY 22 Supp-Planning		Loc	cal Let	Bike Con	nponents: Not applicable.			
		Plannir	ng Activity				MT	P Reference: Project ID 144	
	Supplemental Planning, SFY 2022,	Planning	g Activity,			DI ASSO OTRO M			
Tota	Costs (includes costs prior to SF)	Y21)*:	\$350			Plan \$350 STBG-M \$350			.
3417	MORPC	105648	Е	mi	Ped Con	nponents: Not applicable.			
	FRA-MORPC FY 22-AQ Program		Loc	cal Let	Bike Con	nponents: Not applicable.			
			ality Projed					P Reference: Project ID 143	
	Air Quality Awareness, SFY 2022, A	Air Qualit	ty Project,	Public educ	cation progr		about air quality effects on the	e environment and public heal	th.
Tota	Costs (includes costs prior to SF)	Y21)*:	\$550			Plan \$550 CMAQ-M \$550			
3419	MORPC	105637	Е	mi	Ped Con	nponents: Not applicable.			
	FRA-MORPC FY 22-Rideshare			cal Let	Bike Con	nponents: Not applicable.			
		Ridesh						P Reference: Project ID 143	
	Gohio Commute, SFY 2022, Ridesh	aring, rid	deshare a	ctivities in C	entral Ohio	including: ride matching, m Plan \$700 CMAQ-M	narketing, Guaranteed Ride H	ome, vanpools, program evalu	uation and administration.
Tota	Costs (includes costs prior to SF)	Y21)*:	\$700			\$700 CMAQ-M	l	l	.

MORP	C ID Agency PID County-Route-Section	AirQ Length				
	Project Location and Description Pr	oject Type 202 Phase/Amou		2023 Phase/Amount*/Source	2024 Phase/Amount*/Source	Future Years** Phase/Amount*/Source
3422	MORPC 105645	5 E mi	Ped Components: Not applicable.			
	FRA-MORPC FY 23 Supp-Planning	Local Let	Bike Components: Not applicable.			
	Plani	ning Activity		MT	P Reference: Project ID 144	
	Supplemental Planning, SFY 2023, Planni	ng Activity,				
Total	Costs (includes costs prior to SFY21)*:	\$350		Plan \$350 STBG-M \$350		
3418	MORPC 105649	9 E mi	Ped Components: Not applicable.			
	FRA-MORPC FY 23-AQ Program	Local Let	Bike Components: Not applicable.			
	· ·	uality Project		MT	P Reference: Project ID 143	
	Air Quality Awareness, SFY 2023, Air Qua	• •	cation program to increase awareness		•	h.
				Plan \$550 CMAQ-M		
Total	Costs (includes costs prior to SFY21)*:	\$550		\$550		
3420	MORPC 105638	B E mi	Ped Components: Not applicable.			
	FRA-MORPC FY 23-Rideshare	Local Let	Bike Components: Not applicable.			
	Rides	sharing		MT	P Reference: Project ID 143	
	Gohio Commute, SFY 2023, Ridesharing,	rideshare activities in C	entral Ohio including: ride matching, m		ome, vanpools, program evalu	ation and administration.
Total	Conta (includes anota prior to SEV24)*.	ф 7 00		Plan \$700 CMAQ-M \$700		
TOTAL	Costs (includes costs prior to SFY21)*:	\$700		\$700		
3586	MORPC 110234	4 E mi	Ped Components: Not applicable.			
	FRA-MORPC FY 24 Supp-Planning	Local Let	Bike Components: Not applicable.			
	Planı	ning Activity		MT	P Reference: Project ID 144	
	Supplemental Planning, SFY 2024, Planni					
					Plan \$350 STBG-M	
Total	Costs (includes costs prior to SFY21)*:	\$350			\$350	
3578	MORPC 110225	5 E mi	Ped Components: Not applicable.			
	FRA-MORPC FY 24-AQ Program	Local Let	Bike Components: Not applicable.			
	Air Q	uality Project		MT	P Reference: Project ID 143	
	Air Quality Awareness, SFY 2024, Air Qua	ality Project, Public educ	cation program to increase awareness a	about air quality effects on the		h.
Total	Costo (includos costo prior to CEVO4)*-	*FF0			Plan \$550 CMAQ-M	
ıotal	Costs (includes costs prior to SFY21)*:	\$550			\$550	

MORP	C ID Agency County-Route-Section	PID	AirQ	Length					
	Project Location and Descrip	Proj ption	ject Typ	e 202 Phase/Amou		2022 Phase/Amount*/Source	2023 Phase/Amount*/Source	2024 Phase/Amount*/Source	Future Years** Phase/Amount*/Source
3584	MORPC	110232	Е	mi	Ped Com	ponents: Not applicable.			
	FRA-MORPC FY 24-Rideshare		L	ocal Let	Bike Com	ponents: Not applicable.			
		Ridesh	naring				МТ	TP Reference: Project ID 143	
	Gohio Commute, SFY 2024, Ric	desharing, ri	deshare	activities in C	Central Ohio	including: ride matching, ma	arketing, Guaranteed Ride H		ation and administration.
Total	Costs (includes costs prior to	SEV21*•	\$700					Plan \$700 CMAQ-M \$70 0	
- Otal	Oosts (menues costs prior to	01 121).	φ/00					Ψίου	
3788	New Albany	NA	Е	mi	Ped Com	ponents: Not applicable.			
	FRA-Morse Rd-Beech Rd		L	ocal Let	Bike Com	ponents: Not applicable.			
		Interse	ction Mo	dification/Sa	fety Improve	ment	МТ	P Reference: Project ID 185	
	Morse Rd at Beech Rd, Intersec	tion Modific	ation & S	Safety Improv	rement, Mors		ntersection Improvement		
Total	Costs (includes costs prior to	CEV21*•	\$2,500			Con \$2,500 Local \$2,500			
TOtal	Costs (includes costs prior to	3F121) .	\$ 2 ,500			φ2,300			
3733	ODOT 6	111515	E	mi	Ped Com	ponents: No information pr	rovided.		
	FRA-MOW-FY21		L	ocal Let	Bike Com	ponents: No information pr	rovided.		
Groupe	ed Project	Mowin	g				МТ	PReference: Project ID 204	
	Mowing FY21 at Franklin County	y, Mowing, \	/arious r	. ,	•	tract			
				Con \$32 Con \$800					
Total	Costs (includes costs prior to	SFY21)*:	\$832		Otate	1			
3731	ODOT 6	112238	Е	mi	Ped Com	ponents: No information pr	rovided.		
	FRA-MOW-FY22		L	ocal Let	Bike Com	ponents: No information pr	rovided.		
Groupe	ed Project	Mowin	g				МТ	P Reference: Project ID 204	
	Mowing FY22 at Franklin County	y, Mowing, 1	Year (C	Y 2022) mov	ving contract		lin County		
						Con \$80 State Con \$799 State			
Total	Costs (includes costs prior to	SFY21)*:	\$879			\$879			· · · · · · · · · · · · · · · · · · ·
3784	Grove City	NA	SA	mi	Ped Com	ponents: Multi-use path.			
	FRA-N Meadows Road-Haughn	Road	L	ocal Let	Bike Com	ponents: Multi-use path.			
		New R	oadway				МТ	P Reference: Project ID 1400	
	N Meadows Road from Haughn path, sanitary sewer extension and street lighti				•			·	sewer, water line, bike
								Con \$27,022 Local	
Total	Costs (includes costs prior to	SFY21)*:	\$27,022					\$27,022	

MORP	C ID Agency County-Route-Section	PID	AirQ	Length					
		Proj	ect Type	202	1	2022	2023	2024	Future Years**
	Project Location and Description	1		Phase/Amour	nt*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3802	Columbus	NA	E	mi	Ped Compo	onents: ADA curb ramps.			
	FRA-Neil Ave-Signals		Le	ocal Let	Bike Compo	onents: No change to exist	ting conditions.		
		Signals						TP Reference: Project ID 334	
	Neil Ave at 8 intersections between I						nal infrastructture including	g poles. New fiber optic cable w	ill be installed to connect
	the signals and tie-in to the existing (olumbi		Con \$1,000		Work.			
				Con \$1,749 I					
Total	Costs (includes costs prior to SFY	21)*:	\$3,058	\$2,749					
3780	Upper Arlington	NA	Е	mi	Ped Compo	onents: Sidewalk on 1 side	÷.		
	FRA-Nottingham Road-Sunset Drive		Le	ocal Let	Bike Compo	onents: None.			
	-	Sidewa	alks				M	TP Reference: Project ID 186	
	Nottingham Road from Sunset Drive	to Mou	ntview R	oad, Sidewal	ks, Install 4,85	0 feet of sidewalk.			
						PE DD \$49 Local	Con \$500 Local		
Total	Costs (includes costs prior to SFY	21)*:	\$548			\$49	\$500		
3785	Grove City	NA	Е	mi	Ped Compo	nents: Multi-use path.			
	FRA-Orders Road-Old Haughn Road	l	Le	ocal Let	Bike Compo	nents: Multi-use path.			
	-	Minor \	Widening)			M	TP Reference: Project ID 204	
	Orders Road from Old Haughn Road	to Bap	tist Chur	ch Grove City	y, Minor Widen	ing from 2 lanes to 2 lanes	s, Widening of 2,530 linear	feet of 2 lane roadway.	
				Con \$2,925 I	Local				
Total	Costs (includes costs prior to SFY	21)*:	\$2,925	\$2,925					
3425	MORPC 1	09288	Е	mi	Ped Compo	nents: Not applicable.			
	FRA-Paving the Way-FY21		Le	ocal Let	Bike Compo	nents: Not applicable.			
		Progra	m Admir	nistration			M	TP Reference: Project ID 144	
	Paving the Way, SFY 2021, Program communication of construction proje		nistration	, to keep the	public informed	d on the progress of transp	ortation construction throu	ighout Central Ohio and to impr	ove planning and
					STBG-M				
Total	Costs (includes costs prior to SFY	21)*:	\$100	\$100					
3580	MORPC 1	10228	Е	mi	Ped Compo	nents: Not applicable.			
	FRA-Paving the Way-FY22		Le	ocal Let	Bike Compo	nents: Not applicable.			
		Progra	m Admir	nistration			M	TP Reference: Project ID 144	
	Paving the Way, SFY 2022, Program communication of construction proje	n Admin cts.	nistration	, to keep the	public informed	d on the progress of transp	ortation construction throu	ighout Central Ohio and to impr	ove planning and
						PE \$100 STBG-M			
Total	Costs (includes costs prior to SFY	21)*:	\$100			\$100			

MORP	C ID Agency PIE County-Route-Section) AirQ	Length				
		Project Typ	oe 202	1 2022	2 2023	2024	Future Years**
	Project Location and Description	, ,,	Phase/Amou	nt*/Source Phase/Amount*	/Source Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
581	MORPC 1102	29 E	mi	Ped Components: Not ap	plicable.		
	FRA-Paving the Way-FY23	I	Local Let	Bike Components: Not ap	plicable.		
		gram Adm				ITP Reference: Project ID 144	
	Paving the Way, SFY 2023, Program Ad	Iministratio	n, to keep the	public informed on the progre	ess of transportation construction thro	oughout Central Ohio and to imp	rove planning and
	communication of construction projects.				PE \$100 STBG-M		
Total	Costs (includes costs prior to SFY21)	*: \$100	0		\$100	.	-
582	MORPC 1102	30 E	mi	Ped Components: Not ap	plicable.		
	FRA-Paving the Way-FY24	ı	Local Let	Bike Components: Not ap	plicable.		
	Pro	gram Adm	inistration		N	ITP Reference: Project ID 144	
	Paving the Way, SFY 2024, Program Adcommunication of construction projects.	Iministratio	n, to keep the	public informed on the progre	ess of transportation construction thro	oughout Central Ohio and to imp	rove planning and
						PE \$100 STBG-M	
Total	Costs (includes costs prior to SFY21)	*: \$100	0			\$100	
795	Dublin	NA SA	mi	Ped Components: None.			
	FRA-Perimeter Dr-Holt Rd		Local Let	Bike Components: None.			
	Ma	jor Widenir	ng		N	ITP Reference: Not specifically	identified on MTP
	Perimeter Dr from Holt Rd to Commerce	Pkwy, Maj	jor Widening,	Widening of Perimeter Dr			
				ROW \$180 L	ocal		
Total	Costs (includes costs prior to SFY21)	*: \$480	0	\$180			
791	Dublin	NA E	mi	Ped Components: Sidewa	alk on 1 side.		
	FRA-Perimeter Drive-Avery-Muirfield Dr		Local Let	Bike Components: None.			
	•	lewalks			N	ITP Reference: Not specifically	identified on MTP
	Perimeter Drive from Avery-Muirfield Dr	to Holt Dr,	Sidewalks, Co	nstruct sidewalk		, ,	
				Con \$350 L	ocal		
Total	Costs (includes costs prior to SFY21)	*: \$350	0	\$350			
811	Whitehall	NA E	0.85 mi	Ped Components: Multi-u	se path. 0.85 mi. added to ped netw	ork.	
	FRA-Poth Rd		Local Let	•	ise path. 0.85 mi. added to bike netw		
		nor Widenir		. January	•	ITP Reference: Project ID 185	
	Poth Rd from Yearling Rd to Woodcliff D		<u> </u>	2 lanes to 3 lanes, turn lane ad			om Hamilton Rd to Woodcli
			Con \$3,693	LTIP			
	Costs (includes costs prior to SFY21)	*: \$3,997	7 \$3,693				

MORP		PID A	AirQ Length				
	County-Route-Section	Projec	ct Type 20	21 2022	2023	2024	Future Years**
	Project Location and Description		Phase/Amor	unt*/Source Phase/Amount*/Sour	ce Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
783	Upper Arlington	NA	E mi	Ped Components: None.			
	FRA-Redding Road-Fishinger Road		Local Let	Bike Components: None.			
	F	Resurfac	cing		M	TP Reference: Project ID 204	
	Redding Road from Fishinger Road to reviewed for bicycle and pedestrian ac				ation Project (street maintenance) with spot curb and gutter repa	irs. The roadway will be
					PE DD \$75 Local	Con \$848 Local	_
Total	Costs (includes costs prior to SFY2	1)*:	\$923		\$75	\$848	
395	Franklin County	NA	E mi	Ped Components: Replace exi	sting facilities.		
	FRA-Refugee Rd-Big Walnut Creek		Local Let	Bike Components: Maybe - To	be determined.		
		Bridge R	tehabilitation		M	TP Reference: Project ID 203	
	Refugee Rd at Big Walnut Creek, Brid	lge Reha	abilitation, plan to i	replace existing sidewalk on N side	and investigate multi-use path or	n S side.	
			Con \$1,000	Local			_
Total	Costs (includes costs prior to SFY2	1)*: \$	\$1,000 \$1,000				
789	New Albany	NA	E mi	Ped Components: Not applical	ble.		
	FRA-Reynoldsburg New Albany Rd-W	alnut St	Local Let	Bike Components: Not applicat	ble.		
				afety Improvement	M	TP Reference: Project ID 185	
	Reynoldsburg New Albany Rd at Walr	nut St, In	ntersection Modifica	ation & Safety Improvement, Reyno	oldsburg New Albany Rd at Waln	ut St Intersection Improvement	
				Con \$2,500 Local			_
Total	Costs (includes costs prior to SFY2	1)*: \$	\$2,500	\$2,500			
366	New Albany	NA	E mi	Ped Components: Multi-use pa	ath.		
	FRA-Reynoldsburg-New Albany Rd-B	randon	Local Let	Bike Components: Multi-use pa	ath.		
	N	์ Multi-Us€	e Path		M	TP Reference: Project ID 186	
	Reynoldsburg-New Albany Rd from Br	randon F	Rd to Morse Rd, M	ulti-Use Path, for a trail connection	along the city's SE boundary.		
				Local			_
Total	Costs (includes costs prior to SFY2	1)*:	\$475 \$475				
412	Dublin	NA	E 0.6 mi	Ped Components: Multi-use pa	ath. 0.6 mi. added to ped networ	k.	
	FRA-Riverside Dr E-Section 1		Local Let	Bike Components: Multi-use pa	ath. 0.6 mi. added to bike netwo	rk.	
	N	์ Multi-Us€	e Path		M	TP Reference: Project ID 186	
	Riverside Dr E from Emerald Pkwy to side of Summit View Rd. Dublin CIP E		d, Multi-Use Path, 8	B' wide. First of three sections along	the E side of Riverside Dr E bet	ween Emerald Pkwy and Sum	mit View Rd and along the I
			Con \$1,085	Local			
Total	Costs (includes costs prior to SFY2	1)*: \$	1,195 \$1,085				

March 27, 2020 114 Final Draft MORPC SFY 2021-2024 TIP

MORF	PC ID Agency	PID	AirQ	Length					
	County-Route-Section	Pro	ject Typ	e 202	1	2022	2023	2024	Future Years**
	Project Location and Description	n	7 71	Phase/Amou	nt*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
04	Franklin County	NA	Е	2.47 mi	Ped Compo	onents: Widen shoulder.	On Saltzgaber Rd between G	Proveport Rd & Toy Rd.	
	FRA-Saltzgaber Rd, Swisher Rd &	Toy Rd-	L	ocal Let	Bike Compo	onents: Widen shoulder.	On Saltzgaber Rd between G	Proveport Rd & Toy Rd.	
		Recor	nstruction	n/Intersection	Modification		MT	P Reference: Project IDs 792	2/ 842
	Saltzgaber Rd, Swisher Rd & Toy R Rd with a cul-de-sac. Reconstruct the Pkwy to Saltzgaber Rd and Swisher	he inters	section w	ith Groveport	Rd, adding El t Rd.				
				Con \$384 Con \$1,060	Local				
ota	Costs (includes costs prior to SF	Y21)*:	\$2,350	\$2,147					
283	Columbus	105736	E	0.4 mi	Ped Compo	onents: Multi-use path. 0	.4 mi. added to ped network.		
	FRA-Souder Ave-Multi-Use Path		L	ocal Let 🗸	Bike Compo	onents: Multi-use path. 0	0.4 mi. added to bike network		
		Multi-l	Use Path	/New Bridge			MT	P Reference: Project ID 186	
	Souder Ave from W Broad St to Du Westbank Trail. Extend path along					ructing a bike/ped bridge	adjacent to the Souder bridge	e, including connections to th	e Scioto Trail and
							Con \$2,788 TAP-M		
F-4-	l Conta (implicator conta maior to CF	V04)*-	¢4.050				Con \$786 Local		
ota	Costs (includes costs prior to SF	121)":	\$4,056)			\$3,574		
377	Columbus	110844	Е	mi	Ped Compo	onents: No information pr	ovided.		
	FRA-SRTS 17th/Ann Sidewalks		L	ocal Let	Bike Compo	onents: No information pr	rovided.		
oup	ed Project	Sidew	/alks				MT	P Reference: Project ID 186	
	SRTS 17th/Ann Sidewalks at multip Steward Ave to E Whittier St. Proje	ole segm ect will in	nents, Sid nclude Al	dewalks, Prov DA compliant	ide sidewalks curb ramps, c	along 17th St from E Marl urbs, retaining walls and s	kinson Ave to Frebis Ave; An stormwater treatment (BMP'	n St from Frebis Ave to E Mit	hoff St; and Ann St from
						Con \$400 HSIP Con \$40 Federal			
						Con \$40 Federal Con \$26 Local			
						Con \$255 Local			
Tota	Costs (includes costs prior to SF	Y21)*:	\$721			\$721			
378	Columbus	109136	Е	mi	Ped Compo	onents: No information pr	ovided.		
	FRA-SRTS Kingsford Rd Sidewalks	S	L	ocal Let	Bike Compo	onents: No information pr	rovided.		
oup	ed Project	Sidew	/alks				MT	P Reference: Project ID 186	
	SRTS Kingsford Rd Sidewalks from	Eakin I	Rd to Bri	ggs Rd, Sidev	valks, SRTS p		ngsford Rd from Eakin Rd to	Briggs Rd. construct sidewal	k
	Costs (includes costs prior to SF	100 (110				Con \$262 HSIP			.
_		V741*-	\$262	1		\$262			

March 27, 2020 115 Final Draft MORPC SFY 2021-2024 TIP

MORE	PC ID Agency County-Route-Section	PID	AirQ	Length					
		Pro	ject Typ	e 20	21	2022	2023	2024	Future Years**
	Project Location and Description	on	, ,,		unt*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
8684	Grove City	112219	Е	mi	Ped Con	nponents: No information p	rovided.		
	FRA-Tigerpoly		L	ocal Let	Bike Con	nponents: No information p	rovided.		
roup	ed Project	Major	Rehabilit	ation			МТ	P Reference: Project ID 204	
	Seeds Road/Enterprise Pkwy from Parkway. These improvements will along the east side of I-71 to the G ancillary items.	follow th	ne alignm	ent of the e	xisting roadw	ay, which extends to the we	est from the intersection with	South Meadows Drive, then cur	ves south where it runs
Tota	l Costs (includes costs prior to SF	FY21)*:		Con \$350	State Local-Other				
278	Franklin County	105759	Е	0.27 m i	Ped Con	nponents: Widen shoulder.	0.27 mi. added to ped netw	ork.	
	FRA-Trabue Rd-Scioto River		L	ocal Let		•	0.27 mi. added to bike netw		
		Bridge	Deck R	eplacement				P Reference: Project ID 203	
	Trabue Rd at Scioto River, Bridge	Deck Re	placeme	nt, Concrete	deck replace	ement of a 4-span, 416 ft, s	teel beam bridge.		
			F	ROW \$45	STBG-M	Con \$2,373 STBG-M			
					Local	Con \$1,582 Local			
Tota	l Costs (includes costs prior to SF	-Y21)*:	\$4,505	\$75		\$3,955			
807	Groveport	NA	Е	0.66 mi	Ped Con	nnonents: Multi-use nath	0.66 mi. added to ped netwo	rk	
00.	FRA-W Bixby Rd-Phase 2		_	ocal Let		•	0.66 mi. added to bike netwo		
	Track W Bixby Rd Filade 2	Recor		/Multi-Use F		mponents: Mait dee pain.		P Reference: Project ID 204	
	W Bixby Rd from Madison-Christia					ance Reconstruction & Mul		Reference. 1 Toject ID 204	
	W bixby Nu from Madison-Christia	II School		Con \$1,711		ance, reconstruction & Mui	u-Ose r aur,		
Tota	l Costs (includes costs prior to SF	FY21)*:		\$1,711				·	
786	Reynoldsburg	NA	E	mi	Ped Con	nponents: Multi-use path.			
	FRA-Waggoner Road-US 40		L	ocal Let	Bike Con	nponents: Multi-use path.			
		Minor	Widenin	g/Safety Imp	rovement		МП	P Reference: Project ID 204	
	Waggoner Road from US 40 to OH					es & Safety Improvement, F	Phase 1-2, Widening, Pedest	rian Trail and Safety Features	
Tota	l Costs (includes costs prior to SF	-V21)*-	\$16,000			Con \$16,000 Local \$16.000			
TUla	Costs (includes costs prior to SF	121).	\$10,000			\$10,000			
415	Dublin	NA	Е	0.2 mi	Ped Con	nponents: Multi-use path.	0.2 mi. added to ped network	. .	
	FRA-Wilcox Rd-Northcliff Blvd		L	ocal Let	Bike Con	nponents: Multi-use path.	0.2 mi. added to bike network	K.	
		Multi-l	Use Path					P Reference: Project ID 186	
	Wilcox Rd from Northcliff Blvd to H	leather G	en Blvd.	, Multi-Use F	Path, 8' wide	path with crossing at Lothia		, 	
					Local				
Tota	l Costs (includes costs prior to SF	FY21)*:	\$195	\$160					

IORP	C ID Agency County-Route-Section	PID	AirQ	Length					
		Proj	ect Type	202	21	2022	2023	2024	Future Years**
	Project Location and Description	1 ′		Phase/Amou	nt*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
61	Canal Winchester	NA	SA	2 mi	Ped Com	ponents: None.			
	FRA-Winchester Blvd-Gender Rd		Le	ocal Let	Bike Com	ponents: Multi-Use Path. 2	mi. added to bike network.		
		New Ro	oadway/	Multi-Use Pa	ıth		MTI	P Reference: Project ID 422	
	Winchester Blvd from Gender Rd to	Sims Ro	oad, Nev	v Roadway, 3	3 lanes & Mu	ulti-Use Path, proposed 2 thro	ough traffic lanes and one ce	enter lane. Multi-use path on	one side of roadway.
								ROW \$450 Local	
T -4-6	Conta (includes anota misu to CEV	(04)*- (*45.050					Con \$15,500 Local	
otai	Costs (includes costs prior to SFY	21)": 3	\$15,950					\$15,950	
918	Columbus	98557	E	0.8 mi	Ped Com		es. Add on both sides of Hill mi. added to ped network.	iard-Rome south of Feder and	fill gaps on side of
	FRA-CR003-12.96		Le	ocal Let 🗸	Bike Com	ponents: Bicycle lanes. 0.8	3 mi. added to bike network.		
		Interse	ction Mo	dification/Sid	dewalks		MT	P Reference: Project ID 604	
	Hilliard-Rome Rd at Feder Rd/Fisher Way Ct.	Rd, Inte	ersectior	n Modification	n & Sidewalk	ks, add turn lanes at the inters	section, modify I-70 eastbou	und ramps and modify access	at Feder Rd and Evans
	•			Con \$1,844					
				Con \$3,848	CMAQ-M				
Total	,	'21)*: 9		Con \$3,848 Con \$3,008	CMAQ-M				
Total	Costs (includes costs prior to SFY	<u>'21)*:</u> \$		Con \$3,848	CMAQ-M				
	Costs (includes costs prior to SFY	/21)*: \$		Con \$3,848 Con \$3,008	CMAQ-M Local	ponents: No information pro	ovided.		
	Costs (includes costs prior to SFY		\$11, 690 E	Con \$3,848 Con \$3,008 \$8,700	CMAQ-M Local Ped Com	pponents: No information pro			
688	Costs (includes costs prior to SFY ODOT 6 1	107759	\$11,690 E Lo	Con \$3,848 Con \$3,008 \$8,700	CMAQ-M Local Ped Com Bike Com	•	ovided.	P Reference: Project ID 203	
688	ODOT 6 1 FRA-003-17.44 ed Project	107759 Preven	\$11,690 E Lo	Con \$3,848 Con \$3,008 \$8,700 mi cocal Let ge Maintena	CMAQ-M Local Ped Com Bike Com	ponents: No information pro	ovided.	P Reference: Project ID 203	
688	Costs (includes costs prior to SFY ODOT 6 1 FRA-003-17.44	107759 Preven	\$11,690 E Lo	Con \$3,848 Con \$3,008 \$8,700 mi cocal Let ge Maintena	CMAQ-M Local Ped Com Bike Com	ponents: No information pro	ovided.	P Reference: Project ID 203 Con \$16 Federal	
688	ODOT 6 1 FRA-003-17.44 ed Project	107759 Preven	\$11,690 E Lo	Con \$3,848 Con \$3,008 \$8,700 mi cocal Let ge Maintena	CMAQ-M Local Ped Com Bike Com	ponents: No information pro	ovided.	Con \$16 Federal	
688	ODOT 6 1 FRA-003-17.44 ed Project	107759 Preven	\$11,690 E Lo	Con \$3,848 Con \$3,008 \$8,700 mi cocal Let ge Maintena	CMAQ-M Local Ped Com Bike Com	ponents: No information pro	ovided.	Con \$16 Federal Con \$4 State Con \$400 Federal	
688 roupe	ODOT 6 1 FRA-003-17.44 ed Project SR 3 at I-71, Preventive Bridge Main	Prevent	\$11,690 E Lo	Con \$3,848 Con \$3,008 \$8,700 mi cocal Let ge Maintena	CMAQ-M Local Ped Com Bike Com	ponents: No information pro	ovided.	Con \$16 Federal Con \$4 State Con \$400 Federal Con \$100 State	
688 roupe	ODOT 6 1 FRA-003-17.44 ed Project	Prevent	\$11,690 E Lotive Brid	Con \$3,848 Con \$3,008 \$8,700 mi cocal Let ge Maintena	CMAQ-M Local Ped Com Bike Com	ponents: No information pro	ovided.	Con \$16 Federal Con \$4 State Con \$400 Federal	
688 roupe	ODOT 6 1 FRA-003-17.44 ed Project SR 3 at I-71, Preventive Bridge Main	Prevent	\$11,690 E Lotive Brid	Con \$3,848 Con \$3,008 \$8,700 mi cocal Let ge Maintena	Ped Com Bike Com nce 1 (SLM 17.44	ponents: No information pro	ovided. MTI overlay / approach slabs	Con \$16 Federal Con \$4 State Con \$400 Federal Con \$100 State	
688 roupe	ODOT 6 1 FRA-003-17.44 ed Project SR 3 at I-71, Preventive Bridge Main	Preventenance	\$11,690 E Lotive Brid e, FRA S \$520 E	Con \$3,848 Con \$3,008 \$8,700 mi cocal Let ge Maintena R 3 over I-7	Ped Com Bike Com nce 1 (SLM 17.44	A), preventive maintenance -	ovided. MTI overlay / approach slabs	Con \$16 Federal Con \$4 State Con \$400 Federal Con \$100 State	
688 roupe	ODOT 6 1 FRA-003-17.44 ed Project SR 3 at I-71, Preventive Bridge Main	721)*:	\$11,690 E Lotive Brid \$5, FRA S \$520 E	Con \$3,848 Con \$3,008 \$8,700 mi cocal Let ge Maintena R 3 over I-7	Ped Com Bike Com nce 1 (SLM 17.44	4), preventive maintenance -	ovided. MTI overlay / approach slabs ovided. ovided. ovided.	Con \$16 Federal Con \$4 State Con \$400 Federal Con \$100 State	
688 Groupe	ODOT 6 1 FRA-003-17.44 ed Project SR 3 at I-71, Preventive Bridge Main Costs (includes costs prior to SFY) ODOT 6 1 FRA-003-19.38	Preventatenance	\$11,690 E Lotive Brid sp, FRA S \$520 E Loction Mo	Con \$3,848 Con \$3,008 \$8,700 mi cocal Let ge Maintena R 3 over I-7	Ped Com Bike Com nce 1 (SLM 17.44	4), preventive maintenance -	ovided. MTI overlay / approach slabs ovided. ovided. MTI	Con \$16 Federal Con \$4 State Con \$400 Federal Con \$100 State \$520 P Reference: Project ID 185	eland Ave.) and Hudson S
688 Froupe	ODOT 6 1 FRA-003-17.44 ed Project SR 3 at I-71, Preventive Bridge Main Costs (includes costs prior to SFY) ODOT 6 1 FRA-003-19.38 ed Project	Preventatenance	\$11,690 E Lotive Brid sp, FRA S \$520 E Loction Mo	Con \$3,848 Con \$3,008 \$8,700 mi cocal Let ge Maintena R 3 over I-7	Ped Com Bike Com nce 1 (SLM 17.44	apponents: No information pro- provement to increase safety Con \$50 State	ovided. MTI overlay / approach slabs ovided. ovided. MTI	Con \$16 Federal Con \$4 State Con \$400 Federal Con \$100 State \$520 P Reference: Project ID 185	eland Ave.) and Hudson S
688 Froupe	ODOT 6 1 FRA-003-17.44 ed Project SR 3 at I-71, Preventive Bridge Main Costs (includes costs prior to SFY) ODOT 6 1 FRA-003-19.38 ed Project	Preventatenance	\$11,690 E Lotive Brid sp, FRA S \$520 E Loction Mo	Con \$3,848 Con \$3,008 \$8,700 mi cocal Let ge Maintena R 3 over I-7	Ped Com Bike Com nce 1 (SLM 17.44	apponents: No information pro- provement to increase safety Con \$50 State Con \$450 HSIP	ovided. MTI overlay / approach slabs ovided. ovided. MTI	Con \$16 Federal Con \$4 State Con \$400 Federal Con \$100 State \$520 P Reference: Project ID 185	eland Ave.) and Hudson S
688 Groupe Total	ODOT 6 1 FRA-003-17.44 ed Project SR 3 at I-71, Preventive Bridge Main Costs (includes costs prior to SFY) ODOT 6 1 FRA-003-19.38 ed Project	Preventatenance	\$11,690 E Lotive Brid sp, FRA S \$520 E Loction Mo	Con \$3,848 Con \$3,008 \$8,700 mi cocal Let ge Maintena R 3 over I-7	Ped Com Bike Com nce 1 (SLM 17.44	apponents: No information pro- provement to increase safety Con \$50 State	ovided. MTI overlay / approach slabs ovided. ovided. MTI	Con \$16 Federal Con \$4 State Con \$400 Federal Con \$100 State \$520 P Reference: Project ID 185	eland Ave.) and Hudson S

MORPC ID Agency	PID	AirQ L	_ength					
County-Route-Section	Proje	ect Type	2021		2022	2023	2024	Future Years**
Project Location and Desc	cription	P	hase/Amount*/So	ırce Phase/Ar	mount*/Source P	hase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3480 ODOT 6	106260	E	3.56 mi Pe	d Components: N	No information provide	ed.		
FRA-SR003-19.87		Loc	al Let Bik	e Components: N	No information provide	ed.		
Grouped Project	Prevent	tive Paven	nent Maintenand	е		M	TP Reference: Project ID 204	
Westerville Rd & State St (SR	R-3) at segment	s in Colun	nbus and Weste	ville, Preventive F	Pavement Maintenand	ce, FRA-3-19.87-24.47	Urban/General System Paving	Project - FY23
						Con \$7 Local		
						Con \$191 State Con \$1.488 Federal		
						Con \$8 State		
						Con \$60 Federal		
						Con \$181 Local		
Total Costs (includes costs prior	to SFY21)*:	\$1,935				\$1,935		
3723 ODOT 6	110799	SA			No information provide			
FRA-SR003-20.40		Loc	al Let Bik	e Components: N	No information provide	ed.		
Grouped Project	Operati	onal Upgra	ades			M ⁻	TP Reference: Project ID 185	
Westerville Rd (SR-3) from Ag left turn lane	gler Rd to Oakl	and Park A	Ave, Operational	Upgrades, Increa	se safety and reduce	congestion by revising	the lane markings and traffic of	control to provide a two wa
					\$225 HSIP			
				Con	\$23 Federal			
				Con Con	\$3 State \$25 State			
Total Costs (includes costs prior	to SFY21)*:	\$275			275			.
3651 ODOT 6	110378	Е	mi Pe	d Components: N	No information provide	ed.		
FRA-SR003-22.90		Loc	al Let 🔃 Bik	e Components: I	No information provide	ed.		
Grouped Project	Intersed	ction Modif	fication			M ⁻	TP Reference: Project ID 209	
Westerville Rd (SR-3) at Mors	se Rd, Intersect	tion Modifi	cation, Intersect	on improvement t	o increase safety and	I reduce congestion at	the intersection of SR 3 and Me	orse Rd.
					\$235 Local			
					,980 HSIP			
Total Casta (includes assta prior	to SEV24)*-	¢0.254			\$139 Federal			.
Total Costs (includes costs prior	10 3F121)":	\$2,354		\$2,	354			

March 27, 2020 118 Final Draft MORPC SFY 2021-2024 TIP

MORI									
	PC ID Agency County-Route-Section	PID	AirQ	Length					
	Project Location and Descriptio	Pro	ject Type			2022	2023	2024	Future Years**
				Phase/Amou		Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
662		110925	Ε.	mi		ponents: No information pro			
	FRA-SR003-24.27			ocal Let	Bike Com	ponents: No information pro		D 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
roup	ped Project			dification	e' 8.4 Per			P Reference: Project ID 185	
	Westerville Rd (SR-3) at Minerva La thru lane beyond the intersection. A intersection.								
			•	Con \$2	HSIP Federal State State				
Tota	I Costs (includes costs prior to SF	Y21)*:	\$176	\$176					
664	Franklin County	111796	Е	mi	Ped Com	ponents: No information pro	ovided.		
	FRA-CR003-5.64		Lo	ocal Let	Bike Com	ponents: No information pro	ovided.		
roup	ped Project	Interse	ection Mo	dification			МТ	P Reference: Project ID 185	
	CR3 (Norton Rd) at TR135 (Kropp/C HSP funds in CONS phase. Local-le	et by Fra	ity Rd), In anklin Cou	itersection Number	Aodification, Cer's office.	construct a roundabout at the	Con \$1,474 HSIP	n Road) and CR135 (Kropp/G	rove City Road). ODOT
							Con \$302 Local		.
Tota	I Costs (includes costs prior to SF)	Y21)*:	\$1.776				\$1.776		
Tota	l Costs (includes costs prior to SF		. ,				\$1,776		
	Franklin County	111077	E	mi		ponents: No information pro	ovided.		
663	Franklin County FRA-CR006 (Reys N Alb)-at Haven	111077 s	E	ocal Let		ponents: No information pro	ovided.		
663	Franklin County FRA-CR006 (Reys N Alb)-at Haven	111077 s Interse	E Lo	ocal Let	Bike Com	ponents: No information pro	ovided. ovided. MT	P Reference: Project ID 185	
663	Franklin County FRA-CR006 (Reys N Alb)-at Haven	111077 s Interse	E Lo ection Mo d, Interse	dification	Bike Com	ponents: No information pro	ovided. ovided. MT	•	Albany Rd) and FRA TR
3663 Group	Franklin County FRA-CR006 (Reys N Alb)-at Haven bed Project Reynoldsburg-New Albany Rd at Ha 203 (Havens Rd). A roundabout is u	111077 s Interse avens Ro under co	E Lo ection Mo d, Interse nsideration	dification	Bike Com	ponents: No information prove safety and reduce conges Con \$2,375 HSIP Con \$1,400 Local Con \$98 Local Con \$166 Federal	ovided. ovided. MT	•	Albany Rd) and FRA TR
663 roup	Franklin County FRA-CR006 (Reys N Alb)-at Haven bed Project Reynoldsburg-New Albany Rd at Ha	111077 s Interse avens Ro under co	E Lo ection Mo d, Interse	dification	Bike Com	ponents: No information prove safety and reduce conges Con \$2,375 HSIP Con \$1,400 Local Con \$98 Local	ovided. ovided. MT	•	Albany Rd) and FRA TR
663 roup	Franklin County FRA-CR006 (Reys N Alb)-at Haven- bed Project Reynoldsburg-New Albany Rd at Ha 203 (Havens Rd). A roundabout is u	111077 s Interse avens Ro under co	E Location Mo d, Interse nsideration \$4,039	dification	Bike Com	ponents: No information prove safety and reduce conges Con \$2,375 HSIP Con \$1,400 Local Con \$98 Local Con \$166 Federal	ovided. ovided. MT stion at the intersection of Fl	•	Albany Rd) and FRA TR
7Total	Franklin County FRA-CR006 (Reys N Alb)-at Haven- bed Project Reynoldsburg-New Albany Rd at Ha 203 (Havens Rd). A roundabout is until Costs (includes costs prior to SF	111077 s Interse avens Rounder co	E Location Mo d, Interse nsideration \$4,039	dification ction Modifion. 0.02 mi	Bike Com	ponents: No information prove safety and reduce conges Con \$2,375 HSIP Con \$1,400 Local Con \$98 Local Con \$166 Federal \$4,039 ponents: Maybe - To be defined the same same same same same same same sam	ovided. MT stion at the intersection of Fi	•	Albany Rd) and FRA TR
Fota	Franklin County FRA-CR006 (Reys N Alb)-at Haven- ped Project Reynoldsburg-New Albany Rd at Ha 203 (Havens Rd). A roundabout is used. Franklin County FRA-CR006-06.26 Ded Project Reynoldsburg-New Albany Rd at Cla	111077 s Interse avens Rounder co	E Location Mo d, Interse nsideration \$4,039 E Locate Addi	dification ction Modifion. 0.02 mi ocal Let	Bike Com cation, Improv Ped Com Bike Com	ponents: No information prove safety and reduce conges Con \$2,375 HSIP Con \$1,400 Local Con \$98 Local Con \$166 Federal \$4,039 ponents: Maybe - To be defined the ponents: Maybe - To be defined to the ponents of t	byided. byided. MT stion at the intersection of File termined. termined. MT	RA CR 6 (Reynoldsburg-New A	
663 Froup Tota 256 Froup	Franklin County FRA-CR006 (Reys N Alb)-at Haven- ped Project Reynoldsburg-New Albany Rd at Ha 203 (Havens Rd). A roundabout is un all Costs (includes costs prior to SF) Franklin County FRA-CR006-06.26 ped Project	111077 s Interse avens Ro under co Y21)*: 104708 Turn L ark State	E Location Mo d, Interse nsideration \$4,039 E Locate Addi Rd (CR-	dification ction Modifion. 0.02 mi ocal Let	Ped Com Bike Com	ponents: No information prove safety and reduce conges Con \$2,375 HSIP Con \$1,400 Local Con \$98 Local Con \$166 Federal \$4,039 ponents: Maybe - To be defined the ponents: Maybe - To be defined to the ponents of t	byided. byided. MT stion at the intersection of File termined. termined. MT	RA CR 6 (Reynoldsburg-New A	

MORP	C ID Agency	PID		_					
	County-Route-Section	Proi	ect Typ	e 202	1	2022	2023	2024	Future Years**
	Project Location and Des	cription		Phase/Amou	nt*/Source Phas	se/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
2951	Columbus	99744	Е	1.8 mi	Ped Componen	nts: Sidewalk on 1 sid to ped network.	e, multi-use path on 1 side. S	Sidewalk on north side; path o	n south side. 3.6 mi. added
	FRA-CR014-01.99		L	ocal Let 🗸	Bike Componen	nts: Multi-use path. Lo 1.8 mi. added to b		nnect to the existing path on	the east side of Hamilton Ro
		Sidewa	alks/Mul	ti-Use Path			MTF	P Reference: Project ID 560	
	Refugee Road from Winches	ster Pike to Han	nilton Ro	oad, Sidewalk	s & Multi-Use Path	, including mid-block	crossing at COTA stop.		
						on \$3,605 TAP-M			
Total	Coots (includes seets prior	40 CEV24)*-	¢E 440		Col	on \$901 Local \$4,506			
Total	Costs (includes costs prior	10 SF 121)":	\$5,148			\$4,50b			
514	Columbus	107240	Е	0.1 mi	Ped Componen	nts: Pedestrian signal	S.		
	FRA-CR014-01.99		L	ocal Let	Bike Componen	nts: No information pr	ovided.		
roup	ed Project	Interse	ction M	odification			MTF	Reference: Project ID 185	
	Defense Delet Mineles de Pi	d. 1	4 1161					ion of nodestrian assembled	ations
	Refugee Rd at Winchester Pl	'K, Intersection I	Modifica	ition, Signal n	nodifications, paven	ment markings, acces	s management and the addit	ion oi pedesinan accommoda	uiono.
	Refugee Rd at Winchester Pl	K, Intersection I	- 1	ROW \$88	HSIP Co	on \$474 HSIP	s management and the addit	ion of pedestrian accommoda	auoris.
Total	-			ROW \$88 ROW \$10	HSIP Co	on \$474 HSIP on \$105 Local	s management and the addit	ion of pedestrian accommoda	
Total	Costs (includes costs prior		- 1	ROW \$88 ROW \$10	HSIP Co	on \$474 HSIP	s management and the addit	ion of pedestrian accommod	
	-			ROW \$88 ROW \$10	HSIP Co Local Co	on \$474 HSIP on \$105 Local		ion of pedestrian accommoda	
	Costs (includes costs prior	to SFY21)*:	\$838 E	ROW \$88 ROW \$10 3 \$97	HSIP Con Local Con	ship ship ship ship ship ship ship ship			
	Costs (includes costs prior Franklin County	105741	\$838 E	ROW \$88 ROW \$10 \$ \$97 0.28 mi	HSIP Con Local Con	ship ship ship ship ship ship ship ship	facilities. kings/Sharrows. 0.28 mi. add		
	Costs (includes costs prior Franklin County	to SFY21)*: 105741 Bridge	\$838 E L Replace	80W \$88 ROW \$10 \$ \$97 0.28 mi .ocal Let ✓	HSIP Con Local Con Ped Componen Bike Componen	\$105 Local \$580 \$18: Replace existing fats: Shared-lane mark	facilities. kings/Sharrows. 0.28 mi. add MTF	ded to bike network.	
	Costs (includes costs prior Franklin County FRA-CR016-01.30	to SFY21)*: 105741 Bridge	\$838 E L Replace	80W \$88 ROW \$10 \$ \$97 0.28 mi .ocal Let ✓	HSIP Con Local Con Ped Componen Bike Componen	\$105 Local \$580 \$18: Replace existing fats: Shared-lane mark	facilities. kings/Sharrows. 0.28 mi. add MTF deck replacement. Con \$859 SCIP	ded to bike network.	
277	Costs (includes costs prior Franklin County FRA-CR016-01.30 Agler Rd at Alum Creek, Brid	105741 Bridge	\$838 E L Replace	ROW \$88 ROW \$10 \$ \$97 0.28 mi cocal Let cement uation and rep	HSIP Con Local Con Ped Componen Bike Componen	\$105 Local \$580 \$18: Replace existing fats: Shared-lane mark	facilities. kings/Sharrows. 0.28 mi. add MTF deck replacement. Con \$859 SCIP Con \$3,436 STBG-M	ded to bike network.	
277	Costs (includes costs prior Franklin County FRA-CR016-01.30	105741 Bridge	\$838 E L Replace	ROW \$88 ROW \$10 \$ \$97 0.28 mi cocal Let cement uation and rep	HSIP Con Local Con Ped Componen Bike Componen	\$105 Local \$580 \$18: Replace existing fats: Shared-lane mark	facilities. kings/Sharrows. 0.28 mi. add MTF deck replacement. Con \$859 SCIP	ded to bike network.	
277 Total	Costs (includes costs prior Franklin County FRA-CR016-01.30 Agler Rd at Alum Creek, Brid	105741 Bridge	\$838 E L Replace	ROW \$88 ROW \$10 \$ \$97 0.28 mi cocal Let cement uation and rep	Ped Componen Bike Componen coair of steel girders.	\$105 Local \$580 \$18: Replace existing fats: Shared-lane mark	facilities. kings/Sharrows. 0.28 mi. add MTF deck replacement. Con \$859 SCIP Con \$3,436 STBG-M \$4,295	ded to bike network.	
277 Total	Costs (includes costs prior Franklin County FRA-CR016-01.30 Agler Rd at Alum Creek, Brid Costs (includes costs prior	105741 Bridge dge Replaceme	\$838 E L Replace nt, Evalu \$4,620	ROW \$88 ROW \$10 \$ \$97 0.28 mi cocal Let ement uation and rep	Ped Componen Bike Componen Dair of steel girders. Ped Componen	\$105 Local \$580 Shared-lane mark Possible girder and ones. No information pro-	facilities. kings/Sharrows. 0.28 mi. add MTF deck replacement. Con \$859 SCIP Con \$3,436 STBG-M \$4,295 ovided.	ded to bike network.	
277 Total 653	Costs (includes costs prior Franklin County FRA-CR016-01.30 Agler Rd at Alum Creek, Brid Costs (includes costs prior Columbus	105741 Bridge dge Replaceme 105741: 105741 Bridge 105 Replaceme 105 SFY21)*:	\$838 E L Replace nt, Evalu \$4,620 E	ROW \$88 ROW \$10 \$ \$97 0.28 mi cocal Let ement uation and re	Ped Componen Bike Componen Dair of steel girders. Ped Componen	\$105 Local \$580 \$105 Local \$580 \$105 Local \$580 \$105 Local \$105 Lo	facilities. kings/Sharrows. 0.28 mi. add MTF deck replacement. Con \$859 SCIP Con \$3,436 STBG-M \$4,295 ovided. ovided.	ded to bike network.	
277 Total 653	Costs (includes costs prior Franklin County FRA-CR016-01.30 Agler Rd at Alum Creek, Brid Costs (includes costs prior Columbus FRA-SR016-04.84	105741 Bridge dge Replaceme 105741: 105741 Bridge dge Replaceme 10588 Interseersection Modifie	\$838 E L Replace nt, Evalue \$4,620 E L ction Me	ROW \$88 ROW \$10 \$ \$97 0.28 mi cocal Let ement uation and re mi cocal Let odification Columbus.Int	Ped Componen Bike Componen Ped Componen Bike Componen Ped Componen Bike Componen Bike Componen Bike Componen	sts: Replace existing fats: Shared-lane mark Possible girder and controls: No information profits: No	facilities. kings/Sharrows. 0.28 mi. add MTF deck replacement. Con \$859 SCIP Con \$3,436 STBG-M \$4,295 ovided. ovided. MTF	ded to bike network. Reference: Project ID 203 Reference: Project ID 196	
3277 Total	Costs (includes costs prior Franklin County FRA-CR016-01.30 Agler Rd at Alum Creek, Brid Costs (includes costs prior Columbus FRA-SR016-04.84 ed Project E Broad St at James Rd, Inte	105741 Bridge dge Replaceme 105741: 105741 Bridge dge Replaceme 10588 Interseersection Modifie	\$838 E L Replace nt, Evalue \$4,620 E L ction Me	ROW \$88 ROW \$10 \$ \$97 0.28 mi cocal Let ement uation and re mi cocal Let odification Columbus.Int	Ped Componen Bike Componen Ped Componen Bike Componen Ped Componen Bike Componen Bike Componen Bike Componen	sts: Replace existing fats: Shared-lane mark Possible girder and controls: No information profits: No	facilities. kings/Sharrows. 0.28 mi. add MTF deck replacement. Con \$859 SCIP Con \$3,436 STBG-M \$4,295 ovided. ovided. MTF	ded to bike network. Reference: Project ID 203 Reference: Project ID 196	

MORE	PC ID Agency	PID	AirQ	Length						
	County-Route-Section			202	1		2022	2023	2024	Future Years**
	Project Location and Desc	ription Pro	ject Type	202 Phase/Amou		Phase/Ar	mount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
253	Whitehall	105768		0.44 mi			Modify existing fac		THUOS/AMOUNT /OOGIOO	T Haddy/Allieditt /edailed
	FRA-SR016-06.87	100100	_	cal Let	-			.44 mi. added to bike networl	Κ.	
		Interse	ection Mod						P Reference: Project ID 185	
	E Broad St at Hamilton Rd, In	tersection Mo	dification, I	Proposed:					,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
	EB Broad: 2 thru, 1 LTL, 1 cor	ntinuous RTL	·	•						
	WB Broad: 1 thru, 1 LTL, 1 the NB Hamilton: 2 thru, 2 LTL, 1									
	SB Hamilton: 2 thru, 2 LTL, 1									
	Includes medians on all 4 app		street lighti	ing.						
							,322 CMAQ-M	Con \$5,056 CMAQ-M		
Total	l Costs (includes costs prior t	to SFV21)*-	\$9,877				\$331 Local 653	Con \$1,264 Local \$6,319		
	record (merades secto prior		Ψο,σ			Ψ.,		Ψο,στο		
29	Columbus	105734	SA	1.01 mi	Ped Comp	onents: S	Sidewalk on 1 side	e, multi-use path on 1 side.	2.02 mi. added to ped networ	k.
	FRA-SR016-08.24		Loc	cal Let 🗸	Bike Comp	onents: I	Multi-use path. 1.	.01 mi. added to bike networl	Κ.	
		Major	Widening/I	Intersection	Modification			MTF	Reference: Project ID 92	
	E Broad St from I-270 to Oute			from 5 lan	es to 7 lanes	& Intersec	tion Modification,	includes signal modification	s at 3 intersections, additiona	l/extended turn lanes at
	various intersections, and med	dian additions	•							
							\$459 STBG-M \$306 Local			Con \$8,388 STBG-M Con \$5,592 Local
Total	l Costs (includes costs prior t	to SFY21)*:	\$15,822				765	l		\$13,980
	0007.0									
650	ODOT 6	110377	E .	mi			No information pro			
	FRA-SR016-10.20			cal Let	Bike Comp	onents: I	No information pro			
roup	ed Project		ection Mod						Reference: Project ID 185	
	E Broad St at Reynoldsburg-N	lew Albany Ro	d, Intersect	tion Modific	ation, Interse	ction impro	ovement to increa	Se safety and reduce conge	stion	
								Con \$50 Local		
Tota	l Costs (includes costs prior t	to SFY21)*:	\$500					\$500	·	. '
CEO	Franklin County	109494	Е	m:	Dod Comm		No information pro	ouide d		
000	FRA-CR017-11.80	109494		mi			No information pro			
		Intoro	Loc ection Mod	cal Let	Bike Comp	onents: I	No information pro		Deference: Project ID 105	
roup	ed Project Morse Rd at Babbitt Rd, Inters				indohout of th	o intorco	ation of CD17 (Ma		Reference: Project ID 185	istored by Franklin County
	Engineer's office.ODOT safety		cation, Cor	istruct a rot	มานสมบันเ สเ เเ	ie iriterset	JUDIT OF CRIT (IVIC	orse Ruau) and CR 100 (Babi	ont Noau).Local let and admin	iistereu by Franklin County
			RO	•	-		\$975 HSIP			
Tete	l Cooto (includos sosta velses	6 CEV041*	RO		Local		\$416 Local			.
ıota	l Costs (includes costs prior t	(U SF 121)":	\$2,418	\$1,027		\$1,	391			

	PID	AirQ Lo	ength					
County-Route-Section	Pro	ject Type	2021		2022	2023	2024	Future Years**
Project Location and Desc	cription		ase/Amount*/		Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3334 ODOT 6	104947	E			: No information pro			
FRA-US023-00.25 L&R		Loca	I Let B	like Components	: No information pro	vided.		
Grouped Project	Bridge	Deck Overl	ay			МТ	P Reference: Project ID 203	
US-23 at Big Walnut Creek, E	Bridge Deck O	verlay, Conc	rete Deck Ov	erlay of Structure		over Big Walnut Creek		
				Con Con	\$480 Federal \$120 State			
				Con	\$48 Federal			
				Con	\$12 State			
Total Costs (includes costs prior	to SFY21)*:	\$660			\$660			
3652 ODOT 6	110380	E	mi F	Ped Components	: No information pro	vided.		
FRA-US023-04.19		Loca	I Let B	like Components	: No information pro	vided.		
Grouped Project	Interse	ection Modifi	cation			MT	P Reference: Project ID 770	
US-23 at Rathmell Rd, Interse	ection Modifica	ation, Interse	ction improve	ement to increase	safety and reduce c	ongestion		
				Con	\$100 State			
				Con Con	\$7 State \$900 HSIP			
				Con	\$63 Federal			
Total Costs (includes costs prior	to SFY21)*:	\$1,070			\$63 Federal 1,070			.
· · · · · · · · · · · · · · · · · · ·	to SFY21)*:	\$1,070 E	mi F	\$		vided.		.
· · · · · · · · · · · · · · · · · · ·		E		ed Components	1,070			.
6694 ODOT 6 FRA-US023-15.310	106095	E Loca		ed Components	: No information pro	vided.	P Reference: Project ID 204	.
3694 ODOT 6 FRA-US023-15.310	106095 Minor	E Loca Pavement R	l Let Behabilitation	Ped Components like Components	: No information pro : No information pro	vided.		23-15.31-16.44
3694 ODOT 6 FRA-US023-15.310 Grouped Project	106095 Minor	E Loca Pavement R	l Let Behabilitation	Ped Components like Components Rehabilitation, Urb	: No information pro : No information pro an Paving Project in \$36 Federal	vided.		23-15.31-16.44
3694 ODOT 6 FRA-US023-15.310 Grouped Project	106095 Minor	E Loca Pavement R	l Let Behabilitation	Ped Components like Components Rehabilitation, Urb	: No information pro : No information pro an Paving Project in \$36 Federal \$908 Federal	vided.		23-15.31-16.44
3694 ODOT 6 FRA-US023-15.310 Grouped Project	106095 Minor	E Loca Pavement R	l Let Behabilitation	Ped Components like Components Rehabilitation, Urb	: No information pro : No information pro an Paving Project in \$36 Federal	vided.		23-15.31-16.44
3694 ODOT 6 FRA-US023-15.310 Grouped Project	106095 Minor St to North Broa	E Loca Pavement R	l Let Behabilitation	Ped Components like Components Rehabilitation, Urb Con Con Con Con	: No information pro : No information pro an Paving Project in \$36 Federal \$908 Federal \$9 Local	vided.		23-15.31-16.44
3694 ODOT 6 FRA-US023-15.310 Grouped Project Indianola Ave from Hudson S Total Costs (includes costs prior	106095 Minor St to North Broa	E Loca Pavement R adway, Mino	I Let Behabilitation	Ped Components like Components Rehabilitation, Urb Con Con Con Con Con	: No information pro : No information pro : No information pro an Paving Project in \$36 Federal \$908 Federal \$9 Local \$227 Local	vided. MT the City of Columbus AC (23-15.31-16.44
3694 ODOT 6 FRA-US023-15.310 Grouped Project Indianola Ave from Hudson S Total Costs (includes costs prior	106095 Minor St to North Broad to SFY21)*:	E Loca Pavement R adway, Mino \$1,180	I Let Behabilitation r Pavement F	Ped Components Rehabilitation, Urb Con Con Con Con Ped Components	: No information pro : No information pro : No information pro an Paving Project in \$36 Federal \$908 Federal \$9 Local \$227 Local	vided. MT the City of Columbus AC (23-15.31-16.44
694 ODOT 6 FRA-US023-15.310 Grouped Project Indianola Ave from Hudson S Total Costs (includes costs prior 724 ODOT 6 FRA-US023-22.75 Signing	106095 Minor St to North Broad to SFY21)*:	E Loca Pavement R adway, Mino \$1,180 E Loca	I Let Behabilitation r Pavement F	Ped Components Rehabilitation, Urb Con Con Con Con Ped Components	: No information pro : No information pro : No information pro an Paving Project in \$36 Federal \$908 Federal \$9 Local \$227 Local :1,180 : No information pro	vided. MT the City of Columbus AC (23-15.31-16.44
3694 ODOT 6 FRA-US023-15.310 Grouped Project Indianola Ave from Hudson S Total Costs (includes costs prior 3724 ODOT 6 FRA-US023-22.75 Signing	106095 Minor St to North Broad to SFY21)*: 109111 Signage	E Loca Pavement R adway, Mino \$1,180 E Loca	ehabilitation r Pavement F mi F I Let B	Ped Components Rehabilitation, Urb Con Con Con Con Service Components Rehabilitation, Urb	: No information pro : No information pro : No information pro an Paving Project in \$36 Federal \$90 Federal \$9 Local \$227 Local :11,180 : No information pro : No information pro	vided. MT the City of Columbus AC of the City of Columb	Overlay without Repairs:FRA-2	23-15.31-16.44
3694 ODOT 6 FRA-US023-15.310 Grouped Project Indianola Ave from Hudson S Total Costs (includes costs prior) 3724 ODOT 6 FRA-US023-22.75 Signing Grouped Project	106095 Minor St to North Broad to SFY21)*: 109111 Signage	E Loca Pavement R adway, Mino \$1,180 E Loca ge nge, Signage Con	ehabilitation r Pavement F mi F Il Let B e, Upgrade gu \$160 Fede	Ped Components Rehabilitation, Urb Con Con Con Con Sike Components Rehabilitation, Urb	: No information pro : No information pro : No information pro an Paving Project in \$36 Federal \$90 Federal \$9 Local \$227 Local :11,180 : No information pro : No information pro	vided. MT the City of Columbus AC of the City of Columb	Overlay without Repairs:FRA-2	23-15.31-16.44
3694 ODOT 6 FRA-US023-15.310 Grouped Project Indianola Ave from Hudson S Total Costs (includes costs prior 3724 ODOT 6 FRA-US023-22.75 Signing Grouped Project	106095 Minor St to North Broad to SFY21)*: 109111 Signage	E Loca Pavement R adway, Mino \$1,180 E Loca ge nge, Signage Con Con	ehabilitation r Pavement F mi F Il Let B e, Upgrade gu \$160 Fede \$40 State	Ped Components Rehabilitation, Urb Con Con Con Con Edike Components Sike Components Sike Components Sike Components Sike Components	: No information pro : No information pro : No information pro an Paving Project in \$36 Federal \$90 Federal \$9 Local \$227 Local :11,180 : No information pro : No information pro	vided. MT the City of Columbus AC of the City of Columb	Overlay without Repairs:FRA-2	23-15.31-16.44
3694 ODOT 6 FRA-US023-15.310 Grouped Project Indianola Ave from Hudson S Total Costs (includes costs prior 3724 ODOT 6 FRA-US023-22.75 Signing Grouped Project	106095 Minor St to North Broad to SFY21)*: 109111 Signage	E Loca Pavement R adway, Mino \$1,180 E Loca ge nge, Signage Con	mi F Il Let B e, Upgrade gu \$160 Fede \$40 State \$4 State	Ped Components Rehabilitation, Urb Con Con Con Con Edike Components Rehabilitation, Urb Con	: No information pro : No information pro : No information pro an Paving Project in \$36 Federal \$90 Federal \$9 Local \$227 Local :11,180 : No information pro : No information pro	vided. MT the City of Columbus AC of the City of Columb	Overlay without Repairs:FRA-2	23-15.31-16.44

MORP	PC ID Agency	PID	AirQ	Length					
	County-Route-Section	Pro	oject Typ	202	:1	2022	2023	2024	Future Years**
	Project Location and Descript	ion	<i>у</i> јест тур	Phase/Amou	nt*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3324	Columbus	104704	l E	0.02 mi	Ped Com	ponents: No information pr	ovided.		
	FRA-CR026 (Georgesville)-Hall R	d	L	ocal Let	Bike Com	ponents: No information pr	ovided.		
Group	ed Project	Turn l	Lane Add	dition			MTI	Reference: Project ID 185	
	Georgesville Rd at Hall Rd (CR-12	25), Turn	Lane Ad	dition, Recons	struct the sig	nal and add eastbound and	southbound right turn lanes.	Located in Columbus.	
						Con \$757 HSIP			
Total	I Costs (includes costs prior to S	EV21*-	¢4 407	,		Con \$353 Local \$1.110			_
TOtal	r Costs (includes costs prior to 3)	F121).	\$1,407			φ1,110			
1149	Hilliard	NA	. E	mi	Ped Com	ponents: Multi-use path. Ne	ew temporary sidewalk will co	onnect the Hilliard east corp li	mit to the Leap Rd
						intersection. New to ped network.	sidewalk will connect sidewa	alk on east side of Scioto Farr	ms to new path. 0.6 mi. adde
	FRA-CR029-Walcutt Rd		L	ocal Let	Bike Com		ocated on the south side of Sorp limit. 0.49 mi. added to b	cioto Darby Rd from Scioto Fike network.	arms Dt to new sidewalks a
		Inters	ection M	odification/Mu	ılti-Use Path		MTI	Reference: Project ID 232	
	Scioto Darby Rd at Walcutt Rd, In	tersection	n Modific	ation & Multi-	Use Path, R	eplace signalized T intersect	ion with a single-lane rounda	bout. (CIP T-76)	
				Con \$1,975					
Total	I Costs (includes costs prior to S	EV24*.	\$3,886	Con \$651 \$2,626	Local				
TOtal	r Costs (includes costs prior to si	F121).	Ψ3,000	φ2,020					
3702	ODOT 6	110123	3 E	mi	Ped Com	ponents: No information pro	ovided.		
	FRA-US033-20.690		- 1	ocal Let	Bike Com	ponents: No information pr	ovided.		
Group	ed Project	Minor	Paveme	ent Rehabilitat	ion		MTI	Reference: Project ID 204	
	ODOT/City of Columbus at various	s location	ns, Minor	Pavement Re	ehabilitation,	ODOT/City of Columbus Ur	ban and General System Pa	ving Project	
								Con \$467 State	
								Con \$2,418 Federal Con \$19 State	
								Con \$97 Federal	
								Con \$6 Local	
								Con \$138 Local	
Total	l Costs (includes costs prior to S	FY21)*:	\$3,143	3				\$3,143	
			. ,		Ped Com	nonents: No information or	pvided	\$3,143	
	ODOT 6	FY21)*: 105658	3 E	mi		ponents: No information pr		\$3,143	
3636	ODOT 6 FRA-US033-22.76	105658	3 E	mi Local Let 🗌		nponents: No information proponents: No information pr	ovided.		
3636	ODOT 6 FRA-US033-22.76 ed Project	105658 Bridge	B E Le Deck R	mi Local Let	Bike Com	ponents: No information pr	ovided.	\$3,143 PReference: Project ID 203	
3636	ODOT 6 FRA-US033-22.76	105658 Bridge	B E Le Deck R	mi Local Let	Bike Com	ponents: No information pr	ovided.		
3636	ODOT 6 FRA-US033-22.76 ed Project	105658 Bridge	B E Le Deck R	mi Local Let	Bike Com	ponents: No information pr	ovided. MTI Pike over US 33.		

MORP	C ID Agency County-Route-Section	PID	AirQ	Length					
	•	Pro	ject Typ			2022	2023	2024	Future Years**
	Project Location and Descrip	otion		Phase/Amou	unt*/Source Pha	se/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
2922	ODOT 6	98111	SA	1.86 mi	Ped Componer	nts: No change to exi	sting conditions.		
	FRA-US033-24.26		L	ocal Let	Bike Componer	nts: No change to exi	sting conditions.		
		Major	Widenin	g/Resurfacin	g		MTI	P Reference: Project IDs 379/2	204
	US-33 from I-270 (SE Outerbelt) 270 southbound exit ramp and the including widening of Big Walnu	he bridges o	over Big						
			J	Pay \$718	Debt Service Pa	ay \$718 Debt Service	Pay \$718 Debt Service	Pay \$718 Debt Service	Pay \$718 Debt Servic
Total	Costs (includes costs prior to	SFY21)*:	\$18,571	\$718		\$718	\$718	\$718	\$4,307
3113	ODOT 6	101940	E	0.31 mi	Ped Componer	nts: No information p	rovided.		
	FRA-US033-30.99		L	ocal Let	Bike Componer	nts: No information p	rovided.		
Groupe	ed Project	Noise	Walls		•	·	MTI	P Reference: Project ID 204	
	US-33 from Bowen Rd to Fairfie	ld Co Line,	Noise W	/alls, Constru	ict new noise walls.				
					Co				
		0.000			Co				
Total	Costs (includes costs prior to	SFY21)*:	\$1,030)		\$965			
3667	ODOT 6	112035	Е	mi	Ped Componer	nts: No information p	ovided.		
	FRA-033-6.15		L	ocal Let	Bike Componer	nts: No information p	rovided.		
Groupe	ed Project	Interse	ection Mo	odification			MTI	P Reference: Project ID 185	
	US 33 at Hayden Run Rd (CR 3 restripe pavement, and rebuild s		tion Mod	dification, FR	A US 33 at Hayden	Run Rd (CR 32). Im	prove safety and reduce cong	gestion by providing an additiona	al NB left turn lane,
					PE Env	•	ROW \$180 HSIP	Con \$300 State	
					PE Env	*	ROW \$20 State	Con \$2,700 HSIP	
					PE Env PE D			Con \$81 Federal Con \$9 State	
					PE D			COII \$9 State	
					PE D				

2024 Phase/Amount		2024 mount*/Source	Future Years** Phase/Amount*/Source
es of the street.	ides of the stre	treet. 0.22 mi. a	added to ped network.
outside lanes;	de outside land	anes; paths alo	ng both sides of the street. 0.1
	TP Reference:	•	
extend Cosgray	t, extend Cosg	sgray Road to	the south and eliminate the
etwork.	d network.		
e network.	oike network.		
Reference: Pro	TP Reference:	e: Project IDs 5	551/ 94
dening, mill & c	widening, mill	ill & overlay the	e street, signing & pavement
Reference: Pro	TP Reference:	e: Project ID 20	04
Broad St & E Ma	E Broad St & E	E Main St and	along Grandon Ave between
Reference: Pro	TP Reference:	e: Project ID 20	1 4
11010101100111	1 110101011001	01110,000112 20	

MODE	PC ID Agency	PID	AirQ	Longth					
WORF	County-Route-Section	PID	AllQ	Length		0000		0004	=
	Project Location and Descrip	Proj	ect Type	202 Phase/Amour		2022 se/Amount*/Source	2023 Phase/Amount*/Source	2024 Phase/Amount*/Source	Future Years** Phase/Amount*/Source
691		106272	Е	mi		ts: No information pro		Phase/Amount /Source	Filase/Amount /Source
091	FRA-US040-12.50	100212		cal Let		ts: No information pro			
roun		Minor		Rehabilitati		its. No iniornation pro		Reference: Project ID 204	
ioup	ped Project					. da a Duaia at dthia th		· · · · · · · · · · · · · · · · · · ·	0.50.45.74
	US 40 from ramp to I-71 to West	iand Ave, iv	illioi Pave	ment Rena	ibilitation, Orban Pa	lving Project within the	e City of Columbus: AC Over	Con \$9 Local	2.50-15.71
								Con \$912 Federal	
								Con \$36 Federal	
T -4-		CEV04)*-	¢4.40¢					Con \$228 Local	
lota	l Costs (includes costs prior to S	SF Y21)":	\$1,186					\$1,186	
697	ODOT 6	106274	Е	mi	Ped Componen	ts: No information pro	ovided.		
	FRA-US040-15.99		Loc	cal Let	Bike Componen	ts: No information pro	ovided.		
roup	ped Project	Minor F	avement	Rehabilitati	ion		MTF	Reference: Project ID 204	
	US 40 from Westland Ave to E M	lain St, Min	or Paveme	ent Rehabil	litation, Urban Pavir	ng Project within the C	City of Bexley:AC Overlay wit	hout Repairs:FRA-40-15.99-1	6.84
					Cor	•			
					Cor				
					Coi	** * * * * * * * * * * * * * * * * * * *			
Tota	l Costs (includes costs prior to S	SFY21)*:	\$442		'	\$442	'	'	'
713	ODOT 6	108150	Е	mi	Ped Componen	ts: No information pro	ovided		
	020.0	.00.00		_		ts: No information pro			
	FRA-US040-22,450		Loc	al Let	Bike Combonen				
iroup	FRA-US040-22.450 ped Project	Resurf		cal Let	Bike Componen	its. No iniornation pri		Reference: Project ID 204	
₃roup	ped Project	Resurf	acing		·		MTF	Reference: Project ID 204	0 24 70-25 19
}roup			acing ounty Line	e, Resurfaci	·		MTF	•	0, 24.70-25.19.
∂roup	ped Project		acing ounty Line Co	e, Resurfacion \$42 F	ing, Urban Paving w Federal Local		MTF	•	0, 24.70-25.19.
∂roup	ped Project		acing ounty Line Co Co	e, Resurfacion \$42 Fon \$11 Lon \$1,056 F	ing, Urban Paving w Federal Local Federal		MTF	•	0, 24.70-25.19.
	ped Project US 40 from Reynoldsburg Corp t	o Licking C	acing ounty Line Co	e, Resurfacion \$42 F on \$11 L on \$1,056 F on \$264 L	ing, Urban Paving w Federal Local Federal		MTF	•	0, 24.70-25.19.
	ped Project	o Licking C	acing ounty Line Co Co	e, Resurfacion \$42 Fon \$11 Lon \$1,056 F	ing, Urban Paving w Federal Local Federal		MTF	•	0, 24.70-25.19.
Total	ped Project US 40 from Reynoldsburg Corp t	o Licking C	acing ounty Line Co Co Co Co Stantanton	e, Resurfacion \$42 F on \$11 L on \$1,056 F on \$264 L	ing, Urban Paving w Federal Local Federal Local		MTF noldsburg. AC Overlay withou	•	0, 24.70-25.19.
Total	US 40 from Reynoldsburg Corp to S	o Licking C	acing ounty Line Co Co Co Co St \$1,373	e, Resurfacion \$42 Fon \$11 Lon \$1,056 Fon \$264 L	ing, Urban Paving w Federal Local Federal Local	vithin the City of Reyn	MTF noldsburg. AC Overlay withou	•	0, 24.70-25.19.
Total	us 40 from Reynoldsburg Corp to State Costs (includes costs prior to State Reynoldsburg	o Licking C SFY21)*: NA	acing ounty Line Co Co Co Co St \$1,373	e, Resurfacion \$42 Fon \$11 Loon \$1.056 Foon \$1.373	ing, Urban Paving w Federal Local Federal Local	vithin the City of Reyn	noldsburg. AC Overlay withou	•	0, 24.70-25.19.
Total	Ded Project US 40 from Reynoldsburg Corp to Self Costs (includes costs prior to Self Reynoldsburg FRA-US040-23.93 E Main St from Davidson Dr to Jacobs Company Costs (includes costs prior to Self Costs (include	o Licking C SFY21)*: NA Recons	acing ounty Line Co Co Co Co Co Co Extraction	e, Resurfacion \$42 Fron \$42 Fron \$11 Let	ring, Urban Paving w Federal Local Federal Local Ped Componen Bike Componen	vithin the City of Reyn ts: Replace existing f ts: No change to exis	facilities. MTF MTF MTF MTF MTF MTF	Repairs: FRA-40-22.45-24.6	
Total	Ded Project US 40 from Reynoldsburg Corp to Self Costs (includes costs prior to Self Reynoldsburg FRA-US040-23.93	o Licking C SFY21)*: NA Recons	acing ounty Line Cc Cc Cc \$1,373 E Loc struction Reconstruction	e, Resurfacion \$42 Fron \$42 Fron \$11 Let	ring, Urban Paving w Federal Local Federal Local Ped Componen Bike Componen	vithin the City of Reyn ts: Replace existing f ts: No change to exis	facilities. MTF MTF MTF MTF MTF MTF	Repairs: FRA-40-22.45-24.6	
<i>Total</i>	Ded Project US 40 from Reynoldsburg Corp to Self Costs (includes costs prior to Self Reynoldsburg FRA-US040-23.93 E Main St from Davidson Dr to Jacobs Company Costs (includes costs prior to Self Costs (include	SFY21)*: NA Reconsackson St, I	acing ounty Line Co Co Co Co Co Struction Reconstruction	e, Resurfacion \$42 Fron \$42 Fron \$11 Let \$1,373	ring, Urban Paving w Federal Local Federal Local Ped Componen Bike Componen al-depth reconstruct	vithin the City of Reyn ts: Replace existing f ts: No change to exis	facilities. MTF MTF MTF MTF MTF MTF	Repairs: FRA-40-22.45-24.6	

March 27, 2020 126 Final Draft MORPC SFY 2021-2024 TIP

MORP	C ID Agency	PID	AirQ	Length					
	County-Route-Section	Pro	ject Typ	e 202	1	2022	2023	2024	Future Years**
	Project Location and Descrip	otion	,,	Phase/Amou	nt*/Source Phas	e/Amount*/Source	Phase/Amount*/Sour	ce Phase/Amount*/Source	Phase/Amount*/Source
3695	ODOT 6	106097	Ε	mi	Ped Component	s: No information pr	ovided.		
	FRA-US040-7.700		L	ocal Let	Bike Component	s: No information p	ovided.		
		Minor	Paveme	nt Rehabilitat	on			MTP Reference: Project ID 204	
	US 40 (Broad St.) from Camp C 8.64	hase Indus	trial RR t	to Shague Ave	e, Minor Pavement I	Rehabilitation, Urbar	Paving Project within t	he City of Columbus AC Overlay w	ithout Repairs:FRA-40-7.70-
							Con \$11 Feder Con \$3 Local Con \$376 Feder Con \$94 Local	al	
Total	Costs (includes costs prior to	SFY21)*:	\$484	ļ			\$484		
1150	Hilliard	NA	Е	mi	Ped Component	s: Yes - Type to be	determined.		
	FRA-CR040-Hayden Run Rd		L	ocal Let	Bike Component	s: Yes - Type to be	determined.		
		Interse	ection Mo	odification				MTP Reference: Project ID 564	
	Wilcox Rd at Hayden Run Rd, Ir	ntersection l	Modificat	tion, CIP #T-1	37.				
				E DD \$150 ROW \$350			Con \$2,875 Local		
Total	Costs (includes costs prior to	SFY21)*:	\$3,725	\$500			\$2,875		·
3594	Upper Arlington	111991	Е	0.98 mi	Ped Component	s: Sidewalk on 2 sid	les. 1.96 mi. added to p	ped network.	
	FRA-CR052-01.82		L	ocal Let	Bike Component	s: Bicycle signage.	0.98 mi. added to bike	network.	
		Recon	nstruction	n/Sidewalks				MTP Reference: Project ID 1563	
	Fishinger Rd from Riverside Dr t	to Mountvie	w Rd, Re	econstruction	& Sidewalks, includ	es replacement of s	reet lights and curb and	d gutter.	
			F	ROW \$100	Local			Con \$3,037 STBG-M	
Total	Costs (includes costs prior to	CEV21*•	¢2 906	\$100				Con \$759 Local \$3,796	
TOtal	Costs (includes costs prior to	3F121).	\$3,090	φ100				\$3,790	
3281	Upper Arlington	105816	E	0.9 mi	Ped Component	s: Modify existing fa	cilities. 5' walk on S sid	e; 8' walk on N side; ADA curb ram	ps.
	FRA-CR052-02.87		L	ocal Let	Bike Component	s: Bicycle signage.	Bikes May Use the Ful	I Lane" signage will be installed.	
		Recon	nstruction	า				MTP Reference: Project ID 204	
	Fishinger Rd from Mountview Rd	d to Tremor	nt Rd, Re	econstruction,	Phase 1.				
					ROW	\$100 Local	Con \$3,827 STBG Con \$957 Local		
Total	Costs (includes costs prior to	SFY21)*:	\$5,793	;		\$100	\$4,783		

	C ID Agency	PID	AirQ	Length					
	County-Route-Section	Proi	ject Type	2021		2022	2023	2024	Future Years**
	Project Location and Descrip	tion	, oot 1 ype	Phase/Amoun	t*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
674	ODOT 6	111613	E	mi	Ped Comp	onents: No information pro	vided.		
	FRA-US062-17.660		Lo	ocal Let	Bike Comp	onents: No information pro	vided.		
∃roup∈	ed Project	Mainte	enance A	ctivity			MTI	Reference: Project ID 204	
	US 62 from Broad St to Airport D	r, Maintena	ance Acti	vity, Urban Pa	ving Project	in the City of Columbus AC	Overlay without Repairs:FF		et to Airport Drive)
								Con \$538 Federal Con \$22 Federal Con \$5 Local Con \$135 Local	
Total	Costs (includes costs prior to S	SFY21)*:	\$699					\$699	
364	New Albany	111899	SA	0.51 mi	Ped Comp	onents: Multi-use path on 2	sides. 1.02 mi. added to p	ped network.	
	FRA-US062-30.34		Le	ocal Let	Bike Comp	onents: Multi-use path on 2	sides. 0.51 mi. added to b	pike network.	
roupe	ed Project	Operat	tional Up	grades/Multi-L	Jse Path		MTI	Reference: Project ID 185	
Total	161, add turn lanes on US 62 at Costs (includes costs prior to S			heisen Rd an	d Smith's Mi	Rd intersections, add med Con \$2,080 HSIP Con \$1,120 SCIP Con \$320 SCIP \$3,519	ians.		
	Grove City	NA	Ε	0.66 mi		onents: Yes - Type to be de		•	
	Grove City FRA-US062-Demorest		Lo	ocal Let		onents: Yes - Type to be do onents: Yes - Type to be do	etermined. 0.66 mi. added	to bike network.	
	FRA-US062-Demorest	Interse	Lo ection Mo	ocal Let	Bike Comp	onents: Yes - Type to be do	etermined. 0.66 mi. added	to bike network. PReference: Project ID 185	
	•	Interse	Lo ection Mo eation, rec	ocal Let odification construction, v	Bike Comp	onents: Yes - Type to be do	etermined. 0.66 mi. added	to bike network. PReference: Project ID 185	
	FRA-US062-Demorest	Interse	Lo ection Mo eation, rec	ocal Let	Bike Comp	onents: Yes - Type to be do	etermined. 0.66 mi. added	to bike network. PReference: Project ID 185	
Total	FRA-US062-Demorest Broadway at Demorest, Intersect	Interse	Lo ection Mo eation, rec	odification construction, v Con \$1,500 Lo	Bike Comp	onents: Yes - Type to be do	etermined. 0.66 mi. added MTI er, pedestrian/bike facilities	to bike network. PReference: Project ID 185	
<i>Total</i> 638	FRA-US062-Demorest Broadway at Demorest, Intersect Costs (includes costs prior to \$	Intersetion Modification	ection Mo eation, rec \$1,850	ocal Let dification construction, v Con \$1,500 Le	Bike Comp	onents: Yes - Type to be de	etermined. 0.66 mi. added MTI er, pedestrian/bike facilities	to bike network. PReference: Project ID 185	
Total 9638	FRA-US062-Demorest Broadway at Demorest, Intersect Costs (includes costs prior to \$ ODOT 6	Interse tion Modifica SFY21)*:	Location Mocation, red \$1,850	ocal Let diffication construction, v (Con \$1,500 Let \$1,500	Bike Comp	onents: Yes - Type to be defice signal, waterline, storwate	etermined. 0.66 mi. added MTI er, pedestrian/bike facilities vided.	to bike network. PReference: Project ID 185	
Total 3638 Groupe	FRA-US062-Demorest Broadway at Demorest, Intersect Costs (includes costs prior to \$ ODOT 6 FRA-IR070-02.61	Intersetion Modification Modification Modification SFY21)*: 105496 Bridge	Location Mostation, reconstruction, reconstruc	ocal Let diffication construction, vocal Let state sta	Bike Comp	onents: Yes - Type to be defice signal, waterline, storwate constraints. No information process. No information process. No information process.	etermined. 0.66 mi. added MTI er, pedestrian/bike facilities vided. vided. MTI	to bike network. PReference: Project ID 185 and street lighting. PReference: Project ID 203	ni integral abutments.

/IORF	PC ID Agency County-Route-Section	PID	AirQ	Length					
	Project Location and Descripti	Pro	ject Typ			2022	2023	2024	Future Years**
333	ODOT 6	77372	SA	Phase/Amour 2.15 mi				Phase/Amount*/Source	Phase/Amount*/Source Iton, High, Livingston and
	FRA-IR070-12.68 (Proj 4A)		L	ocal Let	Bike Con	nponents: Bicycle lanes. Ne	ls and crosswalks at signalize lew bike lanes westbound on F 2 mi. added to bike network.	ed intersections. Fulton from High to Front and	eastbound on Livingston for
		Major	Widening	g/Interchange	Modificatio			P Reference: Project IDs 270)/ 189
	I-70/I-71 Innerbelt (Phase 4A), Maj EB I-70 realignment from I-71/SR- Includes work on Mound, Fulton, F 5 bridge replacements and 6 new I	-315 acce Front, and	ssing do I High.	wntown Colur		nterchange Reconfiguration	Project.		
	o shago replacemente and chief	znagoo, i	. Dilago i	onab.			Con \$43,758 Federal Con \$4,862 State Con \$4,856 STBG-M Con \$1,214 Local		
lota.	Costs (includes costs prior to SF	FY21)*:	\$75,051			- '	\$54,689		- '
95	ODOT 6 FRA-IR070-12.68 (Proj 4R)	105523 Major		1.77 mi ocal Let g/Interchange	Bike Con	nponents: Bicycle lanes. Th	e Fulton Street bike lane will	bridge will include 10 foot wid be extended to Front. 0.1 mi. P Reference: Project IDs 270	added to bike network.
	I-70/I-71 Innerbelt (Phase 4R), Maj surface streets.	,							
				Con \$225		Con \$1,350 Federal	Con \$630 Federal		
ota	l Costs (includes costs prior to SF	FY21)*: \$		\$2,025 I	Federal	Con \$150 State \$1,500	Con \$70 State \$700		_
74	ODOT 6	96053	SA	0.73 mi	Ped Con	nponents: Modify existing for signalized interse		e streets and bridges. Ped sig	gnals and crosswalks at
	FRA-IR070-14.00 (Ph 4B)		L	ocal Let	Bike Con	nponents: Bicycle lanes. Lo Columbus.	ocations of bike lanes and bike	e-activated signal loop detect	ors will be coordinated with
		Major	Widenin	g/Bridge Repl	acement		MTI	P Reference: Project ID 270	
	I-70/I-71 Innerbelt (Phase 4B), Maj bridges plus 5 retaining walls. PE I				ment, pavin	g I-70 from Front to Grant; p	paving 3rd and 4th sts from Li	vingston to Fulton; and replac	cement of 3rd and 4th St
						ROW \$2,025 NHPP ROW \$225 State	Con \$3,870 Federal Con \$50 State		Con \$1,952 STBG-M
						Con \$380 State	Con \$60,300 Federal Con \$6,700 State		

March 27, 2020 Final Draft MORPC SFY 2021-2024 TIP

MORP	C ID Agency	PID	AirQ	Length					
	County-Route-Section	Proi	ject Typ	e 20	021	2022	2023	2024	Future Years**
	Project Location and Descript	ion	,,,,,		ount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3293	ODOT 6	105322	SA	2.68 mi	Ped Cor	mponents: Modify existing fa intersection.	acilities. A sidewalk extension	will be installed along the north	leg of the Fulton and 4th S
	FRA-IR070-14.30 (Proj 2E)		L	ocal Let	Bike Cor	nponents: Bicycle lanes. Fu	ılton St bike lane will be exten	ded from 4th to High. 0.2 mi. ac	lded to bike network.
		Major \	Widenin	g/Interchan	ge Modification	on	MTF	Reference: Project ID 1117	
	I-70/I-71 Innerbelt (Phase 2E), Ma and constructs new ramps and ret			terchange N	Modification, r	econstructs and widens port	ons of I-70 EB & WB between	n 4th and Miller; reconstructs bri	idges and surface streets
				Con \$140	Federal State Debt Service	Pay \$4,663 Debt Service	Pay \$4,663 Debt Service	Pay \$4,663 Debt Service	Pay \$4,663 Debt Servic Pay \$3,720 Debt Servic Pay \$1,129 Debt Servic Pay \$1,129 Debt Servic
Total	Costs (includes costs prior to S	FY21)*:	\$75,010	\$4,234	ļ	\$4,663	\$4,663	\$4,663	\$33,954
	ODOT 6 FRA-IR070-20.29	109659		mi ocal Let	Bike Cor	mponents: Other. mponents: Widen shoulder.		D : 41D 000	
	ed Project			eplacement		andete cidemall, and standar		Reference: Project ID 203	
	Courtright Rd at I-70 & NS RR, Br	iage Deck	Replace	ement, wid	en to accomr	Con \$27 State	d shoulders. Add vandal fend	oing.	
						Con \$239 Federal			
						Con \$2,250 Federal			
						Con \$250 State			
						Con \$130 State			
		E) (0 () t				Con \$1,170 HSIP			
Iotai	Costs (includes costs prior to S	FY21)*:	\$4,066	i		\$4,066			
2877	ODOT 6	95639	SA	3.4 mi	Ped Cor	nponents: None. Pedestriar	ns prohibited.		
	FRA-IR070-22.61 (FEF-1A)		L	ocal Let		nponents: None. Bicycles p	·		
		Interch		odification				Reference: Project ID 135	
	I-70 at I-270 (East Outerbelt), Inte lane EB from I-270 to Brice Road.	rchange M	/lodificat	ion, New di	rectional ramp	o from SB I-270 to EB I-70, reeway study (PID 76997).		•	ld collector-distributor
				, -,		Con \$71,910 Federal			
						Con \$7,990 State			

March 27, 2020 Final Draft MORPC SFY 2021-2024 TIP

MORP	C ID Agency County-Route-Section	PID	AirQ	Length					
	-	Proi	ect Type	2021		2022	2023	2024	Future Years**
	Project Location and Descript	tion		Phase/Amount	t*/Source P	hase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3720	ODOT 6	112403	Е	mi	Ped Compon	ents: No information p	rovided.		
	FRA-IR070-Pump ST-1&1A		Lo	cal Let	Bike Compon	ents: No information p	rovided.		
Groupe	ed Project	Mainte	nance Ac	tivity			MT	P Reference: Project ID 204	
	I-70 at Pump Stations ST-1 & ST miscellaneous repairs and upgrad		enance A	ctivity, Rehab	oilitate FRA IR 7	0 Pump Stations ST-1	and ST-1A by refurbishing th	e pumps, replacing the electric	cal systems, and other
Total	Costs (includes costs prior to S	SFY21)*:	\$5,700	DD \$350 Si \$350	tate			Con \$5,350 State \$5,350	
3640	ODOT 6	105435	Е	mi	Ped Compon	ents: No information p	rovided.		
			100	cal Let	Rike Compon	ents: No information p	rovided		
	FRA-IR071/270-28.27/25.99A		Lo	cai Let	Dike Compon	ents. No information p	ovided.		
Groupe	ed Project		Deck Re	placement		·	МТ	P Reference: Project ID 203	e following bridges:
Groupe		3 bridges at B ramp ove B ramp ove	Deck Rep t the Inter er I-71. er I-71.	placement change, Bride		·	МТ	ral abutment conversion for the	e following bridges:
Groupe	ed Project I-71 & I-270 (North Outerbelt) at 3 FRA-71-28.27: 270 WB to I-71 SI FRA-71-28.31: I-71 NB to 270 WI	3 bridges at B ramp ove B ramp ove	Deck Rep t the Inter er I-71. er I-71.	placement change, Bride		·	МТ	ral abutment conversion for the	e following bridges:
Groupe	ed Project I-71 & I-270 (North Outerbelt) at 3 FRA-71-28.27: 270 WB to I-71 SI FRA-71-28.31: I-71 NB to 270 WI	3 bridges at B ramp ove B ramp ove o over 71 N	Deck Rep t the Inter er I-71. er I-71.	placement change, Bride		·	МТ	ral abutment conversion for the	e following bridges:
Total	ed Project I-71 & I-270 (North Outerbelt) at 3 FRA-71-28.27: 270 WB to I-71 SI FRA-71-28.31: I-71 NB to 270 WI FRA-270-25.99A: I-270 WB ramp	3 bridges at B ramp ove B ramp ove o over 71 N	Deck Rept the Interprise I-71. Brown to 270 has been I-70.	placement change, Bride	ge Deck Replac	·	MT f bridge deck and semi integr	Con \$7,200 Federal	e following bridges:
Total	ed Project I-71 & I-270 (North Outerbelt) at 3 FRA-71-28.27: 270 WB to I-71 SI FRA-71-28.31: I-71 NB to 270 WI FRA-270-25.99A: I-270 WB ramp Costs (includes costs prior to S	3 bridges at B ramp ove B ramp ove o over 71 No	Deck Rept the Interprise I-71. Br I-71. Br to 270 \ \$8,000	placement change, Brido WB	ge Deck Replac	ement, Replacement c	MT f bridge deck and semi integrated in the s	Con \$7,200 Federal	e following bridges:
Total 3521	ed Project I-71 & I-270 (North Outerbelt) at 3 FRA-71-28.27: 270 WB to I-71 SI FRA-71-28.31: I-71 NB to 270 WI FRA-270-25.99A: I-270 WB ramp Costs (includes costs prior to S	3 bridges at B ramp ove B ramp ove o over 71 Ni	Deck Rept the Interprise I-71. Br I-71. Br to 270 \ \$8,000	placement change, Bridg WB 5.29 mi	ge Deck Replac	ents: No change to exi	f bridge deck and semi integrated in the semi	Con \$7,200 Federal	e following bridges:
Total 3521	ed Project I-71 & I-270 (North Outerbelt) at 3 FRA-71-28.27: 270 WB to I-71 SI FRA-71-28.31: I-71 NB to 270 WI FRA-270-25.99A: I-270 WB ramp Costs (includes costs prior to S	3 bridges at B ramp ove B ramp ove o over 71 Ni SFY21)*: 107201 Major V	Deck Rep t the Inter er I-71. B to 270 the \$8,000 SA Lo Widening	blacement change, Bridge WB 5.29 mi cal Let	ge Deck Replace Ped Compon Bike Compon	ents: No change to exi	f bridge deck and semi integrated in the property of the prope	Con \$7,200 Federal Con \$800 State \$8,000	
Total 3521	ed Project I-71 & I-270 (North Outerbelt) at 3 FRA-71-28.27: 270 WB to I-71 SI FRA-71-28.31: I-71 NB to 270 WI FRA-270-25.99A: I-270 WB ramp Costs (includes costs prior to S ODOT 6 FRA-IR071-0.00 I-71 from Pickaway Co Line to SF	3 bridges at B ramp ove B ramp ove o over 71 Ni SFY21)*: 107201 Major V	Deck Report to the Interest I-71. By to 270 to \$8,000 SA Lo Widening or Widening Co	olacement change, Bridge WB 5.29 mi cal Let ng from 4 lance on \$1,362 Fe	Ped Compon Bike Compon es to 6 lanes, M ederal ederal	ents: No change to exi	f bridge deck and semi integrated in the property of the prope	Con \$7,200 Federal Con \$800 State \$8,000	

WOR	PC ID Agency County-Route-Section	PID	AirQ	Length					
	Project Location and Description	Pro n	ject Type		21 unt*/Source	2022 Phase/Amount*/Source	2023 Phase/Amount*/Source	2024 Phase/Amount*/Source	Future Years** Phase/Amount*/Source
2644		93496	SA	0.68 mi		ponents: No change to		Fliase/Alliount /Source	Filase/Amount /Source
-	FRA-IR071-01.53		Le	ocal Let		ponents: No change to	· ·		
		Major		g/Bridge Ded		, and the same go to	•	P Reference: Project ID 376	
	I-71 at Big Darby Creek, Major Wide			, ,		ructures and widen to thre		•	
	171 at big barby creek, wajor wide	Tillig &	Ū		Debt Service	Pay \$4,556 Debt Service			Pay \$4,356 Debt Service
				•	Debt Service	Pay \$635 Debt Service			Pay \$608 Debt Service
									Pay \$4,289 Debt Service
									Pay \$598 Debt Service
									Pay \$4,223 Debt Service
									Pay \$589 Debt Service Pay \$4,156 Debt Service
									Pay \$580 Debt Service
									Pay \$4,090 Debt Service
									Pay \$570 Debt Service
									Pay \$4,023 Debt Service
									Pay \$561 Debt Service
									Pay \$2,617 Debt Service Pay \$365 Debt Service
									Pay \$331 Debt Service
									Pay \$46 Debt Service
									Pay \$331 Debt Service
						.			Pay \$46 Debt Service
Tota	I Costs (includes costs prior to SFY	′21)*:	\$64,107	\$4,890		\$5,191	\$5,115	\$5,039	\$32,379
2220	00010	104700	C 4	5.50 mi	Dod Con	on an anta- Other Diam to		an mather along Frank Del and Cre	
3330		104799		5.56 mi				se paths along Frank Rd and Gre	
	FRA-IR071-09.62/09.71		Lo	ocal Let	Bike Com	ponents: Other. Plan to		se paths along Frank Rd and Gre	
		Major '	Widening	J/Interchanç	ge Modification	n	MT	P Reference: Project IDs 374/ 1	78
	I-71 from Stringtown Rd to SR-315, to Stringtown exit by separating main				s to 8 lanes &	Interchange Modification	n, includes re-deck & rehab 5 pa	airs of mainline structures. Part 2	2: Construct new I-71 SB
	to our grown out by coparating man								
	to Camigation of the 2, coparating man			•	Debt Service	Pay \$8,593 Debt Service			Pay \$2,072 Debt Service
	to our grown out 2) copalialing man			•	Debt Service Debt Service	Pay \$8,593 Debt Service Pay \$2,148 Debt Service		•	Pay \$8,288 Debt Service
	to our ground and y coparating man			•					Pay \$8,288 Debt Service Pay \$8,186 Debt Service
	o oungement of coparating man			•					Pay \$8,288 Debt Service Pay \$8,186 Debt Service Pay \$2,047 Debt Service
	o oungement of coparating man			•					Pay \$8,288 Debt Service Pay \$8,186 Debt Service Pay \$2,047 Debt Service Pay \$8,085 Debt Service
	o oungement of coparating man			•					Pay \$8,288 Debt Service Pay \$8,186 Debt Service Pay \$2,047 Debt Service Pay \$8,085 Debt Service Pay \$2,021 Debt Service
	o oungement of coparating man			•					Pay \$8,288 Debt Service Pay \$8,186 Debt Service Pay \$2,047 Debt Service Pay \$8,085 Debt Service Pay \$2,021 Debt Service
	o oungement of coparating man			•					Pay \$8,288 Debt Service Pay \$8,186 Debt Service Pay \$2,047 Debt Service Pay \$8,085 Debt Service Pay \$1,996 Debt Service Pay \$1,996 Debt Service
				•					Pay \$8,288 Debt Service Pay \$8,186 Debt Service Pay \$2,047 Debt Service Pay \$2,021 Debt Service Pay \$1,996 Debt Service Pay \$7,983 Debt Service Pay \$7,882 Debt Service Pay \$1,970 Debt Service Pay \$1,970 Debt Service
				•					Pay \$8,288 Debt Service Pay \$8,186 Debt Service Pay \$2,047 Debt Service Pay \$2,021 Debt Service Pay \$1,996 Debt Service Pay \$7,983 Debt Service Pay \$7,983 Debt Service Pay \$1,970 Debt Service Pay \$1,970 Debt Service Pay \$6,225 Debt Service Debt Service Pay \$6,225 Debt Service
				•					Pay \$8,288 Debt Service Pay \$8,186 Debt Service Pay \$2,047 Debt Service Pay \$2,021 Debt Service Pay \$1,996 Debt Service Pay \$7,983 Debt Service Pay \$7,882 Debt Service Pay \$1,970 Debt Service Pay \$6,225 Debt Service Pay \$1,556 Debt Service Debt Service Pay \$1,556 Debt Service
				•					Pay \$8,288 Debt Service Pay \$8,186 Debt Service Pay \$2,047 Debt Service Pay \$8,085 Debt Service Pay \$1,996 Debt Service Pay \$7,983 Debt Service Pay \$7,882 Debt Service Pay \$1,970 Debt Service Pay \$6,225 Debt Service Pay \$1,556 Debt Service Pay \$2,738 Debt Service Pay \$2,738 Debt Service
Total	I Costs (includes costs prior to SF)	<i>(</i> 7)√ *. Φ		•	Debt Service				Pay \$8,288 Debt Service Pay \$8,186 Debt Service Pay \$2,047 Debt Service Pay \$2,021 Debt Service Pay \$1,996 Debt Service Pay \$7,983 Debt Service Pay \$7,882 Debt Service Pay \$1,970 Debt Service Pay \$6,225 Debt Service Pay \$1,556 Debt Service Debt Service Pay \$1,556 Debt Service

MORI	PC ID Agency	PID	AirQ	Length					
	County-Route-Section	Dro	ject Type	. 2	021	2022	2023	2024	Future Years**
	Project Location and Descrip	otion	Ject Type		ount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3306	ODOT 6	105588	SA	4.61 mi		Mound to Libert existing path ac	ide, multi-use path on 1 side. y Place. A new shared use pa ross from Liberty Place 0.23	th will be constructed along S	short Street from Mound to the
	FRA-IR071-14.36 (Proj 6R)		Lo	ocal Let	Bike Co		A new shared use path will be n Liberty Place. A sharrow wil e network.		
		Major	Widening	g/Interchar	ige Modificati	on	MT	TP Reference: Project IDs 18	9/ 270
	I-70/I-71 Innerbelt (Project 6R), N SR 315 (FRA-71-1530L) and a n widening of the structure over Sh Columbus. 6R also reconstructs	new structur hort St (FR	re over Sh A-70-1370 of Mound	hort St (FR 3L. It adds St betwee	RA-70-1372P) an additiona n Front St an	. 6R also reconstructs the extended in the lane to the overlapped port differ cul-de-sac.	xisting ramp from Mound St to ion of I-70W/71S providing tw	o I-70 W including a new stru	cture FRA-70-1372P and a
					1 Federal 9 State	Con \$1,300 Federal Con \$750 Federal	Con \$750 Federal Con \$750 State		
					9 State 0 State	Con \$750 Federal	Con \$750 State		
					8 Federal	Con \$131 STBG-M			
				Con \$	9 STBG-M	Con \$33 Local			
				Con \$	2 Local				
Tota	l Costs (includes costs prior to	SFY21)*: \$	\$119,356	\$114,85	0	\$2,963	\$1,500		
3294	ODOT 6 FRA-IR071-17.46 (Proj 3B)	105453		0.69 mi		Ave. Wider side mponents: Bicycle lanes. B	ide. Sidewalks will be extende walks on both sides of the ne ike lanes along Lester Dr and St bridge will accommodate n	ew Broad St bridge. 0.6 mi. ac d Elijah Pierce Ave will be ext	lded to ped network. ended from Long St to Broad
		Major	Widoning	g/New Roa	dway	St. New Bload C	•	FP Reference: Project ID 126	
	I-70/I-71 Innerbelt (Phase 3B), N between Broad & Long, Includes	/lajor Wider	ning & Ne	w Roadwa	y, Reconstru		St to Long St & the Broad St b	,	
	botwoon Broad a Long. morado	, rotalling t			5 NHFP	Con \$50 State			
					5 State	Con \$450 NHPP			
		0.000			5 NHPP				
Tota	l Costs (includes costs prior to	SFY21)*:	\$45,430	\$76	5	\$500			
3629	ODOT 6	109164	Е	mi	Ped Co	mponents: No information p	provided		
	FRA-IR071-20.08		_	ocal Let		mponents: No information p			
		Duidas		_	_	imponents. No information p		ED Defenses - Duningt ID 200	
		Briage		ance Activ				TP Reference: Project ID 203	5
Group	ped Project	4				e Activities. Repairs and cor	crete deck overlay on 7 struc	ctures.	
Group	l-71 at 7 overhead bridges between	een 17th Av	ve & SR-1	161, Bridge	Maintenanc	i i i i i i i i i i i i i i i i i i i			
Group	•	een 17th Av	ve & SR-1	161, Bridge	e Maintenanc		Con \$468 Federal		
Group	•	een 17th Av	ve & SR-1	I61, Bridge	e Maintenanc	o ricarraisos, ricipanio ana son	Con \$468 Federal Con \$743 State		
Group	•	een 17th Av	ve & SR-1	l61, Bridge	e Maintenanc	, ropalis and so	Con \$468 Federal Con \$743 State Con \$52 State		
	•		ve & SR-1 \$7,945	161, Bridge	e Maintenanc		Con \$468 Federal Con \$743 State		

	C ID Agency County-Route-Section	PID	AirQ	Length					
	Project Location and Description	Proje	ect Type			2022	2023	2024	Future Years**
3632		107777	E	Phase/Amour mi		hase/Amount*/Source ents: No information pro	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
	FRA-IR071-23.46	10////	_	ocal Let		ents: No information pro			
	ed Project	Bridge [[]		ance Activitie	-	onto in oni duon pro		Reference: Project ID 203	
	I-71 at Cooke Rd, Bridge Maintena	nce Activi	ties, Ov	erlay/approac	h slabs.			•	
Total	Costs (includes costs prior to SF	:Y21)*:	\$624					Con \$22 Federal Con \$2 State Con \$540 Federal Con \$60 State \$624	
070	NAC ALC: A	05540		0.00	D 10		00 1 11 14 1 4 1		
	Worthington FRA-CR084-01.36	95516	SA	0.29 mi		•	29 mi. added to ped network 29 mi. added to bike network		
	FRA-CR084-01.36	Major V		g/Intersection	-	ents: Multi-use path. 0.		Reference: Project ID 69	
	Worthington-Galena Rd from Wilso	,	•	J		idening from 2 lanes to		•	theast Gateway
	Workington Calcha Name Wiles	n Dhagon	Turnity	Con \$8,307 S		radining from 2 faired to	Tianoo a mioroodion modin		and Catomay.
				Con \$2,616 L	ocal				
Iotai	Costs (includes costs prior to SF	Y21)*: \$,17,104	\$10,923					
3801	Columbus	NA	Е	1.42 mi	Ped Compon	ents: Modify existing fac	cilities. Replace sidewalks wi	th 10' wide path on south side	, 5' sidewalk on north side
	FRA-CR093-00.25		L	ocal Let	Bike Compon	ents: Multi-use path. 10	wide on south side. 1.42 mi	i. added to bike network.	
		Recons	struction	/Multi-Use Pa	th		MTF	Reference: Project ID 204	
	Hudson St from I-71 to Cleveland A			on & Multi-Us	e Path, includes	storm sewers, rain gard		•	_
	Hudson St from I-71 to Cleveland A		nstructi	on & Multi-Us Con \$2,000 S	e Path, includes	storm sewers, rain gard		•	
	Hudson St from I-71 to Cleveland A Costs (includes costs prior to SF	Ave, Reco	onstruction	on & Multi-Us Con \$2,000 S Con \$13,263 L	e Path, includes	storm sewers, rain gard		•	
Total	Costs (includes costs prior to SF	Ave, Recor	nstructions	on & Multi-Us Con \$2,000 S Con \$13,263 L	e Path, includes SCIP .ocal		ens, waterline upgrade, traffi	c signal replacements.	
Total	Costs (includes costs prior to SF	Ave, Reco	\$19,435 E	on & Multi-Us Con \$2,000 \$ Con \$13,263 L \$15,263	e Path, includes SCIP Local Ped Compon	ents: Sidewalk on 2 side	ens, waterline upgrade, traffi	c signal replacements.	
Total	Costs (includes costs prior to SF	Ave, Recor FY21)*: \$	\$19,435 E	on & Multi-Us Con \$2,000 \$ Con \$13,263 L \$15,263 0.4 mi ocal Let	e Path, includes CCIP .ocal Ped Compon Bike Compon	ents: Sidewalk on 2 side	ens, waterline upgrade, traffi	vork.	
Total	Costs (includes costs prior to SF Columbus FRA-CR096-01.71	Ave, Reconstruction (Ave, Reconstruction)*: \$ 105732 Minor W	\$19,435 E L Widening	on & Multi-Us Con \$2,000 \$ Con \$13,263 L \$15,263 0.4 mi ocal Let	e Path, includes SCIP .ocal Ped Compon Bike Compon Modification	ents: Sidewalk on 2 side	ens, waterline upgrade, traffi	work.	
Total '18	Costs (includes costs prior to SF	Ave, Reconstruction (Ave, Reconstruction) 105732 Minor Woonorth of E	\$19,435 E L Widening E 7th Av	on & Multi-Us Con \$2,000 € Con \$13,263 L \$15,263 0.4 mi ocal Let g/Intersection ve, Minor Wid	Ped Compon Bike Compon Modification ening from 2 lan	ents: Sidewalk on 2 side ents: Bicycle lanes. 0.4 es to 3 lanes & Intersect	ens, waterline upgrade, traffi es. 0.8 mi. added to ped net mi. added to bike network. MTF ion Modification, add turn lan	work.	and southbound left turn
<i>Total</i> '18	Costs (includes costs prior to SF Columbus FRA-CR096-01.71 Cassady Ave from CSX Railroad to	Ave, Reconstruction (Ave, Reconstruction) 105732 Minor Woonorth of E	\$19,435 E L Widening E 7th Av	on & Multi-Us Con \$2,000 € Con \$13,263 L \$15,263 0.4 mi ocal Let g/Intersection ve, Minor Wid	Ped Compon Bike Compon Modification ening from 2 lan	ents: Sidewalk on 2 side	ens, waterline upgrade, traffi	work.	and southbound left turn

MUKP	C ID Assessed	DID	A:-O	Lamada										
	C ID Agency County-Route-Section	PID	AirQ	Length									_	
	Project Location and Description	Proj	ject Typ	e)21		2022		2023	10	2024			ure Years**
0000	·				unt*/Source		mount*/Source	Phase/A			Phase/Amount*/			Amount*/Sourc
3232	ODOT 6	88611	Ε.	0.1 mi					Colun	nbus sidew	alk coordination.	J.1 mi. adde	d to ped ne	etwork.
_	FRA-SR104-09.69	D · ·		ocal Let	Bike Comp	onents:	No information p	rovided.				. 15 000		
Groupe	ed Project			eplacement						MTF	Reference: Proj	ect ID 203		
	Groveport Rd at SR-104, Bridge De	eck Repla	acement	, Columbus			\$140 Federal	PE DD	000	Federal			Con	\$40 State
						PE Envir	\$35 State	PE DD		State			Con Con	\$1.600 Federal
							700 0		*				Con	\$160 Federal
													Con	\$400 State
Total	Costs (includes costs prior to SF	Y21)*:	\$2,450	l			§175		\$75					\$2,200
3672	ODOT 6	110300	Е	mi	Ped Comp	onents:	No information p	rovided.						
	FRA-SR104-9.80 Noise Wall		L	ocal Let	Bike Comp	onents:	No information p	rovided.						
Groupe	ed Project	Noise '	Walls							MTF	Reference: Proj	ect ID 204		
•	SR 104 from just east of Groveport	Rd to jus	st west c	of Elwood Av	ve, Noise Walls	, Constru	ct noise walls ald	ng SR 104						
		•						Con	\$78	Federal				
								Con	\$20	State				
								Con	\$280	State				
Total	Costs (includes costs prior to SF	Y21)*:	\$1,498					Con Con	\$280					
Total	Costs (includes costs prior to SF	'Y21)*:	\$1,498					Con Con	\$280 \$1,120	State				
	· · · · · · · · · · · · · · · · · · ·	Y21)*: 110436	\$1,498	mi	Ped Comp	onents:	No information p	Con Con \$	\$280 \$1,120	State				
		110436	E	mi ocal Let			No information po	Con Con \$7	\$280 \$1,120	State				
3654	ODOT 6	110436	E	mi			•	Con Con \$7	\$280 \$1,120	State Federal	P Reference: Proj	ect ID 212		
3654	ODOT 6 FRA-SR161-12.04	110436 Interse	E Lection Mo	mi ocal Let odification	Bike Comp	onents:	No information p	Con Con \$7 rovided. rovided.	\$280 \$1,120 1,498	State Federal MTF		ect ID 212		
3654	ODOT 6 FRA-SR161-12.04 ed Project	110436 Interse	E Lection Mo	mi ocal Let odification	Bike Comp	onents:	No information p	covided. rovided. e safety and Con	\$280 \$1,120 1,498 reduce \$781	State Federal MTF e congestio State		ect ID 212		
3654	ODOT 6 FRA-SR161-12.04 ed Project	110436 Interse	E Lection Mo	mi ocal Let odification	Bike Comp	onents:	No information p	rovided. rovided. con Con Con Con Con	\$280 \$1,120 1,498 reduce \$781 \$55	MTF e congestio State State		ect ID 212		
3654	ODOT 6 FRA-SR161-12.04 ed Project	110436 Interse	E Lection Mo	mi ocal Let odification	Bike Comp	onents:	No information p	rovided. rovided. con Con Con Con Con	\$280 \$1,120 1,498 reduce \$781 \$55 \$495	MTF e congestio State State Federal		ect ID 212		
3654 Groupe	ODOT 6 FRA-SR161-12.04 ed Project	110436 Interse	E Lection Mo	mi ocal Let _ odification n Modification	Bike Comp	onents:	No information p	rovided. rovided. con Con Con Con Con Con	\$280 \$1,120 1,498 reduce \$781 \$55	MTF e congestio State State Federal		ect ID 212		
3654 Groupe	ODOT 6 FRA-SR161-12.04 ed Project Dublin-Granville Rd (SR-161) at Ka	110436 Interse Int Rd, Int	E Lection Mo ersection	mi ocal Let _ odification n Modification	Bike Compon, Intersection	improver	No information portion	rovided. rovided. con Con Con Con Con Con	\$280 \$1,120 1,498 reduce \$781 \$55 \$495 \$7,029	MTF e congestio State State Federal		ect ID 212		
3654 Groupe	ODOT 6 FRA-SR161-12.04 ed Project Dublin-Granville Rd (SR-161) at Ka Costs (includes costs prior to SF Columbus, City of	110436 Interse	E L ection Mo ersection \$8,360	mi ocal Let _ odification n Modification mi	Dike Compon, Intersection Ped Comp	onents:	No information portion in the second portion	rovided. rovided. con Con Con Con Con Con	\$280 \$1,120 1,498 reduce \$781 \$55 \$495 \$7,029	MTF e congestio State State Federal		ect ID 212		
3654 Groupe	ODOT 6 FRA-SR161-12.04 ed Project Dublin-Granville Rd (SR-161) at Ka	110436 Interse rl Rd, Int (Y21)*: 112968	E Lection Mo ersection \$8,360	mi ocal Let odification n Modification mi ocal Let	Ped Comp Bike Comp	onents:	No information portion	rovided. rovided. con Con Con Con Con Con	\$280 \$1,120 1,498 reduce \$781 \$55 \$495 \$7,029	MTF e congestio State State State Federal HSIP	n 			
3654 Groupe	ODOT 6 FRA-SR161-12.04 ed Project Dublin-Granville Rd (SR-161) at Ka Costs (includes costs prior to SF Columbus, City of FRA-SR161-18.63 Cable Bar	110436 Interse	E Lection Morersection \$8,360 E L	mi ocal Let _ odification n Modification mi ocal Let _ ade/Replace	Ped Composite Co	onents: improver onents: onents:	No information portion	Con	\$280 \$1,120 1,498 reduce \$781 \$55 \$495 \$7,029 3,360	MTF e congestio State State Federal HSIP	P Reference: Proj			
3654 Groupe	ODOT 6 FRA-SR161-12.04 ed Project Dublin-Granville Rd (SR-161) at Ka Costs (includes costs prior to SF Columbus, City of	110436 Interse	E Lection Morersection \$8,360 E L	mi ocal Let _ odification n Modification mi ocal Let _ ade/Replace	Ped Composite Co	onents: improver onents: onents:	No information portion	Con	\$280 \$1,120 1,498 reduce \$781 \$55 \$495 \$7,029 3,360	MTF e congestio State State Federal HSIP	P Reference: Proj			
3654 Groupe	ODOT 6 FRA-SR161-12.04 ed Project Dublin-Granville Rd (SR-161) at Ka Costs (includes costs prior to SF Columbus, City of FRA-SR161-18.63 Cable Bar	110436 Interse	E Lection Morersection \$8,360 E L	mi ocal Let odification n Modification mi ocal Let ade/Replace pgrade/Rep Con \$29	Ped Composite Co	onents: improver onents: onents:	No information portion	Con	\$280 \$1,120 1,498 reduce \$781 \$55 \$495 \$7,029 3,360	MTF e congestio State State Federal HSIP	P Reference: Proj			

MORP	C ID Agency County-Route-Section	PID	AirQ	Length					
	Project Location and Descri	iption Proj	ject Typ	e 202 Phase/Amou		2022 Phase/Amount*/Source	2023 Phase/Amount*/Source	2024 Phase/Amount*/Source	Future Years** Phase/Amount*/Source
3326	Columbus	104709	Е	0.2 mi	Ped Cor	mponents: No information p	rovided.		
	FRA-SR161-Cleveland Ave		L	ocal Let	Bike Cor	mponents: No information p	rovided.		
		Interse	ection Mo	odification			MT	P Reference: Project ID 185	
	SR-161 at Cleveland Ave, Inters							ccess to the southbound left to	urn lane of Cleveland
	Avenue. Remove part of the me	edian on the	nonn ie	Con \$324		llowing the southbound left to	um lane to shift east.		
				Con \$72					
Total	Costs (includes costs prior to	SFY21)*:	\$396	\$396					
3591	Columbus	110376	Е	0.5 mi	Ped Cor	mponents: Multi-use path. (0.5 mi. added to ped network.		
	FRA-SR161-Cleveland Ave		L	ocal Let	Bike Cor	mponents: Multi-use path. (0.5 mi. added to bike network		
		Interse	ection Mo	odification			MT	P Reference: Project ID 185	
	SR-161 from Cleveland Ave to I	Maple Canyo	on Ave,	Intersection M	lodification,				e service roads.
						Con \$1,980 HSIP Con \$220 Local	ROW \$112 STBG-M ROW \$28 Local	Con \$782 STBG-M Con \$196 Local	
Total	Costs (includes costs prior to	SFY21)*:	\$3,318			\$2,200	\$140	\$978	.
3809	Madison Twp	NA	Е	mi	Ped Cor	nponents: None.			
	FRA-TR231-00.00		L	ocal Let	Bike Cor	mponents: None.			
		Recon	struction	١			MTI	P Reference: Project ID 204	
	Rager Rd from Groveport Rd to	US 33, Rec	onstruct		•	nan Drive from Armada Road	d to Beechton Road (overlay).		
				Con \$365 Con \$82					
Total	Costs (includes costs prior to	SFY21)*:	\$459		LUCAI			l	.
3668	ODOT 6	110449	Е	mi	Ped Cor	nponents: No information p	rovided.		
	FRA-23D-4.17 (3rd St)		L	ocal Let		nponents: No information p			
Group	ed Project	Interse	ection Mo	odification			MT	P Reference: Project ID 185	
	US 23D (Third St) at US 33 (Mo	ound St), Inte	ersection	Modification	, Intersection	on improvement to increase s	safety and reduce congestion		
						Con \$8 State			
						Con \$1 State Con \$68 HSIP			
						Con \$7 Federal			.
Total	Costs (includes costs prior to	SFY21)*:	\$83			\$83			

MOR	PC ID Agency County-Route-Section	PID	AirQ	Length							
	-	. Proj	ject Typ	e 202	1	2022		2023	2	024	Future Years**
	Project Location and Des	cription	, ,,	Phase/Amou	nt*/Source	Phase/Amount*/Source	Phase/A	mount*/Source	Phase/Amo	unt*/Source	Phase/Amount*/Source
481	ODOT 6	106264	Е	3.73 mi	Ped Co	mponents: No information pr	ovided.				
	FRA-SR256-00.00		L	ocal Let	Bike Co	mponents: No information pr	ovided.				
roup	ped Project	Preven	ntive Pa	vement Mainte	enance			MT	P Reference:	Project ID 204	
	Segments on SR-256 & US 4	40 in Reynoldsb	ourg, Pro	eventive Pave	ment Main	tenance, FRA-256-0.00-1.20	(US-40 to F	Fairfield Co) & FR	A-40-22.45-24	4.59 (Reynoldsbu	rg Corp to Licking Co)
							Con	\$323 Federal			
							Con Con	\$13 Federal \$84 Local			
Tota	al Costs (includes costs prior	to SFY21)*-	\$420)			Con	\$420			
-		10 01 121) 1	Ψ.=0					ψ·=0			
308	Jackson Twp	NA	Е	1.92 mi	Ped Co	mponents: No information pr	ovided.				
	FRA-TR268-00.00		L	ocal Let	Bike Co	mponents: No information pr	ovided.				
		Resurf	acing					MT	P Reference:	Project ID 204	
	Hiner Rd from Borror Rd to S	R-104, Resurfa	acing, w	ith some area	s of spot re	epair.					
				Con \$201							
T - 4 -	-101-(:	4- 0EV04)*		Con \$130	Local						
TOTA	al Costs (includes costs prior	to SF121)":	\$341	\$331							
622	ODOT 6	107832	Е	mi	Ped Co	mponents: No information pr	ovided.				
	FRA-IR270-05.47			ocal Let		mponents: No information pr					
rour	ped Project	Bridge		eplacement				МТ	P Reference:	Project ID 203	
	Hall Rd at I-270, Bridge Deck										
	2, 23	.,							Con	\$22 Federal	
									Con	\$2 State	
									Con Con	\$540 Federal \$60 State	
Tota	al Costs (includes costs prior	to SFY21)*:	\$624							\$624	
			4	•							
339	ODOT 6	104977	Е	0 mi	Ped Co	mponents: No information pr	ovided.				
	FRA-IR270-06.17		L	ocal Let	Bike Co	mponents: No information pr	ovided.				
roup	ped Project	Bridge	Replac	ement				MT	P Reference:	Project ID 203	
	Sullivant Ave at I-270, Bridge	Replacement,	Sulliva	nt Ave over IR	270 deck	replacement					
						Con \$8 State					
						Con \$1,170 Federal					
						Con \$76 Federal Con \$130 State					
Tota	al Costs (includes costs prior	to SFY21)*-	\$1,384			\$1,384			1		
. 5.0			Ţ.,OO-	-		Ψ.,σσι					

MORF	PC ID Agency	PID	AirQ	Length					
	County-Route-Section	Proje	ct Type	202	21	2022	2023	2024	Future Years**
	Project Location and Descrip	otion		Phase/Amou	ınt*/Source	Phase/Amount*/Sou	rce Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
2672	ODOT 6	76469	SA	7.94 mi	Ped Comp	onents: No change	to existing conditions.		
	FRA-IR270-09.15		Lo	cal Let	Bike Comp	onents: No change	e to existing conditions.		
		Major W	/idening/	Minor Pave	ement Rehabil	itation	IV	ITP Reference: Project IDs 375/ 2	04
	I-270 (West Outerbelt) from I-70 drainage, lighting. Work on five p		•		6 lanes to 8 la	anes & Minor Pavem	ent Rehabilitation, add one lane i	n each direction, 3.5" overlay, joint	repair, signs, guardrail,
				•	Debt Service Debt Service	Pay \$2,005 Debt \$ Pay \$501 Debt \$	*	rice Pay \$490 Debt Service	Pay \$1,938 Debt Service Pay \$484 Debt Service Pay \$479 Debt Service Pay \$479 Debt Service Pay \$473 Debt Service Pay \$473 Debt Service Pay \$468 Debt Service Pay \$462 Debt Service Pay \$1,848 Debt Service Pay \$1,057 Debt Service Pay \$1,057 Debt Service Pay \$264 Debt Service Pay \$100 Debt Service Pay \$25 Debt Service Pay \$100 Debt Service
Tota	l Costs (includes costs prior to	SFY21)*: \$6	69,004	\$2,534		\$2,506	\$2,478	\$2,450	\$13,403
3637	ODOT 6 FRA-IR270-09.30	105498	E Lo	mi		conents: No informa	•		
Group	ed Project	Bridge D	Deck Rep	placement			IV	ITP Reference: Project ID 203	
	Trabue Rd at I-270, Bridge Deck	Replacemen	nt, Repla	ice deck of	bridge FRA-2	70-9.3, Trabue Rd o	ver I-270.		
Total	I Costs (includes costs prior to	SEV21)*-	\$1,500				Con \$150 State Con \$1,350 Federal \$1,500		

IORP	C ID Agency County-Route-Section	PID	AirQ	Length								
	Project Location and Description	Proj	ect Type			Db/4	2022	2023		2024		ure Years**
946	•	88310	SA	4.76 mi		nponents:	•	Phase/Amount*/Source sting conditions. The multi-usent location and be maintained	se path stub ju			Amount*/Source under I-270 will
	FRA-IR270-17.29		L	ocal Let	Bike Cor	nponents:	No change to exi	sting conditions. The multi-usent location and be maintained.	se path stub j	ust north of Post	Road and u	ınder I-270 wil
		Interch	ange Mo	dification				МТ	P Reference:	Project ID 239		
	I-270 at US-33/SR-161, Interchange	Modific	ation, int	erchange re	construction	and expar	nsion.					
					STBG-M STBG-M	Pay Pay	\$572 STBG-M \$581 STBG-M	Pay \$589 STBG-M Pay \$598 STBG-M	Pay Pay	\$607 STBG-M \$616 STBG-M	Pay	\$635 STBG-M \$625 STBG-M \$644 STBG-M \$664 STBG-M \$664 STBG-M \$674 STBG-M \$674 STBG-M \$705 STBG-M \$715 STBG-M \$737 STBG-M \$737 STBG-M \$748 STBG-M \$770 STBG-M \$782 STBG-M \$794 STBG-M \$806 STBG-M \$818 STBG-M \$830 STBG-M \$830 STBG-M \$830 STBG-M \$831 STBG-M \$842 STBG-M
Total	Costs (includes costs prior to SFY	21)*:	\$90,626	\$1,119		\$	1,153	\$1,187	\$	1,223		16,161
	FRA-IR270-18.79	06243		2.9 mi	Bike Cor		No information po	ovided.				
				ement Main						Project ID 204		
	I-270 from US 33 W interchange to F Costs (includes costs prior to SFY)			Con \$136 Con \$15	Federal State Federal	Pavement	Maintenance, Re	surfacing FRA-270 18.49 to	21.63			

PID AirQ	Length				
Project Type	2021	2022	2023	2024	Future Years**
ription	hase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Sourc
110126 E	mi Ped Com	ponents: No information pro	ovided.		
Loc	cal Let Bike Com	ponents: No information pro	ovided.		
Minor Pavement	Rehabilitation		MTF	Reference: Project ID 204	
FRA-270-43.18, Minor	Pavement Rehabilitation	n, Fine Graded Polymer AC	Overlay:FRA-270-40.45-43.1	8	
		Con \$215 State			
		**			
to SEY21)** \$2.231					
		Ψ=,=0 .			
112798 E	mi Ped Com	ponents: Not applicable.			
Loc					
Minor Pavement			MTF	Reference: Project ID 204	
		n AC Overlay without Repair			
idin orook Bilvo, Milior i	avoirioni rionabilitation	n, 710 Overlay Williout Hopail	Con \$142 Federal		
			Con \$16 State		
			Con \$3,547 Federal		
40 CEVO4)*-					
10 SF121)**: \$4,099			φ4,099 		
102023 E	0.02 mi Ped Com	ponents: No information pro	ovided.		
		ponents: No information properts: No information pro			
Loc	cal Let Bike Com	nponents: No information proponents: No information pro	ovided.	Reference: Project ID 203	
Loc Bridge Deck Rep	cal Let Bike Complacement	nponents: No information pro	ovided.	Reference: Project ID 203	
Loc Bridge Deck Rep	cal Let Bike Complacement	nponents: No information pro-	ovided.	PReference: Project ID 203 New weathering steel beams.	
Loc Bridge Deck Rep	cal Let Bike Complacement	nponents: No information proslabs. New concrete parapet	ovided.	•	
Loc Bridge Deck Rep	cal Let Bike Complacement	slabs. New concrete parapet Con \$5 State Con \$1,350 Federal Con \$41 Federal	ovided.	•	
Bridge Deck Rep e Deck Replacement, Ne	cal Let Bike Complacement	slabs. New concrete parapet Con \$5 State Con \$1,350 Federal Con \$41 Federal Con \$150 State	ovided.	•	
Loc Bridge Deck Rep	cal Let Bike Complacement	slabs. New concrete parapet Con \$5 State Con \$1,350 Federal Con \$41 Federal	ovided.	•	
Bridge Deck Rep e Deck Replacement, Ne to SFY21)*: \$1,545	Bike Complex Bike	slabs. New concrete parapet Con \$5 State Con \$1,350 Federal Con \$41 Federal Con \$150 State \$1,545	ovided. MTF s. Semi-intergral abutments.	New weathering steel beams.	
Bridge Deck Rep e Deck Replacement, Ne to SFY21)*: \$1,545	Bike Complete Complet	slabs. New concrete parapet Con \$5 State Con \$1,350 Federal Con \$150 State \$1,545 sponents: No change to exist	sting conditions. pedestrians	New weathering steel beams.	
Bridge Deck Rep e Deck Replacement, Ne to SFY21)*: \$1,545 79666 E Loc	Bike Complete Complet	slabs. New concrete parapet Con \$5 State Con \$1,350 Federal Con \$150 State \$1,545 sponents: No change to exist	s. Semi-intergral abutments.	New weathering steel beams. prohibited	
Bridge Deck Rep e Deck Replacement, Ne to SFY21)*: \$1,545 79666 E Resurfacing	Bike Complex Bike	Slabs. New concrete parapet Con \$5 State Con \$1,350 Federal Con \$41 Federal Con \$150 State \$1,545 Apponents: No change to exist apponents: No change to exist apponents:	s. Semi-intergral abutments.	New weathering steel beams.	
Bridge Deck Rep e Deck Replacement, No to SFY21)*: \$1,545 79666 E Resurfacing Creek to 0.23 mi W of Pa	arsons Ave, Resurfacin	Slabs. New concrete parapet Con \$5 State Con \$1,350 Federal Con \$41 Federal Con \$150 State \$1,545 Apponents: No change to exist apponents: No change to exist apponents:	sting conditions. pedestrians pating conditions. bicycles prof	New weathering steel beams. prohibited	
Bridge Deck Rep e Deck Replacement, No to SFY21)*: \$1,545 79666 E Resurfacing Creek to 0.23 mi W of Pa	arsons Ave, Resurfacin	Slabs. New concrete parapet Con \$5 State Con \$1,350 Federal Con \$41 Federal Con \$150 State \$1,545 Apponents: No change to exist apponents: No change to exist apponents:	s. Semi-intergral abutments.	New weathering steel beams. prohibited	
t d	Project Type 110126 E Loc Minor Pavement D FRA-270-43.18, Minor to SFY21)*: \$2,231 112798 E Loc Minor Pavement	Project Type Phase/Amount*/Source 110126 E mi Ped Com Local Let Bike Com Minor Pavement Rehabilitation 5 FRA-270-43.18, Minor Pavement Rehabilitation to SFY21)*: \$2,231 112798 E mi Ped Com Local Let Bike Com Minor Pavement Rehabilitation Local Let Bike Com Minor Pavement Rehabilitation lum Creek Drive, Minor Pavement Rehabilitation	Project Type Phase/Amount*/Source Phase/Amount*/Source 110126 E mi Ped Components: No information pro Local Let Bike Components: No information pro Minor Pavement Rehabilitation 5 FRA-270-43.18, Minor Pavement Rehabilitation, Fine Graded Polymer AC Con \$215 State Con \$77 Federal Con \$9 State Con \$1,931 Federal 112798 E mi Ped Components: Not applicable. Local Let Bike Components: Not applicable. Minor Pavement Rehabilitation Signature Phase/Amount*/Source Phase/Amount*/Source Phas	Project Type 2021 2022 2023 Phase/Amount*/Source Phase/Amount*/Source Phase/Amount*/Source 110126 E mi Ped Components: No information provided. Local Let Bike Components: No information provided. Minor Pavement Rehabilitation MTF FRA-270-43.18, Minor Pavement Rehabilitation, Fine Graded Polymer AC Overlay:FRA-270-40.45-43.1 Con \$215 State Con \$77 Federal Con \$9 State Con \$1,931 Federal Con \$1,931 Federal Example Components: Not applicable. Local Let Bike Components: Not applicable. Minor Pavement Rehabilitation MTF MINOR Pavement Rehabilitation MINOR Pavement Rehabilitatio	Project Type Phase/Amount*/Source Phase/Amount*/Sou

MORPC ID Agency County-Route-Section	PID	AirQ Length					
Project Location and Desci	Proje	ect Type 20		2022 hase/Amount*/Source	2023 Phase/Amount*/Sour	2024 ce Phase/Amount*/Source	Future Years** Phase/Amount*/Source
3714 ODOT 6	110693	E mi		ents: No information pro		ce Phase/Amount /Source	Phase/Amount*/Source
FRA-IR270-SP FY21 Concrt	110000	Local Let		ents: No information pro			
Grouped Project	Minor Pa	avement Rehabilita				MTP Reference: Project ID 204	
I-270 at locations in Franklin C	ounty, Minor Pa	avement Rehabilita	ition, Spot concre	te slab repair on I-270 in	Franklin County		
	·		State Federal Federal	·			
Total Costs (includes costs prior to	o SFY21)*:	Con \$400 \$2,080 \$2,080	State				
3380 ODOT 6	105427	E mi	Ped Compon	ents: No information pro	ovided.		
FRA-SR315-01.14		Local Let	Bike Compon	ents: No information pro	ovided.		
Grouped Project	Bridge R	Repair				MTP Reference: Project ID 203	
SR-315 from US 33 to I-670, E 1.34A, FRA-315-1.14.	Bridge Repair, P	Placing epoxy overl	ay on the followin	g bridge decks: FRA-315	5-2.16, FRA-315-2.17,	FRA-315-1.95B, FRA-315-1.97B,	FRA-315-1.34, FRA-315-
					Con \$56 Fede Con \$200 State Con \$14 State Con \$800 Fede		
Total Costs (includes costs prior to	o SFY21)*:	\$1,070	' -		\$1,070		'
3508 ODOT 6	106877	E 0.64 mi	Ped Compon	ents: No information pro	ovided.		
FRA-SR315-07.13		Local Let	Bike Compon	ents: No information pro	ovided.		
Grouped Project	Noise W	/alls				MTP Reference: Project ID 204	
SR-315 from Garrett Dr to Her	nderson Rd, No			Environmental documer	nt was approved under	PID 93446.	
Total Costs (includes costs prior to	o SFY21)*:	\$2,809 \$2,809					
3340 ODOT 6	104980	E 0 mi		ents: No information pro			
FRA-SR315-11.66	D.1 D	Local Let	Bike Compon	ents: No information pro	ovided.	NTD D (D : ID 000	
Grouped Project		Replacement	o Dd over CD 044	i bridge deel replace	nt.	MTP Reference: Project ID 203	
Wilson Bridge Rd at SR-315, E	эпиде керіасег	ment, wilson Bridg	e nu ovei ok 318	Con \$90 Federal Con \$22 State Con \$1,280 Federal Con \$320 State			
Total Costs (includes costs prior to	o SFY21)*:						

3777 DISTRICT 6-PLANNING FRA-SR315-2.570 Local Let Bike Components: No information provided.	Future Years**
3777 DISTRICT 6-PLANNING 112933 E mi Ped Components: No information provided. FRA-SR315-2.570	ruture rears
FRA-SR315-2.570 Minor Pavement Rehabilitation MTP Reference: Project ID 204	ase/Amount*/Source
Minor Pavement Rehabilitation MTP Reference: Project ID 204 FRA from 3rd ave and columbus corp to ackerman rd and clubview blvd, Minor Pavement Rehabilitation, Priority/General System Resurfacing:Fine Graded AC Overlay:FR/12.79-12.91 Con	
FRA from 3rd ave and columbus corp to ackerman rd and clubview blvd, Minor Pavement Rehabilitation, Priority/General System Resurfacing:Fine Graded AC Overlay:FRA 12.79-12.91 Con \$49 Federal Con \$1:2 State Con \$1:2 State Con \$1:2 State Con \$3:08 State State Con \$3:08	
12.79-12.91 Con \$49 Federal Con \$12 State Con \$1,231 Federal Con \$308 State	
Total Costs (includes costs prior to SFY21)*: \$1,601 3761 DISTRICT 6-PLANNING 111640 E mi Ped Components: Not applicable. FRA-SR315-2.78 Local Let Bike Components: Not applicable. Bridge Maintenance Activities MTP Reference: Project ID 203 SR 315 at FRA-315-2.78, Bridge Maintenance Activities, FRA-315-2.78; major bridge over the Olentangy River, Fifth Ave., and King Ave rehabilitation. An overlay with paralis the anticipated scope. PE Envir \$140 State PE DD \$60 State Con \$560 Federal PE DD \$240 Federal Con \$140 State Con	A-315-2.57-5.17,
FRA-SR315-2.78	
Bridge Maintenance Activities SR 315 at FRA-315-2.78, Bridge Maintenance Activities, FRA-315-2.78; major bridge over the Olentangy River, Fifth Ave., and King Ave rehabilitation. An overlay with paralis the anticipated scope. PE Envir \$140 State PE DD \$60 State Con \$560 Federal PE DD \$240 Federal Con \$140 State Con \$8,000 Federal Con \$2,000 State PE DD \$300 State State Con \$2,000 State State State Con \$2,000 State State State Con \$2,000 State Sta	
SR 315 at FRA-315-2.78, Bridge Maintenance Activities, FRA-315-2.78; major bridge over the Olentangy River, Fifth Ave., and King Ave rehabilitation. An overlay with paralist the anticipated scope. PE Envir \$140 State PE DD \$60 State Con \$560 Federal PE DD \$240 Federal Con \$140 State Con \$8,000 Federal Con \$8,000 Federal Con \$2,000 State Con \$2	
PE Envir \$140 State PE DD \$60 State Con \$560 Federal PE DD \$60 State Con \$140 State PE DD \$60 State Con \$140 State	
PE Envir \$560 Federal PE DD \$240 Federal Con \$140 State Con \$8,000 Federal Con \$2,000 State Con \$10,700	apet & pier repairs
3631 ODOT 6 107787 E mi Ped Components: No information provided.	
FRA-SR317-07.20 Local Let Bike Components: No information provided.	
Grouped Project Bridge Deck Overlay MTP Reference: Project ID 203	
SR-317 at CSX RR, Bridge Deck Overlay, located southwest of Hendron Rd.	
Con \$80 State Con \$320 Federal Con \$3 State Con \$3 State Con \$3 State Con \$1 Federal Con \$1 Fe	
3630 ODOT 6 107790 E mi Ped Components: No information provided.	
FRA-SR317-08.09 Local Let Bike Components: No information provided.	
Grouped Project Bridge Deck Overlay MTP Reference: Project ID 203	
SR-317 at Blacklick Creek, Bridge Deck Overlay, bridge overlay. Just north of Bixby Rd.	
Con \$80 State	

MORPC ID Agency PID AirQ Length	
County-Route-Section Project Type 2021 2022 2023 2024	Future Years**
Project Location and Description Phase/Amount*/Source Phase/Amount*/Source Phase/Amount*/Source Phase/Amount*/Source	Source Phase/Amount*/Source
3806 Groveport NA E mi Ped Components: Signalized crosswalk.	
FRA-SR317-08.77 Local Let Bike Components: None.	
Intersection Modification MTP Reference: Projection	ect ID 185
S Hamilton Rd at Higgins Blvd/Directors Blvd, Intersection Modification, The existing left-turn lanes will be reconfigured to improve sight lines for left turn	ing traffic. The existing signal will be
replaced with new mast-arm-supported signals with new controllers. Crosswalks will be installed with push-button-controlled signals.	
Con \$473 LTIP Con \$310 Private	
Total Costs (includes costs prior to SFY21)*: \$861 \$783	
3599 Franklin County 109581 E mi Ped Components: No information provided.	
FRA-SR317-1.46 Local Let Bike Components: No information provided.	
Grouped Project Intersection Modification MTP Reference: Project	ect ID 185
SR-317 at Lockbourne Rd, Intersection Modification, to improve safety and reduce congestion due to development. A roundabout will be considered.	
Con \$1,800 HSIP Con \$200 State	
Con \$200 State Con \$298 Local	
Total Costs (includes costs prior to SFY21)*: \$2,298 \$2,298	
3712 ODOT 6 108154 E mi Ped Components: No information provided.	
FRA-SR317-15.97 Local Let Bike Components: No information provided.	
Grouped Project Minor Pavement Rehabilitation MTP Reference: Project	
SR 317 from Columbus Corp & N of Rocky Fork Rd to CR-5 & Lincoln Circle, Minor Pavement Rehabilitation, FRA-317-15.97-16.21 (Columbus Corp to C miles N of Rocky Fork Rd to Lincoln Circle) Urban Paving Project within the City of Columbus: AC Overlay without Repairs:FRA-317-15.978-16.21 & 17.4	R-5) & FRA-317-17.62-18.52 (0.04 62-18.52
	8 Federal
·	2 State 7 Local
Con \$3	
·	50 State
	5 Local
Total Costs (includes costs prior to SFY21)*: \$972	<u>-</u>
3698 ODOT 6 106270 E mi Ped Components: No information provided.	
FRA-SR317-16.21 Local Let Bike Components: No information provided.	
Grouped Project Minor Pavement Rehabilitation MTP Reference: Project	ect ID 204
SR 317 from N of Rocky Fork Dr S to N of 5th Ave, Minor Pavement Rehabilitation, Urban Paving project with the City of Columbus & City of Gahanna: A 16.72-17.62	
Con \$360 Federal	
Con \$14 Federal Con \$4 Local	
Con \$4 Local Con \$90 Local	
Total Costs (includes costs prior to SFY21)*: \$468 \$468	

MORP	C ID Agency County-Route-Section	PID	AirQ	Length							
	Project Location and Descri	Proj iption	ject Type	202 Phase/Amou		Phase/	2022 Amount*/Source	2023 Phase/Amount*/	/Source F	2024 Phase/Amount*/Source	Future Years** Phase/Amount*/Source
3230	ODOT 6	103621	Е	mi	Ped Com	ponents:	No information pro	ovided.			
	FRA-SR317-16.68		Lo	cal Let	Bike Com	ponents:	No information pro	ovided.			
Groupe	ed Project	Bridge	Deck Ov	erlay					MTP R	eference: Project ID 203	
	Hamilton Rd at Big Walnut Cree	ek, Bridge De	eck Overl	ay, place co	ncrete deck o	overlay o	n FRA-317-16.68 st	tructure			
Total	Costs (includes costs prior to	SFY21)*:	\$492			Con Con Con	\$22 Federal \$80 State \$6 State \$320 Federal				
3394	Franklin County FRA-SR317-5.09	109493	E Lo	mi ocal Let	Ped Com		Pedestrian detector	ors.			
Groupe	ed Project	Interse	ction Mod	dification					MTP R	eference: Project ID 185	
	London-Groveport Rd at Rohr F	Rd, Intersecti	on Modifi	cation, round	dabout with 4	-foot pav	ed shoulder, pedes	trian buttons, and	grading for a	future sidewalk/multi-use pa	ath.
				OW \$75 OW \$25			\$1,106 HSIP \$499 Local				
Total	Costs (includes costs prior to	SFY21)*:	\$1,705	\$100	LOCAI		1,605				l
3776	DISTRICT 6-PLANNING FRA-US33-12.080	112870	E Lo	mi ocal Let			No information pro				
		Minor F	Pavemen	t Rehabilitati			·		MTP R	eference: Project ID 204	
	US 33 at Various locations, Min Asphalt Concrete Overlay and F										- Morse Rd Roundabout.
Total		05/04/1	***							Con \$2 State Con \$191 Federal Con \$8 Federal Con \$48 State	
lotai	Costs (includes costs prior to	SFY21)*:	\$249							\$249	
3769	DISTRICT 6-PLANNING FRA-US33-21.91	112584		mi ocal Let	Bike Com		No information pro		MED	of any and David ID 004	
	LIC 22 fram EDA 70 Interchan			t Rehabilitati		t D.	habilitation FDA O	0.04.04.404.00-0		eference: Project ID 204	VENTENET DEDAIDS, MILL
	US 33 from FRA-70 Interchange and Structural Overlay of MAIN					OOP DET	ECTORS, PAVEM				'EMENT REPAIRS; MILL
Total	Costs (includes costs prior to) SFY21)*:	\$6,902			Con	\$212 Federal \$53 State \$5,310 Federal \$1,327 State 6,902				
		/				•	•				

MORP	C ID Agency County-Route-Section	PID	AirQ	Length					
	Project Location and Desc	Proj	ject Typ		-	2022	2023	2024	Future Years**
	· ·	•	_	Phase/Amou		Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
875	Franklin County	105761	E	0.2 mi			0.2 mi. added to ped networ		
	FRA-CR376-0.87			ocal Let	Bike Comp	onents: Widen shoulder.	0.2 mi. added to bike network		
			Replac					P Reference: Project ID 203	
	Winchester Pike at Georges	Creek, Bridge I	Replace	ment, Full rep	lacement of a				
						ROW \$60 STBG-M ROW \$15 Local	Con \$1,093 STBG-M Con \$273 Local		
Total	Costs (includes costs prior	to SFY21)*:	\$1,616	3		\$75	\$1,366	l	.
1170	Franklin County	103810	Е	0.02 mi	Ped Comp	onents: Maybe - To be d	etermined.		
	FRA-CR546-12.90		L	ocal Let	Bike Comp	onents: Maybe - To be d	etermined.		
		Bridge	Repair	_		•		P Reference: Project ID 203	
	E Dublin-Granville Rd at Rocl to minimize floodplain impact	s. Approved fo	r the Sir	mplified Bridge Con \$1,081 Con \$270	Process.	e. Structure may be wide	ned to accommodate a bike i	and roadway profile	may need to be adjusted
Iotai	Costs (includes costs prior	to SFY21)*:	\$1,353	\$1,351					
3471	Columbus	106396	Е	0.25 mi	Ped Comp	onents: Sidewalk on 1 si	de. 0.25 mi. added to ped ne	twork.	
	FRA-CR556-00.44 SRTS		L	ocal Let	Bike Comp	onents: Bicycle lanes. 0	.25 mi. added to bike network		
Groupe	ed Project	Bicycle	e Lanes	/Sidewalks			MT	P Reference: Project ID 186	
	Toronto St from Trevitt St to I	North Champio	n Ave, I	Bicycle Lanes	& Sidewalks,	Add sidewalk on Toronto	St from Trevitt St to N Champ	oion Ave.	
						Con \$378 SRTS			
						Con \$52 Local Con \$143 Local			
Total	Costs (includes costs prior	to SFY21)*:	\$573	3		\$573		l	.
3362	New Albany	NA	Е	1 mi	Ped Comp	onents: Multi-use path.	1 mi. added to ped network.		
	FRA-SR605-Path		L	ocal Let	Bike Comp	onents: Multi-use path.	1 mi. added to bike network.		
		Multi-L	Jse Path	า			MT	P Reference: Project ID 186	
	SR 605 from Central College	Rd to Walnut	St, Multi	-Use Path, wi	h the eventua	goal of connecting to the	e metro park.	•	
			•	Con \$225			'		
	Costs (includes costs prior	to CEV21*-	\$225	\$225					

	O ID A								
WOK	PC ID Agency County-Route-Section	PID	AirQ	Length					
	•	Pro	ject Type	202		2022	2023	2024	Future Years**
	Project Location and Description	on		hase/Amou	nt*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3335	ODOT 6	104949	E	0 mi		onents: No information p			
	FRA-SR665-14.00			al Let	Bike Comp	onents: No information p			
Group	ped Project	Bridge	Repair				M	TP Reference: Project ID 203	
	SR-665 at Scioto River, Bridge Rep	pair, decl	k overlay.						
						Con \$14 State Con \$560 Federal			
						Con \$140 State			
						Con \$56 Federal			
Tota	l Costs (includes costs prior to SF	Y21)*:	\$770			\$770			
3772	DISTRICT 6-PLANNING	112800	Е	mi	Ped Comp	onents: Not applicable.			
	FRA-SR665-9.900			al Let		onents: Not applicable.			
		Minor		Rehabilitat			M	TP Reference: Project ID 204	
	SR 665 at Various locations, Minor	Paveme	ent Rehabili	itation, Ger	neral System F	Resurfacing AC Overlay w	rith Repairs:FRA-665-9.90-1	0.97 FRA-665-10.99-11.61 FR	A-665-11.89-12.24 FRA-
	665-12.55-12.59 FRA-665-13.48-1				,	,			
							Con \$8 State		
							**		
							Con \$801 Federal Con \$32 Federal		
							Con \$801 Federal Con \$32 Federal Con \$200 State		
Tota	l Costs (includes costs prior to SF	·Y21)*:	\$1,041				Con \$801 Federal Con \$32 Federal		_
-	· · · · · · · · · · · · · · · · · · ·		•	mi	Ped Comp	onents: No information o	Con \$801 Federal Con \$32 Federal Con \$200 State \$1,041		
	ODOT 6	110051	E	mi		onents: No information p	Con \$801 Federal Con \$32 Federal Con \$200 State \$1,041 rovided.		
3706	ODOT 6 FRA-IR670-0.000	110051	E	al Let	Bike Comp	onents: No information ponents: No information p	Con \$801 Federal Con \$32 Federal Con \$200 State \$1,041 rovided.	TP Reference: Project ID 204	
3706	ODOT 6 FRA-IR670-0.000 ped Project	110051 Minor	E Loc Pavement	al Let Rehabilitat	Bike Comp	onents: No information p	Con \$801 Federal Con \$32 Federal Con \$200 State \$1,041 rovided. rovided.	TP Reference: Project ID 204 8AC Overlay with Repairs:FRA	-670-1.05-3.17
3706	ODOT 6 FRA-IR670-0.000	110051 Minor	E Loc Pavement	al Let Rehabilitat	Bike Comp	onents: No information p	Con \$801 Federal Con \$32 Federal Con \$200 State \$1,041 rovided. rovided.	<u> </u>	-670-1.05-3.17
3706	ODOT 6 FRA-IR670-0.000 ped Project	110051 Minor	E Loc Pavement	al Let Rehabilitat	Bike Comp	verlay without Repairs:FR. Con \$500 State Con \$180 Federal	Con \$801 Federal Con \$32 Federal Con \$200 State \$1,041 rovided. rovided.	<u> </u>	-670-1.05-3.17
3706	ODOT 6 FRA-IR670-0.000 ped Project	110051 Minor	E Loc Pavement	al Let Rehabilitat	Bike Comp	verlay without Repairs:FR. Con \$500 State Con \$180 Federal Con \$20 State	Con \$801 Federal Con \$32 Federal Con \$200 State \$1,041 rovided. rovided.	<u> </u>	-670-1.05-3.17
3706 Group	ODOT 6 FRA-IR670-0.000 ped Project	110051 Minor 523D, Mil	E Loc Pavement	al Let Rehabilitat	Bike Comp	verlay without Repairs:FR. Con \$500 State Con \$180 Federal	Con \$801 Federal Con \$32 Federal Con \$200 State \$1,041 rovided. rovided.	<u> </u>	-670-1.05-3.17
3706 Group	ODOT 6 FRA-IR670-0.000 ped Project IR-670 from IR-70 to ramp from US	110051 Minor 523D, Mil	E Loc Pavement nor Pavem	al Let Rehabilitat	Bike Compion	verlay without Repairs:FR. Con \$500 State Con \$180 Federal Con \$20 State Con \$4,497 Federal \$5,197	Con \$801 Federal Con \$32 Federal Con \$200 State \$1,041 rovided. rovided.	<u> </u>	-670-1.05-3.17
3706 Group	ODOT 6 FRA-IR670-0.000 ped Project IR-670 from IR-70 to ramp from US	110051 Minor 523D, Mil	E Loc Pavement nor Pavem	al Let Rehabilitat	Bike Comption litation, AC Ov	verlay without Repairs:FR. Con \$500 State Con \$180 Federal Con \$20 State Con \$4,497 Federal \$5,197	Con \$801 Federal Con \$32 Federal Con \$200 State \$1,041 rovided. rovided.	<u> </u>	-670-1.05-3.17
3706 Group	ODOT 6 FRA-IR670-0.000 ped Project IR-670 from IR-70 to ramp from US	110051 Minor 623D, Min	E Loc Pavement nor Pavem \$5,197	cal Let Rehabilitat ent Rehabi	Bike Comption litation, AC Ov	verlay without Repairs:FR. Con \$500 State Con \$180 Federal Con \$20 State Con \$4,497 Federal \$5,197	Con \$801 Federal Con \$32 Federal Con \$200 State \$1,041 rovided. rovided.	<u> </u>	-670-1.05-3.17
3706 Group	ODOT 6 FRA-IR670-0.000 ped Project IR-670 from IR-70 to ramp from US I Costs (includes costs prior to SF DISTRICT 6-PLANNING FRA-IR670-0.31	110051 Minor 523D, Min 523D, Min 5231)*: 111641 Bridge	E Loc Pavement nor Pavem \$5,197 E Loc Maintenar	Rehabilitat ent Rehabi mi cal Let	Bike Comption litation, AC Ov Ped Comptible Comption Bike Compti	verlay without Repairs:FR. Con \$500 State Con \$180 Federal Con \$20 State Con \$4,497 Federal \$5,197 conents: Not applicable.	Con \$801 Federal Con \$32 Federal Con \$200 State \$1,041 rovided. rovided. MA-670-0.00-1.05 & 3.17-3.8	8AC Overlay with Repairs:FRA	
3706 Group	ODOT 6 FRA-IR670-0.000 ped Project IR-670 from IR-70 to ramp from US I Costs (includes costs prior to SF	110051 Minor 523D, Min 523D, Min 5231)*: 111641 Bridge	E Loc Pavement nor Pavem \$5,197 E Loc Maintenar ce Activities	mi cal Let mi cal Let contact mi cal Let contact contact mi cal Let contact Ped Comp Bike Comp Bike Comp Bike Comp	verlay without Repairs:FR. Con \$500 State Con \$180 Federal Con \$20 State Con \$4,497 Federal \$5,197 conents: Not applicable. conents: Not applicable.	Con \$801 Federal Con \$32 Federal Con \$200 State \$1,041 rovided. rovided. MA-670-0.00-1.05 & 3.17-3.8	8AC Overlay with Repairs:FRA		
3706 Group	ODOT 6 FRA-IR670-0.000 ped Project IR-670 from IR-70 to ramp from US I Costs (includes costs prior to SF DISTRICT 6-PLANNING FRA-IR670-0.31	110051 Minor 523D, Min 523D, Min 5231)*: 111641 Bridge	E Loc Pavement nor Pavem \$5,197 E Loc Maintenar ce Activities	mi cal Let mi cal Let nce Activities, FRA-670 ir \$504	Ped Comp Bike Comp Bike Comp Bike Comp Bise Comp	verlay without Repairs:FR. Con \$500 State Con \$180 Federal Con \$20 State Con \$4,497 Federal \$5,197 conents: Not applicable. conents: Not applicable. conents: Not applicable. conents: Not applicable.	Con \$801 Federal Con \$32 Federal Con \$200 State \$1,041 rovided. rovided. MA-670-0.00-1.05 & 3.17-3.8	8AC Overlay with Repairs:FRA	
3706 Group	ODOT 6 FRA-IR670-0.000 ped Project IR-670 from IR-70 to ramp from US I Costs (includes costs prior to SF DISTRICT 6-PLANNING FRA-IR670-0.31	110051 Minor 523D, Min 523D, Min 5231)*: 111641 Bridge	E Loc Pavement nor Pavem \$5,197 E Loc Maintenar ce Activities	mi cal Let mi cal Let nce Activities, FRA-670 drir \$504 drir \$564	Ped Comp Bike Comp Bike Comp Bike Comp Bise Comp	verlay without Repairs:FR. Con \$500 State Con \$180 Federal Con \$20 State Con \$4,497 Federal \$5,197 conents: Not applicable. conents: Not applicable.	Con \$801 Federal Con \$32 Federal Con \$200 State \$1,041 rovided. rovided. MA-670-0.00-1.05 & 3.17-3.8	8AC Overlay with Repairs:FRA	
3706 Group	ODOT 6 FRA-IR670-0.000 ped Project IR-670 from IR-70 to ramp from US I Costs (includes costs prior to SF DISTRICT 6-PLANNING FRA-IR670-0.31	110051 Minor 523D, Min 523D, Min 5231)*: 111641 Bridge	E Loc Pavement nor Pavem \$5,197 E Loc Maintenar ce Activities PE Env. PE Env.	mi cal Let mi cal Let nce Activities, FRA-670 drir \$504 drir \$564	Ped Comp Bike Comp Bike Comp Bike Comp Bise Comp	verlay without Repairs:FR. Con \$500 State Con \$180 Federal Con \$20 State Con \$4,497 Federal \$5,197 conents: Not applicable. conents: Not applicable. conents: Not applicable. conents: Not applicable.	Con \$801 Federal Con \$32 Federal Con \$200 State \$1,041 rovided. rovided. MA-670-0.00-1.05 & 3.17-3.8 D River and US 33T; replace Con \$800 State Con \$504 Federal	8AC Overlay with Repairs:FRA	

MORP	C ID Agency County-Route-Section	PID	AirQ	Length					
	Project Location and Desc	Pro Pro	ject Type			2022	2023	2024	Future Years**
	•	•		Phase/Amount*		Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3643	ODOT 6	105428	Ε.			onents: No information pr			
_	FRA-IR670-01.08	D : 1			Bike Compo	onents: No information pr		D : .//D 000	
	ed Project			ance Activities	DI			Reference: Project ID 203	
	I-670 at 4 bridges between I-7 FRA-670-2.13 FRA-670-2.39 FRA-670-1.08 FRA-670-2.36	70 and SR-315	s, Briage	Maintenance A	Ctivities, Plac	cing an epoxy overlay on	tne following bridges:		
							Con \$130 State		
Total	Costs (includes costs prior	to SFY21)*:	\$1,300				Con \$1,170 Federal \$1,300		
3628	ODOT 6	111340	Е	mi	Ped Compo	onents: No information pr	ovided		
	FRA-IR670-03.31	111040				onents: No information pr			
	ed Project	Bridge		ance Activities	Dino Compo	mornation pr		Reference: Project ID 203	
	I-670 from High St to Summit				ities. Rebuild	d liahtina system on Hiah		•	
	, ere menn myn er ne ennamm	(00 =0), =	_	DD \$45 Fee	1	Con \$158 Federal			
				DD \$5 Sta		Con \$18 State			
			PE	DD \$15 Sta	ite	Con \$2,250 Federal Con \$250 State			
Total	Costs (includes costs prior	to SFY21)*:	\$2,740	\$65		\$2,675		·	
0000	ODOT	404074	0.4	0.47 '	D- 10		- C PC		
	ODOT	104674	SA			onents: No change to exis	=		
	FRA-IR670-03.92	0			Bike Compo	onents: No change to exis	•	Deference Project ID 007	
	1 670 from 4th Ct to 1 270 On			grades/Study	ulder russise	installation (known on C		Project ID 907 ect also includes improvements to	o the 670/270/62
	interchange and along I-270, Op								0 the 670/270/62
			•	Pay \$4,257 Del		Pay \$4,257 Debt Service	Pay \$4,257 Debt Service	Pay \$4,257 Debt Service	Pay \$4,257 Debt Servic Pay \$335 Debt Servic
	Costs (includes costs prior	40 CEV241*. C	40E E47	\$4,257	'	\$4,257	\$4,257	\$4,257	\$25,879

March 27, 2020 147 Final Draft MORPC SFY 2021-2024 TIP

	C ID Agency County-Route-Section	PID	AirQ	Length					
	•	Pro	ject Typ	e 202 ⁻	1	2022	2023	2024	Future Years**
	Project Location and Desc	cription		Phase/Amour	nt*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
765	DISTRICT 6-BRIDGES	112712	Е	mi	Ped Com	ponents: Not applicable.			
	FRA-IR670-1.08		L	ocal Let	Bike Com	ponents: Not applicable.			
		Bridge	Mainter	ance Activitie	es		M	TP Reference: Project ID 203	
	IR 670 at FRA-670-1.08 and I	FRA-270-24.86	6, Bridge	Maintenance	Activities, e	poxy overlays FRA-670-1.0	8 (mainline and 2 ramps) &		
								Con \$800 Federal Con \$200 State	
Total	Costs (includes costs prior	to SFY21)*:	\$1,000					\$1,000	
764	DISTRICT 6-BRIDGES	112701	Е	mi	Ped Com	ponents: Not applicable.			
	FRA-IR670-3.87A		L	ocal Let		ponents: Not applicable.			
		Bridge		ance Activitie		р	M	TP Reference: Project ID 203	
	IR 670 at FRA-670-3.87, Brid					A-670-3.87A			
	, , , ,	J		,	3		Con \$400 Federal		
							Con \$100 State		
otal	Costs (includes costs prior	to SFY21)*:	\$500				\$500		
799	Canal Winchester	NA	Е	mi	Ped Com	ponents: Replace existing	facilities. At intersections.		
						and a second of the Administration of the Control Cont			
	FRA-SR674-04.10		L	ocal Let	Bike Com	ponents: Modify existing to	acilities. Converting 825 ft of	bike lane on Gender Rd to mult	i use path.
	FRA-SR674-04.10	Interse		ocal Let odification	Bike Com	ponents: Modify existing to		Find the lane on Gender Rd to mult Find the Reference: Project ID 204	i use path.
			ection Mo	odification		-	M		
	Gender Rd at Winchester Rd		ection Mo	odification on Modification Con \$1,000 \$	n, add dedica	-	M	TP Reference: Project ID 204	
Fotol	Gender Rd at Winchester Rd replacement.	& Canal St, In	ection Mo tersectio	odification on Modification Con \$1,000 \$ Con \$92 L	n, add dedica	-	M	TP Reference: Project ID 204	
Total	Gender Rd at Winchester Rd	& Canal St, In	ection Mo	odification on Modification Con \$1,000 \$	n, add dedica	-	M	TP Reference: Project ID 204	
Total 775	Gender Rd at Winchester Rd replacement.	& Canal St, In	ection Mo tersectio	odification on Modification Con \$1,000 \$ Con \$92 L	n, add dedica SCIP Local	-	M	TP Reference: Project ID 204	
	Gender Rd at Winchester Rd replacement. Costs (includes costs prior	& Canal St, In to SFY21)*:	\$1,200	odification on Modification Con \$1,000 \$ Con \$92 L \$1,092	n, add dedica	ated right turn lanes to the i	M	TP Reference: Project ID 204	
	Gender Rd at Winchester Rd replacement. Costs (includes costs prior DISTRICT 6-PLANNING	& Canal St, In to SFY21)*: 112868	\$1,200	odification on Modification Con \$1,000 \$ Con \$92 I \$1,092	n, add dedica SCIP _ocal Ped Com Bike Com	ated right turn lanes to the r	Manorthbound approaches of b	TP Reference: Project ID 204	
	Gender Rd at Winchester Rd replacement. Costs (includes costs prior DISTRICT 6-PLANNING FRA-IR70-0.000	& Canal St, In to SFY21)*: 112868 Minor I ine to West of	\$1,200 E L Paveme Hilliard	odification on Modification Con \$1,000 \$ Con \$92 L \$1,092 mi ocal Let nt Rehabilitati Rome Rd, Mir	Ped Com Bike Com on	ponents: Not applicable. ponents: Not applicable. ponents: Not applicable.	monorthbound approaches of b	TP Reference: Project ID 204 oth intersections. Includes partia	al and full depth pavemer
	Gender Rd at Winchester Rd replacement. Costs (includes costs prior DISTRICT 6-PLANNING FRA-IR70-0.000 IR 70 from Madison County L	& Canal St, In to SFY21)*: 112868 Minor I ine to West of	\$1,200 E L Paveme Hilliard	odification on Modification Con \$1,000 \$ Con \$92 L \$1,092 mi ocal Let nt Rehabilitati Rome Rd, Mir	Ped Com Bike Com on	ponents: Not applicable. ponents: Not applicable. ponents: Not applicable.	monorthbound approaches of b	TP Reference: Project ID 204 oth intersections. Includes partia	al and full depth pavemer
	Gender Rd at Winchester Rd replacement. Costs (includes costs prior DISTRICT 6-PLANNING FRA-IR70-0.000 IR 70 from Madison County L	& Canal St, In to SFY21)*: 112868 Minor I ine to West of	\$1,200 E L Paveme Hilliard I	odification on Modification Con \$1,000 \$ Con \$92 L \$1,092 mi ocal Let nt Rehabilitati Rome Rd, Mir	Ped Com Bike Com on	ponents: Not applicable. ponents: Not applicable. ponents: Not applicable.	monorthbound approaches of b	TP Reference: Project ID 204 oth intersections. Includes partia	al and full depth pavemer
	Gender Rd at Winchester Rd replacement. Costs (includes costs prior DISTRICT 6-PLANNING FRA-IR70-0.000 IR 70 from Madison County L	& Canal St, In to SFY21)*: 112868 Minor I ine to West of	\$1,200 E L Paveme Hilliard I	odification on Modification Con \$1,000 \$ Con \$92 L \$1,092 mi ocal Let nt Rehabilitati Rome Rd, Mir	Ped Com Bike Com on	ponents: Not applicable. ponents: Not applicable. ponents: Not applicable.	monorthbound approaches of b	TP Reference: Project ID 204 oth intersections. Includes partia	al and full depth pavemer

MORF	PC ID Agency County-Route-Section	PID	AirQ	Length					
	Project Location and Descrip	Pro otion	ject Typ	e 202 ⁻ Phase/Amour		2022 Phase/Amount*/Source	2023 Phase/Amount*/Source	2024 Phase/Amount*/Source	Future Years** Phase/Amount*/Source
3767	DISTRICT 6-PLANNING	112982	Е	mi	Ped Con	ponents: Not applicable.			
	FRA-IR70-11.22 Median Ba		L	ocal Let	Bike Con	ponents: Not applicable.			
				ade/Replace				TP Reference: Project ID 204	
	IR 70 from Broad St to Souder A	ve, Guardr	ail Upgra	de/Replace, F	Replace me		Broad St to Souder AveThis	project will be Part 2 with PID	112938
Tota	l Costs (includes costs prior to	SFY21)*:	\$91			PE DD \$91 State \$91			.
3763	DISTRICT 6-BRIDGES	112679	Е	mi	Ped Com	ponents: Not applicable.			
	FRA-IR70-16.83 Bridge		L	ocal Let	Bike Con	ponents: Not applicable.			
		Ū		ance Activitie			M	TP Reference: Project ID 203	
	170 at FRA-70 over Nelson, Brido	ge Mainten	ance Act	ivities, Epoxy	overlay of F	FRA-70 over Nelson Ave	0 0400 5 1 1		
							Con \$400 Federal Con \$100 State		
Tota	Costs (includes costs prior to	SFY21)*:	\$500				\$500	·	. /
3766	DISTRICT 6-BRIDGES	112705	Е	mi	Ped Com	ponents: Not applicable.			
	FRA-IR70-7.38			ocal Let		ponents: Not applicable.			
		Culver	rt Mainter	nance			М	TP Reference: Project ID 203	
	IR 70 at FRA-70-7.38 and FRA-1	16-6.06, Cu	Ivert Mai	ntenance, Re	place culve	rt at FRA-70-7.38 and FRA-	16-6.06		
							Con \$200 State		
Tota	l Costs (includes costs prior to	SFY21)*:	\$1,000				Con \$800 Federal \$1,000		.
3676	ODOT 6	111560	Е	mi	Ped Com	ponents: No information p	rovided		
5010	FRA-SR710-0.000	111000		ocal Let		ponents: No information p			
Group	ed Project	Resur				,		TP Reference: Project ID 204	
	SR 710 from SR 161 to just Nort	h of Schro	ck Rd, Re	esurfacing, Ur	ban Resurfa	acing in the City of Columbu	us: AC Overlay without repa	irs:FRA-710-0.00-1.56	
							Con \$28 Federal		
							Con \$704 Federal Con \$7 Local		
							Con \$176 Local		
Tota	I Costs (includes costs prior to	SFY21)*:	\$915				\$915		
3357	New Albany	NA	Е	1.2 mi	Ped Con	nponents: No information p	rovided.		
	LIC-Jug St-Phase 1			ocal Let		ponents: Bicycle lanes. 1	.2 mi. added to bike networl		
				/Bicycle Lane				TP Reference: Project ID 204	
	Jug St from Harrison Rd to Mink	St, Recons	struction	•		rm sewer and drainage imp	rovements.		
Total	l Costs (includes costs prior to	SEV21)*-	\$2,000	Con \$2,000 L \$2,000	.ocal	.			.
i Uldi	i Costs (iliciades Costs prior to t	31 121).	⊅∠,000	φ2,000					

MORF	PC ID Agency	PID	AirQ	Length					
	County-Route-Section	Pro	ject Type	2021		2022	2023	2024	Future Years**
	Project Location and Descrip	tion		Phase/Amour	t*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3363	New Albany	NA	Е	mi	Ped Com	ponents: No information pro	ovided.		
	LIC-Jug St-Phase 2		Lo	ocal Let	Bike Com	ponents: Bicycle lanes.			
	-	Recon	struction				MTP	Reference: Project ID 204	
	Jug St from Beech Rd to Harriso	n Rd, Reco	nstructio	n, also with s	orm sewer	and drainage improvements.			
	_			Con \$2,000 L					
Tota	Costs (includes costs prior to S	SFY21)*:	\$2,000	\$2,000					
3737	Licking Co Transit Board	104611	Е	mi	Ped Com	ponents: No information pro	ovided.		
	LIC-LCTB 2021 Operating Assist			ocal Let		ponents: No information pro			
	Elo 2013 2021 Operating / toolot		t Operatir	_	Dinto Com	pononica i to illionidatori pro		Reference: Project ID 200	
	LCTB 2021 Operating Assistance			0	ssistance ur	to 50% Federal Share		recording: 1 Toject ID 200	
	EOTB 2021 Operating / toolstanot	o, manon c	-	ther \$190	olotarioc ap	Other \$253	Other \$253	Other \$253	
			Ot	ther \$967 S	ec 5307	Other \$1,104 Sec 5307	Other \$1,119 Sec 5307	Other \$1,133 Sec 5307	
					ocal-Transit	Other \$980 Local-Transit	Other \$995 Local-Transit	Other \$1,010 Local-Transit	
Tota	Costs (includes costs prior to S	SFY21)*:	\$9,536	\$2,435		\$2,337	\$2,367	\$2,397	
3233	ODOT	97996	Е	14.26 mi	Ped Com	ponents: No information pro	ovided.		
	LIC-SR016-00.00		Lo	ocal Let	Bike Com	ponents: No information pro	ovided.		
Group	ed Project	Resurf	acing				MTP	Reference: Project ID 204	
•	SR-16 from Franklin Co Line to S	SR-37, Res	urfacing,	5% partial/ful	depth repa	irs, 1" Smooth Seal		•	
		•	J,	•				Con \$62 Federal	
								Con \$7 Local	
								Con \$9 State	
								Con \$2,247 Federal Con \$262 State	
								Con \$262 State Con \$300 Local	
Tota	Costs (includes costs prior to S	SFY21)*·	\$2,887					\$2,887	l
. 5 0			Ţ <u>_</u> ,00.					+- ,3.	

	PID	AirQ Ler	ngth				
County-Route-Section	Proj	ect Type	2021	2022	2023	2024	Future Years**
Project Location and Des	scription '		e/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
2967 ODOT 5	93109	E 13.2	7 mi Ped Co	omponents: No information pr	rovided.		
LIC-US040-00.00		Local	Let Bike Co	omponents: No information pr	ovided.		
Grouped Project	Resurfa	acing/Signaliz	ation		MTF	Reference: Project ID 204	
Road (SLM 4.56) to western	corporation limi	t of Kirkersvill uthwest Lickir	le (SLM 9.37) with ng School access	ation, and related work. Pavem of drainage repairs/elimination of drive and signalization of prop	of grass medians. Scope of pr		
			\$11,607 Federal \$1,113 State				
		Con	\$4,887 Federal				
		Con	\$2,793 State				
		Con Con	\$1,680 State \$6,720 Federal				
		Con	\$3 Local				
		Con	\$384 Local				
Total Costs (includes costs prior	r to SFY21)*:	\$29,188 \$2	29,188				
2994 ODOT 5 LIC-US040-00.14/2.65/6.80 Grouped Project	96320 Culvert	E 0.0 Local Maintenance	Let Bike Co	omponents: No information promponents: No information pr	ovided.	Reference: Project ID 203	
US 40 at spot locations betw 00.15 (SFN#4502019): 0.02 02.65 (SFN#4502043): 0.11	mi E of Hanson	St	Rd, Culvert Mainte	enance, Rehabilitation of four b	oox culverts:		
06.80 (SFN#4502078): 0.23 07.54 (CFN 1838286): 0.37	mi W of Watkins mi E of Watkins	Rd.	0.51 mi W of SR-	310			
06.80 (SFN#4502078): 0.23	mi W of Watkins mi E of Watkins	Rd.	0.51 mi W of SR- \$160 State	310.			
06.80 (SFN#4502078): 0.23 07.54 (CFN 1838286): 0.37 i	mi W of Watkins mi E of Watkins t SLM 05.79 (CF	Rd. N 1838285):		310.			
06.80 (SFN#4502078): 0.23 07.54 (CFN 1838286): 0.37 i and one precast pipe arch at Total Costs (includes costs prior	mi W of Watkins mi E of Watkins t SLM 05.79 (CF	Rd. N 1838285): Con Con	\$160 State \$638 Federal \$798		ovided.		
06.80 (SFN#4502078): 0.23 07.54 (CFN 1838286): 0.37 i and one precast pipe arch at Total Costs (includes costs prior	mi W of Watkins mi E of Watkins t SLM 05.79 (CF r to SFY21)*:	Rd. N 1838285): Con Con \$798	\$160 State \$638 Federal \$798	omponents: No information pr			
06.80 (SFN#4502078): 0.23 07.54 (CFN 1838286): 0.37 i and one precast pipe arch at Total Costs (includes costs prior 0670 ODOT 5 LIC-IR070-01.90	mi W of Watkins mi E of Watkins t SLM 05.79 (CF r to SFY21)*:	Rd. N 1838285): Con Con \$798	\$160 State \$638 Federal \$798		ovided.	Reference: Project ID 204	
06.80 (SFN#4502078): 0.23 07.54 (CFN 1838286): 0.37 is and one precast pipe arch at and one precast pipe arch at a and cone precast pipe arch at a cone process prior and cone process prior arch at a cone process prior and cone process prior arch at a cone prior arch at a	mi W of Watkins mi E of Watkins t SLM 05.79 (CF r to SFY21)*: 107262 Noise V	Rd. N 1838285): Con Con F798 E Local	\$160 State \$638 Federal \$798 mi Ped Co Let Bike Co	omponents: No information pr	ovided.	P Reference: Project ID 204 long, along the south side of	Lic IR 70 EB parallel to
06.80 (SFN#4502078): 0.23 07.54 (CFN 1838286): 0.37 is and one precast pipe arch at and one precast pipe arch at a architecture and one precast pipe arch at a architecture ar	mi W of Watkins mi E of Watkins t SLM 05.79 (CF r to SFY21)*: 107262 Noise V	Rd. N 1838285): Con Con F798 E Local	\$160 State \$638 Federal \$798 mi Ped Co Let Bike Co	omponents: No information promponents: No information pronstruct new Type II noise wall	ovided.	•	Lic IR 70 EB parallel to
06.80 (SFN#4502078): 0.23 07.54 (CFN 1838286): 0.37 is and one precast pipe arch at and one precast pipe arch at a architecture. Total Costs (includes costs prior according to the cost of the cost	mi W of Watkins mi E of Watkins t SLM 05.79 (CF r to SFY21)*: 107262 Noise V	Rd. N 1838285): Con Con F798 E Local	\$160 State \$638 Federal \$798 mi Ped Co Let Bike Co	omponents: No information promponents: No information pronstruct new Type II noise wall Con \$450 Federal Con \$50 State	ovided.	•	Lic IR 70 EB parallel to
06.80 (SFN#4502078): 0.23 07.54 (CFN 1838286): 0.37 is and one precast pipe arch at and one precast pipe arch at a architecture. Total Costs (includes costs prior according to the cost of the cost	mi W of Watkins mi E of Watkins t SLM 05.79 (CF r to SFY21)*: 107262 Noise V	Rd. N 1838285): Con Con F798 E Local	\$160 State \$638 Federal \$798 mi Ped Co Let Bike Co	omponents: No information promponents: No information pronstruct new Type II noise wall	ovided.	•	Lic IR 70 EB parallel to

MORP	PC ID Agency County-Route-Section	PID	AirQ	Length					
	•	Pro	ject Type	20	21	2022	2023	2024	Future Years**
	Project Location and Desc	ription	71	Phase/Amor	unt*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3770	DISTRICT 6-PLANNING	110127	Е	mi	Ped Con	nponents: Not applicable.			
	PIC-D06 CHIP FY24-Various	general syster	m L	ocal Let	Bike Con	nponents: Not applicable.			
		Minor	Pavemer	nt Rehabilita	ation		MTF	Reference: Project ID 204	
	D06 CHIP FY24 at Various ge UNI-37. Chip Seal with minor p						06 Chipseal Project Chip Sea	I project on FAY-753, MAD-32	3, PIC-138, PIC-188 and
								Con \$85 Federal	
								Con \$811 State Con \$2,131 Federal	
								Con \$32 State	
Total	l Costs (includes costs prior t	to SFY21)*:	\$3,060					\$3,060	
0746		440505				. N			
3719	ODOT 6	110585	Ε.	mi	_	nponents: No information pr			
_	UNI-SR004-24.35/0.00/0.00	_		ocal Let	Bike Con	nponents: No information p			
Group	ed Project	Resurf						Reference: Project ID 204	
	SR-4 from SR-37 to S of Boun Repairs.	ndary Rd, Res	urfacing,	also include	es SR-37 fro	m Gill St Tawa Rd in Richwo	od. Only Delaware Co portion	n is in the MPO. DEL-4-0.00-1.	98: AC Overlay with
					State				
				Con \$1,528 Con \$382	Federal State				
				• • • •	Federal				
Total	l Costs (includes costs prior t	to SFY21)*:	\$1,986	\$1,986		- '	·	'	'
3681	ODOT 6	111381	Е	mi	Ped Cor	nponents: Widen shoulder.			
	UNI-/DEL042-4.92/0.00		L	ocal Let	Bike Cor	nponents: Widen shoulder.			
	ed Project	Major	Rehabilit	ation			MTF	Reference: Project ID 204	
Groupe		•		Anina Dalank	vilitation Res	urface US 42 to include full of	depth pavement repairs and s	houlder widening (~4'). Installa	ation of centerline and
Group	US 42 from Watkins California edge line rumble stripes. Addii				mitation, reco			3(,	
Group	US 42 from Watkins California			e road.	NHPP				
Group	US 42 from Watkins California		at Jerom PE E	e road. Envir \$160 Envir \$40	NHPP State]	
Group	US 42 from Watkins California		at Jerom PE E PE E	e road. Envir \$160 Envir \$40 EDD \$40	NHPP			3()	

March 27, 2020 Final Draft MORPC SFY 2021-2024 TIP

	PC ID Agency County-Route-Section	PID	AirQ	Length					
	•	Pro	ject Typ	e 202	21	2022	2023	2024	Future Years**
	Project Location and Descriptio	n '	,	Phase/Amou	int*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
453	Dublin	80748	SA	mi	Ped Comp	onents: No information pro	ovided.		
	UNI-US33-24.87		L	ocal Let		onents: No information pr			
		Interch		odification				P Reference: Project ID 386	
	US-33 at SR-161/Post Rd, Interchar				nterchange rec	onfiguration ramp relocation		•	`IP FT1102
	oo so at of 101/1 ost ra, interenal	rige ivide	incation	, to include ii	iterenange ree	Con \$2.260 State		de la	JII L11102.
						Con \$176 State			
						Con \$9,040 Federal			
						Con \$704 Federal			
						Con \$171 State Con \$617 Local			
						Con \$1,382 Federal			
						Con \$10,000 STBG-M			
						Con \$8,820 Local			
Tota	I Costs (includes costs prior to SF)	Y21)*:	\$33,330			\$33,170			'
∃roup	ed Project		Widenin	,				P Reference: Project ID 205	
Group	ed Project US-42 and Industrial Pkwy from Wa widening, adding turn lanes and traf	tkins-Ca	alifornia l als. Inclu F	Rd to Monter	DD for PID 109 HSIP		MT	•	Con \$34 Federal Con \$243 HSIP
Group	US-42 and Industrial Pkwy from Wa	tkins-Ca	alifornia l als. Inclu F	Rd to Monter des PE and I ROW \$752	DD for PID 109 HSIP	9519. ROW \$234 HSIP	MT	•	Con \$34 Federal
Group	US-42 and Industrial Pkwy from Wa	tkins-Ca	alifornia l als. Inclu F	Rd to Monter des PE and I ROW \$752	DD for PID 109 HSIP	9519. ROW \$234 HSIP	MT	•	Con \$34 Federal Con \$243 HSIP Con \$240 NHPP
	US-42 and Industrial Pkwy from Wa	itkins-Ca fic signa	alifornia l als. Inclu F	Rd to Monter des PE and I ROW \$752	DD for PID 109 HSIP	9519. ROW \$234 HSIP	MT	•	Con \$34 Federal Con \$243 HSIP Con \$240 NHPP Con \$93 State
	US-42 and Industrial Pkwy from Wa widening, adding turn lanes and traf	tkins-Ca fic signa (Y21)*:	alifornia I als. Inclu F F \$4,680	Rd to Monter des PE and I ROW \$752 ROW \$84	DD for PID 109 HSIP Local	ROW \$234 HSIP ROW \$26 Local \$260	MT congestion on US-42 from M	•	Con \$34 Federal Con \$243 HSIP Con \$240 NHPP Con \$93 State Con \$1,119 Local
Tota	US-42 and Industrial Pkwy from Wa widening, adding turn lanes and traf	itkins-Ca fic signa	alifornia I als. Inclu F F	Rd to Monter des PE and I ROW \$752 ROW \$84	DD for PID 109 HSIP Local	ROW \$234 HSIP ROW \$26 Local	MT congestion on US-42 from M	•	Con \$34 Federal Con \$243 HSIP Con \$240 NHPP Con \$93 State Con \$1,119 Local
Tota	US-42 and Industrial Pkwy from Wa widening, adding turn lanes and traf	tkins-Ca fic signa (Y21)*:	alifornia I als. Inclu F F \$4,680	Rd to Monter des PE and I ROW \$752 ROW \$84	DD for PID 109 HSIP Local Ped Compo	ROW \$234 HSIP ROW \$26 Local \$260	MT congestion on US-42 from M	•	Con \$34 Federal Con \$243 HSIP Con \$240 NHPP Con \$93 State Con \$1,119 Local
Tota	US-42 and Industrial Pkwy from Wa widening, adding turn lanes and traf	tkins-Ca fic signa Y21)*:	alifornia I als. Inclu F F \$4,680 E L	Rd to Monter des PE and I ROW \$752 ROW \$84	DD for PID 109 HSIP Local Ped Compo	ROW \$234 HSIP ROW \$26 Local \$260 Something to the content of the	MT congestion on US-42 from M	•	Con \$34 Federal Con \$243 HSIP Con \$240 NHPP Con \$93 State Con \$1,119 Local
Tota 3275	US-42 and Industrial Pkwy from Wa widening, adding turn lanes and traf	tkins-Ca fic signa Y21)*: 95776 Bridge ickory R	alifornia I als. Inclu F \$4,680 E L Deck R Lidge Rd	Rd to Monter des PE and I ROW \$752 ROW \$84 \$835 0.3 mi ocal Let eplacement), Bridge Dec	Ped Composite Co	ROW \$234 HSIP ROW \$26 Local \$260 conents: No information proceeds: No information proceeds to the proceed of the proceeds to the proceed to the proceed to the proceeds to the proceeds to the proceeds to the proceed to	MT congestion on US-42 from M	P Reference: Project ID 203	Con \$34 Federal Con \$243 HSIP Con \$240 NHPP Con \$93 State Con \$1,119 Local \$1,729
Tota 3275	US-42 and Industrial Pkwy from Wa widening, adding turn lanes and traf	tkins-Ca fic signa Y21)*: 95776 Bridge ickory R	alifornia I als. Inclu F \$4,680 E L Deck R Lidge Rd	Rd to Monter des PE and I ROW \$752 ROW \$84 \$835 0.3 mi ocal Let eplacement), Bridge Dec	Ped Composite Co	ROW \$234 HSIP ROW \$26 Local \$260 conents: No information proceeds: No information proceeds to the proceed of the proceeds to the proceed to the proceed to the proceeds to the proceeds to the proceeds to the proceed to	MT congestion on US-42 from M	P Reference: Project ID 203	Con \$34 Federal Con \$243 HSIP Con \$240 NHPP Con \$93 State Con \$1,119 Local \$1,729
Total	US-42 and Industrial Pkwy from Wa widening, adding turn lanes and traf	tkins-Ca fic signa Y21)*: 95776 Bridge ickory R	alifornia I als. Inclu F \$4,680 E L Deck R Lidge Rd	Rd to Monter des PE and I ROW \$752 ROW \$84 \$835 0.3 mi ocal Let eplacement), Bridge Dec	Ped Composite Co	ROW \$234 HSIP ROW \$26 Local \$260 conents: No information proceeds: No information proceeds to the proceed of the proceeds to the proceed to the proceed to the proceeds to the proceeds to the proceeds to the proceed to	MT congestion on US-42 from M	P Reference: Project ID 203 abs (superstructure) on two str	Con \$34 Federal Con \$243 HSIP Con \$240 NHPP Con \$93 State Con \$1,119 Local \$1,729
Total	US-42 and Industrial Pkwy from Wa widening, adding turn lanes and traf	tkins-Ca fic signa Y21)*: 95776 Bridge ickory R	alifornia I als. Inclu F \$4,680 E L Deck R Lidge Rd	Rd to Monter des PE and I ROW \$752 ROW \$84 \$835 0.3 mi ocal Let eplacement), Bridge Dec	Ped Composite Co	ROW \$234 HSIP ROW \$26 Local \$260 conents: No information proceeds: No information proceeds to the proceed of the proceeds to the proceed to the proceed to the proceeds to the proceeds to the proceeds to the proceed to	MT congestion on US-42 from M	P Reference: Project ID 203 abs (superstructure) on two str Con \$97 Federal Con \$345 State Con \$24 State	Con \$34 Federal Con \$243 HSIP Con \$240 NHPP Con \$93 State Con \$1,119 Local \$1,729
Tota. 3275 Group	US-42 and Industrial Pkwy from Wa widening, adding turn lanes and traf	y21)*: 95776 Bridge ickory R	alifornia I als. Inclu F \$4,680 E L Deck R Lidge Rd	Rd to Monter des PE and I ROW \$752 ROW \$844 ROW \$835 ROW \$84 ROW \$84 ROW \$84 ROW \$84 ROW \$84 ROW \$85 R	Ped Composite Co	ROW \$234 HSIP ROW \$26 Local \$260 conents: No information proceeds: No information proceeds to the proceed of the proceeds to the proceed to the proceed to the proceeds to the proceeds to the proceeds to the proceed to	MT congestion on US-42 from M	P Reference: Project ID 203 abs (superstructure) on two str	Con \$34 Federal Con \$243 HSIP Con \$240 NHPP Con \$93 State Con \$1,119 Local \$1,729

March 27, 2020 153 Final Draft MORPC SFY 2021-2024 TIP

Grouped Projects

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

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

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

- Projects considered for grouped project usage must meet the following criteria:
 - o 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
 - o Consistent with ODOT's and MORPC's transportation plans
- A project/phase utilizing a grouped project does not require a STIP/TIP amendment or a modification.
- Grouped projects are governed by the thresholds of the amendment process in Appendix D. If a grouped project estimate as a whole reaches the threshold, then an amendment would need to be completed to raise that grouped project estimate. ODOT's Office of Program Management will monitor the thresholds for each item. Note: the thresholds are not based on individual projects, but on each individual grouped project item.
- When requesting use of a grouped project on a phase of a project, the ODOT District is to coordinate the request with the Program Manager, MORPC, and STIP Coordinator.
- The STIP Coordinator will update Ellis with the grouped project reference ID and notify the Project Manager, ODOT District, and MPO.

Table 28. MOPRC Highway TIP Grouped Project Summary

TIP Group	2021	2022	2023	2024	Total
(Programs Related to Group)	Estimates	Estimates	Estimates	Estimates	Estimates
Discretionary / Earmark	\$0	\$0	\$0	\$0	\$0
Emergency	\$0	\$0	\$0	\$0	\$0
FLAP	\$0	\$0	\$0	\$0	\$0
Local Programs	\$1,066,080	\$1,516,136	\$0	\$522,500	\$3,104,716
Major Programs	\$7,784,000	\$7,376,000	\$18,680,000	\$0	\$33,840,000
MPO Capital	\$0	\$0	\$0	\$0	\$0
National Highway Freight	\$0	\$0	\$0	\$0	\$0
Other	\$2,156,000	\$1,769,640	\$1,120,000	\$356,400	\$5,402,040
Preservation	\$26,580,834	\$46,348,603	\$31,334,943	\$34,776,848	\$139,041,229
Rail	\$0	\$0	\$0	\$0	\$0
Rec Trails	\$0	\$0	\$0	\$0	\$0
Safety	\$12,368,401	\$22,651,041	\$17,380,945	\$2,700,000	\$55,100,387
State	\$16,619,679	\$26,766,096	\$16,440,223	\$18,518,282	\$78,344,281

MORP ID	C Agency County-Route-Section	Project Description Co	omponent Lo	Primary Bike Component ength (mi.) Const. Year
718	Columbus FRA-CR096-01.71	Cassady Ave from CSX Railroad to north of E 7th Ave, Minor Widening/Intersection Modification	0.4	Bicycle lanes 2023
726	Hilliard FRA-CR039-00.00	Cosgray Rd extension from Scioto Darby Rd to Alton & Darby Creek Rd N of Heritage Club Dr, New Roadway/Realignment	0.1	Multi-use path on 2 sides 2023
875	Franklin County FRA-CR376-0.87	Winchester Pike at Georges Creek, Bridge Replaceme	ent 0.2	Widen shoulder 2023
929	Columbus FRA-SR016-08.24	E Broad St from I-270 to Outerbelt St, Major Widening/Intersection Modification	1.0	Multi-use path LR'
1149	Hilliard FRA-CR029-Walcutt Rd	Scioto Darby Rd at Walcutt Rd, Intersection Modification/Multi-Use Path	0.5	Multi-use path 2021
1150	Hilliard FRA-CR040-Hayden Run R	Wilcox Rd at Hayden Run Rd, Intersection Modification	0.0	Yes - Type to be determined 2023
1170	Franklin County FRA-CR546-12.90	E Dublin-Granville Rd at Rocky Fork Creek, Bridge Rep	pair 0.0	Maybe - To be determined 2021
1256	Franklin County FRA-CR006-06.26	Reynoldsburg-New Albany Rd at Clark State Rd (CR-9 Turn Lane Addition	5),	Maybe - To be determined 2021
1272	Worthington FRA-CR084-01.36	Worthington-Galena Rd from Wilson Bridge/Huntley Rd Sancus Blvd, Major Widening/Intersection Modification		Multi-use path 2021
1333	ODOT 6 FRA-IR070-12.68 (Proj 4A)	I-70/I-71 Innerbelt (Phase 4A), Major Widening/Intercha Modification	ange 0.2	Bicycle lanes
1495	Hilliard FRA-CR039-Cosgray Rd	Cosgray Rd from Scioto Darby Rd to Baldwin Rd, Multi Path/Resurfacing	i-Use 1.5	Multi-use path on 2 sides
1561	Canal Winchester FRA-Winchester Blvd-Gend	Winchester Blvd from Gender Rd to Sims Road, New Roadway/Multi-Use Path	2.0	Multi-Use Path 2024
2874	ODOT 6 FRA-IR070-14.00 (Ph 4B)	I-70/I-71 Innerbelt (Phase 4B), Major Widening/Bridge Replacement	0.0	Bicycle lanes
2918	Columbus FRA-CR003-12.96	Hilliard-Rome Rd at Feder Rd/Fisher Rd, Intersection Modification/Sidewalks	0.8	Bicycle lanes 2021
2941	Delaware DEL-US036-07.87	Delaware Signal System Upgrade, Signals	0.0	Bicycle detectors
2951	Columbus FRA-CR014-01.99	Refugee Road from Winchester Pike to Hamilton Road Sidewalks/Multi-Use Path	i, 1.8	Multi-use path 2022
3212	Delaware DEL-US036-11.030	US-36 & SR-37 from W of Foley St & E of East St to S 521, Major Widening/Bridge Replacement	R- 0.3	Multi-use path on 2 sides
3253	Whitehall FRA-SR016-06.87	E Broad St at Hamilton Rd, Intersection Modification	0.4	Multi-use path 2023
3276	Delaware County DEL-Red Bank Rd-Resurfac	Red Bank Rd from Smothers Rd to Gorsuch Rd, Resurfacing	1.6	Widen shoulder 2023
3277	Franklin County FRA-CR016-01.30	Agler Rd at Alum Creek, Bridge Replacement	0.3	Shared-lane markings/Sharrows
3278	Franklin County FRA-Trabue Rd-Scioto Rive	Trabue Rd at Scioto River, Bridge Deck Replacement	0.3	Widen shoulder 2022
3281	Upper Arlington FRA-CR052-02.87	Fishinger Rd from Mountview Rd to Tremont Rd, Reconstruction	0.0	Bicycle signage 2023

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

MORP ID	C Agency County-Route-Section	Project Description Co	omponent Len	Primary Bike Component gth (mi.) Const. Year
3283	Columbus FRA-Souder Ave-Multi-Use	Souder Ave from W Broad St to Dublin Rd, Multi-Use Path/New Bridge	0.4	Multi-use path 2023
3293	ODOT 6 FRA-IR070-14.30 (Proj 2E)	I-70/I-71 Innerbelt (Phase 2E), Major Widening/Interchamodification	ange 0.2	Bicycle lanes 2021
3294	ODOT 6 FRA-IR071-17.46 (Proj 3B)	I-70/I-71 Innerbelt (Phase 3B), Major Widening/New Roadway	0.6	Bicycle lanes 2021
3295	ODOT 6 FRA-IR070-12.68 (Proj 4R)	I-70/I-71 Innerbelt (Phase 4R), Major Widening/Interch Modification	ange 0.1	Bicycle lanes 2021
3300	Canal Winchester FRA-Groveport Rd-Bikeway	Groveport Rd from Walnut Woods Metro Park to W of Gender Rd, Multi-Use Path	1.0	Multi-use path 2021
3304	Canal Winchester FRA-Canal Winchester Bike	Canal Winchester Bikeway Extension from Municipal F Lot to Stradley Place, Multi-Use Path	Pool 0.3	Multi-use path 2021
3306	ODOT 6 FRA-IR071-14.36 (Proj 6R)	I-70/I-71 Innerbelt (Project 6R), Major Widening/Interchange Modification	0.1	Multi-use path 2021
3314	Grove City FRA-Grant Run Trail-Hoove	Grant Run Trail from Hoover Rd to Buckeye Parkway, Use Path	Multi- 1.8	Multi-use path 2024
3315	Grove City FRA-US062-Demorest	Broadway at Demorest, Intersection Modification	0.7	Yes - Type to be determined 2021
3355	New Albany FRA-Dublin-Granville Rd-Ha	Dublin-Granville Rd from Harlem Rd to Greensward Rd Multi-Use Path	d, 0.1	Multi-use path 2021
3357	New Albany LIC-Jug St-Phase 1	Jug St from Harrison Rd to Mink St, Reconstruction/Bio Lanes	cycle 1.2	Bicycle lanes 2021
3361	New Albany FRA-Dublin-Granville Rd-Pa	Dublin-Granville Rd from New Albany west corp limit to Greensward Rd, Multi-Use Path	0.4	Multi-use path 2021
3362	New Albany FRA-SR605-Path	SR 605 from Central College Rd to Walnut St, Multi-Us Path	se 1.0	Multi-use path 2021
3363	New Albany LIC-Jug St-Phase 2	Jug St from Beech Rd to Harrison Rd, Reconstruction	0.0	Bicycle lanes 2021
3364	New Albany FRA-US062-30.34	Johnstown Rd (US 62) from Thurston Hall Blvd/Theise to Smith's Mill Rd, Operational Upgrades/Multi-Use Pa		Multi-use path on 2 sides 2022
3366	New Albany FRA-Reynoldsburg-New Alb	Reynoldsburg-New Albany Rd from Brandon Rd to Mor Rd, Multi-Use Path	rse 0.0	Multi-use path 2021
3394	Franklin County FRA-SR317-5.09	London-Groveport Rd at Rohr Rd, Intersection Modifica	ation 0.0	Other 2022
3395	Franklin County FRA-Refugee Rd-Big Waln	Refugee Rd at Big Walnut Creek, Bridge Rehabilitation	n 0.0	Maybe - To be determined 2021
3412	Dublin FRA-Riverside Dr E-Section	Riverside Dr E from Emerald Pkwy to Hard Rd, Multi-U Path	Jse 0.6	Multi-use path 2021
3415	Dublin FRA-Wilcox Rd-Northcliff BI	Wilcox Rd from Northcliff Blvd to Heather Glen Blvd, M Use Path	1ulti- 0.2	Multi-use path 2021
3471	Columbus FRA-CR556-00.44 SRTS	Toronto St from Trevitt St to North Champion Ave, Bicy Lanes/Sidewalks	ycle 0.3	Bicycle lanes
3591	Columbus FRA-SR161-Cleveland Ave	SR-161 from Cleveland Ave to Maple Canyon Ave, Intersection Modification	0.5	Multi-use path 2022

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

MORP	C Agency		Primary E	Bike Component
ID	County-Route-Section	Project Description	Component Length (mi.)	Const. Year
3594	Upper Arlington FRA-CR052-01.82	Fishinger Rd from Riverside Dr to Mountview Rd, Reconstruction/Sidewalks	1.0	Bicycle signage 2024
3623	ODOT 6 FRA-IR070-20.29	Courtright Rd at I-70 & NS RR, Bridge Deck Replace	ement 0.0	Widen shoulder 2022
3779	Upper Arlington FRA-Lane Ave-Riverside Dr	Lane Ave from Riverside Dr to Tremont Road, Multi-Path	Use 0.0	Multi-use path 2022
3781	Upper Arlington FRA-McCoy Road-Mountive	McCoy Road from Mountivew Road to Kenny Road, Resurfacing	0.0	Bicycle lanes 2021
3782	Upper Arlington FRA-McCoy Road-Riverside	McCoy Road from Riverside Drive to Mountview Roa Resurfacing	ad, 0.0	Bicycle lanes 2022
3784	Grove City FRA-N Meadows Road-Hau	N Meadows Road from Haughn Road to Bill Lotz Wa Roadway	ay, New 0.0	Multi-use path 2024
3785	Grove City FRA-Orders Road-Old Hau	Orders Road from Old Haughn Road to Baptist Chur Grove City, Minor Widening	o.0	Multi-use path 2021
3786	Reynoldsburg FRA-Waggoner Road-US 4	Waggoner Road from US 40 to OH 16, Minor Widening/Safety Improvement	0.0	Multi-use path 2022
3787	Reynoldsburg FRA-Blacklick Trail Extensi	Blacklick Trail Extension from JFK Park to Broad St, Use Path	Multi- 0.0	Multi-use path 2021
3799	Canal Winchester FRA-SR674-04.10	Gender Rd at Winchester Rd & Canal St, Intersectio Modification	n Modi 0.0	fy existing facilities 2021
3801	Columbus FRA-CR093-00.25	Hudson St from I-71 to Cleveland Ave, Reconstruction/Multi-Use Path	1.4	Multi-use path 2021
3804	Franklin County FRA-Saltzgaber Rd, Swishe	Saltzgaber Rd, Swisher Rd & Toy Rd, Reconstruction/Intersection Modification	0.0	Widen shoulder 2021
3807	Groveport FRA-W Bixby Rd-Phase 2	W Bixby Rd from Madison-Christian School to Three Creeks Metro Park entrance, Reconstruction/Multi-U		Multi-use path 2021
3811	Whitehall FRA-Poth Rd	Poth Rd from Yearling Rd to Woodcliff Dr, Minor Wic	dening 0.9	Multi-use path 2021

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

MORPC Agency		Prima	ry Bike Componen
ID County-Route-Section	Project Description	Component Length (mi	.) Const. Yea
Summary of Primary Bike C	omponents		
Primary Bike Component	Number of Pro	ojects Total Miles	
Bicycle detectors	1	0.00	
Bicycle lanes	12	3.75	
Bicycle signage	2	0.98	
Maybe - To be determined	3	0.00	
Modify existing facilities	1	0.00	
Multi-use path	26	15.30	
Multi-use path on 2 sides	4	2.47	
Other	1	0.00	
Shared-lane markings/Sharrows	1	0.28	
Widen shoulder	5	2.06	
Yes - Type to be determined	2	0.66	

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

MORP ID	C Agency County-Route-Section	Project Description Com	Prim	ary Pedestrian Component egth (mi.) Const. Year
718	Columbus FRA-CR096-01.71	Cassady Ave from CSX Railroad to north of E 7th Ave, Minor Widening/Intersection Modification	0.8	Sidewalk on 2 sides 2023
726	Hilliard FRA-CR039-00.00	Cosgray Rd extension from Scioto Darby Rd to Alton & Darby Creek Rd N of Heritage Club Dr, New Roadway/Realignment	0.2	Multi-use path on 2 sides 2023
875	Franklin County FRA-CR376-0.87	Winchester Pike at Georges Creek, Bridge Replacement	0.2	Widen shoulder 2023
929	Columbus FRA-SR016-08.24	E Broad St from I-270 to Outerbelt St, Major Widening/Intersection Modification	Sidewalk on 2.0	1 side, multi-use path on 1 side LR*
1149	Hilliard FRA-CR029-Walcutt Rd	Scioto Darby Rd at Walcutt Rd, Intersection Modification/Multi-Use Path	0.6	Multi-use path 2021
1150	Hilliard FRA-CR040-Hayden Run R	Wilcox Rd at Hayden Run Rd, Intersection Modification	0.0	Yes - Type to be determined 2023
1170	Franklin County FRA-CR546-12.90	E Dublin-Granville Rd at Rocky Fork Creek, Bridge Repair	0.0	Maybe - To be determined 2021
1256	Franklin County FRA-CR006-06.26	Reynoldsburg-New Albany Rd at Clark State Rd (CR-95), Turn Lane Addition	0.0	Maybe - To be determined 2021
1272	Worthington FRA-CR084-01.36	Worthington-Galena Rd from Wilson Bridge/Huntley Rds to Sancus Blvd, Major Widening/Intersection Modification	0.3	Multi-use path 2021
1333	ODOT 6 FRA-IR070-12.68 (Proj 4A)	I-70/I-71 Innerbelt (Phase 4A), Major Widening/Interchange Modification	0.0	Modify existing facilities 2023
1495	Hilliard FRA-CR039-Cosgray Rd	Cosgray Rd from Scioto Darby Rd to Baldwin Rd, Multi- Use Path/Resurfacing	3.0	Multi-use path on 2 sides 2022
2874	ODOT 6 FRA-IR070-14.00 (Ph 4B)	I-70/I-71 Innerbelt (Phase 4B), Major Widening/Bridge Replacement	0.0	Modify existing facilities 2022
2918	Columbus FRA-CR003-12.96	Hilliard-Rome Rd at Feder Rd/Fisher Rd, Intersection Modification/Sidewalks	0.2	Sidewalk on 2 sides 2021
2941	Delaware DEL-US036-07.87	Delaware Signal System Upgrade, Signals	0.0	Maybe - To be determined 2022
2951	Columbus FRA-CR014-01.99	Refugee Road from Winchester Pike to Hamilton Road, Sidewalks/Multi-Use Path	Sidewalk on 3.6	1 side, multi-use path on 1 side 2022
3002	Delaware County DEL-CR013-05.02	Lewis Center Rd at Worthington Rd/Rome Corners Rd, Intersection Modification	0.2	Sidewalk on 1 side 2022
3212	Delaware DEL-US036-11.030	US-36 & SR-37 from W of Foley St & E of East St to SR-521, Major Widening/Bridge Replacement	0.7	Multi-use path on 2 sides 2022
3217	Columbus FRA-Livingston Ave-James	Livingston Ave at James Rd, Intersection Modification	0.0	Replace existing facilities 2021
3232	ODOT 6 FRA-SR104-09.69	Groveport Rd at SR-104, Bridge Deck Replacement	0.1	Yes - Type to be determined LR*
3253	Whitehall FRA-SR016-06.87	E Broad St at Hamilton Rd, Intersection Modification	0.0	Modify existing facilities 2023
3276	Delaware County DEL-Red Bank Rd-Resurfac	Red Bank Rd from Smothers Rd to Gorsuch Rd, Resurfacing	1.6	Widen shoulder 2023
3277	Franklin County FRA-CR016-01.30	Agler Rd at Alum Creek, Bridge Replacement	0.0	Replace existing facilities 2023

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

Franklin County FRA-Trabue Rd-Scioto Rive Upper Arlington	Trabue Rd at Scioto River, Bridge Deck Replacement		Widen shoulder
• • •		0.3	2022
FRA-CR052-02.87	Fishinger Rd from Mountview Rd to Tremont Rd, Reconstruction	0.0	Modify existing facilities 2023
Columbus FRA-Souder Ave-Multi-Use	Souder Ave from W Broad St to Dublin Rd, Multi-Use Path/New Bridge	0.4	Multi-use path 2023
ODOT 6 FRA-IR070-14.30 (Proj 2E)	I-70/I-71 Innerbelt (Phase 2E), Major Widening/Interchange Modification	0.0	Modify existing facilities 2021
ODOT 6 FRA-IR071-17.46 (Proj 3B)	I-70/I-71 Innerbelt (Phase 3B), Major Widening/New Roadway	0.6	Sidewalk on 1 side 2021
ODOT 6 FRA-IR070-12.68 (Proj 4R)	I-70/I-71 Innerbelt (Phase 4R), Major Widening/Interchange Modification	0.0	Modify existing facilities 2021
Canal Winchester FRA-Groveport Rd-Bikeway	Groveport Rd from Walnut Woods Metro Park to W of Gender Rd, Multi-Use Path	1.0	Multi-use path 2021
Canal Winchester FRA-Canal Winchester Bike	Canal Winchester Bikeway Extension from Municipal Pool Lot to Stradley Place, Multi-Use Path	0.3	Multi-use path 2021
ODOT 6 FRA-IR071-14.36 (Proj 6R)	I-70/I-71 Innerbelt (Project 6R), Major Widening/Interchange Modification	Sidewalk on 0.2	1 side, multi-use path on 1 side 2021
Grove City FRA-Grant Run Trail-Hoove	Grant Run Trail from Hoover Rd to Buckeye Parkway, Multi-Use Path	1.8	Multi-use path 2024
Grove City FRA-US062-Demorest	Broadway at Demorest, Intersection Modification	0.7	Yes - Type to be determined 2021
New Albany FRA-Dublin-Granville Rd-Ha	Dublin-Granville Rd from Harlem Rd to Greensward Rd, Multi-Use Path	0.1	Multi-use path 2021
New Albany FRA-Dublin-Granville Rd-Pa	Dublin-Granville Rd from New Albany west corp limit to Greensward Rd, Multi-Use Path	0.4	Multi-use path 2021
New Albany FRA-SR605-Path	SR 605 from Central College Rd to Walnut St, Multi-Use Path	1.0	Multi-use path 2021
New Albany FRA-US062-30.34	Johnstown Rd (US 62) from Thurston Hall Blvd/Theisen Rd to Smith's Mill Rd, Operational Upgrades/Multi-Use Path	1.0	Multi-use path on 2 sides 2022
New Albany FRA-Reynoldsburg-New Alb	Reynoldsburg-New Albany Rd from Brandon Rd to Morse Rd, Multi-Use Path	0.0	Multi-use path 2021
Franklin County FRA-SR317-5.09	London-Groveport Rd at Rohr Rd, Intersection Modification	0.0	Pedestrian detectors 2022
Franklin County FRA-Refugee Rd-Big Waln	Refugee Rd at Big Walnut Creek, Bridge Rehabilitation	0.0	Replace existing facilities 2021
Dublin FRA-Riverside Dr E-Section	Riverside Dr E from Emerald Pkwy to Hard Rd, Multi- Use Path	0.6	Multi-use path 2021
Dublin FRA-Wilcox Rd-Northcliff Bl	Wilcox Rd from Northcliff Blvd to Heather Glen Blvd, Multi-Use Path	0.2	Multi-use path 2021
Columbus FRA-CR556-00.44 SRTS	Toronto St from Trevitt St to North Champion Ave, Bicycle Lanes/Sidewalks	0.3	Sidewalk on 1 side 2022
Columbus FRA-CR014-01.99	Refugee Rd at Winchester Pk, Intersection Modification	0.0	Pedestrian signals 2022
OF O	ODOT 6 FRA-IR071-17.46 (Proj 3B) ODOT 6 FRA-IR070-12.68 (Proj 4R) Canal Winchester FRA-Groveport Rd-Bikeway Canal Winchester FRA-Canal Winchester Bike ODOT 6 FRA-IR071-14.36 (Proj 6R) Grove City FRA-Grant Run Trail-Hoove Grove City FRA-US062-Demorest New Albany FRA-Dublin-Granville Rd-Ha New Albany FRA-Dublin-Granville Rd-Pa New Albany FRA-SR605-Path New Albany FRA-US062-30.34 New Albany FRA-Reynoldsburg-New Alb Franklin County FRA-Resa17-5.09 Franklin County FRA-Refugee Rd-Big Waln Dublin FRA-Riverside Dr E-Section Dublin FRA-Riverside Dr E-Section Dublin FRA-Riverside Dr E-Section Dublin FRA-Riverside Dr E-Section Dublin FRA-Roundss FRA-CR556-00.44 SRTS Columbus	FRA-IR070-14.30 (Proj 2E) DDOT 6 FRA-IR071-17.46 (Proj 3B) DDOT 6 FRA-IR070-12.68 (Proj 4R) Canal Winchester FRA-Groveport Rd-Bikeway Canal Winchester Bike DDOT 6 FRA-IR071-14.36 (Proj 6R) Canal Winchester Bike DDOT 6 FRA-IR071-14.36 (Proj 6R) Groveport Rd from Walnut Woods Metro Park to W of Groveport Rd from Walnut Woods Metro Park to W of Groveport Rd-Bikeway Extension from Municipal Pool Lot to Stradley Place, Multi-Use Path DDOT 6 FRA-IR071-14.36 (Proj 6R) Grove City FRA-Grant Run Trail-Hoove Grove City FRA-Grant Run Trail-Hoove Grove City FRA-US062-Demorest New Albany FRA-Dublin-Granville Rd-Ha New Albany FRA-Dublin-Granville Rd-Ha New Albany FRA-Dublin-Granville Rd-Pa New Albany FRA-Dublin-Granville Rd-Pa New Albany FRA-SR605-Path New Albany FRA-SR605-Path New Albany FRA-US062-30.34 Rd to Smith's Mill Rd, Operational Upgrades/Multi-Use Path New Albany FRA-Reynoldsburg-New Alb New Albany FRA-Reynoldsburg-New	FRA-IR070-14,30 (Proj 2E) Widening/Interchange Modification 0.0 DDOT 6 FRA-IR071-17.46 (Proj 3B) Roadway 0.6 DDOT 6 FRA-IR070-12.68 (Proj 4R) Canal Winchester FRA-Groveport Rd-Bikeway Canal Winchester FRA-Groveport Rd-Bikeway Canal Winchester FRA-Grand Winchester FRA-Canal Winchester Bike Canal Winchester FRA-Canal Winchester Bike DDDT 6 FRA-IR071-114.36 (Proj 6R) Canal Winchester FRA-Groveport Rd-Bikeway Canal Winchester FRA-Canal Winchester Bike DDDT 6 FRA-IR071-114.36 (Proj 6R) Grove City FRA-Grant Run Trail-Hoove Grove City FRA-Grant Run Trail-Hoove Grove City FRA-Dublin-Granville Rd-Ha New Albany FRA-Dublin-Granville Rd-Ha New Albany FRA-Dublin-Granville Rd-Pa New Albany FRA-Dublin-Granville Rd-Pa Sa 605 from Central College Rd to Walnut St, Multi-Use Path 1.0 Dublin-Granville Rd (Se2) from Thurston Hall Blvd/Theisen Rd to Smith's Mill Rd, Operational Upgrades/Multi-Use Path New Albany FRA-Reynoldsburg-New Alb Morse Rd, Multi-Use Path New Albany FRA-Reynoldsburg-New Alb Morse Rd, Multi-Use Path New Albany FRA-Refugee Rd-Big Waln Dublin FRA-Refugee Rd-Big Waln Dublin FRA-Refugee Rd-Big Waln Dublin FRA-Refuseride Dr E-Section Wilcox Rd from Northcliff Blvd to Heather Glen Blvd, Multi-Use Path New Sidewalk on O.2 Drand Widening/Interchange Modification 1.0 New Albany FRA-Refugee Rd-Big Waln Refugee Rd at Big Walnut Creek, Bridge Rehabilitation FRA-Refusers Refugee Rd at Big Walnut Creek, Bridge Rehabilitation Refugee Rd at Big Walnut Creek, Bridge Rehabilitation FRA-Wilcox Rd-Northcliff Bl Wilcox Rd from Northcliff Blvd to Heather Glen Blvd, Multi-Use Path O.2 Columbus FRA-CR566-00.44 SRTS Columbus Refugee Rd at Winchester Pk, Intersection Modification

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

nary Pedestrian Component ngth (mi.)		Project Description Com	C Agency County-Route-Section	MORP ID
Pedestrian signals 2023	0.0	Cleveland Ave from Fifth Ave to Lehner Rd, Safety Improvement	Columbus FRA-Cleveland Ave-Ped Im	3567
Multi-use path 2022	0.5	SR-161 from Cleveland Ave to Maple Canyon Ave, Intersection Modification	Columbus FRA-SR161-Cleveland Ave	3591
Sidewalk on 2 sides 2024	2.0	Fishinger Rd from Riverside Dr to Mountview Rd, Reconstruction/Sidewalks	Upper Arlington FRA-CR052-01.82	3594
Other 2022	0.0	Courtright Rd at I-70 & NS RR, Bridge Deck Replacement	ODOT 6 FRA-IR070-20.29	3623
Multi-use path 2022	0.0	Lane Ave from Riverside Dr to Tremont Road, Multi-Use Path	Upper Arlington FRA-Lane Ave-Riverside Dr	3779
Sidewalk on 1 side 2023	0.0	Nottingham Road from Sunset Drive to Mountview Road, Sidewalks	Upper Arlington FRA-Nottingham Road-Sun	3780
Unsignalized marked crosswalk 2021	0.0	McCoy Road from Mountivew Road to Kenny Road, Resurfacing	Upper Arlington FRA-McCoy Road-Mountive	3781
Unsignalized marked crosswalk 2022	0.0	McCoy Road from Riverside Drive to Mountview Road, Resurfacing	Upper Arlington FRA-McCoy Road-Riverside	3782
Multi-use path 2024	0.0	N Meadows Road from Haughn Road to Bill Lotz Way, New Roadway	Grove City FRA-N Meadows Road-Hau	3784
Multi-use path 2021	0.0	Orders Road from Old Haughn Road to Baptist Church Grove City, Minor Widening	Grove City FRA-Orders Road-Old Hau	3785
Multi-use path 2022	0.0	Waggoner Road from US 40 to OH 16, Minor Widening/Safety Improvement	Reynoldsburg FRA-Waggoner Road-US 4	3786
Multi-use path 2021	0.0	Blacklick Trail Extension from JFK Park to Broad St, Multi-Use Path	Reynoldsburg FRA-Blacklick Trail Extensi	3787
Sidewalk on 1 side 2022	0.0	Perimeter Drive from Avery-Muirfield Dr to Holt Dr, Sidewalks	Dublin FRA-Perimeter Drive-Avery-	3791
Sidewalk on 1 side 2022	0.0	Franklin St from Waterford Dr to Historic District, Sidewalks	Dublin FRA-Franklin St-Waterford	3793
Replace existing facilities 2021	0.0	S Drexel Ave & Grandon Ave, Reconstruction	Bexley FRA-US040-03.57	3798
Replace existing facilities 2021	0.0	Gender Rd at Winchester Rd & Canal St, Intersection Modification	Canal Winchester FRA-SR674-04.10	3799
ADA curb ramps	0.0	Citywide ADA Curb Ramps, Curb Ramps	Columbus FRA-Citywide ADA Curb Ra	3800
Modify existing facilities 2021	0.0	Hudson St from I-71 to Cleveland Ave, Reconstruction/Multi-Use Path	Columbus FRA-CR093-00.25	3801
ADA curb ramps 2021	0.0	Neil Ave at 8 intersections between Buttles Ave & 11th Ave, Signals	Columbus FRA-Neil Ave-Signals	3802
Widen shoulder 2021	0.0	Saltzgaber Rd, Swisher Rd & Toy Rd, Reconstruction/Intersection Modification	Franklin County FRA-Saltzgaber Rd, Swishe	3804
Signalized crosswalk 2021	0.0	S Hamilton Rd at Higgins Blvd/Directors Blvd, Intersection Modification	Groveport FRA-SR317-08.77	3806
Multi-use path 2021	0.7	W Bixby Rd from Madison-Christian School to Three Creeks Metro Park entrance, Reconstruction/Multi-Use Path	Groveport FRA-W Bixby Rd-Phase 2	3807

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

MORP	C Agency		Primary Pedestr	ian Component
ID	County-Route-Section	Project Description	Component Length (mi.)	Const. Year
3810	Reynoldsburg FRA-US040-23.93	E Main St from Davidson Dr to Jackson St, Reconstruction	Replac 0.0	e existing facilities 2021
3811	Whitehall FRA-Poth Rd	Poth Rd from Yearling Rd to Woodcliff Dr, Minor Widening	0.9	Multi-use path 2021

Summary of Primary Pedestrian Components

Primary Pedestrian Component	Number of Projects	Total Miles
ADA curb ramps	2	0.00
Maybe - To be determined	3	0.00
Modify existing facilities	7	0.00
Multi-use path	20	8.66
Multi-use path on 2 sides	4	4.94
Other	1	0.00
Pedestrian detectors	1	0.00
Pedestrian signals	2	0.00
Replace existing facilities	6	0.00
Sidewalk on 1 side	6	1.00
Sidewalk on 1 side, multi-use path on 1 side	3	5.85
Sidewalk on 2 sides	3	2.96
Signalized crosswalk	1	0.00
Unsignalized marked crosswalk	2	0.00
Widen shoulder	4	2.06
Yes - Type to be determined	3	0.76

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

Intelligent Transportation System Projects

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

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

MORPC's Role in ITS Planning

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

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

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

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

Central Ohio Regional ITS Architecture

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

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

and 2010 Central Ohio Regional ITS Architecture, a document that conforms to the National ITS Architecture. In 2016, a minor update to the regional ITS architecture was completed working in conjunction with federal and state agencies and with local governments. For this update MORPC utilized Turbo Architecture v7.0 to generate more detailed listings of system inventory and system interconnections. The 2016 Central Ohio Regional ITS Architecture is available online at: http://www.morpc.org/itsArchitecture/. The website displays all existing and planned systems and demonstrates the information flow between them. Every time a project with ITS compenents 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 compenents using federal funding must conform to the Regional ITS Architecture.

Examples of ITS in Central Ohio

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

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

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

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

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

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

Intelligent Transportation Systems (ITS) Project Listing

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

MORP	C ID Agency County-Route-Section	PID	AirQ	Length					
	Project Location and Descri	Proj ption	ject Type	2021 Phase/Amoun		2022 Phase/Amount*/Source	2023 Phase/Amount*/Source	2024 Phase/Amount*/Source	Future Years** Phase/Amount*/Source
3550	ODOT 5	107619	Е	0.1 mi	Ped Con	nponents: No information pr	rovided.		
	D05-FY 2022 Signal-Upgrade		Le	ocal Let	Bike Con	nponents: No information pr	rovided.		
		Signals	S				M	TP Reference: Project ID 204	
	Various locations in District 5, S	signals, upgr	ade to si	gnals and flas	hers at vario	t and the second			
						Con \$203 State Con \$26 Federal			
						Con \$8 State			
T- (-)	Octobrillo	051/041#	\$4.050			Con \$647 Federal			.
lotai	Costs (includes costs prior to	SF Y21)*:	\$1,050			\$884			
2941	Delaware	105799	Ε	8.7 mi	Ped Con	nponents: Maybe - To be de	etermined.		
	DEL-US036-07.87		Le	ocal Let	Bike Con	ponents: Bicycle detectors	S.		
		Signals	S				M	TP Reference: Project ID 334	
	Delaware Signal System Upgrad City of Delaware.	de, Signals,	upgrade	signal system	ns covering		usky Street, William Street	(US-36), Central Avenue (SR-	37), and London Rd in the
						Con \$2,500 CMAQ-M Con \$298 Local			
Total	Costs (includes costs prior to	SFY21)*:	\$3,323			\$2,798		l	. I
3212	Delaware	103626	SA	0.72 mi	Ped Con	nponents: Multi-use path on	2 sides. 0.7 mi. added to	ped network.	
	DEL-US036-11.030		Le	ocal Let	Bike Con	nponents: Multi-use path or	n 2 sides. 0.35 mi. added to	o bike network.	
		Major \	Widening	/Bridge Repla	acement		M	TP Reference: Project ID 1347	
	US-36 & SR-37 from W of Foley CSXT Railroad structure on the	St & E of E east side of	ast St to Delawar	e. AKA "the F	oint."	from 2 lanes to 5 lanes & B	ridge Replacement, Constr	ruct additional lanes on US 36/5	SR 37 and reconstruct the
				DD \$374 H DD \$42 L		Con \$6,400 Federal Con \$1,600 State			Con \$13,290 STBG-M Con \$3,323 Local
			r L	DD \$42 L	ocai	Con \$256 Local			CON \$5,525 LOCAI
						Con \$807 STBG-S			
Total	Costs (includes costs prior to	SEV21)*-	\$31 NB/	\$416		Con \$75 Local \$9,138			\$16,613
Total	Costs (includes costs prior to	31 121).	φ51, 004	Ψ+10		ψ9,130			Ψ10,013
3590	Columbus	110521	E	mi	Ped Con	nponents: No change to exi	sting conditions.		
	FRA-Columbus Signal System,	Phase F-	Le	ocal Let	Bike Con	nponents: No change to exi	sting conditions.		
		Signali					M ⁻	TP Reference: Project ID 334	
	Columbus Signal System, Phas	e F, Signaliz	zation,			POW COTE CAMA O MA			Con \$10.425 CMAO M
Total	Costs (includes costs prior to	SFY21)*:	\$11,100			\$675 CMAQ-M	1	l	Con \$10,425 CMAQ-M \$10,425

Projects in this list are included in the TIP either individually or by reference to a Statewide Line Item.

MORP	PC ID Agency County-Route-Section	PID	AirQ	Length						
		. Proj	ject Type	2021	2022	2023	2024	Future Years**		
	Project Location and Descrip	tion		Phase/Amoun	t*/Source Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source		
3289	COTA	105118	SA	mi	Ped Components: No information	•				
	FRA-COTA Bus Rapid Transit N			cal Let	Bike Components: No information	·				
				on Capital			ITP Reference: Project ID 5			
	COTA Bus Rapid Transit NW Co	rridor, Tran	•		Bus Rapid Transit NW Corridor Stu					
Total	Costs (includes costs prior to	SFY21)*:		her \$2,000 L \$2,000	ocal-Transit Other \$2,000 Local-Tran \$2,000	Sit Other \$25,000 Local-Train \$25,000	nsit Other \$25,000 Local-Transit \$25,000			
3593	Columbus	NP	Е	mi	Ped Components: No change to	existing conditions.				
	FRA-Jefferson/7th/Sinclair-Long/	161/4th	Lo	cal Let	Bike Components: No change to	existing conditions.				
		Signali				IV	ITP Reference: Project ID 185			
	Jefferson/7th/Sinclair at Long/16	1/4th, Signa	alization,	reconstructio						
Total	Costs (includes costs prior to \$	SFY21)*:	\$568		ROW \$83 STBG-M \$83			Con \$485 STBG-M \$485		
3052	MORPC	99036	E	mi	Ped Components: Not applicable					
	FRA-MORPC FY 21-Rideshare			cal Let	Bike Components: Not applicable					
	0.1: 0	Ridesh			MTP Reference: Project ID 143 entral Ohio including: ride matching, marketing, Guaranteed Ride Home, vanpools, program evaluation and administration					
	Gonio Commute, SFY 2021, Ride	esharing, ri		activities in C		marketing, Guaranteed Ride	Home, vanpools, program evalua	tion and administration.		
Total	Costs (includes costs prior to	SFY21)*:	\$700	\$700	100 to 10					
3419	MORPC	105637	Е	mi	Ped Components: Not applicabl	е.				
	FRA-MORPC FY 22-Rideshare		Lo	cal Let	Bike Components: Not applicabl					
		Ridesh	naring				ITP Reference: Project ID 143			
	Gohio Commute, SFY 2022, Ride	esharing, ri	deshare a	activities in C	entral Ohio including: ride matching,	, marketing, Guaranteed Ride	Home, vanpools, program evalua	tion and administration.		
					Plan \$700 CMAQ-M					
Total	Costs (includes costs prior to S	SFY21)*:	\$700		\$700					
3420	MORPC	105638	E	mi	Ped Components: Not applicable	e.				
	FRA-MORPC FY 23-Rideshare		Lo	cal Let	Bike Components: Not applicable					
		Ridesh					ITP Reference: Project ID 143			
	Gohio Commute, SFY 2023, Ride	esharing, ri	deshare a	activities in C	entral Ohio including: ride matching,		Home, vanpools, program evalua	tion and administration.		
Total	Costs (includes costs prior to S	SFY21)*:	\$700			Plan \$700 CMAQ-M \$700		l		
	and the state of t	, .	Ψ. σσ			Ψ. σσ				

Projects in this list are included in the TIP either individually or by reference to a Statewide Line Item.

March 27, 2020 168 Final Draft MORPC SFY 2021-2024 TIP

MORF	PC ID Agency	PID	AirQ	Length					
	County-Route-Section	Proi	iect Type	202	1	2022	2023	2024	Future Years**
	Project Location and Desci	ription	cct Type	Phase/Amou	nt*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3425	MORPC	109288	Е	mi	Ped Cor	nponents: Not applicable.			
	FRA-Paving the Way-FY21		Lo	ocal Let	Bike Cor	nponents: Not applicable.			
	g ,	Progra	m Admin	istration			MTF	Reference: Project ID 144	
	Paving the Way, SFY 2021, Procommunication of construction		nistration,	to keep the	public inforn	ned on the progress of trans	portation construction throug	hout Central Ohio and to imp	rove planning and
_			•		STBG-M				
Total	Costs (includes costs prior to	o SFY21)*:	\$100	\$100					
2918	Columbus	98557	E	0.8 mi	Ped Cor		des. Add on both sides of Hil 2 mi. added to ped network.	liard-Rome south of Feder an	d fill gaps on side of
	FRA-CR003-12.96		Lo	ocal Let 🗸	Bike Cor	nponents: Bicycle lanes. 0.	.8 mi. added to bike network.		
		Interse	ction Mo	dification/Sic	lewalks		MTF	Reference: Project ID 604	
	Hilliard-Rome Rd at Feder Rd/ Way Ct.	Fisher Rd, Int	ersection	Modification	n & Sidewalk	s, add turn lanes at the inter	rsection, modify I-70 eastbou	nd ramps and modify access	at Feder Rd and Evans
				Con \$1,844					
				Con \$3,848 Con \$3,008					
Tota	Costs (includes costs prior to	o SFY21)*:		\$8,700		1			
3253	Whitehall	105768	Ε	0.44 mi	Ped Cor	nponents: Modify existing fa	acilities.		
	FRA-SR016-06.87		Lo	ocal Let	Bike Cor	nponents: Multi-use path. (0.44 mi. added to bike netwo	rk.	
		Interse	ction Mo	dification			MTF	Reference: Project ID 185	
	E Broad St at Hamilton Rd, Int EB Broad: 2 thru, 1 LTL, 1 con WB Broad: 1 thru, 1 LTL, 1 thr NB Hamilton: 2 thru, 2 LTL, 1 I SB Hamilton: 2 thru, 2 LTL, 1 I Includes medians on all 4 appi	ntinuous RTL ru/RT lane RTL RTL							
						ROW \$1,322 CMAQ-M	Con \$5,056 CMAQ-M		
Tota	Costs (includes costs prior to	o SFY21)*:	\$9,877			ROW \$331 Local \$1,653	Con \$1,264 Local \$6,319		.
929	Columbus	105734	SA	1.01 mi	Ped Cor	nponents: Sidewalk on 1 sidewalk	de, multi-use path on 1 side.	2.02 mi. added to ped netwo	ork.
	FRA-SR016-08.24		Lo	ocal Let 🗸	Bike Cor	nponents: Multi-use path. 1	1.01 mi. added to bike netwo	rk.	
		Major \	Widening	/Intersection	Modification	1	MTF	Reference: Project ID 92	
	E Broad St from I-270 to Outer various intersections, and med			ig from 5 lan	es to 7 lanes	& Intersection Modification,	includes signal modification	s at 3 intersections, additiona	l/extended turn lanes at
						ROW \$459 STBG-M			Con \$8,388 STBG-M
Total	Costs (includes costs prior to	o SFY21)*:	\$15,822			ROW \$306 Local \$765			Con \$5,592 Local \$13,980
	•		•			:			

Projects in this list are included in the TIP either individually or by reference to a Statewide Line Item.

	PC ID Agency County-Route-Section	PID	AirQ	Length							
		Pro	ject Typ			2022	2023	2024	Future Years**		
	Project Location and Descri	iption		Phase/Amour	t*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source		
1272	Worthington	95516	SA	0.29 mi	Ped Con	nponents: Multi-use path.	0.29 mi. added to ped networ	k.			
	FRA-CR084-01.36		L	ocal Let	Bike Con	nponents: Multi-use path.	0.29 mi. added to bike netwo	rk.			
		Major '	Widenin	g/Intersection	Modification	1	MTF	MTP Reference: Project ID 69			
	Worthington-Galena Rd from W	/ilson Bridge	/Huntley	Rds to Sancu	ıs Blvd, Maj	or Widening from 2 lanes to	o 4 lanes & Intersection Modifi	cation, also known as the Northe	east Gateway.		
				Con \$8,307 S							
Tota	I Coota (includos coota nuicu ta	CEV24*-		Con \$2,616 L	ocal						
Tota	l Costs (includes costs prior to) 3F121)":	\$17,104	\$10,923							
718	Columbus	105732	Е	0.4 mi	Ped Con	nponents: Sidewalk on 2 s	sides. 0.8 mi. added to ped ne	etwork.			
	FRA-CR096-01.71		L	ocal Let 🗸	Bike Con	nponents: Bicycle lanes.	0.4 mi. added to bike network.				
		Minor '	Widening	g/Intersection	Modification	1	MTP Reference: Project ID 53				
	Cassady Ave from CSX Railroad to north of E 7th Ave, Minor Widening from 2 lanes to 3 lanes & Intersection Modification, add turn lanes at E 5th Ave intersection and southbound left turn lane at E 7th Ave, install curb and gutter, street lighting.										
	· · · · · · · · · · · · · · · · · · ·	•	Ū			ROW \$996 CMAQ-M	Con \$6,163 CMAQ-M				
						DOM	0 04 544 11				
		0.000				ROW \$249 Local	Con \$1,541 Local				
Tota	l Costs (includes costs prior to	SFY21)*:	\$10,074			\$1,245	\$7,704				
	I Costs (includes costs prior to	0 SFY21)*:	\$10,074 SA	6.47 mi	Ped Con		\$7,704				
			SA	6.47 mi		\$1,245 nponents: No change to e	\$7,704 xisting conditions.				
Tota 3296	ODOT	104674	SA L	ocal Let	Bike Con	\$1,245	\$7,704 xisting conditions. xisting conditions.	P Reference: Project ID 907			
	ODOT FRA-IR670-03.92	104674 Operational Upgr	SA L tional Up	ocal Let grades/Study Study, hard sh	Bike Con	\$1,245 nponents: No change to e nponents: No change to e ing installation (known as \$	\$7,704 xisting conditions. xisting conditions. MTF SmartLane) on I-670. The proje	PReference: Project ID 907 ect also includes improvements to roject.	o the 670/270/62		
	ODOT FRA-IR670-03.92 I-670 from 4th St to I-270, Open	104674 Operational Upgr	SA L tional Up	ocal Let grades/Study Study, hard sh	Bike Con oulder runn d safety du	\$1,245 nponents: No change to e nponents: No change to e ing installation (known as \$	\$7,704 xisting conditions. xisting conditions. MTF SmartLane) on I-670. The proje	ect also includes improvements to roject.	Pay \$4,257 Debt Servic Pay \$335 Debt Servic		

Projects with Significance for Freight

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

Central Ohio Freight Overview

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

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

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

MORPC's Role in Freight Planning

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

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

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

MORF	PC ID Agency County-Route-Section	PID	AirQ	Length							
	•	Pro	ject Type	202	21		2022	2023	2024	Future Years**	
	Project Location and Descrip	tion	, ,,	Phase/Amou	int*/Source	Phase/	Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
3212	Delaware	103626	SA	0.72 mi	Ped Con	nponents	: Multi-use path on	n 2 sides. 0.7 mi. added to p	oed network.		
	DEL-US036-11.030		Lo	ocal Let	Bike Con	nponents	: Multi-use path or	n 2 sides. 0.35 mi. added to	bike network.		
		Major	Widening	/Bridge Rep	lacement			MT	P Reference: Project ID 1347		
	US-36 & SR-37 from W of Foley CSXT Railroad structure on the 6					from 2 la	ines to 5 lanes & B	ridge Replacement, Constru	uct additional lanes on US 36/S	SR 37 and reconstruct the	
			. –	DD \$374 DD \$42	HSIP Local		\$6,400 Federal \$1,600 State \$256 Local \$807 STBG-S \$75 Local			Con \$13,290 STBG-M Con \$3,323 Local	
Tota	Costs (includes costs prior to	SFY21)*:	\$31,084	\$416		\$	9,138			\$16,613	
1699	ODOT 5	25436	Е	11.93 mi	Ped Con	nponents	: No information p	rovided.			
	FAI-IR070-00.00/LIC-70-00		Lo	ocal Let	Bike Con	nponents	: No information p				
	Resurfacing MTP Reference: Project ID 204										
	I-70 from Franklin Co line to .16	miles E of S	SR-58, R	esurfacing, v	with related w						
						Con	\$8,444 Federal \$938 State				
Tota	Costs (includes costs prior to	SFY21)*:	\$9,382			\$	9,382				
2918	Columbus	98557	E	0.8 mi	Ped Con	nponents		des. Add on both sides of H	illiard-Rome south of Feder and	d fill gaps on side of	
	FRA-CR003-12.96		Lo	ocal Let	Bike Con	nponents	: Bicycle lanes. 0.	.8 mi. added to bike network			
		Interse	ection Mo	dification/Si	dewalks			MT	P Reference: Project ID 604		
	Hilliard-Rome Rd at Feder Rd/Fis Way Ct.	sher Rd, In	tersection	Modification	n & Sidewalk	s, add tur	n lanes at the inter	section, modify I-70 eastbo	und ramps and modify access	at Feder Rd and Evans	
Tota	l Costs (includes costs prior to \$	SFY21)*:	(Con \$1,844 Con \$3,848 Con \$3,008 \$8,700	CMAQ-M						
929	Columbus	105734	SA	1.01 mi	Ped Con	nponents	: Sidewalk on 1 sid	de, multi-use path on 1 side	. 2.02 mi. added to ped networ	·k.	
	FRA-SR016-08.24		Lo	ocal Let	Bike Con	nponents	: Multi-use path. 1	I.01 mi. added to bike netwo	ork.		
		Major	Widening	/Intersection	n Modification	1		МТ	P Reference: Project ID 92		
	E Broad St from I-270 to Outerbe various intersections, and media			g from 5 lar	nes to 7 lanes	& Interse	ection Modification,	includes signal modification	ns at 3 intersections, additional	/extended turn lanes at	
						ROW	\$459 STBG-M			Con \$8,388 STBG-M	
Total	l Coote (includes easts miles to	CEV24*-	¢4 E 000			ROW	\$306 Local			Con \$5,592 Local	
rota	Costs (includes costs prior to	3F121)":	Φ15,822				\$765			\$13,980	

Projects in this list are included in the TIP either individually or by reference to a Statewide Line Item.

174

Final Draft MORPC SFY 2021-2024 TIP

MORP	C ID Agency County-Route-Section	PID	AirQ	Length					
		. Pro	ject Type	2021		2022	2023	2024	Future Years**
	Project Location and Descrip	tion		Phase/Amoun	t*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3652	ODOT 6	110380	Е	mi	Ped Con	ponents: No information pr	rovided.		
	FRA-US023-04.19		Lo	cal Let	Bike Con	ponents: No information pr	rovided.		
		Interse	ection Mod	dification			MTF	Reference: Project ID 770	
	US-23 at Rathmell Rd, Intersection	on Modifica	ation, Inter	section impro	ovement to	increase safety and reduce of	congestion		
						Con \$100 State			
						Con \$7 State Con \$900 HSIP			
						Con \$63 Federal			
Total	Costs (includes costs prior to S	SFY21)*:	\$1,070			\$1,070		'	'
2922	ODOT 6	98111	SA	1.86 mi	Ped Con	ponents: No change to exis	sting conditions.		
	FRA-US033-24.26		Lo	cal Let	Bike Con	ponents: No change to exis	sting conditions.		
		Major '	Widening/	Resurfacing			MTF	Reference: Project IDs 379/ 2	204
	US-33 from I-270 (SE Outerbelt) 270 southbound exit ramp and th including widening of Big Walnut	e bridges o	over Big W						
			_	² ay \$718 D	ebt Service	Pay \$718 Debt Service	Pay \$718 Debt Service	Pay \$718 Debt Service	Pay \$718 Debt Service
Total	Costs (includes costs prior to S	SFY21)*:	\$18,571	\$718		\$718	\$718	\$718	\$4,307
3638	ODOT 6	105496	Е	mi	Ped Con	nponents: No information pr	ovided.		
	FRA-IR070-02.61		Lo	cal Let	Bike Con	ponents: No information pr	rovided.		
		Bridge	Deck Rep	olacement			MTF	Reference: Project ID 203	
	Jones Rd at I-70, Bridge Deck Ro	eplacemen	t, Replace	deck and ac	ld concrete	parapets and vandal fence of	on bridge FRA-70-2.61, Jone	s Rd over I-70, convert to semi	integral abutments.
							Con \$900 Federal		
		DE1/0/11#	44.005				Con \$100 State		
Total	Costs (includes costs prior to S	SF Y21)*:	\$1,000				\$1,000		

MORF	PC ID Agency County-Route-Section	PID	AirQ	Length					
	•	Pro	ject Type	202	1	2022	2023	2024	Future Years**
	Project Location and Description	n '		Phase/Amou	nt*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
1333	ODOT 6	77372	SA	2.15 mi	Ped Co		acilities. Add/replace sidewa als and crosswalks at signaliz	lks on the block comprising F zed intersections.	ulton, High, Livingston and
	FRA-IR070-12.68 (Proj 4A)		L	ocal Let	Bike Co		ew bike lanes westbound on 2 mi. added to bike network.		d eastbound on Livingston fror
		Major \	Widening	g/Interchange	Modification	on	MT	P Reference: Project IDs 270)/ 189
	I-70/I-71 Innerbelt (Phase 4A), Majo EB I-70 realignment from I-71/SR-3 Includes work on Mound, Fulton, Fr 5 bridge replacements and 6 new b	315 acces ront, and	ssing dov High.	wntown Colur		nterchange Reconfiguration	Project.		
	,	, g , .					Con \$43,758 Federal Con \$4,862 State Con \$4,856 STBG-M Con \$1,214 Local		
Tota	Costs (includes costs prior to SF	Y21)*:	\$75,051				\$54,689	1	- '
3295	ODOT 6 FRA-IR070-12.68 (Proj 4R)	105523		1.77 mi ocal Let g/Interchange	Bike Co	mponents: Bicycle lanes. T	he Fulton Street bike lane wil	et bridge will include 10 foot will be extended to Front. 0.1 mil P Reference: Project IDs 270	added to bike network.
	I-70/I-71 Innerbelt (Phase 4R), Majo surface streets.							,	
Tota	Costs (includes costs prior to SF	'Y21)*: \$		Con \$225 Con \$2,025 S2,250		Con \$1,350 Federal Con \$150 State \$1,500	Con \$630 Federal Con \$70 State \$700		
2874	ODOT 6	96053	SA	0.73 mi	Ped Co	mponents: Modify existing f		ce streets and bridges. Ped s	ignals and crosswalks at
	FRA-IR070-14.00 (Ph 4B)		L	ocal Let	Bike Co	mponents: Bicycle lanes. L Columbus.	ocations of bike lanes and bi	ke-activated signal loop detec	tors will be coordinated with
		Major \	Widening	g/Bridge Repl	lacement		MT	P Reference: Project ID 270	
	I-70/I-71 Innerbelt (Phase 4B), Majo bridges plus 5 retaining walls. PE D				ment, pavir	ng I-70 from Front to Grant; p	aving 3rd and 4th sts from L	ivingston to Fulton; and replac	cement of 3rd and 4th St
						ROW \$2,025 NHPP ROW \$225 State Con \$380 State	Con \$3,870 Federal Con \$50 State Con \$60,300 Federal		Con \$1,952 STBG-M
						4444	Con \$6,700 State		

MORF	PC ID Agency County-Route-Section	PID	AirQ	Length					
		Pro	ject Typ	e 20	21	2022	2023	2024	Future Years**
	Project Location and Description	on	31		unt*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3293	ODOT 6	105322	SA	2.68 mi	Ped Co	mponents: Modify existing factorists St intersection.	acilities. A sidewalk extension	will be installed along the north	leg of the Fulton and 4th
	FRA-IR070-14.30 (Proj 2E)		L	ocal Let	Bike Co	mponents: Bicycle lanes. Fo	ulton St bike lane will be exter	nded from 4th to High. 0.2 mi. a	dded to bike network.
	, ,	Major	Widenin	g/Interchand	ge Modificatio	on	MTF	Reference: Project ID 1117	
	I-70/I-71 Innerbelt (Phase 2E), Majand constructs new ramps and reta			erchange M	lodification, r	econstructs and widens porti	ons of I-70 EB & WB betweer	n 4th and Miller; reconstructs bri	dges and surface streets
				Con \$140	Federal State Debt Service	Pay \$4,663 Debt Service	Pay \$4,663 Debt Service	Pay \$4,663 Debt Service	Pay \$4,663 Debt Service Pay \$3,720 Debt Service Pay \$1,129 Debt Service Pay \$1,129 Debt Service
Total	l Costs (includes costs prior to SF	-Y21)*:	\$75,010	\$4,234		\$4,663	\$4,663	\$4,663	\$33,954
3623	ODOT 6 FRA-IR070-20.29	109659		mi ocal Let eplacement		mponents: Other. mponents: Widen shoulder.		Reference: Project ID 203	
	Courtright Rd at I-70 & NS RR, Brid				n to oooomn	andata aidawalk and atandar		•	
	Country it No at 1-70 & No KK, Blic	uge Decr	Керіас	ement, wide	en to acconin	Con \$27 State	u shoulders. Add vandar lend	JIII.	
Tota	l Costs (includes costs prior to SF	FY21)*:	\$4,066			\$4,066			
2877	ODOT 6 FRA-IR070-22.61 (FEF-1A)	95639	SA L	3.4 mi	_	mponents: None. Pedestria	·		
	,	Interch	nange M	odification	•		MTF	Reference: Project ID 135	
	I-70 at I-270 (East Outerbelt), Interclane EB from I-270 to Brice Road.	change N	Modificati	on, New dir				•	ld collector-distributor
						Con \$71,910 Federal Con \$7,990 State			
i ota	l Costs (includes costs prior to SF	· Y21)*:	\$88,892			\$79,900			

March 27, 2020 177

MORP	C ID Agency County-Route-Section	PID	AirQ	Length					
	•	. Pro	ject Type	2021		2022	2023	2024	Future Years**
	Project Location and Descrip	ption '		Phase/Amount	t*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3720	ODOT 6	112403	Е	mi	Ped Cor	mponents: No information p	rovided.		
	FRA-IR070-Pump ST-1&1A		Lo	cal Let	Bike Cor	mponents: No information p	rovided.		
		Mainte	enance Ac	tivity			MT	P Reference: Project ID 204	
	I-70 at Pump Stations ST-1 & Si miscellaneous repairs and upgra		enance A	ctivity, Rehab	ilitate FRA	IR 70 Pump Stations ST-1 a	and ST-1A by refurbishing the	e pumps, replacing the electric	cal systems, and other
			PE		tate			Con \$5,350 State	
Total	Costs (includes costs prior to	SFY21)*:	\$5,700	\$350				\$5,350	
3640	ODOT 6	105435	Е	mi	Ped Cor	mponents: No information p	rovided.		
	FRA-IR071/270-28.27/25.99A		Lo	cal Let	Bike Cor	mponents: No information p	rovided.		
		Bridge	Deck Rep	placement			MT	P Reference: Project ID 203	
	I-71 & I-270 (North Outerbelt) at FRA-71-28.27: 270 WB to I-71 S FRA-71-28.31: I-71 NB to 270 W FRA-270-25.99A: I-270 WB ram	SB ramp ove VB ramp ove	er I-71. er I-71.		ge Deck Re	еріасетіені, керіасетені о	bridge deck and semi integr		e following bridges.
								Con \$7,200 Federal	
Total	Costs (includes costs prior to	SFY21)*:	\$8,000			.		\$8,000 State	
3521	ODOT 6	107201	SA	5.29 mi	Ped Cor	nponents: No change to ex	isting conditions.		
	FRA-IR071-0.00		Lo	cal Let	Bike Cor	nponents: No change to ex	isting conditions.		
		Major '	Widening				MT	P Reference: Project ID 376	
	I-71 from Pickaway Co Line to S pairs of mainline structures.	SR-665, Maj	or Widenii	ng from 4 lan	es to 6 lane	es, Major rehabilitation and v	videning to 3 lanes in each d	irection for entire length of proj	ject. Replace and widen 2
				Con \$1,362 Fe Con \$39,327 Fe	ederal	Con \$500 State	Con \$100 State		
Total	Casta (includes asstait-	CEV24*-		Con \$6,853 St	tate	PEOO	¢400		
ı otal	Costs (includes costs prior to	3FY21)*:	\$48,442	\$47,542		\$500	\$100		

178

	PC ID Agency County-Route-Section	PID	AirQ	Length								
		Pro	ject Type	e 20	021		2022		2023	2024	Future Years	s**
	Project Location and Description	n '		Phase/Amo	ount*/Source	Phase/A	mount*/Source	Phase/Am	ount*/Source	Phase/Amount*/Source	e Phase/Amount*/Se	ource
2644	ODOT 6	93496	SA	0.68 mi	Ped Cor	nponents	No change to exis	ting condition	ons.			
	FRA-IR071-01.53		L	ocal Let	Bike Cor	nponents	No change to exis	ting condition	ons.			
		Major \	Widening	a/Bridae De	eck Replace		· ·	Ü		Reference: Project ID	376	
	I-71 at Big Darby Creek, Major Wide					ructurae ar	nd widen to three la	nas Include			0.0	
	1-71 at big barby creek, Major Wide	ining & i	Driuge D		Debt Service		34,556 Debt Service	1	34,489 Debt Service	Pay \$617 Deb	t Service Pay \$4,356 De	ht Service
					2 Debt Service		\$635 Debt Service	Pay	\$626 Debt Service	Pay \$4,423 Debi	,	ebt Service
				•				,		•	Pay \$4,289 De	ebt Service
											Pay \$598 De	ebt Service
											Pay \$4,223 De	
												ebt Service
											Pay \$4,156 De	
											Pay \$580 De Pay \$4,090 De	ebt Service
												ebt Service
											Pay \$4,023 De	
												ebt Service
											Pay \$2,617 De	ebt Service
											Pay \$365 De	ebt Service
											-	ebt Service
											•	ebt Service
											•	ebt Service
T- 4-	104- (in-about	V041+	¢0440 7	#4.00		Φ.			445	Φ r .000		ebt Service
Tota	l Costs (includes costs prior to SF)	(21)	\$64,107	\$4,890		ФЭ	5,191	φэ,	115	\$5,039	\$32,379	
	ODOT 6	104799	SA	5.56 mi	Ped Cor	mponents ⁻	Other. Plan to acc	commodate	future shared-use	e paths along Frank Ro	d and Greenlawn Ave under	r I-71.
3330				ocal Let	_	-					d and Greenlawn Ave under	
3330	FRΔ-IR071-09 62/09 71		1.0			iiponenta.	Other. I lair to acc	Jonninouale	ratare snarea ast	c pairis along i farik itt		ır I₌71
3330	FRA-IR071-09.62/09.71	Maiau		_					BATO			er I-71.
3330		•	Widening	g/Interchan	ge Modification					Reference: Project ID	s 374/ 178	
3330	FRA-IR071-09.62/09.71 I-71 from Stringtown Rd to SR-315, to Stringtown exit by separating main	Major W	Widening Videning	g/Interchan from 6 lane traffic.	ge Modificationes to 8 lanes &	Interchan		1	ck & rehab 5 pair	Reference: Project ID rs of mainline structures	s 374/ 178 s. Part 2: Construct new I-7	71 SB
3330	I-71 from Stringtown Rd to SR-315,	Major W	Widening Videning nd exiting	g/Interchan from 6 land traffic. Pay \$8,694	ge Modification es to 8 lanes & Debt Service	Interchan	S8,593 Debt Service	Pay \$	ck & rehab 5 pair 68,491 Debt Service	Reference: Project ID rs of mainline structure: Pay \$2,097 Deb	s 374/ 178 s. Part 2: Construct new I-7 t Service Pay \$2,072 De	71 SB
3330	I-71 from Stringtown Rd to SR-315,	Major W	Widening Videning nd exiting	g/Interchan from 6 land traffic. Pay \$8,694	ge Modificationes to 8 lanes &	Interchan		Pay \$	ck & rehab 5 pair	Reference: Project ID rs of mainline structures	s 374/ 178 s. Part 2: Construct new I-7 t Service	71 SB ebt Service ebt Service
3330	I-71 from Stringtown Rd to SR-315,	Major W	Widening Videning nd exiting	g/Interchan from 6 land traffic. Pay \$8,694	ge Modification es to 8 lanes & Debt Service	Interchan	S8,593 Debt Service	Pay \$	ck & rehab 5 pair 68,491 Debt Service	Reference: Project ID rs of mainline structure: Pay \$2,097 Deb	s 374/ 178 s. Part 2: Construct new I-7 t Service	71 SB ebt Service ebt Service ebt Service
3330	I-71 from Stringtown Rd to SR-315,	Major W	Widening Videning nd exiting	g/Interchan from 6 land traffic. Pay \$8,694	ge Modification es to 8 lanes & Debt Service	Interchan	S8,593 Debt Service	Pay \$	ck & rehab 5 pair 68,491 Debt Service	Reference: Project ID rs of mainline structure: Pay \$2,097 Deb	s 374/ 178 s. Part 2: Construct new I-7 t Service	71 SB ebt Service ebt Service ebt Service ebt Service
3330	I-71 from Stringtown Rd to SR-315,	Major W	Widening Videning nd exiting	g/Interchan from 6 land traffic. Pay \$8,694	ge Modification es to 8 lanes & Debt Service	Interchan	S8,593 Debt Service	Pay \$	ck & rehab 5 pair 68,491 Debt Service	Reference: Project ID rs of mainline structure: Pay \$2,097 Deb	s 374/ 178 s. Part 2: Construct new I-7 t Service	71 SB ebt Service ebt Service ebt Service ebt Service ebt Service
3330	I-71 from Stringtown Rd to SR-315,	Major W	Widening Videning nd exiting	g/Interchan from 6 land traffic. Pay \$8,694	ge Modification es to 8 lanes & Debt Service	Interchan	S8,593 Debt Service	Pay \$	ck & rehab 5 pair 68,491 Debt Service	Reference: Project ID rs of mainline structure: Pay \$2,097 Deb	s 374/ 178 s. Part 2: Construct new I-7 t Service	71 SB ebt Service ebt Service ebt Service ebt Service ebt Service
3330	I-71 from Stringtown Rd to SR-315,	Major W	Widening Videning nd exiting	g/Interchan from 6 land traffic. Pay \$8,694	ge Modification es to 8 lanes & Debt Service	Interchan	S8,593 Debt Service	Pay \$	ck & rehab 5 pair 68,491 Debt Service	Reference: Project ID rs of mainline structure: Pay \$2,097 Deb	s 374/ 178 s. Part 2: Construct new I-7 tt Service	P1 SB ebt Service ebt Service ebt Service ebt Service ebt Service ebt Service
3330	I-71 from Stringtown Rd to SR-315,	Major W	Widening Videning nd exiting	g/Interchan from 6 land traffic. Pay \$8,694	ge Modification es to 8 lanes & Debt Service	Interchan	S8,593 Debt Service	Pay \$	ck & rehab 5 pair 68,491 Debt Service	Reference: Project ID rs of mainline structure: Pay \$2,097 Deb	s 374/ 178 s. Part 2: Construct new I-7 tt Service	71 SB ebt Service
3330	I-71 from Stringtown Rd to SR-315,	Major W	Widening Videning nd exiting	g/Interchan from 6 land traffic. Pay \$8,694	ge Modification es to 8 lanes & Debt Service	Interchan	S8,593 Debt Service	Pay \$	ck & rehab 5 pair 68,491 Debt Service	Reference: Project ID rs of mainline structure: Pay \$2,097 Deb	s 374/ 178 s. Part 2: Construct new I-7 tt Service	71 SB ebt Service
3330	I-71 from Stringtown Rd to SR-315,	Major W	Widening Videning nd exiting	g/Interchan from 6 land traffic. Pay \$8,694	ge Modification es to 8 lanes & Debt Service	Interchan	S8,593 Debt Service	Pay \$	ck & rehab 5 pair 68,491 Debt Service	Reference: Project ID rs of mainline structure: Pay \$2,097 Deb	s 374/ 178 s. Part 2: Construct new I-7 t Service Pay \$2,072 De Pay \$8,288 De Pay \$8,186 De Pay \$2,047 De Pay \$8,085 De Pay \$1,996 De Pay \$7,983 De Pay \$7,882 De Pay \$1,970 De Pay \$1,970 De Pay \$6,225 De	abt Service but Service
3330	I-71 from Stringtown Rd to SR-315,	Major W	Widening Videning nd exiting	g/Interchan from 6 land traffic. Pay \$8,694	ge Modification es to 8 lanes & Debt Service	Interchan	S8,593 Debt Service	Pay \$	ck & rehab 5 pair 68,491 Debt Service	Reference: Project ID rs of mainline structure: Pay \$2,097 Deb	s 374/ 178 s. Part 2: Construct new I-7 t Service Pay \$2,072 De Pay \$8,288 De Pay \$8,186 De Pay \$2,047 De Pay \$8,085 De Pay \$1,996 De Pay \$7,983 De Pay \$7,982 De Pay \$1,970 De Pay \$6,225 De Pay \$1,556 De	abt Service ebt Service
3330	I-71 from Stringtown Rd to SR-315,	Major W	Widening Videning nd exiting	g/Interchan from 6 land traffic. Pay \$8,694	ge Modification es to 8 lanes & Debt Service	Interchan	S8,593 Debt Service	Pay \$	ck & rehab 5 pair 68,491 Debt Service	Reference: Project ID rs of mainline structure: Pay \$2,097 Deb	s 374/ 178 s. Part 2: Construct new I-7 tt Service Pay \$2,072 De Pay \$8,288 De Pay \$8,186 De Pay \$8,085 De Pay \$2,021 De Pay \$1,996 De Pay \$7,983 De Pay \$7,982 De Pay \$1,970 De Pay \$6,225 De Pay \$1,556 De Pay \$2,738 De	abt Service but Service
	I-71 from Stringtown Rd to SR-315,	Major W nline an	Widening Videning nd exiting	g/Interchan from 6 land traffic. Pay \$8,694	ge Modification es to 8 lanes & 4 Debt Service 4 Debt Service	Pay \$	S8,593 Debt Service	Pay \$	cck & rehab 5 pair 8,491 Debt Service 92,123 Debt Service	Reference: Project ID rs of mainline structure: Pay \$2,097 Deb	s 374/ 178 s. Part 2: Construct new I-7 t Service Pay \$2,072 De Pay \$8,288 De Pay \$8,186 De Pay \$2,047 De Pay \$8,085 De Pay \$1,996 De Pay \$7,983 De Pay \$7,982 De Pay \$1,970 De Pay \$6,225 De Pay \$1,556 De	abt Service but Service

Projects in this list are included in the TIP either individually or by reference to a Statewide Line Item.

179

MORE	PC ID Agency	PID	AirQ	Length							
	County-Route-Section	Pro	ject Type	20	21		2022	2023		2024	Future Years**
	Project Location and Description	on	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		unt*/Source	Phase/	Amount*/Source	Phase/Amount*/Sou	rce Ph	nase/Amount*/Source	Phase/Amount*/Source
3306	ODOT 6	105588	SA	4.61 mi	Ped Co	mponents	Mound to Liberty		ıse path wil		ructed along Short Street from Short Street from Mound to the
	FRA-IR071-14.36 (Proj 6R)		Lo	ocal Let	Bike Co	mponents		Liberty Place. A sharr			eet from Mound to the existing eet from Second to Front.
		Major	Widening	g/Interchang	ge Modification	on			MTP Ref	ference: Project IDs 18	9/ 270
	I-70/I-71 Innerbelt (Project 6R), Ma SR 315 (FRA-71-1530L) and a new widening of the structure over Shor Columbus. 6R also reconstructs th	v structui rt St (FR	re over SI A-70-137	nort St (FR) 3L. It adds	A-70-1372P). an additional	6R also re lane to the	econstructs the exist overlapped portion	sting ramp from Mound	St to I-70	W including a new structure	cture FRA-70-1372P and a
				Con \$6,741	Federal	Con	\$1,300 Federal	Con \$750 Fede			
				Con \$749 Con \$10,700	State	Con Con	\$750 Federal \$750 State	Con \$750 State)		
				Con \$10,700 Con \$96,648		Con	\$131 STBG-M				
					STBG-M	Con	\$33 Local				
				Con \$2	Local						
Tota	Costs (includes costs prior to SF	FY21)*: \$	\$119,356	\$114,850		\$	2,963	\$1,500			
3294	ODOT 6	105453	SA	0.69 mi	Ped Co	mponents				om Long to Broad along oad St bridge. 0.6 mi. a	Lester Dr and Elijah Pierce dded to ped network.
	FRA-IR071-17.46 (Proj 3B)		Lo	ocal Let	Bike Co	mponents	St. New Broad S	ke lanes along Lester l t bridge will accommod	Dr and Elija date new bi	h Pierce Ave will be ex ke lanes. 0.6 mi. added	ended from Long St to Broa to bike network.
		Major	Widening	/New Road	lway				MTP Ref	ference: Project ID 126	
	I-70/I-71 Innerbelt (Phase 3B), Maj between Broad & Long. Includes re	or Wider etaining v	ning & Ne walls N5 a	w Roadway and N6 and	r, Reconstruct the Columbu	t & widen is sanitary	I-71 from Broad St siphon. Eliminates	to Long St & the Broad 2 existing ramps.	d St bridge	over I-71. Build Lester	Or and Elijah Pierce Ave
					NHFP	Con	\$50 State				
					State	Con	\$450 NHPP				
Tota	Costs (includes costs prior to SF	Y21)*:		Con \$675 \$765	NHPP	_	\$500				
			• •	,							
3629	ODOT 6	109164	E	mi			: No information p				
	FRA-IR071-20.08		Le	ocal Let	Bike Co	mponents	: No information p	rovided.			
		Bridge	e Mainten	ance Activi	ies				MTP Ref	ference: Project ID 203	
	I-71 at 7 overhead bridges between	n 17th Av	ve & SR-1	61, Bridge	Maintenance	Activities	, Repairs and conc	rete deck overlay on 7	structures.		
	-							Con \$468 Fede			
								Con \$743 State			
											The state of the s
								Con \$52 State			
Tota	Costs (includes costs prior to SF	EV24*•	\$7,945			_		Con \$6,683 Fede			

Projects in this list are included in the TIP either individually or by reference to a Statewide Line Item.

MORP	PC ID Agency County-Route-Section	PID	AirQ	Length				
	Project Location and Descr	Proj iption	ect Type	2021 Phase/Amount*/	2022 Source Phase/Amount*/Source	2023 Phase/Amount*/Source	2024 Phase/Amount*/Source	Future Years** Phase/Amount*/Source
3632	ODOT 6	107777	Е	mi	Ped Components: No information	provided.		
	FRA-IR071-23.46		Lo	ocal Let	Bike Components: No information	provided.		
		Bridge	Mainten	ance Activities	•	•	P Reference: Project ID 203	
	I-71 at Cooke Rd, Bridge Maint	enance Activ	ities, Ove	erlay/approach	slabs.			
Total	l Costs (includes costs prior to	o SFY21)*:	\$624				Con \$22 Federal Con \$2 State Con \$540 Federal Con \$60 State \$624	
1272	Worthington	95516	SA	0.29 mi	Ped Components: Multi-use path.	0.29 mi. added to ped netwo	rk.	
	FRA-CR084-01.36		_		Bike Components: Multi-use path.	•		
		Major \	Widening	/Intersection Mo	•		P Reference: Project ID 69	
	Worthington-Galena Rd from V	•			Blvd, Major Widening from 2 lanes t		•	heast Gateway.
				Con \$8,307 STB	G-M			, and the second
Total	l Costs (includes costs prior to	SFY21)*:		\$10,923	al			
3622	ODOT 6	107832	E	mi	Ped Components: No information	provided.		
	FRA-IR270-05.47		Lo	ocal Let	Bike Components: No information	provided.		
		Bridge	Deck Re	placement		MT	P Reference: Project ID 203	
	Hall Rd at I-270, Bridge Deck F	Replacement,	deck rep	olace				
							Con \$22 Federal Con \$2 State Con \$540 Federal Con \$60 State	
Total	l Costs (includes costs prior to	SFY21)*:	\$624				\$624	
3339	ODOT 6 FRA-IR270-06.17	104977	E Lo		Ped Components: No information Bike Components: No information	•		
		Bridge	Replace	ment		MT	P Reference: Project ID 203	
	Sullivant Ave at I-270, Bridge R	Replacement,	Sullivan	t Ave over IR 27	'0 deck replacement			
					Con \$8 State Con \$1,170 Federal Con \$76 Federal Con \$130 State			
Total	l Costs (includes costs prior to	SFY21)*:	\$1,384		\$1,384			

MORP	C ID Agency County-Route-Section	PID	AirQ	Length					
	•	Pro	ject Type	20	21	2022	2023	2024	Future Years**
	Project Location and Descript	ion	, Ji	Phase/Amou	ınt*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
2672	ODOT 6	76469	SA	7.94 mi	Ped Com	ponents: No change to exis	sting conditions.		
	FRA-IR270-09.15		Lo	ocal Let	Bike Com	ponents: No change to exis	sting conditions.		
		Major '	Widening	/Minor Pave	ement Rehabi	litation	MTF	Reference: Project IDs 375/ 2	04
	I-270 (West Outerbelt) from I-70 to drainage, lighting. Work on five pa				6 lanes to 8 la	anes & Minor Pavement Reh	abilitation, add one lane in e	each direction, 3.5" overlay, joint	repair, signs, guardrail,
				,	Debt Service Debt Service	Pay \$2,005 Debt Service Pay \$501 Debt Service	Pay \$1,983 Debt Service Pay \$496 Debt Service	Pay \$1,960 Debt Service Pay \$490 Debt Service	Pay \$1,938 Debt Service Pay \$484 Debt Service Pay \$1,915 Debt Service Pay \$479 Debt Service Pay \$473 Debt Service Pay \$1,871 Debt Service Pay \$1,871 Debt Service Pay \$468 Debt Service Pay \$462 Debt Service Pay \$1,848 Debt Service Pay \$1,057 Debt Service Pay \$264 Debt Service Pay \$25 Debt Service
Total	Costs (includes costs prior to S	FY21)*:	\$69,004	\$2,534		\$2,506	\$2,478	\$2,450	\$13,403
3637	ODOT 6 FRA-IR270-09.30	105498	E	mi ocal Let		ponents: No information proponents: No information proponents:			
		Bridae		placement		- Francisco - Fran		Reference: Project ID 203	
	Trabue Rd at I-270, Bridge Deck I				bridge FRA-2	70-9.3. Trabue Rd over I-27			
		- 1	. ,		3 - 1 - 1		Con \$150 State		
							Con \$1,350 Federal		
Total	Costs (includes costs prior to S	FY21)*:	\$1,500				\$1,500		

MORP	C ID Agency County-Route-Section	PID	AirQ	Length						
		Proj	ject Type		21		2022	2023	2024	Future Years**
	Project Location and Description				unt*/Source	Phase/A	mount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
1946	ODOT 6	88310	SA	4.76 mi	Ped Co	nponents	•	tisting conditions. The multi-urent location and be maintain	ise path stub just north of Post ied for future use.	Road and under I-270 will
	FRA-IR270-17.29		Lo	cal Let	Bike Co	nponents		kisting conditions. The multi-ບ rent location and be maintain	use path stub just north of Post ned for future use.	Road and under I-270 will
		Interch	ange Mo	dification				MT	P Reference: Project ID 239	
	I-270 at US-33/SR-161, Interchange	Modific	ation, inte	erchange r	econstruction	and expan	nsion.			
				,	STBG-M STBG-M	Pay Pay	\$572 STBG-M \$581 STBG-M	Pay \$589 STBG-M Pay \$598 STBG-M	Pay \$607 STBG-M Pay \$616 STBG-M	Pay \$635 STBG-M Pay \$625 STBG-M Pay \$644 STBG-M Pay \$654 STBG-M Pay \$664 STBG-M Pay \$684 STBG-M Pay \$694 STBG-M Pay \$705 STBG-M Pay \$715 STBG-M Pay \$726 STBG-M Pay \$737 STBG-M Pay \$748 STBG-M Pay \$759 STBG-M Pay \$770 STBG-M Pay \$782 STBG-M Pay \$794 STBG-M Pay \$818 STBG-M Pay \$818 STBG-M Pay \$830 STBG-M Pay \$855 STBG-M Pay \$855 STBG-M Pay \$842 STBG-M
Total	Costs (includes costs prior to SFY	′21) *:	\$90,626	\$1,119		\$1	1,153	\$1,187	\$1,223	\$16,161
3475	ODOT 6 1 FRA-IR270-18.79	06243		2.9 mi	Bike Co	-	: No information : No information	provided.	P Reference: Project ID 204	
	1 270 from LIC 22 W interchange to E					Dovomont	Maintananaa Ba			
Total	I-270 from US 33 W interchange to F		(Con \$136 Con \$15 Con \$3,266	Federal State Federal State	avement	mantenance, Re	Surfacility FRA-2/0 16.49 to	21.03	

Projects in this list are included in the TIP either individually or by reference to a Statewide Line Item.

MORF	PC ID Agency	PID	AirQ	Length					
	County-Route-Section	Pro	ject Type	202	21	2022	2023	2024	Future Years**
	Project Location and Descrip	ption	,,,,,,,	Phase/Amou	nt*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3701	ODOT 6	110126	E	mi	Ped Con	nponents: No information p	rovided.		
	FRA-IR270-40.45		Lo	ocal Let	Bike Con	nponents: No information p	rovided.		
				t Rehabilitat				P Reference: Project ID 204	
	IR 270 from FRA-270-40.45 to F	FRA-270-43.	.18, Mino	r Pavement	Rehabilitatio		Overlay:FRA-270-40.45-43	.18	
						Con \$215 State Con \$77 Federal			
						Con \$9 State			
Total	I Costs (includes costs prior to	CEV24*•	¢2 221			Con \$1,931 Federal \$2,231			
TOtal	T Costs (includes costs prior to	3F121).	ΨZ,Z3 I			Ψ2,231			
1496	ODOT 6	79666	Е	3.69 mi	Ped Con	nponents: No change to exi	isting conditions. pedestrian	s prohibited	
	FRA-IR270-48.470		Lo	ocal Let	Bike Con	nponents: No change to ex	isting conditions. bicycles p	rohibited	
		Resurf	acing				MT	TP Reference: Project ID 204	
	I-270 from 0.51 mi E of Alum Cr	eek to 0.23				9,			
				Con \$7,352 Con \$817			Con \$20 Federal Con \$2 State		
Total	l Costs (includes costs prior to	SFY21)*:	\$8,192	\$8,169			\$22		
3714		110693	Ε.	mi		nponents: No information p			
	FRA-IR270-SP FY21 Concrt	Maria		ocal Let		nponents: No information p		ED Defender Devised ID 004	
	1 270 at leastions in Franklin Co			t Rehabilitat		parata alah ranair an 1 270 ir		PReference: Project ID 204	
	I-270 at locations in Franklin Co	unity, iviinor		n Kenabilitat Con \$16		lcrete siab repair on 1-270 ir	Franklin County		
			(Con \$1,600					
				Con \$64 Con \$400	Federal State				
Total	I Costs (includes costs prior to	SFY21)*:	\$2,080	\$2,080					l
	· · · · · · · · · · · · · · · · · · ·		- •						
3599	Franklin County	109581	Е	m <u>i</u>		nponents: No information p			
	FRA-SR317-1.46			ocal Let	Bike Con	nponents: No information p			
			ection Mo					P Reference: Project ID 185	
	SR-317 at Lockbourne Rd, Inter	section Mod	dification,	to improve s	satety and re	duce congestion due to devi	elopment. A roundabout will	be considered.	
						Con \$200 State			
		0.000				Con \$298 Local			
Total	I Costs (includes costs prior to	SFY21)*:	\$2,298			\$2,298			

MORP	C ID Agency County-Route-Section	PID	AirQ	Length					
		Pro	ject Type	2021	I	2022	2023	2024	Future Years**
	Project Location and Description	on		Phase/Amour	t*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3394	Franklin County	109493	Е	mi	Ped Comp	onents: Pedestrian detec	ctors.		
	FRA-SR317-5.09		Le	ocal Let	Bike Comp	onents: Other.			
				dification				P Reference: Project ID 185	
	London-Groveport Rd at Rohr Rd,	Intersecti					strian buttons, and grading for	or a future sidewalk/multi-use p	ath.
				OW \$75 H OW \$25 L		Con \$1,106 HSIP Con \$499 Local			
Total	Costs (includes costs prior to SF	-Y21)*:	\$1,705	\$100		\$1,605		·	
3706	ODOT 6	110051	E	mi	Ped Comp	onents: No information p	provided.		
	FRA-IR670-0.000		Le	ocal Let	Bike Comp	onents: No information p	provided.		
				nt Rehabilitation				P Reference: Project ID 204	
	IR-670 from IR-70 to ramp from US	S23D, Mir	nor Pave	ment Rehabili	tation, AC Ov		\-670-0.00-1.05 & 3.17-3.88 <i>F</i>	AC Overlay with Repairs:FRA-6	370-1.05-3.17
						Con \$500 State Con \$180 Federal			
						Con \$20 State			
						Con \$4,497 Federal			
Total	Costs (includes costs prior to SF	-Y21)*:	\$5,197			\$5,197			
3643	ODOT 6	105428	Е	mi		onents: No information p			
	FRA-IR670-01.08		Le	ocal Let	Bike Comp	onents: No information p	provided.		
		Bridge	Mainten	ance Activitie	S		MT	P Reference: Project ID 203	
	I-670 at 4 bridges between I-70 and FRA-670-2.13 FRA-670-2.39 FRA-670-1.08 FRA-670-2.36	d SR-315	, Bridge	Maintenance	Activities, Pla	cing an epoxy overlay on	the following bridges:		
							Con \$130 State		
Total	Costs (includes costs prior to SF	FY21)*:	\$1,300				Con \$1,170 Federal \$1,300		
3628	ODOT 6	111340	Е	mi	Ped Comp	onents: No information p	provided.		
	FRA-IR670-03.31		Le	ocal Let	Bike Comp	onents: No information p	provided.		
		Bridge	Mainten	ance Activitie	S		MT	P Reference: Project ID 203	
	I-670 from High St to Summit St (L	JS 23), B	_		ivities, Rebuild		St underpass. Repair retain	ing walls	
				DD \$45 F		Con \$158 Federal Con \$18 State			
				DD \$5 S		Con \$18 State Con \$2,250 Federal			
						Con \$250 State			
Total	Costs (includes costs prior to SF	FY21)*:	\$2,740	\$65		\$2,675			

Projects in this list are included in the TIP either individually or by reference to a Statewide Line Item.

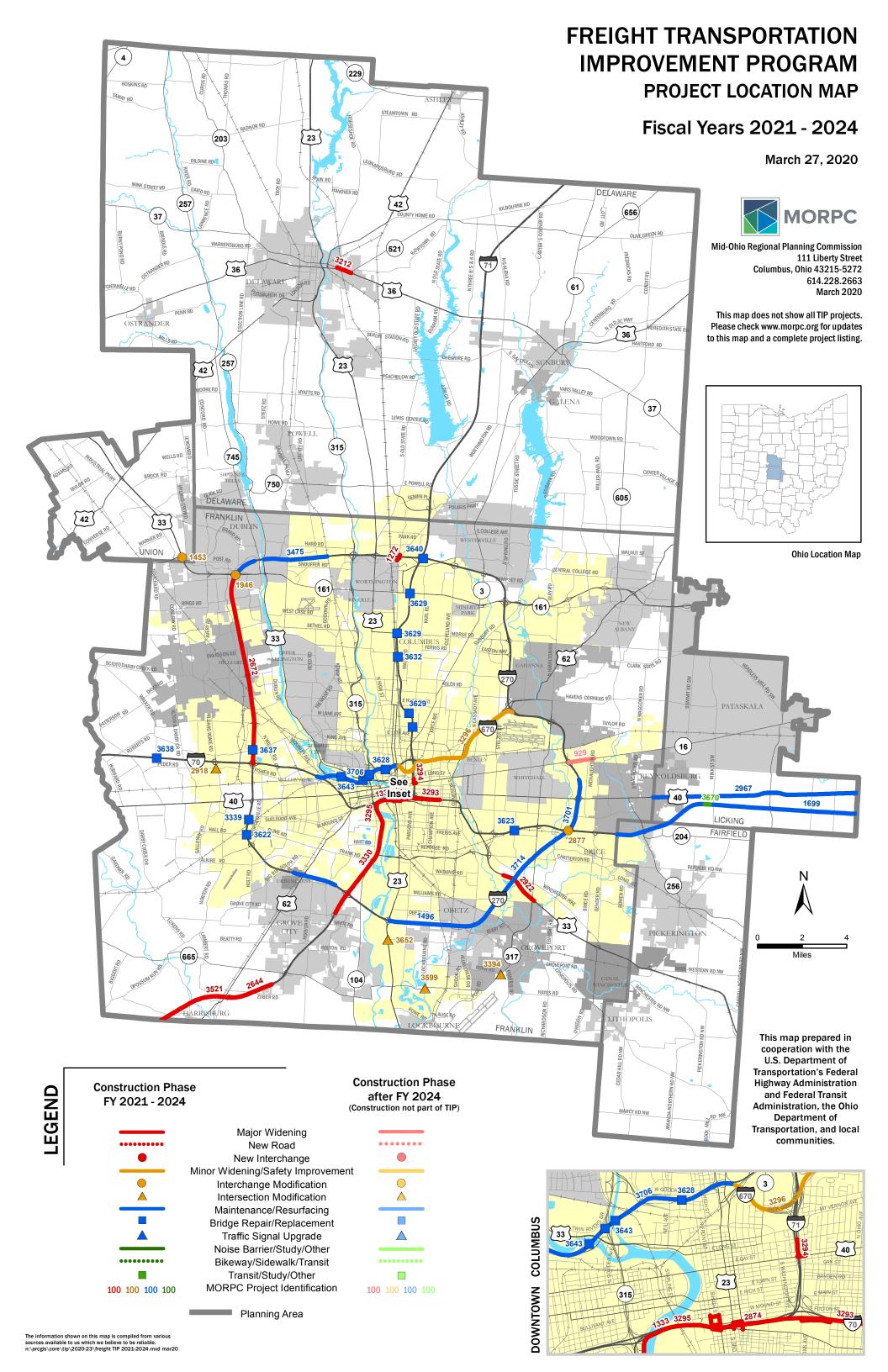
MORP	C ID Agency County-Route-Section	PID	AirQ	Length					
	Project Location and Descrip	Projection	ect Type	202 Phase/Amou		2022 Phase/Amount*/Source	2023 Phase/Amount*/Source	2024 Phase/Amount*/Source	Future Years** Phase/Amount*/Source
3296	ODOT	104674	SA	6.47 mi	Ped Com	ponents: No change to e	xisting conditions.		_
	FRA-IR670-03.92		Le	ocal Let	Bike Com	ponents: No change to e	existing conditions.		
		Operati	onal Up	grades/Stud	у		M	PReference: Project ID 907	
	I-670 from 4th St to I-270, Opera interchange and along I-270 north	tional Upgra	ndes & S nprove (Study, hard s congestion a	houlder runni nd safety due	ng installation (known as a to a weave. Westbound	SmartLane) on I-670. The pro -670 will resurfaced with the	ject also includes improvements project.	to the 670/270/62
				Pay \$4,257	Debt Service	Pay \$4,257 Debt Service	Pay \$4,257 Debt Servic		Pay \$4,257 Debt Service Pay \$335 Debt Service
Total	Costs (includes costs prior to \$	S <i>FY21)*:</i> \$1	25,547	\$4,257		\$4,257	\$4,257	\$4,257	\$25,879
2967 <i>Total</i>	ODOT 5 LIC-US040-00.00 US 40 from Franklin/Licking Cour Road (SLM 4.56) to western corp turn lanes at Smoke Road and present the state of the state	nty Line to S ooration limit roposed Sou	Loacing/Sig SR-37, Fit of Kirke uthwest	ersville (SLN Licking Scho Con \$11,607 Con \$1,113 Con \$4,887 Con \$2,793 Con \$1,680 Con \$6,720	Bike Com Signalization 9.37) with dr pol access dri Federal State Federal State State Federal Local	ainage repairs/elimination	provided. M7 ment treatment to include mil of grass medians. Scope of		
3670	ODOT 5 LIC-IR070-01.90 IR 70 at S of I70 parrallel to Free Freeway Drive in Russell Heights		Valls	mi ocal Let eights, Noise	Bike Com	ponents: No information ponents: No information truct new Type II noise was con \$450 Federal Con \$50 State Con \$45 Federal Con \$5 State	provided.	TP Reference: Project ID 204 t long, along the south side of Lic	: IR 70 EB parallel to
Total	Costs (includes costs prior to \$	SFY21)*:	\$550			\$550	l	l	I

Projects in this list are included in the TIP either individually or by reference to a Statewide Line Item.

MORPC ID Agency County-Route-Section Project Location and Description		Proie	Project Type 2021			2022	2023	2024	Future Years**					
		on '	Phase/Amount*/Sou		t*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source					
1453	Dublin	80748	SA	mi	Ped Con	nponents: No information pro	ovided.							
	UNI-US33-24.87		Loc	cal Let	Bike Con	nponents: No information pro	ovided.							
		Intercha	nge Mod	lification			МТ	P Reference: Project ID 386						
US-33 at SR-161/Post Rd, Interchange Modification, to include interchange rec				e reconfiguration, ramp relocation, and necessary improvements to adjacent roadways. CIP ET1102.										
						Con \$2,260 State								
						Con \$176 State								
						Con \$9,040 Federal								
						Con \$704 Federal								
						Con \$171 State								
						Con \$617 Local								
						Con \$1,382 Federal								
						Con \$10,000 STBG-M								
						Con \$8,820 Local								
Tota	Costs (includes costs prior to S	FY21)*: \$	33,330			\$33,170		'	'					

187

Final Draft MORPC SFY 2021-2024 TIP



Appendix A

Transit Supportive Documentation

COTA's 2020 - 2024 TIP and Financial Plan DCT Interim Short Range Transit Plan



1 TIP and Financial Plan

1.1 Background

The Ohio Department of Transportation's Statewide Transportation Improvement Program (STIP) and MORPC's regional TIP delineates a four-year operating and capital plan. Listed in Table 1-1 are COTA's annual service levels, operating and capital expenses, and anticipated funding levels. The TIP spans four State fiscal years¹ (2021-2024) while COTA's Short Range Transit Plan (SRTP) covers five calendar years.²

The 2021-2024 four-year TIP operating plan represents COTA's continued response to the growing transportation needs of the central Ohio region by providing an expanded, reliable, and safe transit system. The foundation for this TIP update is COTA's 2019-2024 strategic Plan, "Moving Every Life Forward" organized within the four guiding principles: Improve the Customer Experience; Achieve Organizational Excellence; Provide Access to Mobility Options; and, Prioritize the Use of Data Analytics.



See https://www.cota.com/who-we-are/strategic-plan/ for additional information.

1.2 Operating Plan

The following sections are a summary of the four-year operating component of the TIP including years 2021 through 2024. The most recent 2020 data has also been included in each table.

¹ State of Ohio's fiscal Year begins July 1.

² COTA's fiscal year begins on January 1, while the Federal Government's fiscal year begins on October 1.



Fixed Route Bus System

Total fixed-route hours of service have nearly doubled since the addition of the .25% renewable sales tax levy in 2006 (renewed in 2016), from 635,828 hours in 2007 to 1,244,509 hours in 2020. COTA's current and projected revenue stream supports approximately 1.24 million hours of annualized service, a level which is expected to remain consistent over the term of the plan. As mobility needs change, COTA and our community partners will actively investigate service levels requirements and explore new funding mechanisms. See *Table 1-1 for existing and projected bus hours of service*.

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

On-demand Micro-transit

As central Ohio continues to experience population and job growth, COTA's is transforming to meet growing mobility demands. In 2019, COTA was awarded \$946,400 in MORPC federal attributable funds to support launch of first/last mile micro-transit services. In addition to traditional fixed route lines, in July 2019, COTA implemented "COTA Plus" in Grove City, an on-demand micro-transit pilot project using smart phone app technology. https://www.cota.com/cotaplus/

As a funding model, COTA utilizes the MORPC grant as 50% operating funds match, with the other 50% from local community partners that utilize a COTA Plus zone (municipality, large employer/corporate sponsor). COTA will continue to work with local municipalities, businesses, and other stakeholders to grow the COTA Plus service areas, with a goal of additional micro-transit zones that feed into the larger fixed-route service area.

Mobility Services - Mainstream

COTA's Mobility Services department operates COTA Mainstream, a complimentary paratransit service. Mainstream is shared-ride public transportation providing origin-to-destination mobility for people whose functional limitations prevent them from riding COTA's fixed-route buses. Trips within 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 3/4 mile zone are considered "non-ADA", trips.

Due to the rising cost of and increased demand for Mainstream service, COTA continues to explore methods of cost reduction while meeting the transportation needs of the community. Once such example is "Mainstream On-Demand", a non-ADA service for Mainstream-eligible customers, which began in May 2019. Mainstream On-Demand provides TNC-style (Transportation Network Company/Ridesharing e.g. Uber, Lyft) service to non-ADA customers who want to travel beyond the fixed-route coverage area. Mainstream On-Demand offers a same-day travel option not previously available for Mainstream. Traditional Mainstream ADA one-way fare is \$3.50; On-Demand non-ADA fares are determined by distance traveled at a rate of \$1 per mile, with a minimum fare of \$5. Customers can call as little as two hours in advance to schedule service, and will be able to book via a web app in 2020. Throughout this TIP period, COTA will continue to explore and expand innovative mobility options to enhance Mainstream services.

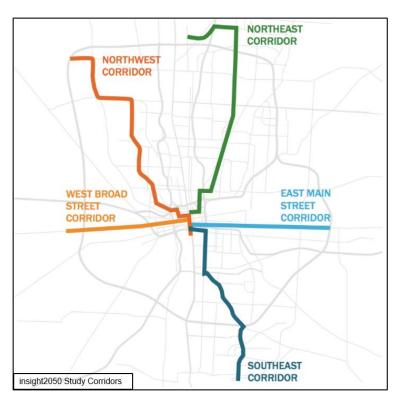


COTA plans for routine replacement of existing Mainstream cutaway and Ford Transit vehicles that will be approaching their expected useful life over the next five year planning cycle. COTA intends to utilize federal Section 5307 monies to help fund future vehicle purchases through 2024. As such, the replacement schedule for these vehicles is based on FTA's criteria for the minimum useful life of transit buses and vans. For planning purposes, COTA follows a minimum four-year and 200,000 mile limit or seven (7) years, whichever comes first, minimum life FTA criteria for paratransit vehicles.

The Mainstream fleet is currently at 74 vehicles, including 35 Ford Transit ADA accessible vans. During the 2020-2024 planning cycle, COTA has estimated \$10.5 million on the replacement of Mainstream vehicles.

High Capacity Transit Corridors

Following the successful launch of COTA's \$48.6 million CMAX Cleveland Avenue bus rapid transit (BRT) line in January 2018, during the 2020-2024 timeframe, COTA will continue efforts to implement high capacity transit service along more corridors in central Ohio. In addition to expanded bus service, COTA's *NextGen* 2050 long range visionary document outlined 14 corridors in which high-capacity transit may be applicable. Developed by MORPC, City of Columbus, Urban Land Institute-Columbus, COTA, and other local municipalities and stakeholders, the *insight* 2050 Corridor Concepts Study Report (April 2019) focused on five of those corridors as a means of holistic corridor job and housing growth in dense development that better serves a high-capacity system.



The 2020-2024 budget includes the Northwest Corridor Mobility Study, which the City of Columbus is managing with COTA as a partner (\$200,000 participation); an East-West Corridor Analysis and preliminary design of a high-capacity transit system; a match for federal grant request for Transit-Oriented-Design and potential dedicated lane analysis for the Cleveland Avenue corridor, continued



investment in our existing BRT system; as well as two to three "end of the line" enhancements for other corridors. COTA will continue to work with local cities, Franklin County and larger institutions along the corridors to develop holistic and progressive initiatives along all potential high-capacity transit routes.

1.3 Local Funding

COTA's major source of local funding is 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 additional ten-year renewable 0.25% sales tax renewed in 2016 by 73% of the voters. This allows for continued service enhancements through at least 2026.

Between 2010 through 2019, sales tax revenue increased on average 4.4% annually. COTA has used a conservative growth projection of 2.75% from 2020-2024, balancing historical growth with the current economic outlook for the region.

1.4 Capital Plan

Major capital items in Table 1-2, such as buses, facilities, and strategic investments are described in greater detail in COTA's companion Short (2024) and Long-Range (2050) Plan document. Major capital items will be funded primarily with Federal Section 5307 Urbanized Area Formula program grants and Congestion Mitigation Air Quality (CM/AQ) funds. See Table 1-2 for capital program.

Existing federal transportation bill language gives regional transit authorities the latitude to use their Section 5307 Federal Formula Assistance on the capitalization of maintenance. This plan assumes that Section 5307 Urban Formula assistance will be utilized for any funding shortfall from other sources for revenue vehicle replacement and/or other qualifying capital projects.

1.5 Major Capital Projects

The total five-year Capital Acquisitions Plan is projected to cost over \$206.1 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.

1.5.1 Bus Replacement and Expansion

Replacement of aging existing fixed-route coaches, paratransit and on-demand micro-transit vehicle expansion plans are a priority. This includes replacement of some diesel powered buses with battery electric powered coaches to further support COTA's environmental sustainability efforts.

Replacement vehicles will consist of a combination of CNG and battery powered electric buses. New to the fleet, electric buses will be pilot tested for performance and overall cost/ benefit analysis. COTA was awarded approximately \$8.8 million in grant funds through the Federal government and AEP to be applied to the purchase of the electric powered buses. Most recently, in January, 2020, the Ohio Diesel Emissions Reduction Grant (DERG) Program awarded COTA \$1,439,496 to cover 16 percent of the cost to



replace nine model year 2009 diesel-powered buses with nine new electric-powered buses. COTA will procure at least two of the nine electric buses by 2021.

Options for further electric investment include conversion of a particular route to all electric operations or entering into a public private partnership to facilitate a larger transition to electric vehicles. Additional CNG-powered vehicle purchases are anticipated during this time period to replace older diesel and CNG powered buses.

- The COTA Plus vehicle fleet currently consists of five (5) Ford Transit ADA accessible
 vans. The vans hold 8-10 passengers each, which serves the target market. As COTA
 Plus expands, staff will determine the best vehicle type (e.g., lift equipped vans, sedans,
 etc.) to serve a particular community.
- COTA currently utilizes COTA-owned cutaway vehicles and full-sized vans to operate
 Mainstream, a complementary paratransit service for individuals who are unable to use
 the regular fixed-route bus service due to a disability. COTA remains committed to
 developing innovation solutions in the delivery of service to Mainstream passengers.
- Non-revenue vehicles are utilized to assist in the operations of COTA's services, and a
 consistent replacement schedule is established in the budget. Examples include vehicles
 for street supervisors, street facility and road crews, security operations, etc. The nonrevenue fleet mix includes cars, vans, large trucks, dump trucks, and pick-up trucks.

1.5.2 Facility Construction Projects

Continued renovation of the Fields and McKinley Avenue bus storage and maintenance facilities is included in the five year capital plan. These projects expand CNG fueling capabilities, as well as future electric vehicle charging stations, to support the transition away from diesel coaches and modernizes facilities to account for current and future operations. Facilities construction projects within this plan cycle also include a new transit center in the Rickenbacker area to provide access to that major jobs center.

The **Fields Avenue** project consists of constructing a CNG fueling station and upgrading storage and maintenance facilities to permit CNG operations. This is critical as coach conversion to CNG has surpassed the 50% mark and it will not be feasible to operate all CNG buses out of COTA's McKinley Avenue facility within two years. This project also addresses facility infrastructure concerns such as roof replacement, a new bus wash, new vehicle maintenance equipment and facilities, new facilities maintenance spaces, and charging infrastructure for future electric bus operations. Construction started in 2019 and is expected to be complete by the end of 2020. COTA plans to use local money for this project; however, staff will make every effort to pursue available federal or state funding opportunities if they arise.

The **McKinley Avenue** renovation project is the final phase, completing design efforts in 2020. Construction is anticipated to begin in early 2021. COTA plans to use local money for this project; however, staff will make every effort to pursue available federal or state funding opportunities if they arise.



COTA is committed to protecting the environment and advancing the electrification of the Central Ohio region. The Fields Avenue and McKinley Avenue facility renovation projects include work to facilitate the operation of electric charging and service of electric buses.

The **Rickenbacker Area Mobility Center** (RAMC) is a conceptual transit center that is expected to be built in 2022. It is envisioned as a mobility center connecting COTA fixed route service with various workforce shuttle options as well as an interface with public transportation from Fairfield and Pickaway counties. The RAMC is envisioned as a partnership between the State of Ohio, COTA, the Columbus Regional Airport Authority, and various county and local municipality stakeholders.

1.5.3 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. Within the last three years, COTA has constructed the Northland Transit Center, Northern Lights, and Canal Winchester Park & Rides. COTA owns or leases twenty-five park and ride facilities serving the bus network. The following is anticipated:

- During this SRTP timeframe, COTA will investigate the feasibility of developing portions of select COTA-owned park and ride facilities that have excess or underutilized land areas.
- The existing COTA-owned Dublin Park & Ride is in discussion with City of Dublin officials and Bridge Park developers to ensure that park and ride customer needs are met as the design and development process in this area moves forward.

COTA will continue to purchase real property to be used for park and rides, future facilities or expansions to existing facilities, operating corridors, properties of current or future development potential, and any property that COTA feels is a wise investment in the community or its operation.

In total, COTA has programmed \$46.8 million of local funds in the 2020-2024 TIP for strategic investment planning and acquisitions that provide transportation or development options in the region.

1.5.4 Intelligent Transportation Systems (ITS)

ITS is the application of various technologies that improve information, control, and communication systems for a region's transportation system, including public transit. COTA desires to leverage artificial intelligent technologies to improve mobility within the Central Ohio Region.

COTA's ITS applications are designed to make bus travel easier and more convenient, reduce traffic congestion, provide timely and comprehensive transit information, improve on-time performance, and facilitate integration of COTA's operations into a regional transportation network.

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

- Traffic signal priority systems that adjust signal timing to expedite bus service
- Enhanced fare collection systems, which provide best fare options for customers
- Real time information for passengers including arrivals and departures



- Smart card and mobile payment technologies
- Onboard automated stop announcements
- Automated passenger counters; and
- Safety and security systems

ITS provides COTA with the ability to provide real-time schedule updates to the public at various passenger facility locations (i.e., CMAX Cleveland Avenue BRT stations, transit centers, COTA's website, and on various mobile apps). COTA's Innovation team is partnering with **WayCare** to improve COTA's software infrastructure and on-time performance with an artificial intelligence (AI) driven platform. The platform, which is being piloted by members of Transportation Services, combines real-time traffic data from multiple sources with COTA's routes and GPS location data to identify incidents along bus lines and proactively reroute coaches to avoid traffic delays. See https://waycaretech.com/ for additional information.

COTA will continue to work closely with the **Smart Columbus** project team to implement new technologies for smart mobility options; including but not limited to PIVOT, the multimodal trip planning and payment system; Linden LEAP self-driving vehicle shuttle pilot, which will connect with COTA fixed route lines on Cleveland Avenue; Smart Mobility Hubs, and the Smart Columbus Operating System, an online data hub to visualize and share open, secure data from a variety of mobility providers and other stakeholders.

1.5.5 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. This goal will be accomplished by installing up to 50 new shelters a year from 2020-2022. When complete, 70% of all COTA's passenger trips will originate at a stop that includes shelter amenities. To meet this goal, COTA has programmed nearly \$5.4 million for associated transit improvements during the 2020-2024 timeframe. COTA will also continue deployment of passenger benches for bus stop locations that have insufficient space for passenger shelters, or at stop locations that do not warrant, based on ridership, installation of shelters.

1.6 2020-2024 Strategic Plan and the Financial Plan

Based on existing funding levels and revenue sources, the five-year financial plan projects COTA is limited in fixed-route bus service hours expansion. The current team is investigating how to diversify the revenue stream beyond the local transit sales tax, farebox revenues and traditional grant opportunities. Examples of other revenues may be transportation improvement districts, tax increment finance districts, bonding capacity, and other public/private partnership endeavors.

COTA is cognizant that population growth is the greatest factor in sales tax revenues growth. To address the fast-paced changes occurring in the mobility arena, however, COTA has developed a list of initiatives as part of the Authority's "Moving Every Life Forward" Strategic Plan.

The Strategic Plan includes many initiatives that the organization will consider, some which will require other revenue streams to cover costs, such as:



- 1. Transit corridor studies, locally preferred alternatives, preliminary design environmental clearance, final design, construction, and implementation.
- Dedicated bus lanes on surface streets; Dedicated bus lanes or high-occupancy vehicle (HOV) lanes on highways;
- 3. Improving bus stops amenities, "place making", real-time signage, and the pedestrian experience along transit corridors and between bus stops and destinations;
- 4. Work with developers and employers to site developments close to transit and improve pedestrian connections;
- 5. Encourage municipalities to develop transit supportive policies, guidelines and practices;
- 6. New vehicles types focused on comfort and capacity;
- 7. New transit centers in areas of high ridership.
- 8. Expanded first mile/last mile connections with micro-transit and partnership with other services;
- 9. Review fare policies and potentially change fares;
- 10. Follow data driven service standards
- 11. Update bus stop spacing standards;
- 12. Real-time passenger alerts and online customer service;
- 13. Customer and Community Insights Program;
- 14. Customer loyalty program;

1.7 Financial Summary

Table 1-1 is a financial summary of the system, which displays COTA's projected annual fixed-route service levels, sources of revenue, operating expenses, net capital outlays and resulting cash balances through 2024.

This five-year plan (2020-2024) takes into account numerous public and stakeholder comments received during development of the 2020 Short and Long-range transit plan updates, numerous public service change meetings, input from operators, the NextGen long-range visionary document (2017) and stakeholder input received during development of the 2020-2024 strategic plan.

COTA plans to maintain service levels at approximately 1.24 million service hours annually between 2020 and 2024. However, 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.

Since the passage of an additional 10-year renewable 0.25% sales tax in November 2006, and subsequent renewal in 2016, COTA has implemented many transit enhancements described in the 2006 LRTP as well as additional improvements documented in succeeding plan updates (Transit System Redesign, CMAX BRT, WiFi on buses, COTA Plus, account-based fare payment, etc.). While sales tax revenue is anticipated to continue to fund a large percentage of the Authority's expenditures, staff will be seeking ways to diversity and grow its non-sales tax revenue. COTA will work with partners in both the private and public sector to obtain additional grant funding and capture



revenue generated from development and redevelopment efforts in order to help fund mobility improvements that will benefit the region. Additionally, COTA will explore the possibility of funding improvements through the use of long-term financing.

Moving Every Life Forward is COTA's vision and is supported by the 2019-2024 Strategic Plan. The plan defines and articulates the strategic direction for COTA for the next five (5) years. COTA's five-year TIP incorporates initiatives from the Strategic Plan with an eye on enhancing COTA's services for the citizens of Central Ohio. With a clear focus on equity, diversity, and inclusion, the Board of Trustees and Staff are committed to executing the plan by providing affordable, cost-effective public transit services and making capital investments that will transform the region's mobility options and continue to Move Every Life Forward.



Table 1-1: Financial Summary

Central Ohio Transit Authority SRTP 2020-2024

SKTP 2020-2024	Budget <u>2020</u>	Projected <u>2021</u>	Projected 2022		Projected 2023		Projected <u>2024</u>
Fixed Route Service Hours	1,244,509	1,244,509	1,244,509		1,244,509		1,244,509
Passengers	19,469,348	19,566,695	19,664,528		19,762,851		19,861,665
Sources							
Sales Tax	\$ 135,478,503	\$ 139,610,597	\$ 143,868,721	\$	148,256,717	\$	152,778,546
Passenger Revenue	\$ 19,631,566	\$ 19,855,532	\$ 19,859,427	\$	19,881,271	\$	20,080,084
Non-Operating Revenue	\$ 2,530,868	\$ 2,608,059	\$ 2,687,605	\$	2,769,577	\$	2,854,049
Federal Assistance	\$ 1,574,404	\$ 1,622,423	\$ 1,671,907	\$	1,722,900	\$	1,775,449
State & Local Assistance	\$ 674,633	\$ 695,209	\$ 716,413	\$	738,264	\$	760,781
Investment Income	\$ 3,600,000	\$ 3,709,800	\$ 3,822,949	\$	3,939,549	\$	4,059,705
TOTAL SOURCES	\$ 163,489,974	\$ 168,101,621	\$ 172,627,022	\$:	177,308,278	\$:	182,308,614
Uses							
Labor	\$ 78,076,191	\$ 80,028,096	\$ 82,028,798	\$	84,079,518	\$	86,181,506
Fringe Benefits	\$ 29,210,185	\$ 29,940,440	\$ 30,688,951	\$	31,456,174	\$	32,242,579
Materials & Supplies	\$ 14,964,541	\$ 15,338,655	\$ 15,722,121	\$	16,115,174	\$	16,518,053
Fuel	\$ 5,563,903	\$ 5,703,001	\$ 5,845,576	\$	5,991,715	\$	6,141,508
Purchased Transportation (Paratransit)	\$ 10,090,900	\$ 10,343,173	\$ 10,601,752	\$	10,866,796	\$	11,138,465
Services	\$ 25,250,005	\$ 22,881,255	\$ 23,453,287	\$	24,039,619	\$	24,640,609
Utilities, Taxes, Leases & Rents	\$ 4,285,440	\$ 4,392,576	\$ 4,502,390	\$	4,614,950	\$	4,730,324
Miscellaneous	\$ 2,618,811	\$ 2,684,281	\$ 2,751,388	\$	2,820,173	\$	2,890,677
Debt Service	\$ 800,000	\$ 2,320,000	\$ 3,620,000	\$	3,620,000	\$	3,620,000
TOTAL USES	\$ 170,859,976	\$ 173,631,475	\$ 179,214,262	\$:	183,604,119	\$:	188,103,722
NET (OPERATIONS)	\$ (7,370,002)	\$ (5,529,854)	\$ (6,587,240)	\$	(6,295,841)	\$	(5,795,107)
Local Capital Requirement	\$ (23,842,250)	\$ (6,484,240)	\$ (5,205,380)	\$	(5,773,600)	\$	(5,458,800)
ENDING CASH BALANCE	\$ 147,582,756	\$ 135,568,662	\$ 123,776,042	\$:	111,706,601	\$:	100,452,693



Table 1-2: System Capital Program

Central Ohio Transit Authority Capital Program SRTP 2020-2024

				· 					
Sources			_			_		_	
Federal Funding	\$	34,573,000	\$	22,042,960	\$ 23,111,520	\$	14,474,400	\$	14,515,200
State & Other Grant Funding	Ş	3,700,000	\$	2,964,000	\$ -	Ş	-	Ş	-
Long-Term Financing	\$	10,000,000	\$	17,750,000	\$ 16,250,000	\$	-	\$	
TOTAL SOURCES	\$	48,273,000	\$	42,756,960	\$ 39,361,520	\$	14,474,400	\$	14,515,200
Uses									
Fixed Route & Paratransit Vehicles	\$	18,466,250	\$	14,741,200	\$ 17,951,900	\$	18,093,000	\$	18,144,000
Non-Revenue Support Vehicles	\$	360,000	\$	-	\$ 360,000	\$	-	\$	360,000
IT Hardware/Software	\$	6,047,000	\$	650,000	\$ 650,000	\$	650,000	\$	650,000
Facility & Equipment Replacements & Upgrades	\$	130,000	\$	550,000	\$ 305,000	\$	1,205,000	\$	520,000
COTA Facility Renovations/Improvements	\$	45,062,000	\$	25,250,000	\$ 25,000,000	\$	-	\$	-
Rickenbacker Transit Center	\$	1,250,000	\$	5,750,000	\$ -	\$	-	\$	-
Bus Rapid Transit (Corridor Developments & Improvements)	\$	500,000	\$	2,000,000	\$ -	\$	-	\$	-
Park & Ride Construction & Improvements	\$	300,000	\$	300,000	\$ 300,000	\$	300,000	\$	300,000
TOTAL USES	\$	72,115,250	\$	49,241,200	\$ 44,566,900	\$	20,248,000	\$	19,974,000
Local Capital Requirement	\$	(23,842,250)	\$	(6,484,240)	\$ (5,205,380)	\$	(5,773,600)	\$	(5,458,800)





INTERIM SHORT RANGE TRANSIT PLAN (I-SRTP)

2020 through 2024

I-SRTP

This Interim Short Range Transit Plan (I-SRTP) for years 2020 through 2024 provides a summary of the current status of the full strategic plan for Delaware County Transit currently in development.

Denny Schooley February 2020





Page **1** of **19**



Delaware County Transit 119 Henderson Ct. Delaware, Ohio 43015 740-363-3355 www.DelCoTransit.com www.DelawareMobility.com

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INTRODUCTION

Delaware County Transit (DCT) is the public transportation provider in Delaware County governed by a seven member board appointed by the Delaware County Commissioners under Ohio Revised Code §306.01 and §306.02. The Central Ohio region is expected to grow from just over 2 million today to 3 million in population by 2050. Already, Delaware County is one of the fastest growing counties in the state. With this rapid growth comes increased demand for improved mobility, and without dramatic behavior and system change, infrastructure and mobility service providers will not be able to keep up. Delaware County Transit is taking bold, innovative steps to respond to these challenges and is currently in the process of developing a new strategic plan.

Transportation is undergoing a transformational shift in this digital age. New mobility models are emerging that are causing all transportation providers — and new, private counterparts — to rethink how best to meet customer needs. The Mid-Ohio Regional Planning Commission (MORPC) is leading conversations through its insight 2050 Corridor Concepts study, which looks at how more focused, transit-oriented growth can better meet the desires of millennials and older adults with more efficient use of tax dollars. Smart Columbus is exploring how connected and automated vehicles along with, smart apps and more convenient transit through partnership with Central Ohio Transit Authority (COTA) could increase safety and help Columbus residents drive less. The Ohio Department of Transportation (ODOT) is developing Access Ohio 2045, its long-range plan, to plan for the multimodal transportation system of the future.

It is within this context that the Delaware County Transit Board is considering how best to meet the mobility needs of its future customers, and to set a strategic direction for the agency to meet those needs while being wise fiscal stewards of limited financial resources.

This Interim Short Range Transit Plan will describe the current status of the full strategic plan as well as the proposed process for the plan development and will outline the projected capital and operating needs based on currently known and assumed factors. This I-SRTP will be continually updated as new information becomes available until a final document is developed and approved by the Delaware County Transit Board.



STRATEGIC FRAMEWORK

Through Delaware County Transit Board's work and in conjunction with community input, DCT has developed a Strategic Framework that has begun with a new Mission, Vision and Values.

Mission

Delaware County Transit makes lives better by connecting people to their communities through safe and reliable transportation.

Vision

DCT is a valuable resource supporting the community by providing a ride for anyone.

Values

- Safety
- Customer experience
- Accessibility
- Responsible stewardship
- Efficiency
- Communication
- Flexible leadership

Strategic Goal

Delaware County Transit will be the mobility leader in Delaware County and a mobility partner to the surrounding region. DCT will focus on citizen-centered service delivery in which stakeholder needs define value

Strategic Priorities

Operational Improvement

- Demonstrate stewardship of financial, material and human resources.
- Advance technology and use business intelligence in transit operations, data management and analysis, and reporting.
- Optimize communication, branding, and promotion activities.
- Build capacity to meet ongoing transit challenges and strategic opportunities.

Conduct pilot projects to inform longer-term strategy.



Workforce Transportation Solutions

- Leverage MORPC, ODOT and Delaware County corridor initiatives, and other intra- and inter-county sharing opportunities to meet current and future commuter needs.
- We support MORPC's goal: "increase regional collaboration and employ innovative transportation solutions to maximize return on public expenditures."

Coordination of Human Services Transportation

- Collaborate with Age-Friendly Delaware and consider public-private partnerships to address transportation gaps for mobility management.
- Research and seek input on best practices for the region for transit-dependent populations.
- Use strategic goals and objectives to determine policy regarding fares.

Regional Transit Redesign

• Reimagine and reinvent transportation and mobility services in the region in collaboration with ODOT, MORPC, other transit agencies, local governments, residents, and public-private partnerships.

PROPOSED PILOT PROJECTS

Pilot projects are an opportunity to learn from mistakes before going "all in" on one approach. They are also a way to attract new riders who have never tried transit before, and to address unmet mobility needs. Due to additional funds being made available by ODOT and our collaboration with the Central Ohio Transit Authority (COTA), Delaware County Transit has a unique opportunity to test three innovative mobility pilot projects to respond to customer and community input, county ridership trends and service needs. The pilots will seek customer feedback on what does/does not work well and also use performance metrics to gauge effectiveness. Lessons learned will then be applied to future transit service. If the performance and feasibility of the pilot programs are successful, DCT will explore expanding these services throughout the county. Although not yet approved by the Delaware County Transit Board the three proposed pilot projects are described below:

Reduce Demand Response Service Fares

Proposed start date of June, 2020

Delaware County Transit was awarded an Ohio Transit Partnership grant from the State of Ohio. This proposed pilot would subsidize the cost and reduce demand response fares considerably over a proposed three-year period.

Potential Performance Measures

- Ridership
- Customer satisfaction with experience
- Cost per passenger
- Cost per revenue mile



Flex Route Service

Proposed start date is July 2020.

This pilot will begin with Saturday service to provide customers more direct access in areas where fixed route service currently operates. Passengers will be able to book a ride up to 15 minutes before the route start time. The bus will deviate from its route to pick up the customer. This flex service would provide shorter ride times and more direct access to destinations.

Potential Performance Measures

- Ridership
- Customer satisfaction and experience
- On-time performance
- Cost per passenger
- Cost per revenue mile
- o Travel time

Delaware City Weekend Service (Currently termed "DASH")

Proposed start date is spring 2021

This pilot will provide new, on demand transportation within the city of Delaware that passengers will request through a mobile app. Delaware visitors and residents who visit downtown area restaurants, micro-breweries and First Friday events on weekend evenings have difficulty finding parking and don't want to drink and drive. Surveys showed Friday and Saturday evening from 5:30 pm to midnight were the most requested times and days, so DASH will serve customers during these times.

Potential Performance Measures

- Customer satisfaction with experience
- Feedback from downtown establishments
- Number of riders
- Number of repeat customers
- o Travel time
- Service denials



ADDITIONAL INITIATIVES UNDER EXPLORATION

The Delaware County Transit Board is aware that many transportation needs exist throughout the county that cannot be served completely by DCT nor any one individual provider. The Delaware County community has various groups that have studies that are underway or completed that address transportation as an on-going issue. These groups include but are not limited to:

- Age Friendly Delaware
- Community Health Improvement Plan (CHIP)
- Delaware NOW U.S. Route 23 Corridor Study

DCT will continually work with these groups, local partners, providers, businesses and stakeholders to develop services that are most meaningful to the needs of the community. This will include taking a local and regional collaborative and coordinated approach to providing transportation.

The following tables show DCT's current passenger/trip information

Passenger Trip Demographics

DEMOGRAPHIC					
Youth - Age 0 to 18	2%				
Typical - Age 19 to 54	22%				
Silver - Age 55 to 64	13%				
Gold - Age 65+	25%				
Disabled	18%				
PCA and No Charge Passengers (Code "A")	4%				
Other - Age Not Identified	4%				

2019 All Service

Passenger Trip Purpose

TRIP TYPE	DR PCT	FR PCT
Adult Daycare	10%	0%
Education	1%	5%
Medical	66%	16%
Service Appt	7%	3%
Shopping	6%	48%
Social	7%	13%
Work	4%	29%
	Demand Response	Fixed Route

2019 Actual

Fixed Route 2019 Survey



Human Services Transportation

For the purpose of this plan, Human Services Transportation will be defined as transportation for any trip purpose except for work and work related purposes. As shown in the tables above, the majority of transportation provided by DCT is for medical purposes, shopping and service appointments.

Medical transportation is one of the most difficult to provide since it is typically by appointment. This reduces efficiencies of the transit system since the cost incurred for the trip often includes a minimal number of passengers and the operating cost per passenger increases. An additional factor is that many of these trips are provided at a greater distance.

DCT will continue to work with medical facilities and local agencies to seek more coordination of appointments to improve these inefficient services.

Workforce Transportation

According to a Columbus Dispatch article in September 2019, Central Ohio's unemployment rate was 3.8% with Delaware County's rate being the lowest at 3.4%. This creates issues for employers in Delaware County as they compete with each other to attract and retain employees from the same labor pool. This issue is compounded when many of the available jobs have a pay rate that does not match the cost of housing in the area. To address these issues, DCT will continue to work with county and local economic development departments and local businesses to understand the employment transportation needs.

Working with various localities, DCT has been informed of and identified specific areas to focus on regarding the movement of employees to businesses. These areas include U.S. Rt. 23 Corridor, Tanger Mall / I-71 & Rts. 36/37 Area, Polaris Area and the U.S. Rt. 33 Corridor.

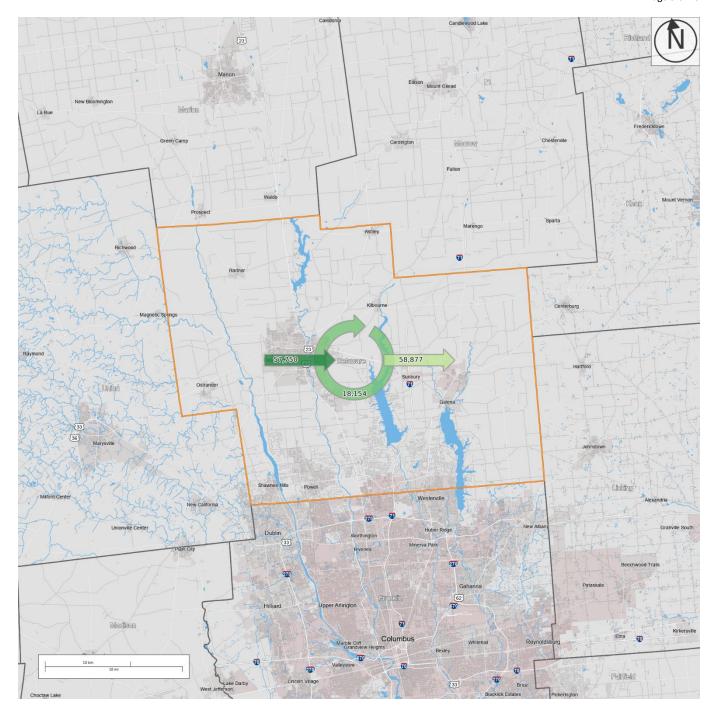
Regional Transportation

Of the trips provided in 2019 by DCT for medical purposes, 20% of those trips occurred outside of Delaware County. The destination was typically at a medical facility in the Columbus area. In addition, according to information from the United States Census Bureau, approximately 76% of residents living in Delaware County travel outside of the county to work. Alternatively, approximately 76% of available jobs in Delaware County are filled by workers living outside of Delaware County. Only 24% of working residents live and work within Delaware County as shown in the map below. This information clearly indicates that a regional approach should continue to be explored for human service transportation as well as workforce transportation.

The Central Ohio Region will need to work in a cooperative and collaborative manner to ensure that businesses do not overlook our region due to transportation issues when exploring potential locations for their business. Current businesses will continue to have a need to attract and retain employees without adequate transportation options being a concern. Working with ODOT, MORPC, Economic Development and other appropriate local and regional agencies, DCT will continue to explore the opportunity to include transit and other mobility options in the planning initiatives as they relate to the movement of people.



Page **9** of **19**





CURRENT INFORMATION

History

Delaware County Transit was initially formed in 1996 as a coordination project primarily serving the clients of local human service agencies. In 1998 the Ohio Department of Transportation approved the "Delaware Area Transit Agency" to operate as a public rural transit system. The fledgling agency did not have a stable governing structure and after many discussions and consultation with ODOT and COTA for the best type of governance, the Delaware County Commissioners officially created the Delaware County Transit Board (DCTB) in October 1999 and appointed its first seven members who continued to operate the Delaware Area Transit Agency more commonly known as DATA or DATA Bus.

DATA continued to operate as a rural transit system until 2013 when it was re-designated as a large urban transit system as a result of the 2010 census which incorporated Delaware City (the county seat) into the Columbus Urbanized Area (UZA). At that time, the size of the transit system did not change but the agency now received federal funding directly from the Federal Transit Agency (FTA). As a result of this change, DATA's funding changed significantly and its federal operating funds were reduced to 1/3 of what they had been previously. Without a source of committed local funding, this put a strain on the operations of the system and the DCTB decided that federal subsidy for demand response transportation would need to be eliminated and that passenger fares for that service would need to be charged at a full cost. This change has prevented many from having affordable access to transportation. The limited funds available were used for operation of the fixed route service within the City of Delaware and the U.S. Rt. 23 corridor. The DCTB struggled with the loss of operating funds and whether the transit system could remain a viable service. This changed through a great partnership with the Central Ohio Transit Authority (COTA) whereby DCTB's federal capital funds were provided to COTA and in exchange COTA provided DCTB with operating funds. This has allowed DCTB to maintain service.

In 2018 the DCTB began a strategic planning initiative with community involvement. This planning continues today as new information and situations continue to change. However, a new Vison, Mission and Values were created and a strategic framework has been established.

As a result of community confusion about the "DATA" name and what the agency was, the DCTB changed the name to Delaware County Transit (DCT) in 2019. The DCTB continues to explore the best methods to serve the community while remaining good stewards of public funds.

Services

DCT operates Fixed Routes, Demand Response and Complementary Paratransit services. In addition, DCT operates a Mobility Management program.

There are five fixed routes operating within the City of Delaware and the U.S. Rt. 23 Corridor where DCT meets up with COTA. DCT and COTA have a long term relationship where passengers can transfer between the transit systems without paying an additional fare. Fixed route fares are \$1.00 with a 50% discount for individuals that are elderly, have a disability or are under age 18.



Demand Response service is operated throughout Delaware County with service to medical facilities in adjacent counties. This service currently requires advance reservation and fares vary from \$11 and greater depending on distance and if the trip is within Delaware County.

Paratransit Service is provided for eligible individuals with a qualifying disability that prevents them from using regular fixed route service. Paratransit service is available in fixed route zones with a fare of \$2.00 per trip.

Vehicles

DCT operates a fleet of 21 revenue vehicles. The majority of vehicles are cut-away style vehicles commonly known as Light Transit Vehicles (LTV). These vehicles have a seating capacity from 8 ambulatory seats and 2 wheelchair positions to 16 ambulatory seats and 3 wheelchair positions. In addition to these, DCT also utilizes one 30' regular transit style vehicle that operates on fixed route service. One service pickup truck rounds out the fleet of vehicles.

During the next 5 years, DCT anticipates acquiring a more diversified fleet through attrition and expansion. This will include a mix of vehicles including sedans, modified mini-vans, Low floor light transit vehicles (LTL) and additional 30' transit buses. The current LTV vehicles will be replaced through attrition with LTL vehicles. Recently, DCT had the opportunity to test a LTL vehicle and received very positive reports from both passengers and drivers. The LTL does not incorporate a lift but rather incorporates a ramp allowing for more independence of many passengers.

To maintain our fleet in a "state of good repair" according to DCT's Transit Asset Management Plan (TAM) and Safety Plan and based on known services without regard for Pilot projects or other new services, DCT has the following replacement schedule. Please note that this schedule for expansion vehicles will change as new projects are approved and implemented.

VEHICLE ACQUISITION SCHEDULE

VEHICLE TYPE		QUANTITY			
	2020	2021	2022	2023	2024
Replacement Vehicles:					
Light Transit Low Floor (LTL)	4	4	4	4	4
Modified Mini-Vans (MMV)					2
Sedans					
30' Buses (New)					
Expansion Vehicles:					
Light Transit Low Floor (LTL)	1	4	4	2	
Modified Mini-Vans (MMV)	2	2			
Sedans					
30' Buses (Used)					



Employees

DCT employs 41 individuals for its Operations, Administration and Mobility Management. The following table illustrates the distribution.

Title	FTE	Actual Count
Executive Director	1	1
Operations Director	1	1
Mobility Manager	1	1
Community Relations / Marketing Specialist	1	1
Facilities- Assets - Technology Manager	1	1
Controller / HR Coordinator	1	1
Safety - Security - Training Manager	1	1
Mobility Coordinator	2	2
Road Supervisor	1	1
Mechanic	1	1
Vehicle & Facility Attendant	1	1
Dispatcher	2	3
CDL Driver	12.5	8
Non-CDL Driver	5	18
Tot	al 31.5	41

Mobility Management

With the passage of federal transportation authorizing legislation (SAFETEA-LU) in August 2005, three new or modified funding programs administered by the Federal Transit Administration required a Coordinated Public Transit-Human Services Transportation Plan and the competitive selection of projects for funding. The focus of the planning is on the transportation mobility of the following target groups: 1) older persons, 2) persons with disabilities and 3) persons from low income families. The plan should recommend strategies that improve travel mobility by making better use of federal programs across departments and agencies to meet the needs of the target populations.

A plan for Delaware County was developed in conjunction with local agencies and DCT and adopted in 2008. After Delaware County was incorporated into the Columbus Urbanized Area in 2013, the plan was consolidated with Franklin County and a new updated plan was developed and adopted in 2017.

DCT's Mobility Management program strives to connect passengers with the most appropriate transportation option and the most appropriate provider for the individuals specific needs for a particular trip. DCT's transportation services are not necessarily the best option for the individual and the individual is referred to the provider that can best accommodate their needs.







Mobility Management is about more than just the transportation portion of the need but also assists with additional needs such as options for the passenger to pay for the transportation. Passengers are often connected with other resources and agencies that may assist them with their needs beyond just transportation.

DCT has developed a website (www.DelawareMobility.com) specifically for mobility management and encourages other providers and agencies to include their information into the website to assist the passenger to determine what options are available. The website continues to be updated and modified to assist the passenger and is currently having a "logic tree" developed for incorporation into the website that will allow the passenger to easily select a best option for their needs.

Transportation and mobility can be complex for those individuals that do not drive or have access to a personal vehicle. For many, the fear of traveling can be a barrier to accessing their community. Therefore, DCT,s Mobility Management department provides travel training to those that request it. There is no cost for this service and a mobility management staff member will travel with the passenger until the passenger feels comfortable to make their trip on their own.

DCT will continue to explore how to expand on the Mobility Management program to include additional providers, agencies and key stakeholders throughout the Central Ohio Region to work cooperatively and in a coordinated manner to improve the mobility experience and utilize funds in a more efficient manner.



FINANCIAL PLAN and TIP

Background

The State of Ohio TIP (Transportation Improvement Plan) delineates a four-year operating and capital plan. Listed below are DCT's projected annual service levels, projected operating and capital expenses, and anticipated financing levels.

To avoid confusion, it should be noted that although this program is designed to span four State fiscal years (2020-2024), it actually covers five fiscal years for Delaware County Transit. DCT begins its fiscal year January 1, while the State of Ohio begins its fiscal year July 1, and the Federal Government begins its fiscal year October 1. Therefore, it is necessary for the span of this document to encompass five DCT fiscal years (i.e., 2020-2024) in order to meet state and federal requirements of a four-year program.

Delaware County Transit is currently in process of developing a full strategic plan and therefore does not have a fully updated accompanying financial or operating plan. The information that follows is based on current operating levels and does not include future projects that may be developed. This information should be considered as DRAFT until the DCTB officially approves the plan and any subsequent changes.

One key point to note concerning DCT's financial plan is that federal funding is appropriated to the Columbus Urbanized Area (UZA). Three transit systems operate within the Columbus UZA, Delaware County Transit (DCT), Central Ohio Transit Authority (COTA) and Licking County Transit Board (LCTB). The appropriated funds are then allocated to each transit system in the Columbus UZA based on a federal formula. Since the majority of this funding is for capital purposes, DCT and COTA have an agreement where DCT provides the majority its allocation to COTA to support COTA's capital projects and in return COTA provides DCT with local funding in an equal amount to support DCT's operations.

A discussion of the operating and capital components of the TIP follows.

Operations

Delaware County Transit does not have a source of committed local funding. Therefore, operations are primarily supported through federal, state and local grants as well as contracted service to local human service agencies. DCT's operating budget supports operations, administration and mobility management for its primary transportation services of fixed route, demand response and paratransit. The operating budget is based on direct operation vehicle service hours. This budget assumes operating service hours to remain the same as 2019 with 27,200 vehicle revenue hours. The budget also includes a 2.5% annual growth to account for wage increases and general inflation.



Operations Supporting Funds

DCT anticipates grant funding from the following sources over the next 5 year period to support various elements of operations:

Federal:

- Section 5307 Supporting direct operation services
- Section 5310 Supporting mobility management and preventative maintenance

Federal / COTA Local:

- Section 5307 split allocation Supporting direct operation services
- Other federal funds based on availability Supporting direct operation services

State:

- Urban Transit Program (UTP) Supporting direct operation services
- Elderly and Disabled Fare Assistance (E&D) Supporting reduced fares
- Ohio Transit Partnership Program (OTP2) Supporting direct operation services

Local:

- SourcePoint Grant Supporting direct operations of fixed route service
- Local Agency Service Contracts Supporting direct operation services
- Passenger Fares and Fare Subsidy from local agency

The following table are the projected operating expenses for the next five years.

OPERATING EXPENSES			Projected			
						TOTAL for
	2020	2021	2022	2023	2024	2020 thru
						2024
501 labor	\$1,318,600	\$1,351,565	\$1,385,354	\$1,419,988	\$1,455,488	\$6,930,995
502 fringes	\$745,500	\$764,138	\$783,241	\$802,822	\$822,893	\$3,918,593
503 services	\$102,000	\$104,550	\$107,164	\$109,843	\$112,589	\$135,107
504 materials/supplies	\$242,000	\$248,050	\$254,251	\$260,608	\$267,123	\$320,547
505 utilities	\$35,800	\$36,695	\$37,612	\$38,553	\$39,517	\$47,420
506 casualty/liability	\$92,000	\$94,300	\$96,658	\$99,074	\$101,551	\$121,861
509 miscellaneous	\$21,200	\$21,730	\$22,273	\$22,830	\$23,401	\$28,081
TOTAL	\$2,557,100	\$2,621,028	\$2,686,553	\$2,753,717	\$2,822,560	\$11,502,603



Capital Investments

DCT will make capital investments to maintain current operations as noted in the operation plan and ensure safety and security for the community, passengers, employees and DCT assets. Vehicles and other equipment as appropriate will be replaced based on available funding and DCT's Safety Plan and DCT's Transit Asset Management Plan (TAM).

DCT's current fleet of 21 revenue vehicles primarily consists of cut-away style vehicles that incorporate "wheelchair" lifts. One 30' revenue transit bus and one service pickup truck completes the fleet. DCT intends to replace the cut-away style of vehicle through attrition and expansion with a mixed fleet of vehicles to include sedans, modified mini-vans (MMV), low-floor light transit vehicles (LTL) and 30' transit style buses. Expansion vehicles are necessary to adequately maintain current operations and to use more appropriate size and style vehicles. Smaller vehicles will be used for demand response service when a minimal number of passengers are expected to be on board at the same time. The LTL vehicles will be used for combined demand response and fixed route service when multiple people are expected to be on board. The LTL vehicles will provide increase efficiency in service since a lift does not need to be deployed, loaded and stowed. In addition, the LTL vehicles allow for increased independent boarding by passengers with mobility issues.

Vehicle Replacement

To ensure that vehicles remain in a "State of Good Repair," DCT will replace vehicles according to the TAM Plan which calls for replacement of 4 vehicles annually as they exceed their useful life. For 2020, four vehicles have exceeded their useful life and will be replaced with 4 LTL vehicles. A federal award for these vehicles has already been executed.

Vehicle Expansion

In 2020, DCT will begin incorporating MMV's and sedans into the fleet through expansion. These vehicles will be used for demand response service and expanded new services after DCTB approval.

Vehicle Equipment

DCT's current entire fleet is equipped with bicycle racks. With the exception of sedans and MMV's, DCT will continue to make capital investments for bicycle racks for replacement and expansion vehicles.

DCT has begun the incorporating video cameras on vehicles with the purchase of the first 30' bus. Through the replacement and expansion vehicle schedule, video will be incorporated on all vehicles.

Facility / Equipment

DCT will maintain the administration and maintenance facility with replacement and expansion equipment and safety and security devises as described in the capital purchase schedule shown in the following table.



The projected vehicle and replacement schedule for the next 5 years is shown in the table below.

CAPITAL EXPENSES						Projected					
Description	QTY	2020	QTY	2021	QTY	2022	QTY	2023	QTY	2024	TOTAL for 2020 thru 2024
Vehicles											
Replacement Vehicles:											
Light Transit Low Floor (LTL)	4	\$360,000	4	\$360,000	4	\$360,000	4	\$360,000	4	\$360,000	\$1,800,016
Modified Mini-Vans (MMV)									2	\$85,000	\$85,000
Sedans											Ş
30' Buses (New)											Ş
Expansion Vehicles:											
Light Transit Low Floor (LTL)	1	\$90,000	4	\$360,000	4	\$360,000	4	\$180,000			\$990,000
Modified Mini-Vans (MMV)	2	\$80,000	2	\$80,000							\$160,000
Sedans											, ,
30' Buses (Used)											\$
Vehicle Equipment											<u> </u>
Bike Racks				\$7,000		\$4,000		\$2,000			\$13,000
Security Cameras			1 2	\$60,000	9	\$45,000	8	\$40,000	5	\$25,000	\$170,000
Facilities											
Parking Lot	1	\$120,000									\$120,000
Security											
Fencing	1	\$45,000									\$45,000
Access Control			1	\$27,000							\$27,000
Security Cameras			1	\$34,000							\$34,000
Tree and Brush Removal	1	\$7,500									\$7,500
Equipment											
Shop Equipment			1	\$48,000							\$48,000
Backup Generator			1	\$45,000							\$45,000
HVAC Replacement			1	\$70,000							\$70,000
Transportation Enhancement											
Bike Racks											,
Shelter					İ						,
											,
Real Property											
Park and Ride											,
TOTAL		\$702,500		\$1,091,000		\$769,000		\$582,000		\$470,000	\$3,614,516



To support the projects listed in Capital Expense Table, DCT will use funding and grants from the following sources:

- Federal (5307) Section 5307 grant awards
- State (OTP2) Ohio Transit Partnership Program grant awards
- Local (F/C) Federal / COTA Local funds

These sources will be used according to the following table:

CAPITAL EXPENSES		SOURCE							
Description	2020	2021	2022	2023	2024				
Vehicles									
Replacement Vehicles:									
Light Transit Low Floor (LTL)	5307	OTP2	OTP2	OTP2	OTP2				
Modified Mini-Vans (MMV)					OTP2				
Sedans									
30' Buses (New)									
Expansion Vehicles:	0-50	0770	0770	00					
Light Transit Low Floor (LTL)	OTP2	OTP2	OTP2	OTP2					
Modified Mini-Vans (MMV)	OTP2	OTP2							
Sedans									
30' Buses (Used) Vehicle Equipment									
Bike Racks		F/C	F/C	F/C					
Security Cameras		F/C	F/C	F/C	F/C				
Security carrieras		1/0	1/0	1/0	1/0				
Facilities									
Parking Lot	OTP2								
Security									
Fencing	OTP2								
Access Control		F/C							
Security Cameras		F/C							
Tree and Brush Removal	OTP2								
Equipment									
Shop Equipment		F/C							
Backup Generator		F/C							
HVAC Replacement		F/C							
Transportation Enhancement									
Bike Racks									
Shelter									
Real Property									
Park and Ride									





Interim Short Range Transit Plan

2020 through 2024

Appendix B

Policies for Managing MORPC-Attributable Funds



Policies for Managing MORPC-Attributable Funds

March 2020

Mid-Ohio Regional Planning Commission

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

In accordance with requirements of the U.S. Department of Transportation, MORPC does not discriminate on the basis of age, race, color, national origin, gender, sexual orientation, familial status, ancestry, military status, religion or disability in programs, services or in employment. Information on non-discrimination and related MORPC policies and procedures is available at www.morpc.org.

Contents

1.	Introduc	tion		1
2.	Attributa	ble Fun	ds Committee	1
3.	Process	Milesto	nes and Schedule	2
4.	Eligibility	y and Re	equirements	4
	4.1	Eligibl	e Sponsors	4
	4.2	Eligibl	e Roadways: The Federal-Aid System	4
	4.3	Eligibl	e Activities: The Metropolitan Transportation Plan	4
	4.4	Eligibl	e Costs	5
		4.4.1	Non-Federal Matching Requirements	5
		4.4.2	Toll Revenue Credit	5
		4.4.3	Eligibility of Preliminary Engineering	5
		4.4.4	Prior Federal Authorization	5
	4.5	Eligibl	e Activities	6
		4.5.1	STBG Eligibility Guidance	6
		4.5.2	CMAQ Eligibility Guidance	6
		4.5.3	TAP Eligibility Guidance	6
	4.6	Guida	nce for Applicants	7
5.	Activity	Categori	ies	7
	5.1	Purpo	se	7
	5.2	Defini	tions	8
	5.3	Fundii	ng Target Ranges	9
6.	Applicat	ion Proc	ess for New Funding Commitments	9
	6.1	Applic	ant Workshop	9
	6.2	Scree	ning Application	10
	6.3	Final /	Application	10
	6.4	Penal	ties for Incomplete Applications	11
7.	Evaluati	on and S	Selection Process	12
	7.1	Evalua	ation Criteria and Scoring Process	12
		7.1.1	Economic Opportunity Goal Criteria	14
		7.1.2	Natural Resources Goal Criteria	15
		7.1.3	Energy Goal Criteria	16
		7.1.4	Collaboration and Funding Goal Criteria	17
		7.1.5	Health, Safety & Welfare Goal Criteria	18
		7.1.6	Sustainable Neighborhoods and Quality of Life Goal Criteria	19

	7.2	Scoring Phased Construction Projects	20
	7.3	Agency Prioritization of Multiple Applications	20
	7.4	Weighting Scores by Goal and Category	20
	7.5	Prioritizing and Recommending Applications for Funding	20
	7.6	Reservoir Commitments	21
8.	Project D	Pevelopment Requirements	22
	8.1	Federal and State Requirements	22
	8.2	Complete Streets Policy	23
	8.3	Smart Streets Policy	23
9.	Maintaini	ng Funding Commitments	24
	9.1	Partnering Agreements	24
	9.2	Project Monitoring	24
	9.3	Commitment Update Form	25
	9.4	Cost Overruns at Time of Authorization	26
	9.5	Delays and Penalties	26
	9.6	Cancelled Commitments	27
10.	Other Po	licies for Program Management	27
	10.1	Out-of-Cycle Requests	27
	10.2	Trading Funds with Other MPOs	28
	10.3	Ohio Statewide Urban CMAQ Program	28
	10.4	Participation in ODOT Freeway Projects	29
	10.5	State Infrastructure Bank Loans	29
App	endix A: F	Project Application Form	31
App	endix B: S	Sample Partnering Agreement	51

1. Introduction

The federal transportation program in the United States was authorized in 2015 by the Fixing America's Surface Transportation Act, or FAST Act. Three of the many funding programs that this law reauthorized are the Surface Transportation Block Grant (STBG) program, the Congestion Mitigation & Air Quality Improvement Program (CMAQ), and the Transportation Alternatives Program (TAP). The Ohio Department of Transportation (ODOT) sub-allocates a portion of these funds to the state's metropolitan planning organizations (MPOs), including the Mid-Ohio Regional Planning Commission (MORPC). MORPC's program depends upon the continuation of federal funding programs and ODOT's policy. Each MPO is charged with attributing the funds to projects and activities sponsored by local public transportation agencies located within the MPO. MORPC's allocations are about \$37 million annually:

Federal Transportation Program	MORPC's Annual Allocation
Surface Transportation Block Grant Program (STBG) ¹	\$23 million
Congestion Mitigation & Air Quality Improvement	
Program (CMAQ) ²	\$12 million
Transportation Alternatives Program (TAP)	\$2 million
Total	\$37 million

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

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

2. Attributable Funds Committee

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

¹ Formerly called the Surface Transportation Program, or STP.

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

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

MORPC Committees:

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

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

3. Process Milestones and Schedule

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

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

Below is the schedule for the 2020-2021 application and selection process:

Date	Milestone
MAY 1	Solicitation of funding applications announced.
JUNE 3	MORPC hosts an Applicant Workshop from 2:30 p.m. to 4:30 p.m.; select MORPC-generated datasets made available for applicant use.
JULY 10	The Commitment Update Form must be completed online by 5 p.m.
JULY 17	Staff notifies sponsors of any errors and omissions on the Commitment Update Forms. Sponsors have one week to provide corrections.
JULY 17	Screening Applications must be completed online by 5 p.m.
JULY 24	Staff will notify applicants of any errors and omissions on the Screening Applications. Applicants will have one week to provide corrections.
JULY 31	MORPC posts the summary of Updates and Screening Applications.
AUG. 4	AFC meets at approximately 10 a.m. (following TAC). Staff presents changes requested on the Commitment Update Forms and recommendations for modifications to outstanding funding commitments. Staff presents an overview of Screening Applications received.
AUG. 12	Staff revises the forecast of funding available for new commitments.
AUG. 19	Staff sends feedback to Screening Applicants and guidance for completing the Final Application.
OCT. 9	Final Applications must be completed online by 5 p.m., when staff downloads the data in the online form.
OCT. 16	Staff notifies applicants of any errors and omissions on the Final Applications. Applicants have one week to provide corrections. Applications will be penalized if the applicants fail to respond. See Section 6.3.
NOV. 4	AFC meets at approximately 10 a.m. (following TAC) to approve modifications to outstanding funding commitments. Staff presents a summary of each final application for new funding.
NOVEMBER	Staff applies scoring criteria to the applications for new funding commitments to develop a preliminary ranking of applications.
DEC. 2	AFC meets at approximately 10 a.m. (following TAC) to review MORPC staff preliminary scoring and ranking of the applications.
DECEMBER	AFC provides feedback to staff on preliminary scoring. Staff revises scoring as needed.
JAN. 6, 2021	Staff's revised ranking within each Activity Category and information relative to preparation for development draft recommendations provided to AFC members for review.
JAN. 20, '21	AFC meets at 10:00 a.m. to develop a draft recommendation of new funding commitments.
FEB. 3, 2021	AFC meets at approximately 10 a.m. (following TAC) to present member feedback on the draft recommendation and to consider final adjustments to the draft recommendation of funding commitments and approve it for the public review and comment period.
FEB. 8, '21	Draft recommendation of funding commitments is announced and made available for public review and comment (30 days).
FEBRUARY	Sponsors of applications included in the draft recommendations will coordinate with ODOT to program the project (obtain a PID) and initiate project development.
MAR. 10, '21	Close of public review and comment period.
MAR. 18, '21	Staff to send to AFC public comments received and staff recommendations for any changes to the draft funding recommendations.
APR. 7 '21	AFC meets at 10 a.m. to review public comments received and to complete discussion on changes to the draft recommendations. AFC approves final recommendations for updated and new commitments of MORPC-attributable funding.
APRIL 2021	MORPC's CAC, TAC and TPC reviews, modifies and approves the awards of MORPC funding.
JULY 2021	Partnering Agreements sent to sponsoring agencies.
AUGUST '21	Signed Partnering Agreements are due from sponsoring agencies.

4. Eligibility and Requirements

4.1 Eligible Sponsors

The sponsor submitting an application must be a public agency that is legally eligible to enter into a contract with ODOT. Citizen groups, other private organizations, public school districts, or government agencies ineligible to contract with ODOT may indirectly sponsor an application by coordinating with a sponsoring agency. The sponsoring agency assumes responsibility for executing the project. The sponsoring agency must own the proposed project facility and/or must own the property on which the proposed project will be located upon completion of the project.

The sponsoring agency's legislative body (e.g., city council) must approve a resolution or legislation committing the agency to maintain the facility, equipment, or other activity proposed in the application. Sponsoring agencies that have not adequately maintained prior projects that received MORPC-attributable funds are ineligible to apply for funding for additional projects.

4.2 Eligible Roadways: The Federal-Aid System

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

4.3 Eligible Activities: The Metropolitan Transportation Plan

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

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

4.4 Eligible Costs

4.4.1 Non-Federal Matching Requirements

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

4.4.2 Toll Revenue Credit

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

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

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

This section does not apply to ridesharing and signal projects, which are eligible for up to 100 percent funding without use of TRC.

4.4.3 Eligibility of Preliminary Engineering

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

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

4.4.4 Prior Federal Authorization

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

phase by the Federal Highway Administration (FHWA) are not eligible for reimbursement.

The sponsoring agency will be responsible for those costs. In some cases, actions taken by the applicant that are inconsistent with the project development process (e.g., acquiring right-of-way before environmental clearance or through inappropriate means) can jeopardize the use of federal funds on the project.

4.5 Eligible Activities

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

4.5.1 STBG Eligibility Guidance

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

4.5.2 CMAQ Eligibility Guidance

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

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

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

https://www.fhwa.dot.gov/environment/air quality/cmaq/policy and guidance/2013 guidance/in dex.cfm.

4.5.3 TAP Eligibility Guidance

TAP eligible activities include construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle

infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, transportation projects to achieve compliance with the Americans with Disabilities Act, and projects to provide safe routes for non-drivers. Each project or activity must demonstrate a relationship to surface transportation. FHWA provides general guidance on the TAP and additional eligible activities. The guidance is available at: https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm #EligibleProjects.

4.6 Guidance for Applicants

Applicants should consider the following points before applying:

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

5. Activity Categories

5.1 Purpose

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

5.2 Definitions

The six Activity Categories are:

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

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

- 1. Will a roadway project have motor vehicle operational changes (generally to improve traffic flow)? No = System Preservation
- Does a roadway project add through motor vehicle lanes to a facility, is a new roadway, or is a new or expanded interchanges? Yes = Major Widening/New Roadway
- 3. If a roadway project is not System Preservation or Major Widening/New Roadway it will be categorized as Minor Widening/Intersection/Signal category.

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

5.3 Funding Target Ranges

MORPC has established the target ranges of funding below for different Activity Categories. The basis of the target percentages is the total amount of funding commitment from the present SFY through two SFYs beyond the next TIP update. For this cycle, that is SFYs 2021-2027. The purpose of the criteria is to identify the projects among the various categories that best advance the goals of the MTP. Once the most worthy projects are identified, the appropriate funding source(s) will be identified.

	Major Widening	Minor/ Intersections	Transit	System Preservation	Bike & Pedestrian
Minimum %	40	20	5	10	5
Maximum %	50	30	15	15	15

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

6. Application Process for New Funding Commitments

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

6.1 Applicant Workshop

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

Additionally, staff will explain data sources derived or used by MORPC as part of project evaluation. On or before the date of the workshop, staff will ensure that certain datasets are available for applicants to review. These datasets are generally those that do not require a specific project to be coded into MORPC's Travel Demand Model, and include:

Jobs within one mile Uncertainty index

Traffic composition Sensitive lands

Funding available Crash reduction (GCAT)

Facility condition Transit line

Environmental justice (Bike/Ped only)

O/D density (Bike/Ped only)

6.2 Screening Application

Screening Applications will be submitted through an online form and are due on July 17, 2020. The Screening Application gathers enough information to determine whether the project or program is eligible for funding, which Activity Category is most suitable for the project and for MORPC to gather information on the total funding expected to be requested. The construction phase of a project must be scheduled to begin, i.e. receive federal authorization, within two SFYs beyond the next TIP update. For this cycle, that is before the end of SFY 2027.

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

Project Title Project Scope
Sponsoring Local Public Agency Project Type
ODOT PID (if assigned) Activity Category

Metropolitan Transportation Plan Project ID or Right-of-Way Authorization Date

Status

Complete Streets / Smart Streets / NEPA Award Contract Date

Verification

Applicant Contact Information Date Funds are Needed (if no construction proposed)

Name Source, Amount, and Percent of Phase Subtotal:

Address Preliminary Engineering

Phone Number Right-of-Way
E-mail Address Construction
Facility Name Other Costs
Project Limits (From-To) Total Cost

Project Length

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

In mid-August, staff will provide feedback to the applicants on their Screening Applications. The AFC may recommend that sponsors limit the number of applications or amounts requested identify ways large funding requests can be split or reduced in scope, and identify applications that have little or no chance of success. However, sponsors may submit a Final Application for any request for which a Screening Application was received. The staff will provide guidance to the applicants about the specific information they will need to evaluate the application based on the Activity Category.

6.3 Final Application

The Final Application, which is due on October 9, 2020, will request the information shown in the Appendix A, as applicable, in addition to an authorized signature, a supporting resolution, a cost estimate certified by a professional engineer, architect, or other appropriate professional discipline, and the information needed to evaluate the application using the criteria in Section 7.1. The application will consist of an online form to be submitted electronically.

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

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

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

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

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

6.4 Penalties for Incomplete Applications

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

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

- Authorized Signature: If the signature area is incomplete (including printed name and title) a new project's evaluation score will be reduced by 10 points. The penalty will increase by 5 points for each additional week that passes before the applicant provides complete signature information.
- Supporting Legislation: If a copy of enacted supporting legislation is not received by October 29, 2020, a new project's evaluation score will be reduced by 10 points. The penalty will increase by 5 points for each additional week that passes before the applicant provides a copy of enacted supporting legislation.

7. Evaluation and Selection Process

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

The following generally describes the evaluation and selection process:

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

7.1 Evaluation Criteria and Scoring Process

As part of the continuing metropolitan transportation planning process, MORPC adopted the 2016-2040 Metropolitan Transportation Plan in May 2016. The MTP established the following six goals for the region.

Through transportation:

- Reduce per capita energy consumption and promote alternative fuel resources to increase affordability and resilience of regional energy supplies.
- Protect natural resources and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community.
- Position Central Ohio to attract and retain economic opportunity to prosper as a region and compete globally.
- Create sustainable neighborhoods to improve residents' quality of life.
- Increase regional **collaboration** and employ innovative transportation solutions to maximize the return on **public expenditures**.
- Use public investments to benefit the **health**, **safety**, **and welfare** of people.

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

Applications will be scored for each goal on a scale of 1 to 10. The score will be established subjectively based an overall consideration of the MORPC-derived data and qualitative

statements provided with regard to the criteria for each goal. Although there is no specific weighting of criteria within each goal, there are three levels of priority among the criteria for each goal. In the following criteria tables, the priority level for each applicable criterion is shown in the corresponding Activity Category column:

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

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

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

7.1.1 Economic Opportunity Goal Criteria

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

		Pri	ority	Leve	l by C	ateg	ory
Data Source	Economic Opportunity Goal Evaluation Criteria & Description	Major	Minor	Preservation	Bike & Ped	Transit	Other
MORPC Derived***	Congestion Relief: Applicant is to provide information on how congestion hampering economic development in the area. How will improvements to the transportation system as a result of this project improve economic development? MORPC will estimate the ability of the project to improve travel within a corridor so congested components of the transportation system are relieved. Measured using the regional model by the percentage reduction in 2040 VMT that experiences LOS E or worse within 1 mile of the project.	Α	Α			Α	
MORPC Derived****	Job Retention & Creation: The number of existing jobs of each type (manufacturing, office, warehousing, retail, institutional) within 1 mile of the project. The Applicant will provide the number of permanent jobs of each type (manufacturing, office, warehousing, retail, institutional) that will be created in the region as a result of the project. Provide a map showing the locations in relationship to the project. Provide documentation showing that these jobs are committed to being created in this area with the improvements to the area.	Α	Α	В	В	В	
	Development Readiness: Describe the presence and timing of all necessary economic development components in the project area, such as infrastructure (e.g., utilities, water and sewer, broadband), access to appropriately trained labor (skilled and unskilled), and other transportation options (e.g., rail, airports, transit or bicycle and pedestrian). This can include how much new private or public capital investment has been made in the project area or will be as a result of the project. This investment can be within the past three years or commitments between now and 5 years after completion of the transportation project. Provide a map showing the past and committed investments. Please specify the type of investment and the timeline for this investment.	В	В			В	
MORPC Derived*	Travel Time Uncertainty & Delay Reduction: Using existing travel time data, the existing travel time uncertainty index will be calculated for the area within 1 mile of the project. Projects in areas with higher uncertainty will score better. Travel delay reduction is the average 2040 travel time reduction per person for a complete trip using the facility during peak periods (including AM and PM peak hours) as a result of the project as estimated using the regional model. Projects with more delay reduction will score better.	В	В			С	
MORPC Derived*	Traffic Composition: Current and future Average Daily Traffic and percentage of truck traffic. Higher volume facilities and facilities serving a higher percentage of truck traffic will score higher.	В	В	А			
	Other Economic Considerations: Describe the type and amount of acreage of site(s) that will primarily benefit from the project's improvements (e.g., greenfields, developed, redeveloped, infill, brownfields, intermodal facilities). Please provide information with regard to the project's impact on economic development in the area. Is there anything unique about this project that has not been captured by the criteria? This could include how the project will impact a specific industry cluster, innovative business, or industry target as identified by One Columbus, formerly known as Columbus 2020.	С	С	С	А	Α	А

^{*}Available prior to application submission.
***MORPC will estimate change in congested VMT. Applicant is to provide statement on how congestion is hampering economic development.

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

7.1.2 Natural Resources Goal Criteria

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

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

^{*}Available prior to application submission.

7.1.3 Energy Goal Criteria

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

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

7.1.4 Collaboration and Funding Goal Criteria

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

		Priority Level by Category						
Data Source	Collaboration and Funding Goal Evaluation Criteria & Description	Major	Minor	Preservation	Bike & Ped	Transit	Other	
MORPC Provided*	Percent and Amount of MORPC Funding Requested: The percentage will only be based on the total right-of-way and construction cost. If it is not a traditional construction project, the percent of the total program/activity will be used. Applications that provide non-federal match to MORPC funding of 30% or more will score better. Applications that request amounts greater than 50% of the midpoint of forecasted funds available for the category will not benefit in this criterion. Applications that request amounts less than 15% of the midpoint of forecasted funds available for the category will receive maximum benefit in this criterion.	Α	Α	Α	Α	Α	Α	
	Documentation of Support and Collaboration: The applicant is to provide letters of support from neighboring government jurisdictions, community associations, business associations, or others. The sponsor is also to provide documentation on interagency and community collaboration (e.g., identification in MORPC's Competitive Advantage Projects initiative, utilized MORPC's Technical Assistance Program) that has occurred to date to advance the project. Additional funding partners are also a sign of support. This includes those entities funding any aspects of project development as well as the number contributing to right-of-way and construction. Projects that have more support will score better.	В	В	В	В	В	В	
	Origin of Project/Project Readiness: The applicant is to provide the origin of the project including all planning studies recommending the project or activity and which ODOT Project Development Process (PDP) steps have been completed at time of final application submittal. Projects that that are further through the planning and PDP process will score better.	В	В	В	В	В	В	
	Percent and Amount of Private Sector Funding: The amount and percentage will only be based on the total right-of-way and construction cost. If it is not a traditional construction project the percent of the total program/activity will be used. The more private sector funding, the better the score.	В	В	В	В	В	В	
	Applicant Priority Ranking: Applicants that submit more than one project must also submit a priority ranking of their projects. The applicant's top project within each category will benefit under this criterion.	С	С	С	С	С	С	
	Small Agency Funding Capacity: For an agency with a small transportation budget, such that the local funding they are contributing to the project phases for which they are requesting assistance is approximately equal to or greater than the usual size of its annual transportation infrastructure expenditures, will benefit under this criterion.	С	С	С	С	С	С	

^{*}Available prior to application submission.

7.1.5 Health, Safety & Welfare Goal Criteria

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

				Priority Level by Category						
Data Source	Health, Safety & Welfare Goal Evaluation Criteria & Description	Major	Minor	Preservation	Bike & Ped	Transit	Other			
MORPC Derived*	Crash Reduction: Using the ODOT crash data and tools, crash measures for the project will be calculated, including overall frequency, bike/ped frequency, crash rate, and severity index. Additionally, using Crash Modification Factors (CMF) and Highway Safety Manual (HSM) based analyses, project improvement(s) will be evaluated with respect to their estimated impact on expected crashes. Projects that show more projected improvements to safety will score higher.	Α	Α	В	Α	Α				
MORPC Derived*	Facility Condition: The average PCR of the existing roadway that would be improved as part of the project based on the most recent ODOT data will be calculated. The worst existing bridge component rating based on ODOT data that would be improved as part of the project. The sponsor should review the ODOT data and may provide supplemental data if desired. Projects that are on facilities with lower PCRs and/or bridge ratings will score higher.	Α	Α	Α						
	New Transit Ridership: The sponsor provides an estimate of the increase in transit ridership. This is to include both the ridership on the specific project or activity as well as overall system ridership. Projects that have higher ridership will score better.					Α				
MORPC Derived**	Environmental Justice: Of the estimated opening day users of the project, what is the minority percentage, what is the poverty percentage, what is the elder percentage, and what is the transportation handicapped percentage? The ratio of each of these relative to the regional average of each will be calculated. For the Bike and Pedestrian category, the population within 1 mile of the project will be estimated instead of the users.	В	В	В	В	В				
	System Life: The applicant is to provide information on the age and condition of the components being replaced. Also provide a statement, if applicable, as to the potential of the project to maximize life of transportation system. This is any extraordinary aspect that is likely to be part of the project.	С	С	С	С	Α				
	Other Health, Safety & Welfare Considerations: Statement by the sponsor with rationale on how the project would further this goal. Reference should be made to as many of the above criteria as applicable in justifying the benefits of the program/activity/project relative to this goal.	С	С	С	С	С	А			

^{*}Available prior to application submission.
**Available prior to application submission ONLY for Bike and Pedestrian projects.

7.1.6 Sustainable Neighborhoods and Quality of Life Goal Criteria

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

				Priority Level by Category						
Data Source	Sustainable Neighborhoods and Quality of Life Evaluation Criteria & Description	Major	Minor	Preservation	Bike & Ped	Transit	Other			
MORPC Derived**	Origin/Destination Density: The average density (population + jobs) of the project users' origins and destinations will be estimated based on existing densities & 2040 projections. The average densities will be calculated for both higher density ends of the trip and lower density ends of the trip. For the Bike and Pedestrian category, the density within 1 mile of the project will be used. Projects that serve travelers going to and from more dense areas will score higher.	Α	Α	Α	В	Α				
	Pedestrian System: The applicant will provide information on the relationship of the project to the existing pedestrian transportation system and/or how the project will include improvements to enhance or connect to the pedestrian system. Projects that facilitate the construction of pedestrian facilities along a regionally significant active transportation corridor will score higher. Projects that provide pedestrian facilities where none currently exist and/or provide connections among existing facilities will score higher.	В	В	В	Α	Α				
	Bikeway System: The applicant will provide information on the relationship of the project to the existing bikeway transportation system and/or how the project will include improvements to enhance or connect to the bikeway system. Projects that facilitate the construction of facilities along a regional active transportation corridor will score higher. Projects that provide bike facilities where none currently exist will score higher.	В	В	В	Α	Α				
	Displacements: The applicant will provide an estimate of the number of displacements (business and residential) as a result of the project. The information can be provided in terms of a range of likely displacements.	В	В	В	В	В				
MORPC Derived*	On Transit Line: The information will be simply "yes" or "no" with regard to if an existing transit route uses the project facilities. Projects along existing transit routes will need to provide appropriate transit related facilities and will score higher.	С	С	В	В					
	Transit System: A statement by the applicant as to how the project enhances transit service. Beyond what transit related facilities may be part of the project if on existing transit line, projects that make additional improvement or that could enhance future transit service while not on a current transit line will score higher.	С	С	С	В	В				
*Available n	Other Sustainable Neighborhoods Considerations: Statement by the applicant with rationale on how the project would further quality of life and relationship of this project to furthering the community's quality of life goals. For projects in the Other Activity Category, also provide additional information especially in regard to any of criteria above criteria as applicable in justifying the benefits of the program/activity/project relative to this goal.	В	В	В	С	В	Α			

^{*}Available prior to application submission.
**Available prior to application submission ONLY for Bike and Pedestrian projects.

7.2 Scoring Phased Construction Projects

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

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

7.3 Agency Prioritization of Multiple Applications

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

7.4 Weighting Scores by Goal and Category

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

Activity Category	Economy	Natural Resources	Energy	Collaboration	Health, Safety & Welfare	Sustainable Neighborhoo
Major Widening/New Roadway	30	10	5	15	30	10
Minor Widening/Intersections/Signals	20	10	10	15	30	15
Bike and Pedestrian	5	5	5	15	35	35
Transit	10	10	15	15	25	25
System Preservation	15	5	10	15	35	20
Other	NA	NA	NA	NA	NA	NA

The overall score for an application will be the sum of all of the weighted scores divided by 10, resulting in an overall score between 0 and 100.

7.5 Prioritizing and Recommending Applications for Funding

Once the overall score is established, the applications are ranked within each category. The AFC will review the ranking and make adjustments to the preliminary goal scores if necessary. During the ranking and prioritization process, sponsors may voluntarily reduce the amount of funding requested in an application by increasing the local match or reducing the scope. This

would increase the amount of funding available for other applications or make the reduced request more feasible within available funding.

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

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

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

Commitment Type	SFYs	Specific SFY?	Max % Funding Committed	Typical Uses
TIP	22-25	Yes	100%	Prior Construction, New Right-of-Way, New Fast-Developing Construction
Post-TIP	26-27	No	75%	New Construction, New Right-of-Way
Long Range	28+	NA	25% of 22-27	Debt Payment

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

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

7.6 Reservoir Commitments

Even in a well-managed program, there will be occasions when not all of the projects will be able to be obligated as scheduled. Consequently, it is desirable to create a "reservoir" of projects that are ready ahead of funding availability that could be obligated when necessary to effectively manage the program. MORPC will first develop a program based on expected funding per year, the applicants' schedules and the evaluation criteria results. Then, project

phases for which there are insufficient funds available in the requested SFY will receive a funding commitment in a later fiscal year. Sponsors with a delayed commitment should work to maintain the intended schedule and will be considered to be reservoir commitments. The following commitments will have priority in keeping their requested fiscal year:

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

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

8. Project Development Requirements

8.1 Federal and State Requirements

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

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

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

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

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

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

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

MORPC will include new and outstanding funding commitments in SFYs 2020-2023 in the updated Transportation Improvement Program (TIP). For a project or activity to be eligible to receive federal funds, it must be included in the TIP.

8.2 Complete Streets Policy

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

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

8.3 Smart Streets Policy

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

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

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

9. Maintaining Funding Commitments

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

9.1 Partnering Agreements

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

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

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

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

9.2 Project Monitoring

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

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

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

9.3 Commitment Update Form

After receiving a commitment, sponsors must submit a Commitment Update Form every two years, during the application period, until the funds have received federal authorization. If MORPC does not receive a Commitment Update Form, the commitment is considered to be cancelled (see Sec. 9.6). Exceptions will be made for funds expected to receive authorization for the final phase before SFY 2022. At the time MORPC requests Update Forms, sponsors of construction projects with a final plan package submittal date after December 31, 2020, are expected to submit an Update Form. Staff may grant exceptions at their discretion.

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

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

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

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

9.4 Cost Overruns at Time of Authorization

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

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

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

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

9.5 Delays and Penalties

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

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

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

9.6 Cancelled Commitments

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

10. Other Policies for Program Management

10.1 Out-of-Cycle Requests

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

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

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

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

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

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

10.2 Trading Funds with Other MPOs

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

10.3 Ohio Statewide Urban CMAQ Program

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

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

10.4 Participation in ODOT Freeway Projects

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

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

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

10.5 State Infrastructure Bank Loans

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

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

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

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

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

Appendix A: Project Application Form

The following pages are the questions that will be included in the project application form. The application process will utilize an online form for project updates, screening application and final application. The format of the information requested may be modified slightly for the online system. Applicants will be required to register with MORPC to be provided access to the online system. The application form as presented in the following pages will be available for download as a Word document from the online system for the convenience of applicants. All submissions must be through the online system. Additional detail about the online system will be provided when project solicitation begins and during the applicant workshop on June 3, 2020.

Application Form for MORPC-Attributable Transportation Funding - 2018

State Fiscal Years 2020-2025

Screening Application Deadline: July 17, 2020, at 5 p.m. (Highlighted items only)

Final Application Deadline: October 9, 2020 at 5 p.m. (All items)

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

1.	financial assistance from the his/her knowledge and belie (3) all official documents and duly authorized by the gove	e Mid-Ohio Reg f, all represent d commitments rning body of the the chief exec	rtifies: (1) he/she is authorized to request and accept gional Planning Commission (MORPC); (2) to the best of ations that are part of this application are true and correct; s of the applicant that are part of this application have been ne applicant; and, (4) should the requested financial cutive officer of the sponsoring agency is aware that he/she h MORPC.
	Sign		Date
	Nam	e (type/print)	
	Title		
2 .	Primary Facility (Road or Pa		ence Information
3.	the project, which will serve transportation facilities.	as logical term	ct, provide the names of the beginning and ending points of ini. These will typically be intersecting roads or other
Fre	<mark>om:</mark>		<mark>10:</mark>
			t project, such as an intersection or bridge project, provide feature, etc., that intersects or crosses the primary facility.
<mark>5.</mark>	Project Length:	miles	
<mark>6.</mark>	Title (for non-roadway/pathvapplications):	<mark>/ay</mark>	
7.	proposed project does not e	xactly match th	Project ID(s). List the MTP IDs even if the scope of the ne plan listing; e.g., different limits, number of lanes, etc. n, maintenance, intermodal, etc., are listed as Unmapped

8. ODOT PID (if assigned	ed):		
	Applicant	Information	
9. Sponsoring Local Pul	olic Agency:		
See Policies Sec. 4.1 for	sponsor eligibility.		
10. Project Legislation –	Effective Date:	Check if at	tached:
			f the most recent project legislation must be after June 30, 2019.
evaluation score will be re	educed by 10 points. The po	enalty will increase	ctober 29, 2020, the application's by 5 points for each additional
week that passes before	the applicant provides a cop	py of enacted suppo	orting legislation.
11. Sponsor Project Manager	Name		
(responsible for all			
project communication):	Street		
	City Phone:	<u>State</u>	<mark>ZIP</mark>
	E-mail:		
responsibility for routing a	on for one person employed all project-related communic onsor notifies all other parti	cations. The project	agency who can assume manager may change as the
for additional information. very important that the Sp	MORPC will send any requonsor Project Manager is a	uests to the Sponsoable to respond quic	ond within one week of a request or Project Manager. Therefore, it is only to requests while MORPC is reson delegates that responsibility.

Project Information

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

- System Preservation
- Minor Widening/Intersections/Signals
- Major Widening/New Roadway
- Bike and Pedestrian
- Transit
- Other

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

Р	purpose and need most directly. This list is not exhaustive; many eligible activities are not listed.					
	Primary Activity	Activity Category				
	Alternative Fuels/Vehicles (Non-Transit)	Other				
	Bridge Maintenance	System Preservation				
	Bridge/Bridge Deck Replacement	System Preservation				
	Preventive Maintenance	System Preservation				
	Reconstruction	System Preservation				
	Resurfacing	System Preservation				
	Intersection Modification	Minor Widening/Intersections/Signals				
	Minor Widening (add turn lane(s))	Minor Widening/Intersections/Signals				
	Traffic Signals	Minor Widening/Intersections/Signals				
	Interchange Modification	Major Widening/New Roadway				
	Major Widening (add through lane(s))	Major Widening/New Roadway				
	New Roadway	Major Widening/New Roadway				
	Bicycle Lanes	Bike and Pedestrian				
	Multi-Use Path (Bicycle/Pedestrian)	Bike and Pedestrian				
	Sidewalk Installation/Modification	Bike and Pedestrian				
	Streetscape Improvement	Bike and Pedestrian				
	Transit Capital Expansion (Vehicle Addition)	Transit				
	Transit Service Expansion	<u>Transit</u>				
	Transit Capital Maintenance (Vehicle	Transit				
	Replacement) Planning Activity	Other				
	Program Administration	Other				
	Travel Demand Management	Other				
	Other	Category				
		_ !				

13. Briefly describe the scope of the project. When completed, what physical changes, products, and/or outcomes will result and who will have maintenance responsibility? Include important details not captured above, like any activities listed in the primary activities list above that are also part of the project, curbs/gutters, lighting or digital infrastructure. What, if any, transportation related mobility functions will be performed by the digital infrastructure elements of the project? If you think the Activity Category should be different from the one paired with the primary activity selected above, please tell us which category is more appropriate and why.

14. Attach schematic drawings of the typical cross sections of the existing and proposed facilities. The drawings should show the location and widths of the right-of-way, pavement, travel lanes, bicycle lanes, shoulders, buffer strips, sidewalks, and multi-use paths. Consider using tools such as Streetmix (http://streetmix.net/) or Sketchup.
☐ See Attachment
15. If there are any bridges located within the project limits, describe any work proposed for the bridges as part of the project.
16. If there are any railroad properties located within the project limits, describe any potential project impacts to that property.
The sponsor has read MORPC's Complete Streets Policy and understands that it applies to all projects that will use federal funds allocated through MORPC.
The sponsor has read MORPC's Smart Streets Policy and understands that it applies to all new projects that will use federal funds allocated through MORPC.
19. The sponsor is familiar with NEPA and understands that it applies to all projects
that will use federal funds allocated through MORPC.
20. Describe the project area's current accommodations for pedestrians (including ADA compliance),
bicyclists, transit users and digital infrastructure. Please describe the existing character of the project
area, including estimated pedestrian and bicycle traffic, any unofficial walking paths, utilization of any
on-street parking, density of development, street furniture/lighting, perceived safety issues,
communication/digital infrastructure (e.g. coax, fiber, etc. including owners/capacity if known) along
the project and/or to significant public facilities (e.g. recreation centers, schools, library, government
offices, police & fire stations, etc.), existing signal coordination and other Intelligent Transportation
System (ITS) components.

21. Which of the following items are planned to be part of the project? Please check all that will apply.

	Pedestrian Components of the Project					
<mark>ncluded</mark>	Pedestrian Component	Length (mi.)	Comments (e.g., details, locations, quantities)			
	ADA curb ramps					
	Audible signals					
	Lighting					
	Maybe - To be determined					
	Modify existing facilities					
	Multi-use path					
	Multi-use path on 2 sides					
	No change to existing conditions					

	Pedestrian Components of the Project						
<mark>Included</mark>	Pedestrian Component	Length Comments (e.g., details, locations (mi.) quantities)					
	None None						
	Not applicable						
	Other						
	Pedestrian detectors						
	Replace existing facilities						
	Sidewalk on 1 side						
	Sidewalk on 1 side, multi-use path on 1 side						
	Sidewalk on 2 sides						
	Signalized crosswalk						
	Transit shelters						
	Transit stop/ Paved waiting area						
	Unsignalized marked crosswalk						
	Widen shoulder						
	Yes - Type to be determined						

	Bicycle Components of the Project						
<mark>ncluded</mark>	Bicycle Component	Lengt h (mi.)	Comments (e.g., details, locations, quantities)				
	Bicycle detectors						
	Bicycle lanes						
	Bicycle parking						
	Bicycle signage						
	Bicycle signal faces						
	Maybe - To be determined						
	Modify existing facilities						
	Multi-use path						
	Multi-use path on 2 sides						
	No change to existing conditions						
	None						
	Not applicable						
	Other						
	Replace existing facilities						
	Shared bike-bus lane						
	Shared-lane markings/ Sharrows						

	Bicycle Components of the Project					
	Bicycle Component	Lengt h (mi.)	Comments (e.g., details, locations, quantities)			
	Widen outside lane					
	Widen shoulder					
	Yes - Type to be determined					
Tra	Transit Facilities Secure Bicycle Parking Shared Bike-Bus Lane Priority-Bus Lane Bus Stop, including Paved Passenger Waiting Area Bus Passenger Shelter Real-Time Bus Arrival Information Signs Bus Pads					
	fic Calming Elements Landscaping, including Stre Narrower Traffic Lanes On-Street Car Parking Curb Extensions Reduction in Speed Limit Other (please explain) To Be Determined	eet Trees				
יפוס	Replace existing digital infrastructure Add new digital infrastructure To Be Determined					
22.		infrastruct	modate pedestrians (including ADA compliance), ture once completed, in conformance to MORPC's Policy.			
23.	If you are not providing any pedesifacility.	trian, bicyc	cle, or transit facilities, please explain why for each type of			

architecture. If the project touches another jurisdiction, was a systems approach taken? Were cross jurisdictional connections considered? (Note: If yes, then the project must be consistent with and part of the regional ITS architecture including design standards, interoperability and data collection, sharing use and security. The database and document can be found on MORPC's website.) Yes No Please explain:

Project Schedule

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

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

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

Milestone	Date (MM/DD/YY)	Mark if Completed
Consultant Authorized to Begin Design: Must be completed before the first Commitment Update Form is due (approx. July 2022).		
<u>Submittal of Alternative Evaluation Report or Feasibility Study:</u> The date when the Alternative Evaluation Report or Feasibility Study is received for review by the District from a consultant or local public agency.		
Preferred Alternative Approval: The date when a single Preferred Alternative is approved. For Path 1 Projects and simple Path 2 Projects, the preferred alternative may be established at scope development. If so, provide the scoping date. Otherwise, enter the appropriate approval date associated with the Alternative Evaluation Report or Feasibility Study.		
Stage 1 Design Plan Submittal: The date when Stage 1 design plans are received for review by the District from a consultant or local public agency.		
Preliminary Right-of-Way Plan Submittal: The date when Preliminary RW plans are received for review by the District from a consultant or local public agency.		
Stage 2 Design Plan Submittal The date when Stage 2 design plans are received for review by the District from a consultant or local public agency.		
Final Right-of-Way Plan Submittal: The date when Final RW plans are received for review by the District from a consultant or local public agency.		
Environmental Document Approval: The date when the responsible agency (FHWA or ODOT) approves the document or the District confirms the project is exempt from documentation.		
Right-of-Way Authorization: The date when authorization is given to a local public agency to begin acquisition activities.		
Stage 3 Design Plan Submittal: The date when Stage 3 design plans are received for review by the District from a consultant or local public agency.		
Right-of-Way Acquisition Complete: Date on which the local public agency certifies the completion of RW acquisition activities. (Utilities/encroachments not included.)		
Final Plans and Bid Package Submittal to ODOT: Not permitted in January through June (the second half of a SFY). Must occur in July through December.		
Award Contract: The date the local public agency approves a contract with a successful bidder.		

26. For programs, purchases, studies, and other projects that do not have a construction phase, please provide a schedule for project development (including environmental approval) and funding. Provide an estimate of the date(s) that federal funds would need to be available. Also give a summary of the schedule to be followed before the project is ready for funding and while it is being implemented. Describe other relevant aspects of the project schedule. For example, is the funding schedule contingent upon other actions? Will the project need funding from other sources to proceed?

Cost Estimate and Funding Request

27. Cost Estimate Table

A professional engineer, architect, or other appropriate professional discipline must <u>certify the cost</u> estimate.

Use ODOT's preliminary cost estimating procedure or some similarly detailed procedure. Refer to ODOT's Office of Estimating website for guidance:

http://www.dot.state.oh.us/Divisions/ConstructionMgt/Estimating/Pages/default.aspx

Estimate costs in current (2020) dollars. <u>Do not adjust construction cost estimates for inflation or include inflation in contingency costs.</u>

The funding tables are set up to make automatic calculations in two ways, depending on what information is known. In the majority of cases, the total cost of the sub-phase has been estimated, and the percentage of funding from each source has been decided. In other cases, however, an applicant needs certain dollar amounts to fully fund a phase.

For each phase, you may use the default tables, in which you enter the total amount for each sub-phase and the percentage from each source, and the form will calculate the amounts for each funding source. Alternatively, you can select the amount-based table, and the table will calculate the percentages for each source and the total amount for each sub-phase.

Preliminary Engineering

MORPC expects project sponsors to undertake preliminary engineering (PE) on construction projects without the use of MORPC-attributable funds. However, if MORPC funds are requested for preliminary engineering, Policies Section 4.4.3 states, its total funding commitment to the project (PE, ROW & construction) will not exceed the amount it would have been had MORPC funds only been used for the ROW and construction phases.

PE – Environmental/Preliminary Development: Enter costs to prepare the environmental document and develop the project through Stage 1 design plans.

PE – Detailed Design: Enter costs to develop the project to right-of-way authorization or Stage 2 design plans.

Right-of-Way

Right-of-Way Acquisition. Land acquisition costs, including professional services, that are necessary to construct any project elements. Do not include utility relocation costs.

Utility Relocation: Estimate the project costs to relocate utilities as necessary to construct any project elements.

Construction

Construction Engineering: Inspection services, etc. These costs are typically estimated to be 10 percent of the contract costs.

	Enviror	nmental				
		Sub-Phase Total				
ing	100%	MORPC Federal	80%	<mark>\$0</mark>		
eri	100%	Local Match to MORPC Federal	<mark>20%</mark>	<mark>\$0</mark>		
Engineering	<mark>0%</mark>	Other Federal		<mark>\$0</mark>		
Enç	0% Non-Federal					
<mark>Preliminary</mark>		Sub-Phase Total				
lim mil	100%	MORPC Federal	<mark>80%</mark>	<mark>\$0</mark>		
Pre	100 %	Local Match to MORPC Federal	<mark>20%</mark>	<mark>\$0</mark>		
	<mark>0%</mark>	0% Other Federal		<mark>\$0</mark>		
	<mark>0%</mark>	0% Non-Federal		<mark>\$0</mark>		
Phase Total \$						

	Acquis	<mark>ition</mark>				
		Sub-Phase Total				
	100%	MORPC Federal	<mark>80%</mark>	<mark>\$0</mark>		
	100%	Local Match to MORPC Federal	<mark>20%</mark>	\$0		
Vay	0%	Other Federal		\$0		
\ -	0%	0% Non-Federal				
<u>+</u>	Utilities					
Right-of-Way		Sub-Phase Total				
	100%	MORPC Federal	<mark>80%</mark>	\$0		
	100 /6	Local Match to MORPC Federal	<mark>20%</mark>	<mark>\$0</mark>		
	0%	Other Federal		\$0		
	0% Non-Federal			<mark>\$0</mark>		
Phase Total \$0						

	Contract							
E	Sub-Phase Total							
ction	100%	MORPC Federal	<mark>80%</mark>	<mark>\$0</mark>				
tru	100%	Local Match to MORPC Federal 20%						
Constru	<mark>0%</mark>	Other Federal		<mark>\$0</mark>				
Ö	0%	Non-Federal		<mark>\$0</mark>				
	Engine	ering						

Sub-Phase Total								
100%	MORPC Federal	80%	<mark>\$0</mark>					
100%	Local Match to MORPC Federal	20%	<mark>\$0</mark>					
0%	Other Federal		<mark>\$0</mark>					
0% Non-Federal								
	 Pha	<mark>ise Total</mark>	<mark>\$0</mark>					

		Sub-Phase Total					
ច 100%		MORPC Federal	80%	<mark>\$0</mark>			
ther	100%	Local Match to MORPC Federal	<mark>20%</mark>	<mark>\$0</mark>			
O	0%	Other Federal		<mark>\$0</mark>			
	0% Non-Federal						
		Phase	e Total	<mark>\$0</mark>			

Grand Total	<mark>\$0</mark>
-------------	------------------

28. When was this cost estimate prepared? Cost estimates must have been prepared after June 30, 2019, using plans that were current at the time and consistent with the current scope of the project.

29. If the cost estimate methodology differed from ODOT's procedures, briefly summarize how costs were estimated, e.g., based on a similar project and adjusted for site conditions.

Evaluation Information

The responses to the rest of the questions on this form will be used to score the project. The applicable categories and the priority level applied to each corresponding criterion are shown above each question. The questions will obtain information needed to score the project against the criteria developed for each goal.

GOAL: Economic Opportunity

Position Central Ohio to attract and retain economic opportunity to prosper as a region and compete globally.

	A √	A ✓								
Categories:	Major	Minor	Preservation	Bike & Ped	A ✓ Transit	Other				
 30. Congestion Relief. How is congestion hampering economic development in the area? How will improvements to the transportation system as a result of this project improve economic development? (MORPC will estimate change in congested VMT.) See related attachment 										
Categories:	A √ Major	A √ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	Other				
office, war Provide a that these	31. Job Retention and Creation. Provide the number of permanent jobs of each type (manufacturing, office, warehousing, retail, institutional) that will be <u>created in the region</u> as a result of the project. Provide a map showing the locations in relationship to the project. Provide documentation showing that these jobs are committed to being created in this area with the improvements to the area. (MORPC will calculate the number of existing jobs.)									
☐ See related	l attachment									
Categories:	B √ Major	B √ Minor	Preservation	Bike & Ped	B ✓ Transit	Other				
 Categories: Major Minor Preservation Bike & Ped B v Transit Other 32. Development Readiness. Describe the presence and timing of all necessary economic development components in the project area, such as infrastructure (e.g., utilities, water and sewer, broadband), access to appropriately trained labor (skilled and unskilled), and other transportation options (e.g., rail, airports, transit or bicycle and pedestrian). This can include how much new private or public capital investment has been made in the project area or will be as a result of the project. This investment can be within the past three years or commitments between now and 5 years after completion of the transportation project. Provide a map showing the past and committed investments. Please specify the type of investment and the timeline for this investment. See related attachment 										

.	B√	B√	A✓	D., 0 D. 1	- '	Oil			
Categories:	Major	Minor	Preservation	Bike & Ped	Transit	Other			
33. Traffic Composition. Current and future Average Daily Traffic and percentage of truck traffic. MORPC will use counts available in its online traffic count database and its travel demand model to project future traffic. The applicant can provide more recent data here, if available.									
☐ See related	dattachment								
_									
	C√	C√	C√	A ✓ Bike &					
Categories:	Major	Minor	Preservation	Ped	A ✓ Transit	A ✓ Other			
A ✓ Other Categories: Major Minor Preservation Ped A ✓ Transit A ✓ Other States Other Economic Considerations: Describe the type and amount of acreage of site(s) that will primarily benefit from the project's improvements (e.g., greenfields, developed, redeveloped, infill, brownfields, intermodal facilities). Please provide information with regard to the project's impact on economic development in the area. Is there anything unique about this project that has not been captured by the criteria? This could include how the project will impact a specific industry cluster, innovative business, or industry target as identified by One Columbus, formerly known as Columbus 2020.									
☐ See related	d attachment								

Examples of other considerations or extraordinary aspects that have improved scores for this goal are:

- The project benefits a relatively distressed area of the region. Redevelopment efforts would be strengthened by new or improved infrastructure.
- The project has the potential to be a catalyst for regionally significant economic development and/or congestion reduction, such as high capacity transit in dense corridors of the region.

GOAL: Natural Resources

Preserve and protect natural resources to maintain a healthy ecosystem.

Categories:	Major	Minor	Preservation	Bike & Ped	A ✓ Transit	A ✓ Other
type, and a vehicles th categories	average annu nat will result	ual mileage of in additional of Il estimate em	urchases or retrofit f vehicles to be rep emission reduction hission reductions	placed and any ch s. (For the Major	naracteristics of , Minor and Bike	the new e & Ped
☐ See related	d attachment					

	B✓	B√	B√	B ✓ Bike &	,					
Categories:	Major	Minor	Preservation	Ped	B √ Transit	Other				
36. Addressing Sensitive Land Issues. Based on project location information provided in the Screening Application, the following sensitive lands have the potential to be impacted by the project: [List of sensitive lands.] Provide information addressing how the project impacts each of these sensitive lands. Projects that do not impact sensitive lands or will go beyond NEPA requirements will score better.										
	not impact sensitive lands or will go beyond NEPA requirements will score better. See related attachment									
Oce related	i attacimient									
Categories:	B √ Major	B √ Minor	B ✓ Preservation	B ✓ Bike & Ped	B √ Transit	B ✓ Other				
problem in requireme aspects of requireme	37. Water Runoff Quality & Quantity. Describe a current significant water runoff quality or quantity problem in the project area that will be resolved as a result of the project and complying with NEPA requirements. If there is no current significant water runoff quality or quantity problem, describe aspects of the project that will improve water runoff quality or quantity that will go beyond NEPA requirements. Projects which address problems or go beyond NEPA requirements will score better. See related attachment									
Categories:	B √ Major	B √ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	B √ Other				
38. Vegetation and Habitat Restoration: Describe a current significant vegetation or habitat problem in the project area that will be resolved as a result of the project and complying with NEPA requirements. If there is no current significant vegetation or habitat problem, describe aspects of the project that will improve vegetation or habitat restoration above and beyond NEPA requirements. Projects that address problems or go beyond NEPA requirements will score better. See related attachment										
	B√	B√	B√	B ✓ Bike &	5 / T	5 (01)				
Categories:	Major	Minor	Preservation	Ped	B ✓ Transit	B ✓ Other				
project's ir	npact on the lon how projec	natural habita	ted to Natural Reso at. With regard to pro er this goal especiall	ojects in the "Other	r" category, this	includes				
See related attachment										

Examples of responses that have improved scores for this goal are:

- Existing culverts are hydraulically undersized, contributing to flooding of the intersection. High outlet velocities have resulted in significant stream erosion.
- The area adjacent to a project currently experiences some drainage issues and basement flooding. The project will address all known flooding / drainage issues.
- Documentation includes plans for a bioswale in the center median, vegetated swales, bio-retention cells for water quality treatment, detention basins, rain gardens, infiltration beds and trenches.

- Eliminate direct runoff to waterways from structures.
- The project will not increase impervious surface area.

GOAL: Energy

Promote the reduction of per capita energy consumption and the production of energy from renewable local sources to increase affordability and resilience of regional energy supplies.

	В✓	В ✔	B✓	B ✓ Bike &						
Categories:	Major	Minor	Preservation	Ped	B ✓ Transit	B ✓ Other				
40. Components that Save Energy. Provide an assessment of the potential project-level technology components that save energy.										
☐ See related	d attachment									
	B√	B√	B√	B ✓ Bike &						
Categories:	Major	Minor	Preservation	Ped	B ✓ Transit	B ✓ Other				
41. Other Extraordinary Energy Aspects. Provide a statement about any extraordinary aspects of the projects impact on energy. This could include renewable energy production as part of the project.										
See related attachment										
1										

Examples of responses that have improved scores for this goal are:

- Project electrified by solar power.
- Plans to install roundabouts, which use less energy than traffic signals.
- Reuse of existing pavement material as road base saving energy from production and transport.
- The project continues the implementing the technology to support a connected vehicle environment across many areas of the city which sets up more energy efficiency in the future.
- Commitment to use energy efficient technology (LED) for street lighting and traffic signal heads.
- Documentation of the project infrastructure or right-of-way being used to produce renewable energy.

GOAL: Collaboration and Funding Increase collaboration to maximize the return on public expenditures.

			B√						
Categories:	B ✓ Major	B ✓ Minor	Preservation	B ✓ Bike & Ped	B ✓ Transit	B ✓ Other			
 42. Documentation of Support and Collaboration. Provide letters of support from neighboring government jurisdictions, community associations, business associations, or others. Where applicable, the sponsor is encouraged to provide additional documentation on interagency (other local governments, ODOT, transit, etc.) and community collaboration (e.g., identification in MORPC's Competitive Advantage Projects initiative) that has occurred to date to advance the project. Also provide names of entities that are expected to contribute financially to the project. Provide the amount or magnitude of the contribution and include documentation. This includes those entities funding any aspects of project development as well as the number contributing to right-of-way and construction. Projects that have more support and documentation will score better. See related attachment 									
Categories:	B √ Major	B ✓ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	B ✓ Other			
studies red steps have the planni	commending	the project or eted at time o	ss. Please explain the activity and which of final application so	ODOT Project Dev	elopment Proce	ess (PDP)			
Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	B ✓ Other			
44. Percent and Amount of Private Sector Funding. What private financial support has been or will be provided to this transportation project? Please specify the amounts and entities providing the support and their relationship to the project. This may be support within the past three years or commitments into the future, and please specify the timeline for this support. The amount and percentage will only be based on the total right-of-way and construction cost. If it is not a traditional construction project the percent of the total program/activity will be used. The more private sector funding, the better the score. ☐ See related attachment									
Categories:	C ✓ Major	C ✓ Minor	C √ Preservation	C ✓ Bike & Ped	C ✓ Transit	C ✓ Other			
			ants that submit mo ant's top project with						
See related attachment									

Categories:	C ✓ Major	C ✓ Minor	C ✓ Preservation	C ✓ Bike & Ped	C ✓ Transit	C ✓ Other				
46. Small Agency Funding Capacity. For an agency with a small transportation budget, such that the local funding they are contributing to the project phases for which they are requesting assistance is approximately equal to or greater than the usual size of its annual transportation infrastructure expenditures, will benefit under this criterion.										
	See related attachment									
GOAL: Health, Safety & Welfare Use public investments to benefit the health, safety and welfare of people.										
Categories:	A ✓ Major	A ✓ Minor	A ✓ Preservation	✓ Bike & Ped	✓ Transit	✓ Other				
47. Facility Control project base rating base the ODOT PCRs and	ondition. The sed on the mo ed on ODOT data and ma /or bridge rati	e average PC ost recent OD data that wou y provide sup	CR of the existing road OOT data will be cald ald be improved as poplemental data if de	culated. The worst part of the project.	be improved as existing bridge The sponsor sh	part of the component ould review				
See related	d attachment									
Categories:	Major	Minor	Preservation	Bike & Ped	A ✓ Transit	Other				
 Categories: Major Minor Preservation Bike & Ped A ✓ Transit Other 48. New Transit System Ridership. Provide an estimate of the increase in transit ridership. This is to include both the ridership on the specific project or activity as well as overall system ridership. Projects that have higher ridership will score better. ☐ See related attachment 										
include bo that have l	th the ridersh higher ridersh	ip on the spe	cific project or activi							
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Examples of responses that have improved scores for this goal are:

- Project serves a nearby public safety facility (police/fire substation)
- Project to improve emergency response time in the project area
- Addresses a location on a high crash listing.
- The proposed project is predicted to have a service life of 30 years, an improvement of 50% over the typical 20 years.
- Designed for overweight vehicles
- The project area is targeted as part of the City of Columbus' Celebrate One program.
- Opting for a more extensive fix expected to last 50-75 years instead of temporary repairs.
- Bus pads to help extend system life

GOAL: Sustainable Neighborhoods and Quality of Life

Create sustainable neighborhoods to improve residents' quality of life.

			B√						
Categories:	B ✓ Major	B ✓ Minor	Preservation	A ✓ Bike & Ped	A ✓ Transit	✓ Other			
51. Pedestrian System. Provide information on the relationship of the project to the existing pedestrian transportation system and/or how the project will include improvements to enhance or connect to the pedestrian system. Projects that facilitate the construction of pedestrian facilities along a regionally significant active transportation corridor will score higher. Projects that provide pedestrian facilities where none currently exist and/or provide connections among existing facilities will score higher. See related attachment									
Categories:	B √ Major	B ✓ Minor	B ✓ Preservation	A ✓ Bike & Ped	A ✓ Transit	✓ Other			
transporta bikeway s transporta	52. Bikeway System. Provide information on the relationship of the project to the existing bikeway transportation system and/or how the project will include improvements to enhance or connect to the bikeway system. Projects that facilitate the construction of facilities along a regional active transportation corridor will score higher. Projects that provide bike facilities where none currently exist will score higher.								
_									
Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	✓ Other			
53. Displacements. Provide an estimate of the number of displacements (business and residential) as a result of the project. The information can be provided in terms of a likely range of displacements. The information can be provided in terms of a range of likely displacements. See related attachment									

Categories:	C ✓ Major	C ✓ Minor	C ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	✓ Other
54. Transit System. Provide a statement as to how the project enhances transit service. Beyond what transit related facilities may be part of the project if on existing transit line, projects that make additional improvement or that could enhance future transit service while not on a current transit line will score higher.						
☐ See related	See related attachment					
Categories:	B √ Major	B ✓ Minor	B ✓ Preservation	C ✓ Bike & Ped	B ✓ Transit	A ✓ Other
55. Other Sustainable Neighborhoods Considerations. Provide a statement with rationale on how the project would further quality of life and relationship of this project to furthering the community's quality of life goals.						
Attach a schematic map or aerial/satellite photo of the project area showing existing land uses and future trip generators, i.e., places that attract customers, employees, students, visitors, and others. The following are some examples: employment centers, shopping centers, schools/colleges, libraries, distribution centers, parks, tourist destinations, places of worship, entertainment, and residential areas. List or describe these locations below or on the attachment.						
For projects in the Other Activity Category, provide additional information in regard to any of criteria above as applicable in justifying the benefits of the program/activity/project relative to this goal.						
See related	dattachment			•		

Appendix B: Sample Partnering Agreement

The following pages are templates for the partnering agreements. One is for projects with their first commitment of MORPC attributable funding. The second is for projects which have had a previous partnering agreement and the update is to reestablish the funding and schedule for the project. These templates are suitable for most projects. If there are unique circumstances surrounding the funding or schedule for a project, the partnering agreement will include additional language describing the circumstances.

Partnering Agreement Template for New Funding Commitment

August ##, 2021

«AddressBlock»

«GreetingLine»

MORPC has selected your project, "Project_Name", for MORPC-attributable funding. MORPC receives this allocation of federal transportation funding in accordance with federal transportation law and by Ohio Department of Transportation (ODOT) policy. MORPC has established Policies for Managing MORPC-Attributable Funds (Policies) to guide the solicitation, selection and administration of these funds. MORPC last adopted the Policies in March 2020.

Beginning in the summer of 2020, MORPC requested updated cost and schedule information from previous funding commitments and then solicited, evaluated and selected projects for new funding commitments. This process concluded with the adoption of the program of projects to receive MORPC-attributable funding via resolution T-#-21 on June 10, 2021.

In accordance with the Policies, entities that receive funding are to enter into a partnering agreement that specifies the scope and schedule of the project receiving the funding commitment as well as a commitment from the project sponsor and MORPC to be knowledgeable of and deliver the project through ODOT's Project Development Process (PDP). This requires that the project sponsor and their consultant, if applicable, attend quarterly meetings and provide other information to MORPC in order to monitor progress through the PDP. The project manager, «Project_Manager», should remain in contact with MORPC staff and communicate any changes to the scope, cost and schedule promptly. This letter, once signed by both parties, constitutes the partnering agreement.

MORPC resolution T-#-21 awarded funding for «Project_Name» (PID ##) for the following phases in the expected state fiscal year period and amount and based on the funding splits shown below.

Phase	State Fiscal Year	MORPC Committed Amount	Local Match	Other Funding	Phase Total
Right-of-Way					
Construction					

Commitments of MORPC-attributable funding in SFY 26/27 are not assigned a specific year. During future attributable funding cycles, as project updates are received, the specific fiscal year will be defined based on progress of projects and availability of funding.

The partnering agreement would include a paragraph here describing any specifics with regard to the funding plan such as: local match percent (generally 20%); is MORPC funding a fixed amount; if there are multiple funding sources and the cost estimate changes, what is the expectations on the change in MORPC's and the other funding sources.

As the project proceeds through the PDP, should the cost estimates change and the funding plan is significantly altered, the project may be subject to re-competing during a future attributable funding cycle.

To ensure the implementation of this schedule and the availability of funding for this and other projects, MORPC monitors project milestones. The scheduled dates listed below for Right-of-Way Authorization and the Final Plans and Bid Package Submittal to ODOT were used to establish the dates that will trigger penalties per the Policies if not met.

Milestone	Scheduled Date	Trigger Date for Score Reduction	Trigger Date for Ineligibility
Right-of-Way Authorization			
Final Plans and Bid Package Submittal to ODOT			

As outlined in the Policies, if either of these milestones is delayed by more than one year, new projects submitted for MORPC-attributable funding will have their score reduced by 5 points; if either of these milestones is delayed by more than two years, the sponsoring agency will be ineligible to submit new projects for MORPC-attributable funding. Penalties will be applied until the milestone that triggered the penalty is complete.

Additionally, projects that miss obligation dates that result in the loss of funding to the region will have their federal share reduced by 10 percentage points (typically from 80 percent to 70 percent).

If the milestone for Final Plans and Bid Package Submittal to ODOT is after December 31, 2021, MORPC requires the project sponsor to submit an update in summer of 2022.

See the Policies for additional information and please do not hesitate to contact MORPC staff with any questions.

Sincerely,

Thea J. Walsh, AICP Director, Transportation & Infrastructure Development

MORPC agrees to fund the «Project_Name» project in the amounts shown above according to the included schedule contingent upon MORPC's continued federal funding. The «Jurisdiction» agrees to the amounts shown above and the included schedule and is aware of the potential penalties of failing to maintain that schedule. Changes to the scope, cost and schedule as outlined in this agreement must be approved in accordance with the Policies.

Director
Transportation Infrastructure and Development
Mid-Ohio Regional Planning Commission

Project Manager/CEO
«Jurisdiction»

Date

Partnering Agreement Template for Updated Funding Commitment

August ##, 2021

«AddressBlock»

«GreetingLine»

MORPC has selected your project, "Project_Name", for MORPC-attributable funding. MORPC receives this allocation of federal transportation funding in accordance with federal transportation law and by Ohio Department of Transportation (ODOT) policy. MORPC has established Policies for Managing MORPC-Attributable Funds (Policies) to guide the solicitation, selection and administration of these funds. MORPC last adopted the Policies in March 2020.

Beginning in the summer of 2020, MORPC requested updated cost and schedule information from previous funding commitments and then solicited, evaluated and selected projects for new funding commitments. This process concluded with the adoption of the program of projects to receive MORPC-attributable funding via resolution T-#-21 on June 10, 2021. This resolution maintained the commitment of MORPC-attributable funds to your project, «Project_Name».

In accordance with the Policies, entities that receive funding are to enter into a partnering agreement that specifies the scope and schedule of the project receiving the funding commitment as well as a commitment from the project sponsor and MORPC to be knowledgeable of and deliver the project through ODOT's Project Development Process (PDP). This requires that the project sponsor and their consultant, if applicable, attend quarterly meetings and provide other information to MORPC in order to monitor progress through the PDP. The project manager, «Project_Manager», should remain in contact with MORPC staff and communicate any changes to the scope, cost and schedule promptly. This letter, once signed by both parties, constitutes the partnering agreement.

MORPC resolution T-#-21 reestablished funding for «Project_Name» (PID ##) for the following phases in the expected state fiscal year period and amount and based on the funding splits shown below.

Phase	State Fiscal Year	MORPC Committed Amount	Local Match	Other Funding	Phase Total
Right-of-Way					
Construction					

Commitments of MORPC-attributable funding in SFY 26/27 are not assigned a specific year. During future attributable funding cycles, as project updates are received, the specific fiscal year will be defined based on progress of projects and availability of funding.

The partnering agreement would include a paragraph here describing any specifics with regard to the funding plan such as: local match percent (generally 20%); is MORPC funding a fixed amount; if there are multiple funding sources and the cost estimate changes, what is the expectations on the change in MORPC's and the other funding sources.

As the project proceeds through the PDP, should the cost estimates change and the funding plan is significantly altered, the project may be subject to re-competing during a future attributable funding cycle.

To ensure the implementation of this schedule and the availability of funding for this and other projects, MORPC monitors project milestones. The 20## partnering agreement established the dates listed below for Right-of-Way Authorization and the Final Plans and Bid Package Submittal to ODOT. These continue to be the dates that will trigger penalties per the Policies if not met.

Milestone	Scheduled Date	Trigger Date for Score Reduction	Trigger Date for Ineligibility
Right-of-Way Authorization			
Final Plans and Bid Package			
Submittal to ODOT			

As outlined in the Policies, if either of these milestones is delayed by more than one year, new projects submitted for MORPC-attributable funding will have their score reduced by 5 points; if either of these milestones is delayed by more than two years, the sponsoring agency will be ineligible to submit new projects for MORPC-attributable funding. Penalties will be applied until the milestone that triggered the penalty is complete.

Additionally, projects that miss obligation dates that result in the loss of funding to the region will have their federal share reduced by 10 percentage points (typically from 80 percent to 70 percent).

If the milestone for Final Plans and Bid Package Submittal to ODOT is after December 31, 2021, MORPC requires the project sponsor to submit an update in summer of 2022.

See the Policies for additional information and please do not hesitate to contact MORPC staff with any questions.

Sincerely,

Thea J. Walsh, AICP Director, Transportation & Infrastructure Development

MORPC agrees to fund the «Project_Name» project in the amounts shown above according to the included schedule contingent upon MORPC's continued federal funding. The «Jurisdiction» agrees to the amounts shown above and the included schedule and is aware of the potential penalties of failing to maintain that schedule. Changes to the scope, cost and schedule as outlined in this agreement must be approved in accordance with the Policies.

Director
Transportation Infrastructure and Development
Mid-Ohio Regional Planning Commission

Project Manager/CEO
«Jurisdiction»

Date

Appendix C

MORPC Complete Streets Policy

Approved by Resolution T-6-10 Adopted on April 8, 2010

MORPC Complete Streets Policy

1. Background

MORPC has long been a proponent of creating a multimodal, safe and efficient transportation system that ensures accessibility to all roadway users. In order to increase the number of projects that provide bicycle and pedestrian facilities in central Ohio, MORPC adopted a Routine Accommodation policy in 2004. This policy recognized the importance of and encouraged the construction of non-motorist facilities by putting a mechanism in place that required all project sponsors receiving MORPC-attributable federal funding to provide bicycle and pedestrian facilities in their design and construction phases as appropriate.

Since 2004, MORPC has engaged in intensive research to better understand how it can help make the region as attractive, livable, and prosperous as possible. The foundation of this research was a multifaceted growth strategy called *Regional Connections*. The objectives of Regional Connections were to create an understanding of central Ohio's anticipated growth over the next 20 to 30 years, and to formulate a strategy to address this growth in a way that would enhance the region aesthetically and economically. In 2007, MORPC adopted the recommendations of Regional Connections as "a significant guiding framework for Commission policy decisions."

This Complete Streets policy builds upon these efforts and promotes a multimodal transportation system that is integrated with sustainable land use developments. Its main objective is to design and build roads that safely and comfortably accommodate all users of roadways, including motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. It includes people of all ages and abilities.

Building complete streets provides many benefits to residents, business owners, developers, and the community as a whole. First and foremost, embracing the complete streets concept will create balanced transportation systems by providing accessible, safe, and efficient connections between destinations. It will bolster economic growth and stability while increasing property values. It will ensure job growth, reduce crashes through safety improvements, improve public health and fitness, reduce harmful emissions, and reduce the overall demand on our roadways by allowing people to replace motor vehicle trips with active transportation options. Secondly, integrating sidewalks, bike facilities, transit amenities, or safe crossings into the initial design of a project spares the expense and complications of retrofits later.

2. Definition

Complete Streets are roadways designed to safely and comfortably accommodate all users, including, but not limited to motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. "All users" includes people of all ages and abilities.

3. Vision/Purpose

To create an equitable, balanced, and effective transportation system where every roadway user can travel safely and comfortably and where sustainable transportation options are available to everyone.

The goals of this Complete Streets Policy are:

1) To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development and provides livable communities.

- 2) To ensure safety, ease of use, and ease of transfer between modes for <u>all users</u> of the transportation system.
- 3) To provide flexibility for different types of streets, areas, and users.

4. Policy

Policy Statement

- MORPC will promote the Complete Streets concept throughout the region and, therefore, recommends that all local jurisdictions and the state adopt comprehensive Complete Streets policies, consistent with the Regional Policy. MORPC will seek incorporation of the Complete Streets concept and policy into the development of all transportation infrastructures within the region at all phases of their development, including planning and land use control, scoping, design approvals, implementation, and performance monitoring.
- 2. MORPC requires that all projects receiving MORPC-attributable federal funding adhere to this policy. MORPC members receiving MORPC-attributable federal funding shall fill out the checklist accompanying this policy. More information on the review and appeals process is available in the Applicability section. Projects utilizing any other funding sources are also encouraged to adhere to this policy.

Applicability

This Complete Streets Policy applies to all projects, including the new construction, reconstruction, rehabilitation, repair, maintenance, or planning of roadways, trails and other transportation facilities that will use federal funds allocated through MORPC.

<u>Review process</u> – The following three steps will be part of the general review process of MORPC-funded projects. A MORPC checklist accompanying the policy was developed to guide project sponsors through the project definition, scoping, funding application, and project design stages.

- Step 1: As described in MORPC's funding application process, MORPC staff will perform an initial screening of new requests and discuss with the applicants the competitiveness of their requests in comparison to other projects and available funding. MORPC staff will also be available to discuss the different ways of adhering to the Complete Streets policy and provide technical assistance.
- Step 2: Projects sponsors applying for MORPC-attributable federal funding will be asked to provide a statement that their project will comply with the Complete Streets policy by accommodating all users as reasonably as possible. Questions as shown in the Complete Streets checklist Section A are only informational. Applicants will respond to these questions as part of completing the funding application itself.
- Step 3: After MORPC has committed funding to a project, MORPC staff will review the project throughout the design phase to ensure that the requirements are met and to provide assistance where needed. The completion of the answers in Section B of the Complete Streets checklist will assist with this process. Because of the flexibility of the policy and the variety of approaches that a sponsor may take to complete a street, MORPC staff, as stewards of the Complete Streets policy, will work with the project sponsor throughout the project development to find an acceptable solution for both parties. MORPC staff will maintain publically available information describing the nature and extent of the compliance with the Complete Streets policy. The appeals process described below would be used in those instances where sponsors and staff cannot reach an agreement.

<u>Appeal process</u> – Project sponsors may request an exemption or re-review of their projects by the Appeals committee if they cannot reach an agreement with MORPC staff.

The Appeals committee is made up of a total of six (6) people who are appointed by the Policy Committee Chair for two years terms. Members may be reappointed for successive terms. The voting membership consists of three (3) representatives of local communities and two (2) public members who are all knowledgeable about transportation design. This committee is supported by one (1) nonvoting MORPC staff. The Appeals committee will meet on an "as needed" basis. MORPC staff will review the requests initially and provide a report with recommendations to the committee in advance of each meeting. The applicant will have the opportunity to review the report and add comments to it prior to its submittal to the committee. During each meeting the committee shall discuss and evaluate the request(s) and vote on a recommendation. The committee may invite the applicant to attend the meeting(s).

A quorum will consist of at least three (3) voting members, and a majority of the voting members of the full appeals committee is needed to act. Members with conflicts of interest on a particular project before the committee must recuse themselves from deliberation on that project. In the event that the sponsor disagrees with the action of the Appeals committee, the sponsor may appeal to the MORPC Policy Committee officers who may or may not elect to hear the appeal request.

Instead of an exemption, the Appeals committee may also suggest a lesser level of accommodation. All exemptions will be kept on record and made publicly available. Over the next year, MORPC staff will prepare an exemption document that will help streamline the appeals process. Exceptions would account for issues of prohibitive costs, highways or other roads where pedestrians are not allowed, and other justifiable reasons that arise during development of projects with allocated MORPC funds.

Requirements

- Each project shall use the most appropriate design standards and procedures. For projects using MORPC attributable federal funding, it will be necessary to meet or exceed standards and procedures acceptable to the Ohio and U.S. Departments of Transportation, such as the Ohio Department of Transportation's Project Development Process and Location & Design Manual.
- Project sponsors shall fill out Section B of the checklist accompanying this policy and provide completed form to MORPC.
- Designs shall include accommodation of all users and be sensitive to the context of the project setting. It is important to note that Complete Streets may look different for every project and road type. For example, wide lanes or paved shoulders may be sufficient in a rural area, whereas sidewalks and/or bike lanes are needed in an urban setting. Also, when re-striping projects are considered, where the right-of-way will not change, options such as bike lanes, sharrows, and pedestrian crosswalks could still be implemented. More information and examples will be provided as part of the checklist and toolkit.
- A systems approach shall be used in developing roadway projects, especially to ensure coordination with nearby jurisdictions, projects, and plans irrespective of the project sponsor.
- If there is another project planned or in development near this project the two should be coordinated to ensure consistency in the facilities serving the corridor.
- Logical termini should be chosen to include connections through "pinch points," such as
 overpasses, railroad crossings, and bridges. Logical termini should not be chosen so that the
 project ends before such a "pinch point" unless there is a compelling reason to do so.

- If the project serves a destination point, such as a school, recreational facility, shopping center, hospital, or office complex, the project shall provide the opportunity for the destination to have access to the project's pedestrian and bicycle facilities.
- Every project shall involve the local transit agency in the design process to ensure that sufficient accommodation of transit vehicles and access to transit facilities is provided. The project sponsor shall provide the local transit agency during Step 1 of the Project Development Process the opportunity to participate throughout the entire process.
- Public transit facilities shall be designed with the goals of Complete Streets in mind, by including sidewalks, bicycle connections, or secure bicycle parking, among others.
- Every project shall provide the opportunity for utility/telecommunications infrastructure to be appropriately accommodated to allow for existing and future growth. Efficient use of right-of-way during construction and maintenance should be considered to improve access to utility systems, including future broadband networks. This policy is not intended to create new rights for utilities outside those provided by existing law and contract.
- Every project shall ensure that the provision of accommodations for one mode does not prevent safe use by another mode (e.g., a bus shelter should not block the clear walking zone on the sidewalk).

5. Recommendations

- All users should be considered during the entire life cycle of a project, including planning, design, construction, operations, and maintenance.
- Street furniture, such as bike racks or benches, should be considered as part of all projects as long as they do not impede any user.
- When designing a facility that includes or crosses an existing or future transit route, ensure that the appropriate pedestrian and wheelchair access is provided to and from the transit stops.
- Traffic-calming elements including, but not limited to, landscaping, street trees, and narrowing of lanes, should be considered where safe and appropriate.
- Project sponsors should consider including street trees and landscape components, with careful analysis of tree, site, and design considerations.
- Special consideration should be given to future planned facilities or services.
- Each project design should be coordinated with appropriate access management strategies. Access management strategies should consider the placement of sidewalks and ramps to eliminate sight distance issues.
- Although this policy focuses on engineering projects, the project sponsor should provide education, encouragement, and enforcement strategies during or after the project. The education component should include government officials, developers, and the public. A toolkit designed by MORPC staff will provide best practices, ideas, and resources to help with these efforts (see Implementation section).
- While this policy focuses on transportation, local governments should review their land use and zoning policies to provide for mixed land use developments and projects that provide direct nonvehicular connections within a given development.
- Each local community should regularly update its project design standards and procedures and train its staff to adhere to them.

Local governments are encouraged to adopt their own Complete Streets policies, consistent with this regional policy and federal and state design standards. State governments should work with the local Metropolitan Planning Organizations to ensure consistency in polices at the state, regional and local level.

6. Implementation

Upon approval and adoption of this Complete Streets policy, it will become part of MORPC's planning process and project selection for MORPC-attributable funding. The principles of this policy will also guide MORPC staff in the preparation of the Regional Transportation Plan and other plans it prepares or to which it contributes.

A toolkit will be developed and provided to each community in modules as they become available. The objective of this toolkit is to assist project sponsors in developing Complete Streets projects. This toolkit will contain model policies, sample design standards, examples for land use and zoning practices, educational and enforcement strategies, and information on other resources.

7. Evaluation

MORPC shall, at a minimum, evaluate this policy and the documents associated with it on an annual basis. This evaluation may include recommendations for amendments to the Complete Streets Policy, including the development of exemption guidance, and subsequently be considered for adoption by the Policy Committee of MORPC utilizing its then current public and member involvement procedures.

Appendix D

MORPC Smart Streets Policy

Approved by Resolution T-6-19 Adopted on May 1, 2019



SMART STREETS POLICY

BACKGROUND

For decades, transportation has been understood primarily as the movement of people and goods via motorized vehicles on a network of publicly funded highways and streets, with most vehicles being privately owned by individuals or companies and supplemented by public transit running on fixed routes. Technological advancements are rapidly transforming this conventional view of transportation into the concept of a mobility system that employs digital communications and information technologies to provide a variety of services for moving people and goods. These include transportation network companies, shared vehicles (motorized and non-motorized), employer-provided shuttles, unmanned aerial vehicles, or drones, and increasingly connected and autonomous vehicles that collect, transmit and share large volumes of data. Similarly, the transportation network is being transformed by the deployment of digital technologies that collect, transmit and share data with its users and managers about traffic, incidents and the condition of the infrastructure.

These emerging technologies must be implemented to improve service delivery and the quality of life in Central Ohio as it continues to grow in population and employment. If implemented thoughtfully, these advancements have the potential to improve safety, reduce congestion, increase system efficiency, and deliver services more effectively.

Digital infrastructure is a key component for deploying these technologies and realizing their benefits. This infrastructure needs to be regional in nature to maximize the potential of these technologies. It requires a significant investment to build and maintain this infrastructure. A regional policy on the deployment of digital infrastructure is an effective way to ensure that public infrastructure investments are made in a way that supports the capability of these technologies to effectively serve public interests and improve the quality of life in Central Ohio.

DEFINITIONS

<u>Smart Streets</u> comprise a mobility system able to leverage current and emerging technologies and data to provide services more effectively and improve the quality of life of all residents.

<u>Digital Infrastructure</u> is the system that provides and supports digital communications, including fiber optic cable, wireless communications, and the hardware and software that supports them.

<u>Intelligent Transportation System (ITS)</u> are technologies that advance transportation safety and mobility and enhance productivity by integrating advanced communications technologies into transportation infrastructure and modes of travel.



Mobility is the quality or state of being mobile or movable.

<u>Mobility System</u> is the infrastructure, services, data, technology, and governance that enables the mobility of people and goods.

VISION

Central Ohio is the leader in creating a regional smart mobility system that is connected, inclusive, secure, and resilient across jurisdictions, providing services effectively to improve the quality of life of all residents.

PURPOSE

To ensure public investments in mobility are planned, selected, scoped, designed, constructed, and maintained in a manner that advances a Smart Region.

GOALS

- <u>Connectivity</u>: Strategically advance digital infrastructure (primarily broadband) and access across jurisdictions throughout the region to improve mobility and the delivery of public services and effectively support economic development.
- <u>Flexibility</u>: The mobility system is flexible, scalable, and able to support evolving digital technologies to improve people's mobility and the delivery of public services.
- <u>Interoperability</u>: The mobility system is interoperable and can effectively and securely collect and share data across jurisdictions for processing and analysis to improve mobility, safety, infrastructure management, and the quality of life.
- Equity: The mobility system is accessible to all people, and emphasizes improving access and mobility for the disadvantaged.

POLICY

Statements

MORPC supports the Smart Streets concept throughout Central Ohio. To promote the acceptance and practice of Smart Streets, MORPC recommends that local jurisdictions and the state of Ohio develop and adopt Smart Streets policies to meet their needs and are compatible with this regional policy.

MORPC seeks to incorporate the Smart Streets concept into the planning, programming, scoping, design, implementation, maintenance, and performance monitoring of all transportation infrastructure and encourages all infrastructure investments in Central Ohio to follow this policy.

This policy will be applied to all projects awarded funding through MORPC. MORPC will ensure the uses of these funds are consistent with this policy, incorporating Smart Streets concepts as appropriate. The policy is intended to identify opportunities where they exist and leverage our investments in infrastructure. It requires sponsors to take certain considerations regarding digital infrastructure into account during project development, document the findings, and provide a rationale for its decisions. The policy does not include the specific criteria for how those decisions will be judged. Those criteria are expected to develop and change rapidly as the technologies emerge and evolve and be very dependent on the individual circumstances of

each project. Instead, the policy is intended for the project sponsor, the program administrators, and the existing organizational institutions to make informed, transparent decisions about the digital infrastructure components of transportation projects, using standards and criteria they mutually agreed upon. If it is successful, the policy will not result in imposing a burden upon sponsors or their projects, but, through its deliberate application, help to generate the awareness and knowledge necessary to lead them to processes and outcomes they value themselves.

This policy is not intended to create new rights for utilities outside those provided by existing law and contract.

Applicability

Many factors will be considered to determine whether a project is consistent with the policy.

- 1. Prior to submitting a formal application or request for funding, MORPC staff will be available to the sponsor to review the proposed use of funds, to discuss any potential Smart Streets considerations with the project, and to provide resources for technical assistance.
- 2. The formal application or funding request shall provide sufficient information about the projects for staff to determine whether the proposed project adheres to this policy. The evaluation and selection process will incorporate Smart Streets concepts.
- 3. Once MORPC-attributable funds are committed to a project, staff will continually monitor its development through the construction/implementation. This includes review and comment on (if applicable) requests for proposals, field reviews, scoping, preliminary studies, systems engineering analysis, design plans, and change orders to ensure adherence to this policy and provide guidance on incorporating Smart Streets concepts.

Requirements

The policy's requirements are listed below and grouped by the four goals of the policy. Some of these are already required by existing laws, regulations, and standards. They are included here to stress their importance for Smart Street concepts.

Connectivity

- 1. The project sponsor shall complete the checklist accompanying this policy and provide the information to MORPC.
- 2. The project shall use the most appropriate development process and design standards. Any digital infrastructure related to the project shall meet accepted industry standards.
- 3. Project sponsors shall notify the owners of digital infrastructure located within the project limits of the project scope and schedule after MORPC has committed funds to the project. They shall be given the opportunity to participate in the plan review process. This policy is not intended to create new rights for utilities outside those provided by existing law and contract.
- 4. The sponsor shall provide MORPC with geocoded data for the location, type and specifications of publicly-owned digital infrastructure that was installed as part of the project. Sensitive data must be protected by a non-disclosure agreement.
- 5. If the project will affect digital infrastructure adjacent to institutional uses or public facilities, such as a police or fire station, school, library, recreation center, government offices, or maintenance facility, the project sponsor shall engage the facility



- owner/operator about the possibility of the facility having access, if feasible, to the affected infrastructure.
- 6. If the construction of a project requires the removal or relocation of the project sponsor's digital infrastructure in current use for a transportation service, the infrastructure shall be maintained by being relocated or replaced. The replacement infrastructure shall meet current industry standards, be compatible with the existing infrastructure, and be sufficient to continue current transportation uses.

Flexibility

- 1. Project requirements for digital infrastructure shall be sensitive to the context of the project setting, the scope of the project, and cost. Projects in different contexts may take different approaches to Smart Streets.
- 2. Sponsors shall govern the project's digital infrastructure in a state of good repair through its anticipated useful life and operate the infrastructure securely, in accordance with industry standards.

Interoperability/Data

- 1. All Intelligent Transportation Systems (ITS) associated with a project shall be interoperable with other such systems serving public infrastructure in the region. They will have the capability to transmit and share data with each other.
- 2. A systems approach shall be used in developing a project, such that the sponsoring agency has engaged and communicated with stakeholders (within the sponsoring agency as well as any other jurisdictions) about the potential interrelationships between the project and any existing, planned or proposed infrastructure in the vicinity of the project.
- 3. If there are other adjacent infrastructure projects planned, programmed or in development, the projects should be coordinated to ensure consistency and connectivity among the facilities serving the area.
- 4. Sponsors of projects with digital infrastructure components are required to have policies in place to guide the collection, use and sharing of data and to ensure the security and privacy of the system and the data within it, especially for potentially sensitive data such as personally identifiable information.
- 5. Public transit agencies shall be informed of projects being developed in their service areas and shall have the opportunity to coordinate with the project sponsor to jointly consider the ITS aspects of the project. Each transit agency and the project sponsor can determine the appropriate level of participation in project development.
- 6. All sponsors shall identify any ITS services, inventory elements, functional requirements and interfaces/information flows in the Central Ohio Regional ITS Architecture that are relevant to the project before beginning detailed design or right-of-way acquisition.
- 7. Projects shall facilitate ITS integration opportunities and ITS extensions of additional/future projects as identified in the Central Ohio Regional ITS Architecture by accounting for future integration requirements and describing how it will support future extensions of the regional architecture.

Equity

1. All digital infrastructure funded by the project must be primarily utilized to serve a public purpose.



- 2. The sponsor shall ensure that actions taken to comply with this policy do not prevent safe use of the public right-of-way by any mode (e.g., a traffic signal cabinet shall not block the clear walking zone on the sidewalk or encroach on a transit stop).
- 3. Project sponsors shall comply with all applicable laws, regulations, and standards regarding the installation and placement of digital infrastructure.

Recommendations

The following statements are recommendations. Project sponsors and others are not obligated to follow any of these recommendations to be considered in compliance with this policy.

- 1. Local governments are encouraged to adopt their own Smart Streets policies to meet the needs of their communities. They should strive for consistency with this regional policy and federal and state requirements.
- 2. State government agencies should work with Metropolitan Planning Organizations to ensure consistency in digital infrastructure polices at the state, regional and local level.
- 3. Project sponsors are encouraged to build redundancy and resiliency into digital infrastructure to a degree that is in accordance with industry best practices.
- 4. Project sponsors may encourage colocation with private utility infrastructure provided that it does not inhibit public use of the infrastructure or right-of-way.
- 5. Project sponsors should allow other local governments and public uses the option to pay for the use power and fiber installed as part of the project that is not reserved by the sponsor for a specific public use. See also Recommendation 4 regarding private uses of the conduit.
- Project sponsors should consider incorporating other connected technologies into their
 projects that can benefit from and maximize the utility of the digital infrastructure being
 installed, such as smart lighting, traffic surveillance, security surveillance, data collection
 and reporting.
- 7. Project sponsors should avoid use of proprietary point technologies where practicable in favor of interoperable technologies.
- 8. Traffic signal maintenance should include upgrades to support connected vehicles when it can be installed at a comparably lower cost than a subsequent retrofit.
- As multiple mobility providers emerge and the usage of shared/autonomous vehicles increases, the demand for curb space may become acute at certain times and places. Local agencies should consider policies to equitably and effectively manage these spaces.
- 10. MORPC advocates for open data sharing, good data governance and the adoption of policies to ensure data security by local public agencies. However, it also recognizes that every situation presents unique challenges and trade-offs such that these principles cannot be applied to specific projects nor every circumstance.

Appeals

If the sponsor and MORPC staff are unable to reach an agreement on assuring compliance with a provision of this policy, sponsors may ask the Attributable Funds Committee to grant an exemption from the provision or to review the situation. MORPC staff will review the request and provide a report with recommendations to the committee in advance of the decision. In the event that the sponsor disagrees with the action of the Attributable Funds Committee, the sponsor may appeal to the MORPC Policy Committee officers, who may or may not elect to hear the appeal request.



IMPLEMENTATION

Upon approval and adoption of this policy, the Attributable Funds Committee will be tasked with incorporating Smart Street concepts into the project selection process for MORPC-attributable funds. The policy will also guide MORPC staff in the preparation of the Metropolitan Transportation Plan and other plans it prepares or to which it contributes.

A resource guide will be developed to assist sponsors in developing projects that comply with the Smart Streets Policy. This guide will contain project-specific best practices, sample policies, funding opportunities, and information on other resources.

EVALUATION

MORPC reports annually on the region's progress toward targets established in the Metropolitan Transportation Plan. These targets include several ITS-related targets that can be considered in evaluating the effectiveness of this policy.

MORPC collects data on several aspects of projects receiving the assistance of MORPC-attributable funds, such as the lead agency, location, limits, type of work, length, number of travel lanes, pedestrian facilities, bicycle facilities, and funding by phase, source and year. Digital infrastructure components of these projects will be tracked through reporting mandated by Connectivity Requirement #4.

Portions of the Policy that are the subject of an appeal heard by the Attributable Funds Committee will be subsequently reviewed by the committee, and any recommendations concerning the policy will be considered for approval by MORPC's Community Advisory, Transportation Advisory, and Transportation Policy committees.





SMART STREETS POLICY PROJECT CHECKLIST

PROJECT SCOPE

Using available information, check any of the following that could potentially be involved in the project:

- □ Right-of-way acquisition
- Utility reloction
- Excavation of more than 3 feet below ground level
- □ Traffic signal infrastructure
- □ Light poles

What transportation-related or mobility function will be performed by the digital infrastructure elements of the project?

CONNECTIVITY

Please cite the specific design guidance or resources related to digital infrastructure that you expect to use in the development and design of your project.

Will the project affect digital infrastructure in the vicinity of any institutional uses or public facilities? Check all that apply:

Police or fire station
School
Library
Recreation center
Government offices
Maintenance facility
Other (please specify):

What digital infrastructure is currently present in the project area? Will it be maintained in place or will it potentially need to be relocated or replaced? What digital infrastructure is expected to replace the existing infrastructure to meet current industry standards and be sufficient to continue current public uses?

What communications infrastructure (e.g. coax, fiber, conduit, duct bank, pull boxes) are present in the project area? What specifications/details (owners, users, number of strands, lines, capacity) are known about each one?



What are the current publicized connection speeds of internet service available in the project area?

FLEXIBILITY

What agency will be responsible for ongoing maintenance of the digital infrastructure and how will this be budgeted? If the project sponsor is not responsible for maintenance after the project ends, please indicate responsible agency name. Please attach the maintenance agreement.

INTEROPERABILITY

Project limits should be selected so that they can accommodate existing and future connections. If the project touches another jurisdiction, was a systems approach taken? Were cross-iurisdictional connections considered?

Identify any public transit services and stops in the project area. Describe any engagement with the transit service provider regarding this project.

Will the digital infrastructure systems associated with this project be interoperable with other such systems serving public infrastructure in the region?

Identify any Intelligent Transportation Systems (ITS) services, inventory elements, functional requirements and interfaces/information flows in the Central Ohio Regional ITS Architecture that are relevant to the project.

Does the project present any ITS integration opportunities and ITS extensions of additional/future projects as identified in the Central Ohio Regional ITS Architecture? Describe how it will support future extensions of the regional architecture.

What policies are in place to guide the collection, use and sharing of data and to ensure the security and privacy of the system and the data within it?

EQUITY

Identify people and organizations that are expected to benefit from the digital infrastructure proposed in the project and any people and organizations that could have a potential benefit.



Appendix E

Policy for Revising the Transportation Improvement Program (TIP)

Policy for Revising the Transportation Improvement Program (TIP)

Before the U.S. Department of Transportation (USDOT) can authorize the use of federal funds in MORPC's transportation planning area, MORPC must approve of their use by including a description of the purpose and amount of those funds in its TIP. Generally, this means that the TIP must list the specific project or program with the funding source and amounts that are consistent with the request for authorization. If the TIP will not be consistent with an anticipated request before the next scheduled biennial TIP update, MORPC must revise the TIP by a formal amendment or an administrative modification as described in this policy.

MORPC's TIP is a component of the Statewide TIP (STIP). After MORPC approves a revision to the TIP, ODOT must submit it and other STIP revisions to the USDOT for final approval.

The Policy for Revising the TIP is intended to conform to the minimum requirements of:

- The Fixing America's Surface Transportation Act (FAST Act) (P. L. 114-94, December 4, 2015)
- 23 CFR 450, May 27, 2016
- Procedures for Ohio Statewide Transportation Program (STIP) Amendments and Administrative Modifications (signed by ODOT and FHWA on September 24, 2013)
- Ohio 2021-2024 S/TIP Development Guidance (August 2019).

I. Definitions

A. Administrative Modifications

Per 23 CFR 450.104 and in compliance with 49 CFR 613: Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

B. Amendment

Per 23 CFR 450.104 and in compliance with 49 CFR 613: Amendment means a revision to a long- range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving "non-exempt" projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.

II. STIP/TIP Revisions

Projects listed in any of the four years of the approved STIP are eligible for authorization in any other of the four years of the STIP. STIP/TIP revisions are needed only for federal- and state-funded projects that require federal approval or authorization action prior to the next scheduled biennial STIP/TIP update. There are two categories of STIP revisions: formal amendments and administrative modifications.

A. STIP/TIP revisions must meet three major criteria:

- 1. Fiscal constraint must be maintained.
- 2. Transportation conformity requirements must be met for air quality nonattainment and maintenance areas.
- 3. STIP/TIP revisions shall be coordinated through MORPC's current adopted public involvement process.

B. Revisions Requiring an Amendment

- 1. Any change to the project description or scope that adds or removes a transportation feature.
- 2. Adding or deleting projects or project phases into or out of the current TIP that are not categorized as statewide line items.
- 3. Any change that affects financial constraint or affects air quality conformity (regardless of the funding source).
- 4. Project phase funding increase over the modification limits in II. C. below.

C. Revisions Acceptable through an Administrative Modification

- 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.
- 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 50 percent.
 - b. for a project estimate greater than or equal to \$3,000,000, but less than \$10,000,000, a change in project/phase cost less than or equal to 30 percent.
 - c. for a project estimate greater than \$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 \$1,000,000, a change in phase cost less than or equal to 50 percent.
 - b. 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.
 - c. for a project phase listed amount greater than \$5,000,000, a change in phase cost less than or equal to 20 percent.
 - d. 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.

- The MORPC TIP Manager must receive requests for the amendment <u>by the 10th</u> <u>day of February, May, August, or November</u> 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 <u>first business day of the months of October, January, April, and July (or necessary special submittal).</u>

- 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 & Infrastructure Development 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.
- Once approved by ODOT, the administrative modification will be incorporated into Ohio's STIP and no federal action will be required. ODOT will notify MORPC of the approved administrative modification and provide a copy of the approved administrative modification to FHWA and FTA.

Appendix F

Documentation of MORPC Transportation Policy Committee Adoption of the SFY 2021-2024 TIP

RESOLUTION T-X-20

"Adoption of the FY 2021-2024 Transportation Improvement Program (TIP)"

WHEREAS, the Mid-Ohio Regional Planning Commission is designated as the metropolitan planning organization (MPO) by the Governor, acting through the Ohio Department of Transportation and in cooperation with locally elected officials for Franklin and Delaware counties, the cities of New Albany and Pataskala and Etna Township in Licking County, and Violet and Bloom townships in Fairfield County, and Jerome Township in Union County; and

WHEREAS, pursuant to 23 United States Code 134, and 49 United States Code 5303, 5305, and 5306, MORPC, as the MPO, has caused the 2020-2050 Metropolitan Transportation Plan dated May 2020 to be prepared concurrently with the SFY 2021-2024 TIP; 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 2021 through 2024 dated May 1, 2020, and available at www.morpc.org/tip; and

WHEREAS, all projects in the TIP are included in the 2020-2050 Metropolitan Transportation Plan; and

WHEREAS, pursuant to 23 USC 134 and 42 USC 7506, the 2020-2050 Metropolitan Transportation Plan has been analyzed based on accepted methodology and has been determined to be in conformity with the requirements of the Clean Air Act Amendments of 1990, and said fact is documented in the Air Quality Conformity Determination Documentation for the Franklin, Delaware, Licking, Fairfield, Madison and Knox County Ozone Non-Attainment Area and the Franklin, Delaware, Licking, Fairfield and Coshocton County (Franklin Twp.) PM 2.5 Non-Attainment Area dated May 1, 2020, and the SFY 2021-2024 TIP projects are consistent with this conformity determination; and

WHEREAS, the TIP includes the Central Ohio Transit Authority's (COTA's) Short-Range Transit Plan (SRTP) with specific details provided in Appendix A of the TIP, which will be adopted by the COTA board at its May, 2020 meeting; and

WHEREAS, in compliance with the U.S. Department of Transportation's Title VI regulations, solicitation of citizens' comments on the TIP was made by following MORPC's adopted Public Involvement Process including review by the Community Advisory Committee (CAC), advertisements in the *Columbus Dispatch, Delaware Gazette, Newark Advocate, Lancaster Eagle-Gazette,* and *Columbus Post*, sunshine mailings and an open house meeting; and

WHEREAS, in response to the Federal Transit Administration's guidelines on private sector participation, private transportation operators in the region have been involved in the planning process through representation on the Transportation Advisory Committee, the CAC and/or the Transportation Policy Committee; and

WHEREAS, pursuant to 23 USC 134, the financial plan for the TIP demonstrates that it can be implemented and that it is consistent with funding reasonably expected to be available; and

WHEREAS, the TIP does not become effective until approval is received from the federal and state authorities; and

WHEREAS, the Community Advisory Committee at its meeting on April 28, 2020 and the Transportation Advisory Committee at its meeting on April 29, 2020 recommended approval of this resolution to the Transportation Policy Committee; now therefore

BE IT RESOLVED BY THE TRANSPORTATION POLICY COMMITTEE OF THE **MID-OHIO REGIONAL PLANNING COMMISSION**:

- Section 1. That it adopts the Transportation Improvement Program for Fiscal Years 2021 through 2024 dated May 1, 2020, 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 affirms the consistency between the Fiscal Years 2021 through 2024 TIP and the 2020-2050 Metropolitan Transportation Plan and thus the determination of conformity between the TIP and the State Implementation Plan (SIP).
- Section 3. That it authorizes the Transportation & Infrastructure Development Director to approve administrative modifications to the TIP as provided in Appendix D of the document.
- Section 4. That the Transportation Policy Committee finds and determines that all formal deliberations and actions of this committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.

Karen J Angelou, C	hair
•	IAL PLANNING COMMISSION
 Date	

Prepared by: Transportation Systems & Funding Staff