



# **TRANSPORTATION IMPROVEMENT PROGRAM**

## **STATE FISCAL YEAR 2021 - 2024**



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

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

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## 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

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## 1. Introduction

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

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

The most recent transportation act, the 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 8 shows the air quality conformity determination.

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

## Document Organization

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

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

- Appendix A provides Transit Supportive Documentation
- Appendix B is the Policies for Managing MORPC-Attributable Funds
- Appendix C is the MORPC Complete Streets Policy
- Appendix D is the MORPC Smart Streets Policy
- Appendix E contains the Policy for Revising the TIP
- Appendix F the MORPC Policy Committee Resolution Adopting the SFY 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 31<sup>st</sup>, 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

<b>MORPC ID:</b> 1793	<b>PID:</b> 90243	<b>Agency:</b> Delaware County	<b>CRS:</b> DEL-CR010-0.90			
S Old State Rd from Polaris Pkwy to Orange Rd, Major Widening/Multi-Use Path			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			STBG-M	Pay	\$3,342,356	2019
			STBG-M	Pay	\$6,509,713	2020
<b>MORPC ID:</b> 2653	<b>PID:</b> 95549	<b>Agency:</b> Columbus	<b>CRS:</b> DEL-CR615-00.00			
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
<b>MORPC ID:</b> 2940	<b>PID:</b> 81766	<b>Agency:</b> Pickerington	<b>CRS:</b> FAI-CR007-01.57			
Refugee Rd from Wheatfield Dr to Woodstock Ave, Major Widening/Intersection Modification			<u>Source</u>	<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
<b>MORPC ID:</b> 1732	<b>PID:</b> 90406	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-Lazelle Rd-Phase B			
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
<b>MORPC ID:</b> 724	<b>PID:</b> NA	<b>Agency:</b> Hilliard	<b>CRS:</b> FRA-Scioto Darby-Leppert			
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
<b>MORPC ID:</b> 2942	<b>PID:</b> 99852	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-CR103-02.56			
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
<b>Total for Arterial Expansion (31 project phases)</b>					<b>\$94,283,853</b>	

### 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**

<b>MORPC ID:</b> 3282	<b>PID:</b> 105710	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-Bike Share Expansion-				
		Bike Share Expansion, Bike Share		<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Local	Con	\$605,641	2018
				STBG-M	Con	\$1,147,532	2018
<b>MORPC ID:</b> 3303	<b>PID:</b> NA	<b>Agency:</b> Canal Winchester	<b>CRS:</b> FRA-Cherry Landing Bikeway Extension-Gender				
		Cherry Landing Bikeway Extension from Gender Rd to Waterloo St, Multi-Use Path		<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Local	Con	\$150,000	2018
<b>MORPC ID:</b> 2626	<b>PID:</b> 94014	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-Columbus-Binns/Burroughs				
		* Near Binns and Burroughs elementary schools, Sidewalks/Safety Improvement		<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				SRTS	Con	\$262,119	2019
				Local	Con	\$222,581	2019
<b>MORPC ID:</b> 2956	<b>PID:</b> 99828	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-Johnstown Rd-Alum Creek Trail				
		Johnstown Rd from Alum Creek Trail to Cassady Ave, Multi-Use Path/Bicycle Lanes		<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
<b>MORPC ID:</b> 2950	<b>PID:</b> 99743	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-Olentangy Trail-Bethel Rd				
		Olentangy Trail from Olentangy River Rd/Bethel Rd to Antrim Park, Multi-Use Path		<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				TAP-M	Con	\$2,665,951	2019
				Local	Con	\$806,211	2019
<b>MORPC ID:</b> 2944	<b>PID:</b> 99533	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-Olentangy Trail-Extension				
		Olentangy Trail from Worthington Hills Park to Highview Dr, Multi-Use Path		<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	Con	\$250,000	2019
				Local	Con	\$36,368	2019
<b>MORPC ID:</b> 3154	<b>PID:</b> 100964	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-SRTS Columbus-				
		* Hamilton STEM Academy, Hamilton Elementary & Linden STEM Academy, Sidewalks		<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	PE DD	\$550	2018
				SRTS	Con	\$433,149	2020
<b>MORPC ID:</b> 3248	<b>PID:</b> 100955	<b>Agency:</b> Upper Arlington	<b>CRS:</b> FRA-SRTS Upper Arlington-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
<b>MORPC ID:</b> 2996	<b>PID:</b> 96684	<b>Agency:</b> Pataskala	<b>CRS:</b> LIC-TR169-00.00 Sidewalk				
		* Taylor Rd from Cleveland Rd to Havens Corner, Multi-Use Path		<u>Source</u>	<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	ROW	\$26,500	2018
				TAP-S	Con	\$545,600	2018
<b>Total for Bicycle &amp; Pedestrian (20 project phases)</b>						<b>\$10,367,058</b>	

## Bridge Repair & Replacement

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**

<b>MORPC ID: 3179    PID: 101405    Agency: ODOT 5</b> * Various locations in District 5, Preventive Bridge Maintenance	<b>CRS: D05-BrCleaning-FY18</b>			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	Federal	Con	\$38,705	2018
	State	Con	\$10,943	2018
	Federal	Con	\$404,312	2018
	State	Con	\$92,310	2018
<b>MORPC ID: 3236    PID: 98213    Agency: ODOT 6</b> * District 6 culvert program for FY20, Culvert Maintenance	<b>CRS: D06-Culvert FY20-</b>			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	State	Con	\$6,035	2019
	Federal	Con	\$81,361	2020
	State	Con	\$13,695	2020
	State	Con	\$195,629	2020
<b>MORPC ID: 2985    PID: 96121    Agency: ODOT 6</b> * District 6 Culvert FY19, Culvert Maintenance	<b>CRS: D06-Culvert-FY19</b>			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	Federal	Con	\$153,676	2019
	State	Con	\$38,419	2019
	State	PE DD	\$42,250	2019
	State	Con	\$11,532	2020
<b>MORPC ID: 3054    PID: 98141    Agency: ODOT 6</b> * US 42 & SR-521 at Sugar Run & Rosecrans Run, respectively, Bridge Replacement	<b>CRS: DEL-US042-09.44</b>			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	State	PE DD	\$250,000	2018
	Federal	Con	\$17,682	2020
	State	Con	\$76,728	2020
	State	Con	\$578,185	2020
<b>MORPC ID: 3083    PID: 99918    Agency: Delaware County</b> * Centerburg Rd at Culver Creek, Bridge Rehabilitation	<b>CRS: DEL-CR048-02.45</b>			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	State	Con	\$263,330	2019
	Local	Con	\$13,859	2019
<b>MORPC ID: 2982    PID: 96015    Agency: ODOT</b> * SR-204 at 0.11 mi E of Ault Rd & 0.07 mi W of Tollgate Rd, Bridge Deck Replacement	<b>CRS: FAI-SR204-03.46/04.32</b>			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	Federal	PE Envir	\$333,993	2018
	State	PE Envir	\$83,498	2018
	State	PE Envir	\$4,701	2019
	State	Con	\$17,050	2020
<b>MORPC ID: 3391    PID: NA    Agency: Franklin County</b> Borror Rd at Patzer Ditch, Bridge Replacement	<b>CRS: FRA-Borror Rd-Patzer Ditch</b>			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	Local	Con	\$400,000	2018
<b>MORPC ID: 3411    PID: NA    Agency: Dublin</b> Emerald Parkway at Scioto River, Bridge Deck Overlay	<b>CRS: FRA-Emerald Parkway-Scioto River</b>			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	Local	Con	\$2,500,000	2018

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

<b>MORPC ID:</b> 1250	<b>PID:</b> NA	<b>Agency:</b> Franklin County	<b>CRS:</b> FRA-CR015-05.62				
Livingston Ave at Blacklick Creek, Bridge Rehabilitation				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Local	Con	\$1,800,000	2018
<b>MORPC ID:</b> 872	<b>PID:</b> 101543	<b>Agency:</b> Franklin County	<b>CRS:</b> FRA-CR027-07.85				
Trabue Rd at Buckeye Railroad Yard, E of Hilliard-Rome Rd, Bridge Repair				<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
<b>MORPC ID:</b> 1497	<b>PID:</b> 79667	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-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>	<u>SFY</u>
				STATE	PE DD	\$6,316	2018
				State	PE DD	\$141,491	2018
				State	PE DD	\$9,536	2019
<b>MORPC ID:</b> 3323	<b>PID:</b> 104673	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR270/670/US23D-18.56/0.31/2.82				
Locations on I-270, I-670 & N 3rd St (US-23D), Bridge Maintenance Activities				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				NHPP	Con	\$165,694	2018
				State	PE DD	\$2,040	2018
				NHPP	PE DD	\$8,160	2018
				State	Con	\$72,563	2018
				BR	Con	\$487,373	2018
				NHPP	Con	\$17,871	2019
				State	Con	\$1,986	2019
<b>MORPC ID:</b> 3332	<b>PID:</b> 104848	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-SR315-02.78				
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
<b>MORPC ID:</b> 3340	<b>PID:</b> 104980	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-SR315-11.66				
* Wilson Bridge Rd at SR-315, Bridge 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
<b>Total for Bridge Repair &amp; Replacement (54 project phases)</b>						<b>\$19,427,294</b>	
<b>Enhancement</b>							
<b>MORPC ID:</b> 3351	<b>PID:</b> NA	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-N High St-Phase 2				
N High St from W Poplar Ave to 2nd Ave, Streetscape				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Local	Con	\$6,720,000	2018
				Local	ROW	\$3,200,000	2018
<b>MORPC ID:</b> 2978	<b>PID:</b> 93446	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR071-Noise Wall Repr				
* I-71 at 5th Ave SB ramps to I-71 & I-670, Noise Walls				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	Con	\$273,225	2018
				NHPP	Con	\$1,098,068	2018
				Federal	Con	\$1,098,068	2018

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

<b>MORPC ID:</b> 2750	<b>PID:</b> 93359	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR270-39.53 (Noise W				
* I-270 from E Broad St to Noe-Bixby Rd, Noise Walls				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				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
<b>Total for Enhancement (10 project phases)</b>						<b>\$19,486,976</b>	
<b>Freeway Expansion</b>							
<b>MORPC ID:</b> 1139	<b>PID:</b> 25594	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR070-03.410				
I-70 from 0.4 mi W of Alton & Darby Creek Rd to 0.3 mi W of Wilson Rd, Major Widening/Resurfacing				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				HSIP	Con	\$1,156,500	2018
				Federal	Con	\$225,000	2018
				State	Con	\$35,712	2018
				Local	Con	\$128,500	2018
				State	Con	\$189,953	2019
<b>MORPC ID:</b> 2571	<b>PID:</b> 81828	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR070-11.78 (6,6C,6R)				
I-70/I-71 Innerbelt (Project 6, 6C, 6D), Interchange Modification/Major Widening				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				State	ROW	\$25,000	2020
				NHPP	ROW	\$225,000	2020
<b>MORPC ID:</b> 3293	<b>PID:</b> 105322	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR070-14.30 (Proj 2E)				
I-70/I-71 Innerbelt (Phase 2E), Major Widening/Interchange Modification				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				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
<b>MORPC ID:</b> 3089	<b>PID:</b> 98232	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR070-22.85 (FEF-1B&C				
I-70 at I-270 (East Outerbelt), Interchange Modification				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				Federal	PE DD	\$745,193	2018
				State	PE DD	\$186,298	2018
<b>MORPC ID:</b> 3294	<b>PID:</b> 105453	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR071-17.46 (Proj 3B)				
I-70/I-71 Innerbelt (Phase 3B), Major Widening/New Roadway				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				STBG-M	Con	\$2,598,886	2020
				Federal	Con	\$372,503	2020
				State	Con	\$4,775,081	2020
				NHFP	Con	\$32,847,154	2020
				State	Con	\$43,505	2020
				Local	Con	\$3,078,487	2020
				STBG-S	Con	\$211,304	2020
				NHPP	Con	\$238,500	2020
<b>Total for Freeway Expansion (28 project phases)</b>						<b>\$69,916,147</b>	

## ITS & TDM

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<b>MORPC ID:</b> 3350	<b>PID:</b> NA	<b>Agency:</b> Columbus	<b>CRS:</b> DEL-Gemini PI-Antares Ave
Gemini PI at Antares Ave, Signalization			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	Local	Con	\$421,611
			<b>SFY</b>
			2018
<b>MORPC ID:</b> 3407	<b>PID:</b> NA	<b>Agency:</b> Delaware County	<b>CRS:</b> DEL-Home Rd-Scioto Chase/Tree Lake Blvd
Home Rd at Scioto Chase/Tree Lake Blvd, Signalization			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	Local	Con	\$286,000
			<b>SFY</b>
			2018
<b>MORPC ID:</b> 3406	<b>PID:</b> NA	<b>Agency:</b> Delaware County	<b>CRS:</b> DEL-Worthington Rd-Highland Lakes Ave
Worthington Rd at Highland Lakes Ave, Signalization			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	Local	Con	\$200,000
			<b>SFY</b>
			2018
<b>MORPC ID:</b> 2953	<b>PID:</b> 99789	<b>Agency:</b> Bexley	<b>CRS:</b> FRA-Bexley Signals Interconnect-
Bexley Signals Interconnect, Signalization			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	Local	Con	\$6,530
	CMAQ-M	Con	\$1,307,039
			<b>SFY</b>
			2020
			2020
<b>MORPC ID:</b> 2946	<b>PID:</b> 99738	<b>Agency:</b> Grandview Heights	<b>CRS:</b> FRA-Grandview Heights Signals Interconnect-
Grandview Heights Signals Interconnect, Signalization			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	CMAQ-M	Con	\$1,043,583
	Local	Con	\$198,919
			<b>SFY</b>
			2020
			2020
<b>MORPC ID:</b> 2665	<b>PID:</b> 99033	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-MORPC FY 18-Rideshare
Gohio Commute, SFY 2018, Ridesharing			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	CMAQ-M	Plan	\$760,000
			<b>SFY</b>
			2018
<b>MORPC ID:</b> 3019	<b>PID:</b> 99034	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-MORPC FY 19-Rideshare
Gohio Commute, SFY 2019, Ridesharing			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	CMAQ-M	Plan	\$780,000
			<b>SFY</b>
			2019
<b>MORPC ID:</b> 3020	<b>PID:</b> 99035	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-MORPC FY 20-Rideshare
Gohio Commute, SFY 2020, Ridesharing			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	CMAQ-M	Plan	\$800,000
			<b>SFY</b>
			2020
<b>MORPC ID:</b> 1794	<b>PID:</b> 99846	<b>Agency:</b> New Albany	<b>CRS:</b> FRA-New Albany-Signals
New Albany Signals, Signalization			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	Local	Con	\$320,551
	CMAQ-M	Con	\$854,802
			<b>SFY</b>
			2019
			2019
<b>MORPC ID:</b> 2945	<b>PID:</b> 99733	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-SGNL-Phase E
Signals Phase E, Signalization			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	Local	Con	\$871,922
	CMAQ-M	Con	\$11,844,295
	CMAQ-M	ROW	\$550,000
			<b>SFY</b>
			2019
			2019
			2020
<b>MORPC ID:</b> 3426	<b>PID:</b> NP	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-Smart Columbus-
Smart Columbus, ITS			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	Federal	Plan/Dply	\$40,000,000
			<b>SFY</b>
			2018
<b>MORPC ID:</b> 3427	<b>PID:</b> 105946	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-Smart Columbus Electric Vehicle Infrastruct
Smart Columbus Electric Vehicle Infrastructure, Intelligent Vehicle Systems			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	Private	Purch	\$300,000
	STBG-M	Con	\$518,454
	Private	PE DD	\$140,000
	STBG-M	Con	\$81,546
			<b>SFY</b>
			2018
			2018
			2018
			2019

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<b>MORPC ID:</b> 2952	<b>PID:</b> 99827	<b>Agency:</b> Whitehall	<b>CRS:</b> FRA-Whitehall Signals Interconnect-				
		Whitehall Signals Interconnect, Signalization		<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				CMAQ-M	Con	\$1,427,331	2020
				Federal	Con	\$34,646	2020
				Local	Con	\$50,297	2020
<b>MORPC ID:</b> 3018	<b>PID:</b> 98358	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-US040-08.64				
		W Broad St (US 40) & Sullivant Ave at Hague Ave, Signals		<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				HSIP	Con	\$595,180	2018
				Local	Con	\$217,774	2018
<b>MORPC ID:</b> 3374	<b>PID:</b> 105438	<b>Agency:</b> ODOT 6	<b>CRS:</b> LOG-US033-Smart Mobil Ph2				
		US-33 from SR-347 to Avery Rd, Intelligent Vehicle Systems		<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				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
<b>Total for ITS &amp; TDM (33 project phases)</b>						<b>\$68,657,053</b>	
<b>Maintenance</b>							
<b>MORPC ID:</b> 3237	<b>PID:</b> 98241	<b>Agency:</b> ODOT 6	<b>CRS:</b> D06-ELEC FY20-				
		* District 6 Electrical maintenance contract for FY20, Electrical Maintenance		<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
<b>MORPC ID:</b> 3321	<b>PID:</b> 104166	<b>Agency:</b> ODOT 6	<b>CRS:</b> D06-GR End Treat FY18-				
		* District 6 Guardrail End Treatments FY18, Guardrail Maintenance		<u>Source</u>	<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
<b>MORPC ID:</b> 3329	<b>PID:</b> 104794	<b>Agency:</b> ODOT 6	<b>CRS:</b> D06-Mowing-FY18				
		* District 6 Mowing Contract for CY 2018, Mowing		<u>Source</u>	<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
<b>MORPC ID:</b> 3243	<b>PID:</b> 100743	<b>Agency:</b> ODOT 6	<b>CRS:</b> D06-RPM FY20-				
		* District 6 Raised pavement markers FY20, Raised Pavement Markers		<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	Con	\$6,000	2020
				State	Con	\$204,000	2020
<b>MORPC ID:</b> 3144	<b>PID:</b> 100739	<b>Agency:</b> ODOT 6	<b>CRS:</b> D06-RPM-FY18				
		* District 6 Raised Pavement Markers for FY18, Raised Pavement Markers		<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	Con	\$183,475	2018
				State	Con	\$18,345	2018

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<b>MORPC ID:</b> 3242	<b>PID:</b> 100738	<b>Agency:</b> ODOT 6	<b>CRS:</b> D06-SP FY20-Concrete				
* District 6 Spot Concrete Slab Repair FY20, Minor Pavement Rehabilitation				<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
<b>MORPC ID:</b> 3143	<b>PID:</b> 100737	<b>Agency:</b> ODOT 6	<b>CRS:</b> 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
<b>MORPC ID:</b> 3082	<b>PID:</b> 99917	<b>Agency:</b> Delaware County	<b>CRS:</b> DEL-CR GR-FY19				
* 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
<b>MORPC ID:</b> 3264	<b>PID:</b> 103842	<b>Agency:</b> ODOT 6	<b>CRS:</b> DEL-Delaware State Park-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
<b>MORPC ID:</b> 3261	<b>PID:</b> 103527	<b>Agency:</b> ODOT 6	<b>CRS:</b> DEL-US036-22.25				
* 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
<b>MORPC ID:</b> 2971	<b>PID:</b> 93147	<b>Agency:</b> ODOT 6	<b>CRS:</b> DEL-US042-08.78				
* Lake St (US 42) from US 36 to Delaware N corp line, Resurfacing				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Local	Con	\$4,461	2018
				Federal	Con	\$8,514	2018
				STBG-S	Con	\$212,950	2018
				Local	Con	\$111,475	2018
<b>MORPC ID:</b> 3381	<b>PID:</b> 105519	<b>Agency:</b> ODOT 6	<b>CRS:</b> DEL-US042-09.69				
* US-42 from Horsehoe Rd to Morrow Co line, Preventive Pavement Maintenance				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	Con	\$3,561	2019
				State	Con	\$14,018	2019
				Federal	Con	\$56,072	2019
				HSIP	Con	\$32,047	2019
				Federal	Con	\$1,889,090	2019
				State	Con	\$474,772	2019
<b>MORPC ID:</b> 3382	<b>PID:</b> 105543	<b>Agency:</b> ODOT 6	<b>CRS:</b> DEL-SR257-08.37				
* Portions of SR-257 & SR-605 in Delaware Co, Preventive Pavement Maintenance				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Federal	Con	\$1,811,994	2019
				State	Con	\$452,998	2019

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<b>MORPC ID:</b> 3204	<b>PID:</b> 102832	<b>Agency:</b> ODOT 6	<b>CRS:</b> DEL-SR750-04.43				
* SR-750 from SR-315 to S Old State Rd, Preventive Pavement Maintenance				<u>Source</u>	<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
<b>MORPC ID:</b> 2981	<b>PID:</b> 95506	<b>Agency:</b> ODOT 5	<b>CRS:</b> FAI-SR204-00.00				
* SR-204 & Taylor Rd (SR-204A) from SR-256 to SR-158, Resurfacing				<u>Source</u>	<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	2020
				Local	Con	\$50,431	2020
<b>MORPC ID:</b> 3081	<b>PID:</b> 99915	<b>Agency:</b> Franklin County	<b>CRS:</b> FRA-CR GR-FY19				
* 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
<b>MORPC ID:</b> 3080	<b>PID:</b> 99914	<b>Agency:</b> Franklin County	<b>CRS:</b> FRA-CR PM-FY18				
* Franklin Co Pavement Marking, Pavement Marking				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				HSIP-C	Con	\$135,289	2018
<b>MORPC ID:</b> 3354	<b>PID:</b> NA	<b>Agency:</b> New Albany	<b>CRS:</b> FRA-Dublin-Granville Rd-W Main St				
Dublin-Granville Rd from W Main St to Market St, Reconstruction/Multi-Use Path				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Local	Con	\$2,000,000	2018
<b>MORPC ID:</b> 2758	<b>PID:</b> 94156	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-Extrusign-M				
* 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
<b>MORPC ID:</b> 3239	<b>PID:</b> 100507	<b>Agency:</b> ODOT	<b>CRS:</b> FRA-FAC19 CO Hilltop-Security				
ODOT Central Office security enhancement, Facility Renovation				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	Other	\$1,500,000	2018
<b>MORPC ID:</b> 3015	<b>PID:</b> 98303	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-GR-FY18				
* Franklin Co Guardrail Repair FY18, Guardrail Maintenance				<u>Source</u>	<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
<b>MORPC ID:</b> 3016	<b>PID:</b> 98307	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-GR-FY19				
* Franklin Co Guardrail Repair FY19, Guardrail Maintenance				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	Con	\$1,400,000	2018
				State	PE	\$10,000	2018
				State	Con	\$108,243	2018
<b>MORPC ID:</b> 3017	<b>PID:</b> 98308	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-GR-FY20				
* Franklin Co Guardrail Repair FY20, Guardrail Maintenance				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	PE	\$10,000	2019
				State	Con	\$859,295	2020
				State	Con	\$85,926	2020

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

MORPC ID: 3328	PID: 104793	Agency: ODOT 6	CRS: FRA-Landscape Maintenanc-FY18	
* Landscape maintenance in Franklin County for FY18, Landscape Maintenance				
	Source	Phase	Amount	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: FRA-US033-08.94	
* Riverside Dr (US 33) from Trabue Rd to Fishing Rd, Resurfacing				
	Source	Phase	Amount	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: FRA-US033-14.35	
* Dublin Rd/Long St/Spring St at 2 segments from Grandview Hts to Downtown Columbus, Resurfacing				
	Source	Phase	Amount	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: FRA-CR058-01.24	
Reed Rd from Lane Rd to Henderson Rd, Reconstruction				
	Source	Phase	Amount	SFY
	Local	Con	\$267,974	2018
	STBG-M	Con	\$1,071,896	2018
MORPC ID: 3384	PID: 105506	Agency: ODOT 6	CRS: FRA-US062-08.54	
* Harrisburg Pk from I-270 to Eakin Rd, Preventive Pavement Maintenance				
	Source	Phase	Amount	SFY
	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: FRA-IR070-00.00	
* I-70 from Madison Co line to 0.4 mi W of Darby Creek Rd, Minor Pavement Rehabilitation				
	Source	Phase	Amount	SFY
	Federal	Con	\$1,492,644	2019
	State	Con	\$266,942	2019
	Federal	Con	\$22,941	2019
	State	Con	\$2,549	2020
MORPC ID: 3372	PID: 105463	Agency: ODOT 6	CRS: FRA-IR070-07.63	
* I-70 from I-270 (West Outerbelt) to W Broad St, Preventive Pavement Maintenance/Bridge Repair				
	Source	Phase	Amount	SFY
	State	Con	\$5,000	2018
	Federal	Con	\$12,157,435	2019
	State	Con	\$42,528	2019
	State	Con	\$1,350,826	2019
	Federal	Con	\$359,213	2019
	STATE	Con	\$87,144	2019

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

<b>MORPC ID:</b> 1490	<b>PID:</b> 79668	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR070-16.47	
* I-70 from Fairwood Ave to Fairfield Co Line, Resurfacing				
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	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
<b>MORPC ID:</b> 3265	<b>PID:</b> 103951	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR070-Pump Sta ST-8	
* Pump Station at I-70 & Broad St, Facility Renovation				
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	State	PE DD	\$263,857	2018
	State	Con	\$300,628	2020
	State	Con	\$4,304,692	2020
<b>MORPC ID:</b> 3318	<b>PID:</b> NA	<b>Agency:</b> Grove City	<b>CRS:</b> FRA-TR266-Borror Ph 2	
Borror Rd from Buckeye Pkwy to 3500' E, Reconstruction				
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	Local	ROW	\$100,000	2020
	Local	Con	\$4,500,000	2020
<b>MORPC ID:</b> 2957	<b>PID:</b> 76467	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR270-21.69	
I-270 (North Outerbelt) & SR-315 at two locations, Minor Pavement Rehabilitation				
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	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
<b>MORPC ID:</b> 3299	<b>PID:</b> 105137	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR270-30.60 CD Lanes	
* I-270 from SR-161 to McCutcheon Rd, Resurfacing				
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	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
<b>MORPC ID:</b> 2456	<b>PID:</b> 76420	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-SR315-00.49	
* SR-315 from Sullivant Ave to I-670 on-ramp, Minor Pavement Rehabilitation				
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	Local	Con	\$10,140	2018
	State	Con	\$428,188	2018
	Federal	Con	\$61,536	2018
	State	Con	\$13,097	2018
	Local	Con	\$413,970	2018
	Federal	Con	\$2,051,360	2018
<b>MORPC ID:</b> 1965	<b>PID:</b> 95233	<b>Agency:</b> Pataskala	<b>CRS:</b> LIC-CR041-07.47	
Mink St from 400' N of Broad St to bridge N of Havens Corner Rd, Reconstruction				
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	STBG-M	Con	\$3,408,942	2018
	Local	ROW	\$125,593	2018
	STBG-M	ROW	\$463,922	2018
	HP	Con	\$13,572	2018
	Local	Con	\$856,887	2018
	Local	ROW	\$4,932	2019
	STBG-M	ROW	\$58,177	2019

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<b>MORPC ID:</b> 3267	<b>PID:</b> 104237	<b>Agency:</b> Licking County	<b>CRS:</b> LIC-2017 Curve Sign-Upgrade
* Licking Co 2017 Curve Sign Upgrade, Signage			
		<b>Source</b>	<b>Phase</b>
		HSIP-C	Con
		<b>Amount</b>	<b>SFY</b>
		\$13,585	2018
<b>MORPC ID:</b> 3385	<b>PID:</b> 105512	<b>Agency:</b> ODOT 6	<b>CRS:</b> MAD-SR161/UNI-38-00.00/00.08
* SR-161 from W of US-42 to Eiterman Rd, Preventive Pavement Maintenance			
		<b>Source</b>	<b>Phase</b>
		State	Con
		State	PE DD
		Local	Con
		State	Con
		Local	Con
		Federal	Con
		Federal	Con
		State	Con
		Federal	Con
		<b>Amount</b>	<b>SFY</b>
		\$450,434	2019
		\$3,000	2019
		\$3,580	2019
		\$13,487	2019
		\$119,330	2019
		\$1,801,736	2019
		\$53,948	2019
		\$324	2020
		\$2,912	2020
<b>MORPC ID:</b> 3342	<b>PID:</b> 105025	<b>Agency:</b> ODOT 6	<b>CRS:</b> PIC-SR674-10.19
* SR-674 from Perrill Rd N to Smith Rd, Slide Repair			
		<b>Source</b>	<b>Phase</b>
		State	Con
		State	PE DD
		State	Con
		State	Con
		Federal	Con
		State	Other
		Federal	Con
		Federal	Con
		<b>Amount</b>	<b>SFY</b>
		\$106,000	2020
		\$75,000	2020
		\$26,000	2020
		\$9,000	2020
		\$424,000	2020
		\$8,500	2020
		\$104,000	2020
		\$36,000	2020
<b>MORPC ID:</b> 2757	<b>PID:</b> 94145	<b>Agency:</b> ODOT 6	<b>CRS:</b> UNI-US033-24.57
* US-33 from Post Rd to Avery Rd, Resurfacing			
		<b>Source</b>	<b>Phase</b>
		State	Con
		Federal	Con
		Federal	Con
		State	Con
		<b>Amount</b>	<b>SFY</b>
		\$322,995	2018
		\$593,774	2018
		\$23,754	2018
		\$12,917	2018
<b>Total for Maintenance (172 project phases)</b>		<b>\$90,404,856</b>	
<b>ROW Acquisition</b>			
<b>MORPC ID:</b> 3207	<b>PID:</b> 103184	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR070-12.89 Cols Powr
I-70/I-71 Innerbelt (Columbus Power), Utility Relocation			
		<b>Source</b>	<b>Phase</b>
		Bond	Con
		State	Con
		State	Con
		<b>Amount</b>	<b>SFY</b>
		\$5,750,991	2018
		\$20,000	2018
		\$15,000	2020
<b>Total for ROW Acquisition (3 project phases)</b>		<b>\$5,785,991</b>	
<b>Safety &amp; Minor Widening</b>			
<b>MORPC ID:</b> 3392	<b>PID:</b> NA	<b>Agency:</b> Delaware County	<b>CRS:</b> DEL-Liberty Rd-Jewett Rd
Liberty Rd at Jewett Rd, Intersection Modification/Multi-Use Path			
		<b>Source</b>	<b>Phase</b>
		Local	Con
		<b>Amount</b>	<b>SFY</b>
		\$1,300,000	2018
<b>MORPC ID:</b> 3308	<b>PID:</b> NA	<b>Agency:</b> Powell	<b>CRS:</b> DEL-N Liberty St-Grace Dr
N Liberty St at Grace Dr, Intersection Modification/Signalization			
		<b>Source</b>	<b>Phase</b>
		Local	Con
		<b>Amount</b>	<b>SFY</b>
		\$600,000	2018
<b>MORPC ID:</b> 3309	<b>PID:</b> NA	<b>Agency:</b> Powell	<b>CRS:</b> DEL-N Liberty St-Seldom Seen Rd
N Liberty St at Seldom Seen Rd, Intersection Modification			
		<b>Source</b>	<b>Phase</b>
		Local	Con
		<b>Amount</b>	<b>SFY</b>
		\$1,641,000	2020

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<b>MORPC ID:</b> 3192	<b>PID:</b> 102097	<b>Agency:</b> Delaware County	<b>CRS:</b> DEL-SR003-07.21				
* SR-3 at Galena Rd, Intersection Modification/Signalization				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				HSIP	Con	\$553,692	2018
				Local	Con	\$910,166	2018
<b>MORPC ID:</b> 2836	<b>PID:</b> NA	<b>Agency:</b> Delaware County	<b>CRS:</b> DEL-CR024-00.07				
S Old 3C Hwy from Henschen Cir to Covington Meadows Dr (South), Minor Widening/Signalization				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Local	Con	\$6,950,000	2018
<b>MORPC ID:</b> 2850	<b>PID:</b> 95625	<b>Agency:</b> Delaware	<b>CRS:</b> DEL-US036-10.59				
E William St (US-36) from Lake St (US-42) to Foley St, Minor Widening				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				HP	ROW	\$18,336	2018
				HP	PE Envir	\$40,087	2018
				HP	PE DD	\$145,000	2018
				Local	Con	\$1,150,851	2019
				TRAC	Con	\$2,518,986	2019
				STBG-M	Con	\$900,000	2019
				HSIP	Con	\$750,000	2019
<b>MORPC ID:</b> 3353	<b>PID:</b> NA	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-Cannon Dr-Relocation				
Cannon Dr from King Ave to John H Herrick Dr, Realignment				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Local	Con	\$32,570,000	2018
<b>MORPC ID:</b> 3228	<b>PID:</b> 100927	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-Hamilton Rd-Livingston Ave				
* Hamilton Rd at Livingston Ave, Safety Improvement				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Local	Con	\$57,812	2018
				HSIP	Con	\$265,114	2018
<b>MORPC ID:</b> 2651	<b>PID:</b> 95606	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-Lazelle Rd-Phase A				
Lazelle Rd Phase A from N High St to Flint Rd, Minor Widening/Multi-Use Path				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				LTIP	Con	\$749,040	2018
				CMAQ-M	ROW	\$720,157	2018
				Local	ROW	\$180,039	2018
				CMAQ-M	Con	\$2,996,161	2018
<b>MORPC ID:</b> 2652	<b>PID:</b> 95607	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-Lazelle Rd-Phase C				
Lazelle Rd Phase C from Sancus Blvd to Worthington-Galena Rd, Minor Widening/Multi-Use Path				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				CMAQ-M	Con	\$4,176,682	2019
				Local	Con	\$1,044,171	2019
<b>MORPC ID:</b> 3393	<b>PID:</b> 105623	<b>Agency:</b> Franklin County	<b>CRS:</b> FRA-Morse Rd-Kitzmiller Rd				
* Morse Rd at Kitzmiller Rd, Intersection Modification				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Local	Con	\$3,088,276	2019
				HSIP	Con	\$1,000,000	2019
<b>MORPC ID:</b> 3112	<b>PID:</b> 102047	<b>Agency:</b> Franklin County	<b>CRS:</b> FRA-CR003-06.79				
* Norton Rd at Johnson Rd, Intersection Modification				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Local	ROW	\$16,667	2019
				HSIP	ROW	\$150,000	2019
				Local	Con	\$577,836	2019
				HSIP	Con	\$1,450,000	2019
<b>MORPC ID:</b> 3047	<b>PID:</b> 99419	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-CR008-03.67				
* Sunbury Rd at Agler Rd/Cassady Ave, Intersection Modification				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				HSIP	PE DD	\$5,834	2018
				Local	Con	\$132,663	2018
				HSIP	Con	\$545,033	2018

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<b>MORPC ID:</b> 2919	<b>PID:</b> 98518	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-CR015-01.65		
Livingston Ave at Barnett Rd, Intersection Modification/Sidewalks				<u>Source</u>	<u>Phase</u>
				HSIP	PE DD
				HSIP	Con
				Local	Con
				<u>Amount</u>	<u>SFY</u>
				\$33,213	2018
				\$920,000	2019
				\$384,035	2019
<b>MORPC ID:</b> 3046	<b>PID:</b> 99415	<b>Agency:</b> Franklin County	<b>CRS:</b> FRA-CR020-03.80		
* Smothers Rd at Schott Rd/Red Bank Rd, Intersection Modification				<u>Source</u>	<u>Phase</u>
				Local	Con
				HSIP	Con
				HSIP	ROW
				Local	ROW
				<u>Amount</u>	<u>SFY</u>
				\$697,756	2018
				\$1,175,000	2018
				\$142,500	2019
				\$347,500	2019
<b>MORPC ID:</b> 3092	<b>PID:</b> 101097	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-US033-08.78		
* US 33 at Fishinger Rd, Intersection Modification/Minor Widening				<u>Source</u>	<u>Phase</u>
				HSIP	ROW
				State	ROW
				State	ROW
				State	PE DD
				Federal	Con
				HSIP	Con
				Federal	Con
				State	Con
				State	Con
				State	Con
				<u>Amount</u>	<u>SFY</u>
				\$282,020	2018
				\$22,000	2018
				\$31,336	2018
				\$13,046	2018
				\$128,203	2019
				\$1,656,430	2019
				\$239,027	2019
				\$184,048	2019
				\$59,757	2019
				\$15,947	2019
<b>MORPC ID:</b> 2747	<b>PID:</b> 93173	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-US040-07.00		
W Broad St from E of Georgesville Rd to 500' E of Wilson Rd, Safety Improvement/Reconstruction				<u>Source</u>	<u>Phase</u>
				HSIP	ROW
				State	ROW
				<u>Amount</u>	<u>SFY</u>
				\$2,588,007	2020
				\$287,556	2020
<b>MORPC ID:</b> 2904	<b>PID:</b> 97197	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-US040-22.16		
E Main St from I-270 to McNaughten Rd, Safety Improvement				<u>Source</u>	<u>Phase</u>
				Local	ROW
				HSIP	ROW
				HSIP	PE DD
				Local	Con
				HSIP	Con
				<u>Amount</u>	<u>SFY</u>
				\$150,509	2018
				\$395,308	2018
				\$33,009	2018
				\$1,319,737	2019
				\$1,283,600	2019
<b>MORPC ID:</b> 3079	<b>PID:</b> 99885	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-SR104-07.57		
Jackson Pk (SR-104) at Frank Rd/I-71, Intersection Modification				<u>Source</u>	<u>Phase</u>
				HSIP	ROW
				State	ROW
				State	PE DD
				State	Con
				State	ROW
				HSIP	ROW
				State	ROW
				State	ROW
				State	ROW
				Federal	ROW
				HSIP	ROW
				State	Other
				Federal	Con
				State	Con
				Federal	Con
				HSIP	Con
				State	Con
				<u>Amount</u>	<u>SFY</u>
				\$294,300	2018
				\$32,700	2018
				\$20,968	2018
				\$354,500	2019
				\$1,500	2019
				\$13,500	2019
				\$62,800	2020
				\$18,700	2020
				\$168,300	2020
				\$565,200	2020
				\$6,350	2020
				\$110,754	2020
				\$25,784	2020
				\$232,054	2020
				\$3,190,500	2020
				\$27,689	2020

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**

<b>MORPC ID:</b> 1565	<b>PID:</b> 95570	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-SR317-10.63				
S Hamilton Rd from 1500' S of Refugee Rd to 550' N of Groves Rd, Safety Improvement/Multi-Use Path				<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
<b>MORPC ID:</b> 3048	<b>PID:</b> 99420	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-CR505-02.65				
* 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
<b>MORPC ID:</b> 1434	<b>PID:</b> NA	<b>Agency:</b> Canal Winchester	<b>CRS:</b> FRA-SR674-Phase 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
<b>Total for Safety &amp; Minor Widening (85 project phases)</b>						<b>\$109,123,450</b>	
<b>Study or Other</b>							
<b>MORPC ID:</b> 2726	<b>PID:</b> 92050	<b>Agency:</b> ODOT 6	<b>CRS:</b> D06-CON ENGR-FY 17G				
* Various locations in District 6, Inspection services				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Federal	Con	\$240,000	2018
				State	Con	\$60,000	2018
				Federal	Con	\$100,000	2019
				State	Con	\$100,000	2019
				Federal	Con	\$50,000	2020
				State	Con	\$50,000	2020
<b>MORPC ID:</b> 3356	<b>PID:</b> 105871	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-insight2050 Technical Assistance-				
insight2050 Technical Assistance, Planning Activity				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				STBG-M	Plan	\$200,000	2018
<b>MORPC ID:</b> 2663	<b>PID:</b> 95493	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-MORPC FY 18-Air Quality Pgm				
Air Quality Awareness, SFY 2018, Air Quality Project				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
					Plan	\$550,000	2018
<b>MORPC ID:</b> 2667	<b>PID:</b> 95504	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-MORPC FY 18-Reg Trans Plng				
Supplemental Planning, SFY 2018, Planning Activity				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				STBG-M	Plan	\$250,000	2018
<b>MORPC ID:</b> 3036	<b>PID:</b> 99108	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-MORPC FY 19 Supp-Planning				
Supplemental Planning, SFY 2019, Planning Activity				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				STBG-M	Plan	\$350,000	2019
<b>MORPC ID:</b> 2931	<b>PID:</b> 99005	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-MORPC FY 19-AQ Program				
Air Quality Awareness, SFY 2019, Air Quality Project				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				CMAQ-M	Plan	\$565,000	2019

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**

<b>MORPC ID:</b> 2932	<b>PID:</b> 99006	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-MORPC FY 20-AQ Program
Air Quality Awareness, SFY 2020, Air Quality Project			
		<u>Source</u>	<u>Phase</u>
		CMAQ-M	Plan
		<u>Amount</u>	<u>SFY</u>
		\$565,000	2020
<b>MORPC ID:</b> 2848	<b>PID:</b> 95526	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-Paving the Way-FY18
Paving the Way, SFY 2018, Program Administration			
		<u>Source</u>	<u>Phase</u>
		STBG-M	PE
		<u>Amount</u>	<u>SFY</u>
		\$150,000	2018
<b>MORPC ID:</b> 3423	<b>PID:</b> 105883	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-Paving the Way-FY19
Paving the Way, SFY 2019, Program Administration			
		<u>Source</u>	<u>Phase</u>
		STBG-M	PE
		<u>Amount</u>	<u>SFY</u>
		\$150,000	2019
<b>MORPC ID:</b> 3424	<b>PID:</b> 109287	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-Paving the Way-FY20
Paving the Way, SFY 2020, Program Administration			
		<u>Source</u>	<u>Phase</u>
		STBG-M	PE
		<u>Amount</u>	<u>SFY</u>
		\$150,000	2019
<b>Total for Study or Other (15 project phases)</b>			<b>\$3,530,000</b>
<b>Transit Capital</b>			
<b>MORPC ID:</b> 3040	<b>PID:</b> 99379	<b>Agency:</b> DATA	<b>CRS:</b> DEL-DATA 2018 Capital-Maintenance
DATA 2018 Capital Maintenance, Transit Replacement Capital			
		<u>Source</u>	<u>Phase</u>
		Local-Transit	Other
		Sec 5307	Other
		<u>Amount</u>	<u>SFY</u>
		\$52,000	2018
		\$208,000	2018
<b>MORPC ID:</b> 3041	<b>PID:</b> 99380	<b>Agency:</b> DATA	<b>CRS:</b> DEL-DATA 2018 Vehicle-Replacement
DATA 2018 Vehicle Replacement, Transit Replacement Capital			
		<u>Source</u>	<u>Phase</u>
		CMAQ-S	Other
		<u>Amount</u>	<u>SFY</u>
		\$337,760	2018
<b>MORPC ID:</b> 3043	<b>PID:</b> 99382	<b>Agency:</b> DATA	<b>CRS:</b> DEL-DATA 2019 Capital-Maintenance
DATA 2019 Capital Maintenance, Transit Replacement Capital			
		<u>Source</u>	<u>Phase</u>
		Sec 5307	Other
		Local-Transit	Other
		<u>Amount</u>	<u>SFY</u>
		\$208,000	2019
		\$52,000	2019
<b>MORPC ID:</b> 3044	<b>PID:</b> 99383	<b>Agency:</b> DATA	<b>CRS:</b> DEL-DATA 2019 Vehicle-Replacement
DATA 2019 Vehicle Replacement, Transit Replacement Capital			
		<u>Source</u>	<u>Phase</u>
		Sec 5307	Other
		Local-Transit	Other
		<u>Amount</u>	<u>SFY</u>
		\$244,480	2019
		\$61,120	2019
<b>MORPC ID:</b> 3270	<b>PID:</b> 104520	<b>Agency:</b> DATA	<b>CRS:</b> DEL-DATA 2020 Capital Maintenance-
DATA 2020 Capital Maintenance, Transit Activity			
		<u>Source</u>	<u>Phase</u>
		Local-Transit	Other
		Sec 5307	Other
		<u>Amount</u>	<u>SFY</u>
		\$52,000	2020
		\$208,000	2020
<b>MORPC ID:</b> 3271	<b>PID:</b> 104521	<b>Agency:</b> DATA	<b>CRS:</b> DEL-DATA 2020 Vehicle Replacement-
DATA 2020 Vehicle Replacement, Transit Replacement Capital			
		<u>Source</u>	<u>Phase</u>
		Sec 5307	Other
		Local-Transit	Other
		<u>Amount</u>	<u>SFY</u>
		\$244,480	2020
		\$61,120	2020
<b>MORPC ID:</b> 2658	<b>PID:</b> 99506	<b>Agency:</b> COTA	<b>CRS:</b> FRA-COTA 2018 28 35-40' Bus Purchase-
COTA 2018 28 35-40' Bus Purchase, Transit Replacement Capital			
		<u>Source</u>	<u>Phase</u>
		Sec 5307	Other
		Local-Transit	Other
		CMAQ-S	Other
		CMAQ-M	Other
		<u>Amount</u>	<u>SFY</u>
		\$6,451,609	2018
		\$3,102,207	2018
		\$3,176,263	2018
		\$2,780,955	2018

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\* Project was part of a Grouped Project Classification

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

<b>MORPC ID:</b> 3026	<b>PID:</b> 99058	<b>Agency:</b> COTA	<b>CRS:</b> FRA-COTA 2018 Paratransit Expansion-
COTA 2018 Paratransit Expansion, Transit Expansion Capital			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u> <u>SFY</u>
	Local-Transit	Other	\$54,060      2018
	Sec 5307	Other	\$216,240      2018
<b>MORPC ID:</b> 3025	<b>PID:</b> 99057	<b>Agency:</b> COTA	<b>CRS:</b> FRA-COTA 2018 Paratransit Replace-
COTA 2018 Paratransit Replace, Transit Replacement Capital			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u> <u>SFY</u>
	Sec 5307	Other	\$1,297,440      2018
	Local-Transit	Other	\$324,360      2018
<b>MORPC ID:</b> 3027	<b>PID:</b> 99060	<b>Agency:</b> COTA	<b>CRS:</b> FRA-COTA 2019 Bus-Replacement
COTA 2019 Bus Replacement, Transit Replacement Capital			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u> <u>SFY</u>
	Local-Transit	Other	\$2,152,976      2019
	Sec 5307	Other	\$8,611,906      2019
	Local-Transit	Other	\$1,131,849      2020
	CMAQ-M	Other	\$4,527,394      2020
<b>MORPC ID:</b> 3073	<b>PID:</b> 100005	<b>Agency:</b> COTA	<b>CRS:</b> FRA-COTA 2019 Paratransit Expansion-
COTA 2019 Paratransit Expansion, Transit Expansion Capital			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u> <u>SFY</u>
	Sec 5307	Other	\$146,880      2019
	Local-Transit	Other	\$36,720      2019
<b>MORPC ID:</b> 3028	<b>PID:</b> 99061	<b>Agency:</b> COTA	<b>CRS:</b> FRA-COTA 2019 Paratransit 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
<b>MORPC ID:</b> 2949	<b>PID:</b> 99508	<b>Agency:</b> COTA	<b>CRS:</b> FRA-COTA 2020 35-40' Bus Purchase-
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	Other	\$7,059,456      2020
	Local-Transit	Other	\$2,117,799      2020
<b>MORPC ID:</b> 3291	<b>PID:</b> 105107	<b>Agency:</b> COTA	<b>CRS:</b> FRA-COTA 2020 Paratransit Purchase-
COTA 2020 Paratransit Purchase, Transit Replacement Capital			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u> <u>SFY</u>
	Sec 5307	Purch	\$1,358,640      2020
	Local-Transit	Purch	\$339,660      2020
<b>MORPC ID:</b> 3093	<b>PID:</b> 101565	<b>Agency:</b> COTA	<b>CRS:</b> FRA-COTA 4G Cellular Connection for Buses-
COTA 4G Cellular Connection for Buses, Transit Activity/ITS			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u> <u>SFY</u>
	Local-Transit	Other	\$3,750,000      2018
<b>MORPC ID:</b> 2568	<b>PID:</b> 92089	<b>Agency:</b> COTA	<b>CRS:</b> FRA-COTA Canal Winchester Park & Ride-
COTA Canal Winchester Park & Ride, Transit Activity/Operations Facility			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u> <u>SFY</u>
	Local-Transit	Con	\$3,298,655      2018
<b>MORPC ID:</b> 3033	<b>PID:</b> 99069	<b>Agency:</b> COTA	<b>CRS:</b> FRA-COTA Fields Avenue-Assessment
COTA Fields Avenue Assessment, Transit Activity			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u> <u>SFY</u>
	Local-Transit	Other	\$150,000      2018
<b>MORPC ID:</b> 2786	<b>PID:</b> 95037	<b>Agency:</b> COTA	<b>CRS:</b> FRA-COTA Fields 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	Other	\$29,141,922      2020
	Sec 5307	Other	\$23,294,145      2020
	Sec 5339	Other	\$1,706,000      2020
<b>Total for Transit Capital (39 project phases)</b>			<b>\$113,535,538</b>

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

\* Project was part of a Grouped Project Classification



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

<b>MORPC ID:</b> 3250 <b>PID:</b> 101397 <b>Agency:</b> ODOT 6 District 6 Bridge Repair FY20, Bridge Repair	<b>CRS:</b> D06-Bridge Repair-Blanket FY20 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>												
<b>MORPC ID:</b> 3141 <b>PID:</b> 100688 <b>Agency:</b> ODOT 6 District 6 Bridge Repair FY19, Bridge Repair	<b>CRS:</b> D06-Bridge Repair-FY19 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>												
<b>MORPC ID:</b> 3371 <b>PID:</b> 105568 <b>Agency:</b> ODOT 6 District 6 Fine Graded Asphalt Concrete, FY20, Preventive Pavement Maintenance	<b>CRS:</b> D06-FGAC-FY20 MORPC <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>												
<b>MORPC ID:</b> 3376 <b>PID:</b> 105589 <b>Agency:</b> ODOT 6 District 6 Microsurfacing FY20, Preventive Pavement Maintenance	<b>CRS:</b> D06-Planned Micro-FY20 MORPC <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>												
<b>MORPC ID:</b> 3377 <b>PID:</b> 105604 <b>Agency:</b> ODOT 6 District 6 Resurfacing FY20, Preventive Pavement Maintenance	<b>CRS:</b> D06-Planned Resurf-FY20 [Cancel] <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>												
<b>MORPC ID:</b> 3327 <b>PID:</b> 104783 <b>Agency:</b> ODOT 6 District 6 Pavement Markings and Raised Pavement Markers, Pavement Marking	<b>CRS:</b> D06-PR/RPM Installation-FY18 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>												
<b>MORPC ID:</b> 3240 <b>PID:</b> 100687 <b>Agency:</b> ODOT 6 District 6 Spot Paving FY20, Resurfacing	<b>CRS:</b> D06-SP FY20 General- <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>												
<b>MORPC ID:</b> 3140 <b>PID:</b> 100681 <b>Agency:</b> ODOT 6 District 6 Spot Paving Repairs, FY18, Maintenance Activity	<b>CRS:</b> D06-SP-FY18 Gen <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>												
<b>MORPC ID:</b> 3378 <b>PID:</b> 105539 <b>C Agency:</b> ODOT Cancelled, Resurfacing	<b>CRS:</b> DEL-Cancelled-- <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>												
<b>MORPC ID:</b> 3273 <b>PID:</b> 104523 <b>Agency:</b> DATA DATA 2021 Capital Maintenance, Transit Activity	<b>CRS:</b> DEL-DATA 2021 Capital Maintenance- <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>												
<b>MORPC ID:</b> 3274 <b>PID:</b> 104524 <b>Agency:</b> DCT DCT 2021 Vehicle Replacement, Transit Replacement Capital	<table><tr><th colspan="4"><b>CRS:</b> DEL-DCT 2021 Vehicle Replacement-</th></tr><tr><th>Source</th><th>Phase</th><th>Amount</th><th>Revised SFY</th></tr><tr><td>Local-Transit</td><td>Other</td><td>\$360,000</td><td>2021</td></tr></table>	<b>CRS:</b> DEL-DCT 2021 Vehicle Replacement-				Source	Phase	Amount	Revised SFY	Local-Transit	Other	\$360,000	2021
<b>CRS:</b> DEL-DCT 2021 Vehicle Replacement-													
Source	Phase	Amount	Revised SFY										
Local-Transit	Other	\$360,000	2021										
<b>MORPC ID:</b> 3320 <b>PID:</b> 102154 <b>Agency:</b> ODOT 6 Chapman Rd at S of Winter Rd, Mitigation Banking	<b>CRS:</b> DEL-Heelsplitter-Mitigation <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>												
<b>MORPC ID:</b> 3369 <b>PID:</b> NA <b>Agency:</b> Powell Liberty St from drive at 50 S Liberty St to E Case St, Streetscape	<b>CRS:</b> DEL-Liberty St-Streetscape <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>												
<b>MORPC ID:</b> 3325 <b>PID:</b> NA <b>Agency:</b> Powell Martin Perry Dr from SR 750 to S Liberty St, New Roadway	<b>CRS:</b> DEL-Martin Perry Dr-New Road <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>												
<b>MORPC ID:</b> 3262 <b>PID:</b> 105737 <b>Agency:</b> Delaware County Africa Rd from Lewis Center Rd to Cheshire Rd, Resurfacing	<b>CRS:</b> DEL-CR021-03.69 Africa Rd <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>												
<b>MORPC ID:</b> 2427 <b>PID:</b> 90200 <b>Agency:</b> ODOT 6 I-71 at Sunbury Pkwy, New Interchange/Study	<b>CRS:</b> DEL-IR071-07.91 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>												

\* 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**

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

\* 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**

<b>MORPC ID:</b> 3288 <b>PID:</b> 105116 <b>Agency:</b> COTA COTA Transit Center Facility Renovations/Upgrades, Transit Activity	<b>CRS:</b> FRA-COTA Transit Center Facility Renovat																
	<table><tr><th>Source</th><th>Phase</th><th>Amount</th><th>Revised SFY</th></tr><tr><td>Local-Transit</td><td>Other</td><td>\$100,000</td><td>2021</td></tr><tr><td>Local-Transit</td><td>Other</td><td>\$250,000</td><td>2022</td></tr><tr><td>Local-Transit</td><td>Other</td><td>\$250,000</td><td>2024</td></tr></table>	Source	Phase	Amount	Revised SFY	Local-Transit	Other	\$100,000	2021	Local-Transit	Other	\$250,000	2022	Local-Transit	Other	\$250,000	2024
Source	Phase	Amount	Revised SFY														
Local-Transit	Other	\$100,000	2021														
Local-Transit	Other	\$250,000	2022														
Local-Transit	Other	\$250,000	2024														
<b>MORPC ID:</b> 3316 <b>PID:</b> NA <b>Agency:</b> Grove City Home Rd from Hoover Rd to Gantz Rd, Reconstruction	<b>CRS:</b> FRA-Home Rd-Phase 1 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>																
<b>MORPC ID:</b> 3408 <b>PID:</b> NA <b>Agency:</b> Dublin Post Rd at Kilgour Place, Intersection Modification	<b>CRS:</b> FRA-Post Rd-Kilgour Place <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>																
<b>MORPC ID:</b> 3409 <b>PID:</b> NA <b>Agency:</b> Dublin Shawan Fall Dr from USPS/OCLC to Rock Cress Ave/N High St, New Roadway	<b>CRS:</b> FRA-Shawan Fall Dr-USPS/OCLC <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>																
<b>MORPC ID:</b> 3414 <b>PID:</b> NA <b>Agency:</b> Dublin Summit View Rd from Riverside Dr to Campden Lakes Blvd, Multi-Use Path	<b>CRS:</b> FRA-Summit View Rd-Riverside Dr <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>																
<b>MORPC ID:</b> 207 <b>PID:</b> 99815 <b>Agency:</b> Dublin Tuttle Crossing Blvd from Wilcox Rd to Avery Rd, New Roadway	<b>CRS:</b> FRA-Tuttle Crossing Blvd-Extension <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>																
<b>MORPC ID:</b> 3430 <b>PID:</b> 106548 <b>Agency:</b> Gahanna US-62 from Agler Rd to Stygler Rd, Intersection Modification	<b>CRS:</b> FRA-US-62-Agler Rd <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>																
<b>MORPC ID:</b> 2694 <b>PID:</b> 91448 <b>Agency:</b> ODOT 6 E Broad St from Drexel Ave to Gould Rd, Resurfacing	<b>CRS:</b> FRA-SR016-03.57 [Cancel] <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>																
<b>MORPC ID:</b> 3373 <b>PID:</b> 105418 <b>Agency:</b> ODOT 6 S High St & Oak St at I-71, Bridge Deck Replacement	<b>CRS:</b> FRA-US023D/IR-71-04.41/17.47 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>																
<b>MORPC ID:</b> 1146 <b>PID:</b> NA <b>Agency:</b> Franklin County Leppert Rd from Davidson Rd to Hayden Run Rd, Minor Widening	<b>CRS:</b> FRA-CR037-Leppert Rd <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>																
<b>MORPC ID:</b> 3333 <b>PID:</b> 104946 <b>Agency:</b> ODOT 6 US-62 at I-270, Bridge Repair	<b>CRS:</b> FRA-US062-21.81 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>																
<b>MORPC ID:</b> 3364 <b>PID:</b> 111899 <b>Agency:</b> New Albany * Johnstown Rd (US 62) from Thurston Hall Blvd/Theisen Rd to Smith's Mill Rd, Operational Upgrades/Multi-Use Path	<b>CRS:</b> FRA-US062-30.34 <table><tr><th>Source</th><th>Phase</th><th>Amount</th><th>Revised SFY</th></tr><tr><td>SCIP</td><td>Con</td><td>\$1,439,775</td><td>2022</td></tr><tr><td>HSIP</td><td>Con</td><td>\$2,079,675</td><td>2022</td></tr></table>	Source	Phase	Amount	Revised SFY	SCIP	Con	\$1,439,775	2022	HSIP	Con	\$2,079,675	2022				
Source	Phase	Amount	Revised SFY														
SCIP	Con	\$1,439,775	2022														
HSIP	Con	\$2,079,675	2022														
<b>MORPC ID:</b> 3336 <b>PID:</b> 104970 <b>Agency:</b> ODOT 6 Roberts Rd & Amity Rd at I-70, Bridge Deck Replacement	<b>CRS:</b> FRA-IR070-00.80/1.41 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>																
<b>MORPC ID:</b> 3249 <b>PID:</b> 101260 <b>Agency:</b> ODOT 6 I-70 from 0.05 mi E of S 18th St Bridge to 0.06 mi E of S James Rd, Minor Pavement Rehabilitation	<b>CRS:</b> FRA-IR070-15.29 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>																
<b>MORPC ID:</b> 2452 <b>PID:</b> 88035 <b>Agency:</b> ODOT 6 I-70/I-71 Innerbelt (Phase 5) from just east of 18th Ave to just east of Fairwood Ave, Major Widening/Bridge Reconstruction	<b>CRS:</b> FRA-IR070-15.29 (Proj 5) <i>Project was cancelled, merged with another project, or delayed beyond SFY 2025</i>																

\* 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**

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

\* Project is part of a Statewide Line Item

## 4. Expected Financial Resources

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

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

### ODOT-Controlled Programs

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

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

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

### MORPC-Attributable Funds

MORPC receives a sub-allocation of ODOT's Surface Transportation Block Grant (STBG) 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

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

## Local and Other Funds

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

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

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

**Table 4. Projected FTA Formula Funding**

Source	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,



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

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

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

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](http://www.morpc.org).

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

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

Primary Project Type	Amount	Percent
System Expansion (with associated reconstruction, bicycle, pedestrian, etc.)	\$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%
<b>Total</b>	<b>\$615,795,000</b>	<b>100%</b>

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 MORPC 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](http://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
<b>Number of fatalities</b>	1,099	1,055
<b>Number of serious injuries</b>	8,692	8,348
<b>Fatality rate (per 100 million VMT)</b>	0.95	0.91
<b>Serious injury rate (per 100 million VMT)</b>	7.51	7.21
<b>Non-motorized fatalities &amp; serious injuries</b>	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
<b>Number of fatalities</b>	106	8% reduction	27% reduction
<b>Number of serious injuries</b>	868	8% reduction	27% reduction
<b>Fatality rate (per 100 million VMT)</b>	0.74	0.69	0.54
<b>Serious injury rate (per 100 million VMT)</b>	6.11	5.64	4.43
<b>Non-motorized fatalities &amp; serious injuries</b>	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 Improvement Program (HSIP) funds, as well as safety projects not utilizing these funds.

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

Projects funded with HSIP \$	HSIP \$ (Millions)	Projects funded without HSIP \$	Non-HSIP \$ (Millions)
45	\$62.3	15	\$45.6

## 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**

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

<b>Pavements</b>	<b>Baseline (2018 ODOT)</b>	<b>2 Yr. Target</b>	<b>4 Yr. Target</b>
<b>Percentage of Interstate Pavements in Good Condition</b>	60%	N/A	>50%
<b>Percentage of Interstate Pavements in Poor Condition</b>	0.1%	N/A	<1%
<b>Percentage of Non-Interstate NHS Pavements in Good Condition</b>	41%	>35%	>35%
<b>Percentage of Non-Interstate NHS Pavements in Poor Condition</b>	1.3%	<3%	<3%
<b>Bridge</b>	<b>Baseline (2018 ODOT)</b>	<b>2 Yr. Target</b>	<b>4 Yr. Target</b>
<b>Percentage of NHS Bridges by deck area in Good Condition</b>	77%	>70%	>70%
<b>Percentage of NHS Bridges by deck area in Poor Condition</b>	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	25	66	\$747.1
Non-Interstate	41	31	\$128.1
Bridge Projects	Number of Projects	Number of Bridges	Project Costs (millions)
NHS	52	109	\$391.1

### 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 these 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	5	\$174
Non-Interstate NHS	5	\$43

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
<b>Rolling Stock</b>		
All Asset classes	12%	0%
<b>Equipment</b>		
Automobile	53%	16%
Truck	57%	40%
Other Equipment	41%	20%
<b>Facilities</b>		
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.

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

Federal Fund Type		<u>BR-Off (Bridge Replacement Off System)</u>			
MORPC ID	PID	Agency	Project Name	Phase	Federal Amount
3625	109062	Delaware County *	Warrensburg 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 phase)					\$522,500
Federal Fund Type		<u>CMAQ-M (Congestion Mitigation/Air Quality Improvement, Attributable to MORPC)</u>			
MORPC ID	PID	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
3578	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 phases)					\$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.

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

Federal Fund Type			<u>Debt Service (Federal Garvee Debt Service)</u>		
MORPC ID	PID	Agency	Project Name	Phase	Federal Amount
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	\$4,291,507
2672	76469	ODOT 6	I-270 (West Outerbelt) from I-70 to US-33, Major Widening/Minor Pavement Rehabilitation	Pay	\$2,027,568
2922	98111	ODOT 6	US-33 from I-270 (SE Outerbelt) to Hamilton Rd (SR-317), Major Widening/Resurfacing	Pay	\$717,775
3293	105322	ODOT 6	I-70/I-71 Innerbelt (Phase 2E), Major Widening/Interchange Modification	Pay	\$3,534,323
3330	104799	ODOT 6	I-71 from Stringtown Rd to SR-315, Major Widening/Interchange Modification	Pay	\$8,694,208
<b>Summary for TIP Year = 2021 (6 project phases)</b>					<b>\$23,522,763</b>
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	\$4,555,746
2672	76469	ODOT 6	I-270 (West Outerbelt) from I-70 to US-33, Major Widening/Minor Pavement Rehabilitation	Pay	\$2,005,140
2922	98111	ODOT 6	US-33 from I-270 (SE Outerbelt) to Hamilton Rd (SR-317), Major Widening/Resurfacing	Pay	\$717,774
3293	105322	ODOT 6	I-70/I-71 Innerbelt (Phase 2E), Major Widening/Interchange Modification	Pay	\$4,662,848
3330	104799	ODOT 6	I-71 from Stringtown Rd to SR-315, Major Widening/Interchange Modification	Pay	\$8,592,630
<b>Summary for TIP Year = 2022 (6 project phases)</b>					<b>\$24,791,521</b>
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	\$4,489,158
2672	76469	ODOT 6	I-270 (West Outerbelt) from I-70 to US-33, Major Widening/Minor Pavement Rehabilitation	Pay	\$1,982,710
2922	98111	ODOT 6	US-33 from I-270 (SE Outerbelt) to Hamilton Rd (SR-317), Major Widening/Resurfacing	Pay	\$717,775
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
<b>Summary for TIP Year = 2023 (6 project phases)</b>					<b>\$24,600,926</b>
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
2672	76469	ODOT 6	I-270 (West Outerbelt) from I-70 to US-33, Major Widening/Minor Pavement Rehabilitation	Pay	\$1,960,282
2922	98111	ODOT 6	US-33 from I-270 (SE Outerbelt) to Hamilton Rd (SR-317), Major Widening/Resurfacing	Pay	\$717,774
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	\$8,389,477
<b>Summary for TIP Year = 2024 (6 project phases)</b>					<b>\$24,410,331</b>
<b>Total for Debt Service Funds (24 project phases)</b>					<b>\$97,325,541</b>

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

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

Federal Fund Type		<u>Debt Service (State Garvee Debt Service)</u>			
MORPC ID	PID	Agency	Project Name	Phase	Federal Amount
2644	93496	ODOT 6	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 phases)					<b>\$3,278,986</b>
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 phases)					<b>\$3,284,838</b>
2644	93496	ODOT 6	I-71 at Big Darby Creek, Major Widening/Bridge Deck Replace	Pay	\$626,109
2672	76469	ODOT 6	I-270 (West Outerbelt) from I-70 to US-33, Major Widening/Minor Pavement Rehabilitation	Pay	\$495,678
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 phases)					<b>\$3,244,550</b>
2644	93496	ODOT 6	I-71 at Big Darby Creek, Major Widening/Bridge Deck Replace	Pay	\$616,822
2672	76469	ODOT 6	I-270 (West Outerbelt) from I-70 to US-33, Major Widening/Minor Pavement Rehabilitation	Pay	\$490,070
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 phases)					<b>\$3,204,261</b>
Total for Debt Service Funds (12 project phases)					<b>\$13,012,635</b>
Federal Fund Type		<u>Federal</u>			
MORPC ID	PID	Agency	Project Name	Phase	Federal Amount
3194	102124	ODOT 6	* Various locations on SR-315, Maintenance Activity/Culvert Maintenance	Con	\$1,320,000
Summary for TIP Year = 2022 (1 project phase)					<b>\$1,320,000</b>
Total for Federal Funds (1 project phase)					<b>\$1,320,000</b>
Federal Fund Type		<u>Federal (2-Lane Major Rehab)</u>			
MORPC ID	PID	Agency	Project Name	Phase	Federal Amount
2967	93109	ODOT 5	* US 40 from Franklin/Licking County Line to SR-37, Resurfacing/Signalization	Con	\$6,720,000
3682	109074	ODOT 6	* US 42 from safety job end limit - PID 10868 to concrete pavement break east of Fern Dr, Major Rehabilitation	Con	\$2,520,000
Summary for TIP Year = 2021 (2 project phases)					<b>\$9,240,000</b>
3683	109070	ODOT 6	* US 36 from Union County Line to exisiting pavement break at the curbed section, Major Rehabilitation	Con	\$4,400,000
Summary for TIP Year = 2022 (1 project phase)					<b>\$4,400,000</b>
Total for Federal Funds (3 project phases)					<b>\$13,640,000</b>

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



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

Federal Fund Type		Federal (District Preservation (Pv & Br))			
MORPC ID	PID	Agency	Project Name	Phase	Federal 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	86645	ODOT 6	* W Broad St (US-40) from Central Ave to Scioto River, Resurfacing	Con	\$741,040
3293	105322	ODOT 6	I-70/I-71 Innerbelt (Phase 2E), Major Widening/Interchange Modification	Con	\$560,000
3295	105523	ODOT 6	I-70/I-71 Innerbelt (Phase 4R), Major Widening/Interchange Modification	Con	\$2,025,000
3475	106243	ODOT 6	* I-270 from US 33 W interchange to Rear approach of RR bridge, Preventive Pavement Maintenance	Con	\$3,266,100
3521	107201	ODOT 6	I-71 from Pickaway Co Line to SR-665, Major Widening	Con	\$39,327,000
3624	109156	ODOT 6	* US-23 at 9 bridges between Cheshire Rd & Main Rd, Bridge Maintenance Activities	PE DD	\$480,000
3628	111340	ODOT 6	* I-670 from High St to Summit St (US 23), Bridge Maintenance Activities	PE DD	\$45,000
3682	109074	ODOT 6	* US 42 from safety job end limit - PID 10868 to concrete pavement break east of Fern Dr, Major Rehabilitation	Con	\$424,000
3713	108150	ODOT 6	* US 40 from Reynoldsburg Corp to Licking County Line, Resurfacing	Con	\$1,056,000
3714	110693	ODOT 6	* I-270 at locations in Franklin County, Minor Pavement Rehabilitation	Con	\$1,600,000
3719	110585	ODOT 6	* SR-4 from SR-37 to S of Boundary Rd, Resurfacing	Con	\$1,528,000
3724	109111	ODOT 6	* US-23 at North and South of I-270 interchange, Signage	Con	\$160,000
3816	113198	ODOT 6	* US 36 at IR 71, Bridge Deck Replace	PE Envir	\$270,000
Summary for TIP Year = 2021 (17 project phases)					\$64,755,460
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
3254	102023	ODOT 6	* Winchester Pk at I-270, Bridge Deck Replacement	Con	\$1,350,000
3268	104502	ODOT 6	* US-36/SR-37 at Galena Rd, Intersection Modification/Bridge Deck Overlay	Con	\$156,000
3295	105523	ODOT 6	I-70/I-71 Innerbelt (Phase 4R), Major Widening/Interchange Modification	Con	\$1,350,000
3306	105588	ODOT 6	I-70/I-71 Innerbelt (Project 6R), Major Widening/Interchange Modification	Con	\$750,000
3334	104947	ODOT 6	* US-23 at Big Walnut Creek, Bridge Deck Overlay	Con	\$480,000
3335	104949	ODOT 6	* SR-665 at Scioto River, Bridge Repair	Con	\$560,000
3339	104977	ODOT 6	* Sullivant Ave at I-270, Bridge Replacement	Con	\$1,170,000
3340	104980	ODOT 6	* Wilson Bridge Rd at SR-315, Bridge Replacement	Con	\$1,280,000
3623	109659	ODOT 6	* Courtright Rd at I-70 & NS RR, Bridge Deck Replacement	Con	\$2,250,000
3624	109156	ODOT 6	* US-23 at 9 bridges between Cheshire Rd & Main Rd, Bridge Maintenance Activities	Con	\$6,120,000
3628	111340	ODOT 6	* I-670 from High St to Summit St (US 23), Bridge Maintenance Activities	Con	\$2,250,000
3683	109070	ODOT 6	* US 36 from Union County Line to existing pavement break at the curbed section, Major Rehabilitation	Con	\$1,200,000
3694	106095	ODOT 6	* Indianola Ave from Hudson St to North Broadway, Minor Pavement Rehabilitation	Con	\$908,000
3697	106274	ODOT 6	* US 40 from Westland Ave to E Main St, Minor Pavement Rehabilitation	Con	\$340,000
3701	110126	ODOT 6	* IR 270 from FRA-270-40.45 to FRA-270-43.18, Minor Pavement Rehabilitation	Con	\$1,930,500
3706	110051	ODOT 6	* IR-670 from IR-70 to ramp from US23D, Minor Pavement Rehabilitation	Con	\$4,497,300
3707	110050	ODOT 6	* SR 37 & SR 521 from Sunbury Corp Limit & Delaware Corp Limit to Licking County & S of Three B's & K, Minor Pavement Rehabilitation	Con	\$1,470,525
3711	110055	ODOT 6	* SR 257 from SR 37 to the Marion County Line, Minor Pavement Rehabilitation	Con	\$442,400
3715	110619	ODOT 6	* US-23 from N of Cottswold Dr to N of US-42, Minor Pavement Rehabilitation	Con	\$233,520
3716	110618	ODOT 6	* Portions of SR-750 & SR-665, Resurfacing	Con	\$816,358
3718	110603	ODOT 6	* US-23 from North of Troutman Rd to Waldo Delaware Rd, Resurfacing	Con	\$2,394,400
3816	113198	ODOT 6	* US 36 at IR 71, Bridge Deck Replace	PE DD	\$90,000
Summary for TIP Year = 2022 (30 project phases)					\$49,451,207
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
3778	112744	DISTRICT 6-PLA	FY23 - Chipseal, Minor Pavement Rehabilitation	Con	\$684,000
1496	79666	ODOT 6	* I-270 from 0.51 mi E of Alum Creek to 0.23 mi W of Parsons Ave, Resurfacing	Con	\$20,059

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

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

3232	88611	ODOT 6	* Groveport Rd at SR-104, Bridge Deck Replacement	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
3638	105496	ODOT 6	* Jones Rd at I-70, Bridge Deck Replacement	Con	\$900,000
3643	105428	ODOT 6	* I-670 at 4 bridges between I-70 and SR-315, Bridge Maintenance Activities	Con	\$1,170,000
3676	111560	ODOT 6	* SR 710 from SR 161 to just North of Schrock Rd, Resurfacing	Con	\$703,872
3695	106097	ODOT 6	US 40 (Broad St.) from Camp Chase Industrial RR to Shague Ave, Minor Pavement Rehabilitation	Con	\$376,000
3698	106270	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
3816	113198	ODOT 6	* US 36 at IR 71, Bridge Deck Replace	Con	\$2,250,000
<b>Summary for TIP Year = 2023 (25 project phases)</b>					<b>\$28,271,307</b>
3760	112713	DISTRICT 6-BRI	FY24 Bridge Repair at various locations, Bridge Maintenance Activities	Con	\$800,000
3765	112712	DISTRICT 6-BRI	IR 670 at FRA-670-1.08 and FRA-270-24.86, Bridge Maintenance Activities	Con	\$800,000
3770	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	US 23 from Cheshire Rd to Troutman Rd, Minor Pavement Rehabilitation	Con	\$4,091,200
3774	112850	DISTRICT 6-PLA	SR 674' from US22 to Franklin County Line, Minor Pavement Rehabilitation	Con	\$2,972,570
3775	112868	DISTRICT 6-PLA	IR 70 from Madison County Line to West of Hilliard Rome Rd, Minor Pavement Rehabilitation	Con	\$2,345,400
3776	112870	DISTRICT 6-PLA	US 33 at Various locations, Minor Pavement Rehabilitation	Con	\$191,200
3777	112933	DISTRICT 6-PLA	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	95776	ODOT 6	* SR-736 at Robinson Rd (just N of Hickory Ridge Rd), Bridge Deck Replacement	Con	\$1,379,600
3622	107832	ODOT 6	* Hall Rd at I-270, Bridge Deck Replacement	Con	\$540,000
3630	107790	ODOT 6	* SR-317 at Blacklick Creek, Bridge Deck Overlay	Con	\$320,000
3631	107787	ODOT 6	* SR-317 at CSX RR, Bridge Deck Overlay	Con	\$320,000
3632	107777	ODOT 6	* I-71 at Cooke Rd, Bridge Maintenance Activities	Con	\$540,000
3633	107756	ODOT 6	* SR-257 at Deer Run, Bridge Replacement	Con	\$320,000
3640	105435	ODOT 6	* I-71 & I-270 (North Outerbelt) at 3 bridges at the Interchange, Bridge Deck Replacement	Con	\$7,200,000
3674	111613	ODOT 6	* US 62 from Broad St to Airport Dr, Maintenance Activity	Con	\$538,056
3675	111608	ODOT 6	* US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing	Con	\$791,856
3688	107759	ODOT 6	* SR 3 at I-71, Preventive Bridge Maintenance	Con	\$400,000
3690	107754	ODOT 6	* SR 229 at Whetstone Creek, Preventive Bridge Maintenance	Con	\$160,000
3691	106272	ODOT 6	* US 40 from ramp to I-71 to Westland Ave, Minor Pavement Rehabilitation	Con	\$912,000
3696	106268	ODOT 6	* US 36 from NS Bridge to Delaware Corp Limit, Minor Pavement Rehabilitation	Con	\$508,000
3702	110123	ODOT 6	* ODOT/City of Columbus at various locations, Minor Pavement Rehabilitation	Con	\$2,417,664
3712	108154	ODOT 6	* SR 317 from Columbus Corp & N of Rocky Fork Rd to CR-5 & Lincoln Circle, Minor Pavement Rehabilitation	Con	\$747,968
<b>Summary for TIP Year = 2024 (26 project phases)</b>					<b>\$34,501,334</b>
<b>Total for Federal Funds (98 project phases)</b>					<b>\$176,979,308</b>

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

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

Federal Fund Type		Federal (Labor - Internal)			
MORPC ID	PID	Agency	Project Name	Phase	Federal Amount
3768	112968	Columbus, City of	SR 161 from Hamilton Rd to Babbit Rd, Guardrail Upgrade/Replace	Con	\$28,500
2967	93109	ODOT 5	* US 40 from Franklin/Licking County Line to SR-37, Resurfacing/Signalization	Con	\$11,606,710
3181	101428	ODOT 5	* Various locations in District 5, Preventive Bridge Maintenance	Con	\$39,600
2482	86645	ODOT 6	* W Broad St (US-40) from Central Ave to Scioto River, Resurfacing	Con	\$51,873
3306	105588	ODOT 6	I-70/I-71 Innerbelt (Project 6R), Major Widening/Interchange Modification	Con	\$6,741,000
3322	104623	ODOT 6	* SR-61 at Wilson Rd (SR-656), Intersection Modification	Con	\$117,600
3475	106243	ODOT 6	* I-270 from US 33 W interchange to Rear approach of RR bridge, Preventive Pavement Maintenance	Con	\$136,116
3508	106877	ODOT 6	* SR-315 from Garrett Dr to Henderson Rd, Noise Walls	Con	\$91,000
3521	107201	ODOT 6	I-71 from Pickaway Co Line to SR-665, Major Widening	Con	\$1,362,400
3656	110445	ODOT 6	* US-36 at SR-257, Intersection Modification	Con	\$18,000
3660	110922	ODOT 6	* SR-605 at Fancher Rd, Intersection Modification	PE DD	\$25,000
3662	110925	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	* I-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 phases)					\$21,354,909
3677	110844	Columbus	* SRTS 17th/Ann Sidewalks at multiple segments, Sidewalks	Con	\$40,000
3769	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	ODOT 6	* 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
3657	110446	ODOT 6	* SR-315 at Jewett Rd, Intersection Modification	Con	\$94,500
3661	110797	ODOT 6	* US-23 at Powell Rd (SR-750), Intersection Modification	Con	\$18,000
3668	110449	ODOT 6	* US 23D (Third St) at US 33 (Mound St), Intersection Modification	Con	\$6,750
3669	110587	ODOT 6	* SR 3 (Cleveland Ave) at Hudson St, Intersection Modification	Con	\$45,000
3683	109070	ODOT 6	* 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
3697	106274	ODOT 6	* US 40 from Westland Ave to E Main St, Minor Pavement Rehabilitation	Con	\$13,600
3701	110126	ODOT 6	* IR 270 from FRA-270-40.45 to FRA-270-43.18, Minor Pavement Rehabilitation	Con	\$77,220
3706	110051	ODOT 6	* IR-670 from IR-70 to ramp from US23D, Minor Pavement Rehabilitation	Con	\$179,892
3707	110050	ODOT 6	* SR 37 & SR 521 from Sunbury Corp Limit & Delaware Corp Limit to Licking County & S of Three B's & K, Minor Pavement Rehabilitation	Con	\$58,821
3711	110055	ODOT 6	* SR 257 from SR 37 to the Marion County Line, Minor Pavement Rehabilitation	Con	\$17,696
3715	110619	ODOT 6	* US-23 from N of Cottswold Dr to N of US-42, Minor Pavement Rehabilitation	Con	\$9,341
3716	110618	ODOT 6	* Portions of SR-750 & SR-665, Resurfacing	Con	\$32,654
3718	110603	ODOT 6	* US-23 from North of Troutman Rd to Waldo Delaware Rd, Resurfacing	Con	\$95,776
3723	110799	ODOT 6	* Westerville Rd (SR-3) from Agler Rd to Oakland Park Ave, Operational Upgrades	Con	\$22,500
Summary for TIP Year = 2022 (35 project phases)					\$4,397,855
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.

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

3762	111641	DISTRICT 6-PLA	IR 670 at FRA-670-0.31, Bridge Maintenance Activities	Con	\$504,000
3771	112798	DISTRICT 6-PLA	IR 270 from S of I70 to N of Alum Creek Drive, Minor Pavement Rehabilitation	Con	\$141,876
3772	112800	DISTRICT 6-PLA	SR 665 at Various locations, Minor Pavement Rehabilitation	Con	\$32,032
3778	112744	DISTRICT 6-PLA	FY23 - Chipseal, Minor Pavement Rehabilitation	Con	\$27,360
2874	96053	ODOT 6	I-70/I-71 Innerbelt (Phase 4B), Major Widening/Bridge Replacement	Con	\$3,870,000
3380	105427	ODOT 6	* SR-315 from US 33 to I-670, Bridge Repair	Con	\$56,000
3480	106260	ODOT 6	* Westerville Rd & State St (SR-3) at segments in Columbus and Westerville, Preventive Pavement Maintenance	Con	\$59,527
3481	106264	ODOT 6	* Segments on SR-256 & US 40 in Reynoldsburg, Preventive Pavement Maintenance	Con	\$12,920
3629	109164	ODOT 6	* I-71 at 7 overhead bridges between 17th Ave & SR-161, Bridge Maintenance Activities	Con	\$467,775
3654	110436	ODOT 6	* Dublin-Granville Rd (SR-161) at Karl Rd, Intersection Modification	Con	\$495,000
3660	110922	ODOT 6	* SR-605 at Fancher Rd, Intersection Modification	Con	\$82,000
3672	110300	ODOT 6	* SR 104 from just east of Groveport Rd to just west of Elwood Ave, Noise Walls	Con	\$78,400
3676	111560	ODOT 6	* SR 710 from SR 161 to just North of Schrock Rd, Resurfacing	Con	\$28,160
3695	106097	ODOT 6	US 40 (Broad St.) from Camp Chase Industrial RR to Shague Ave, Minor Pavement Rehabilitation	Con	\$11,280
3698	106270	ODOT 6	* SR 317 from N of Rocky Fork Dr S to N of 5th Ave, Minor Pavement Rehabilitation	Con	\$14,400
3704	110699	ODOT 6	* SP FY23 General at Various general system routes throughout District , Minor Pavement Rehabilitation	Con	\$32,000
3708	110696	ODOT 6	* SP FY23 Concrete at Various routes throughout District Six, Minor Pavement Rehabilitation	Con	\$64,000
3816	113198	ODOT 6	* US 36 at IR 71, Bridge Deck Replace	Con	\$157,500
<b>Summary for TIP Year = 2023 (19 project phases)</b>					<b>\$6,694,230</b>
3770	110127	DISTRICT 6-PLA	D06 CHIP FY24 at Various general system routes throughout District , Minor Pavement Rehabilitation	Con	\$85,247
3773	112845	DISTRICT 6-PLA	US 23 from Cheshire Rd to Troutman Rd, Minor Pavement Rehabilitation	Con	\$163,648
3774	112850	DISTRICT 6-PLA	SR 674` from US22 to Franklin County Line, Minor Pavement Rehabilitation	Con	\$118,903
3775	112868	DISTRICT 6-PLA	IR 70 from Madison County Line to West of Hilliard Rome Rd, Minor Pavement Rehabilitation	Con	\$93,816
3776	112870	DISTRICT 6-PLA	US 33 at Various locations, Minor Pavement Rehabilitation	Con	\$7,648
3777	112933	DISTRICT 6-PLA	FRA from 3rd ave and columbus corp to ackerman rd and clubview blvd, Minor Pavement Rehabilitation	Con	\$49,248
3233	97996	ODOT	* SR-16 from Franklin Co Line to SR-37, Resurfacing	Con	\$62,365
2992	96308	ODOT 6	* US 36 at Prairie Run, Bridge Repair	Con	\$19,600
3275	95776	ODOT 6	* SR-736 at Robinson Rd (just N of Hickory Ridge Rd), Bridge Deck Replacement	Con	\$96,640
3622	107832	ODOT 6	* Hall Rd at I-270, Bridge Deck Replacement	Con	\$21,600
3630	107790	ODOT 6	* SR-317 at Blacklick Creek, Bridge Deck Overlay	Con	\$12,800
3631	107787	ODOT 6	* SR-317 at CSX RR, Bridge Deck Overlay	Con	\$12,800
3632	107777	ODOT 6	* I-71 at Cooke Rd, Bridge Maintenance Activities	Con	\$21,600
3633	107756	ODOT 6	* SR-257 at Deer Run, Bridge Replacement	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	\$35,640
3674	111613	ODOT 6	* US 62 from Broad St to Airport Dr, Maintenance Activity	Con	\$21,520
3675	111608	ODOT 6	* US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing	Con	\$31,698
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	\$6,400
3691	106272	ODOT 6	* US 40 from ramp to I-71 to Westland Ave, Minor Pavement Rehabilitation	Con	\$36,480
3696	106268	ODOT 6	* US 36 from NS Bridge to Delaware Corp Limit, Minor Pavement Rehabilitation	Con	\$20,320
3702	110123	ODOT 6	* ODOT/City of Columbus at various locations, Minor Pavement Rehabilitation	Con	\$96,706
3712	108154	ODOT 6	* SR 317 from Columbus Corp & N of Rocky Fork Rd to CR-5 & Lincoln Circle, Minor Pavement Rehabilitation	Con	\$29,920
<b>Summary for TIP Year = 2024 (24 project phases)</b>					<b>\$1,154,399</b>
<b>Total for Federal Funds (96 project phases)</b>					<b>\$33,601,393</b>

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

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

Federal Fund Type		Federal (Major Bridge)			
MORPC ID	PID	Agency	Project Name	Phase	Federal Amount
3761	111640	DISTRICT 6-PLA	SR 315 at FRA-315-2.78, Bridge Maintenance Activities	PE Envir	\$560,000
3762	111641	DISTRICT 6-PLA	IR 670 at FRA-670-0.31, Bridge Maintenance Activities	PE Envir	\$504,000
Summary for TIP Year = 2021 (2 project phases)					\$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 phases)					\$456,000
3761	111640	DISTRICT 6-PLA	SR 315 at FRA-315-2.78, Bridge Maintenance Activities	Con	\$8,000,000
3762	111641	DISTRICT 6-PLA	IR 670 at FRA-670-0.31, Bridge Maintenance Activities	Con	\$7,200,000
Summary for TIP Year = 2023 (2 project phases)					\$15,200,000
Total for Federal Funds (6 project phases)					\$16,720,000
Federal Fund Type		Federal (Major/New Program - Federal)			
MORPC ID	PID	Agency	Project Name	Phase	Federal Amount
3306	105588	ODOT 6	I-70/I-71 Innerbelt (Project 6R), Major Widening/Interchange Modification	Con	\$96,648,242
Summary for TIP Year = 2021 (1 project phase)					\$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 phases)					\$88,650,000
Total for Federal Funds (5 project phases)					\$185,298,242
Federal Fund Type		Federal (Multi-Lane Major Rehab)			
MORPC ID	PID	Agency	Project Name	Phase	Federal Amount
1333	77372	ODOT 6	I-70/I-71 Innerbelt (Phase 4A), Major Widening/Interchange Modification	Con	\$43,757,539
2874	96053	ODOT 6	I-70/I-71 Innerbelt (Phase 4B), Major Widening/Bridge Replacement	Con	\$60,300,000
Summary for TIP Year = 2023 (2 project phases)					\$104,057,539
Total for Federal Funds (2 project phases)					\$104,057,539
Federal Fund Type		Federal (State Noise Wall)			
MORPC ID	PID	Agency	Project Name	Phase	Federal 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 phases)					\$3,725,640
Federal Fund Type		Federal (State Noisewall Replacement Prgm)			
MORPC ID	PID	Agency	Project Name	Phase	Federal 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 Federal Funds (1 project phase)					\$356,400

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



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

Federal Fund Type		HSIP (Highway Safety Improvement Program)			
MORPC ID	PID	Agency	Project Name	Phase	Federal Amount
2918	98557	Columbus	Hilliard-Rome Rd at Feder Rd/Fisher Rd, Intersection Modification/Sidewalks	Con	\$1,843,500
3217	101787	Columbus	* Livingston Ave at James Rd, Intersection Modification	Con	\$1,806,570
3326	104709	Columbus	SR-161 at Cleveland Ave, Intersection Modification	Con	\$323,935
3514	107240	Columbus	* Refugee Rd at Winchester Pk, Intersection Modification	ROW	\$87,705
3567	108642	Columbus	* Cleveland Ave from Fifth Ave to Lehner Rd, Safety Improvement	PE DD	\$207,000
3814	113293	Columbus	* Columbus PSIP FY 2021, Safety Improvement/Pedestrian Recreational Trails	PE DD	\$32,703
3814	113293	Columbus	* Columbus PSIP FY 2021, Safety Improvement/Pedestrian Recreational Trails	Con	\$2,631,530
3768	112968	Columbus, City of	SR 161 from Hamilton Rd to Babbitt Rd, Guardrail Upgrade/Replace	Con	\$712,400
3212	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
3394	109493	Franklin County	* London-Groveport Rd at Rohr Rd, Intersection Modification	ROW	\$75,000
3658	109494	Franklin County	* Morse Rd at Babbitt Rd, Intersection Modification	ROW	\$770,250
3322	104623	ODOT 6	* SR-61 at Wilson Rd (SR-656), Intersection Modification	ROW	\$9,000
3322	104623	ODOT 6	* SR-61 at Wilson Rd (SR-656), Intersection Modification	Con	\$1,680,000
3570	107822	ODOT 6	* US-42 and Industrial Pkwy from Watkins-California Rd to Monterey Dr, Minor Widening	ROW	\$751,500
3656	110445	ODOT 6	* US-36 at SR-257, Intersection Modification	Con	\$180,000
3660	110922	ODOT 6	* SR-605 at Fancher Rd, Intersection Modification	PE DD	\$100,000
3662	110925	ODOT 6	* Westerville Rd (SR-3) at Minerva Lake Rd/Corporate Dr, Intersection Modification	Con	\$144,000
3680	111195	ODOT 6	* City NHS Guardrail Upgrade at various NHS routes, Guardrail Upgrade/Replace	Con	\$2,200,000
3682	109074	ODOT 6	* US 42 from safety job end limit - PID 10868 to concrete pavement break east of Fern Dr, Major Rehabilitation	Con	\$1,048,500
Summary for TIP Year = 2021 (21 project phases)					\$16,057,871
3324	104704	Columbus	* Georgesville Rd at Hall Rd (CR-125), Turn Lane Addition	Con	\$756,900
3514	107240	Columbus	* Refugee Rd at Winchester Pk, Intersection Modification	Con	\$474,496
3567	108642	Columbus	* Cleveland Ave from Fifth Ave to Lehner Rd, Safety Improvement	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
3394	109493	Franklin County	* London-Groveport Rd at Rohr Rd, Intersection Modification	Con	\$1,106,250
3599	109581	Franklin County	* SR-317 at Lockbourne Rd, Intersection Modification	Con	\$1,800,000
3658	109494	Franklin County	* Morse Rd at Babbitt Rd, Intersection Modification	Con	\$975,000
3663	111077	Franklin County	* Reynoldsburg-New Albany Rd at Havens Rd, Intersection Modification	Con	\$2,375,001
3364	111899	New Albany	* Johnstown Rd (US 62) from Thurston Hall Blvd/Theisen Rd to Smith's Mill Rd, Operational Upgrades/Multi-Use Path	Con	\$2,079,675
3268	104502	ODOT 6	* US-36/SR-37 at Galena Rd, Intersection Modification/Bridge Deck Overlay	Con	\$1,131,570
3570	107822	ODOT 6	* US-42 and Industrial Pkwy from Watkins-California Rd to Monterey Dr, Minor Widening	ROW	\$234,000
3623	109659	ODOT 6	* Courtright Rd at I-70 & NS RR, Bridge Deck Replacement	Con	\$1,170,000
3651	110378	ODOT 6	* Westerville Rd (SR-3) at Morse Rd, Intersection Modification	Con	\$1,980,000
3652	110380	ODOT 6	* US-23 at Rathmell Rd, Intersection Modification	Con	\$900,000
3655	110444	ODOT 6	* US-36 at Wilson Rd, Intersection Modification	Con	\$450,000
3657	110446	ODOT 6	* SR-315 at Jewett Rd, Intersection Modification	Con	\$1,350,000
3660	110922	ODOT 6	* SR-605 at Fancher Rd, Intersection Modification	ROW	\$400,000
3661	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 phases)					\$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
3650	110377	ODOT 6	* E Broad St at Reynoldsburg-New Albany Rd, Intersection Modification	Con	\$450,000

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

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

3654	110436	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
3667	112035	ODOT 6	* US 33 at Hayden Run Rd (CR 32), Intersection Modification	ROW	\$180,000
<b>Summary for TIP Year = 2023 (8 project phases)</b>					<b>\$14,352,495</b>

3667	112035	ODOT 6	* US 33 at Hayden Run Rd (CR 32), Intersection Modification	Con	\$2,700,000
<b>Summary for TIP Year = 2024 (1 project phase)</b>					<b>\$2,700,000</b>

**Total for HSIP Funds (58 project phases) \$56,337,559**

**Federal Fund Type** **HSIP-C (Highway Safety Improvement Program, Attributable to County Engineers)**

<b>MORPC</b>		<b>PID</b>	<b>Agency</b>	<b>Project Name</b>	<b>Phase</b>	<b>Federal Amount</b>
<b>ID</b>						
3679	105922	Fairfield County		* CR VAR GR FY2022 at various routes within county, Guardrail Upgrade/Replace	Con	\$200,000
<b>Summary for TIP Year = 2022 (1 project phase)</b>						<b>\$200,000</b>

**Total for HSIP-C Funds (1 project phase) \$200,000**

**Federal Fund Type** **NHFP (National Highway Freight Program)**

<b>MORPC</b>		<b>PID</b>	<b>Agency</b>	<b>Project Name</b>	<b>Phase</b>	<b>Federal Amount</b>
<b>ID</b>						
3294	105453	ODOT 6		I-70/I-71 Innerbelt (Phase 3B), Major Widening/New Roadway	Con	\$15,000
<b>Summary for TIP Year = 2021 (1 project phase)</b>						<b>\$15,000</b>

**Total for NHFP Funds (1 project phase) \$15,000**

**Federal Fund Type** **NHPP (National Highway Performance Program)**

<b>MORPC</b>		<b>PID</b>	<b>Agency</b>	<b>Project Name</b>	<b>Phase</b>	<b>Federal Amount</b>
<b>ID</b>						
3294	105453	ODOT 6		I-70/I-71 Innerbelt (Phase 3B), Major Widening/New Roadway	Con	\$675,000
3681	111381	ODOT 6		* US 42 from Watkins California Rd to W of SR 257, Major Rehabilitation	PE Envir	\$160,000
3681	111381	ODOT 6		* US 42 from Watkins California Rd to W of SR 257, Major Rehabilitation	PE DD	\$40,000
<b>Summary for TIP Year = 2021 (3 project phases)</b>						<b>\$875,000</b>
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 3B), Major Widening/New Roadway	Con	\$450,000
<b>Summary for TIP Year = 2022 (2 project phases)</b>						<b>\$2,475,000</b>

**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.



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

Federal Fund Type		<u>Sec 5307 (Transit Formula Block Grants)</u>			
MORPC ID	PID	Agency	Project Name	Phase	Federal Amount
3053	99929	COTA	COTA 2021-2024 Bus Replacement, Transit Replacement Capital	Other	\$10,371,472
3429	105895	COTA	COTA Paratransit Veh and Tech, Transit Replacement Capital	Other	\$2,092,795
3511	107394	COTA	COTA Electric Bus, Transit Activity	Other	\$2,200,000
3272	104522	DCT	DCT 2021 Operating Assistance, Transit Operating	Other	\$325,000
3737	104611	Licking Co Transit	LCTB 2021 Operating Assistance, Transit Operating	Other	\$967,281
Summary for TIP Year = 2021 (5 project phases)					\$15,956,548
3053	99929	COTA	COTA 2021-2024 Bus Replacement, Transit Replacement Capital	Other	\$12,572,887
3743	112209	COTA	COTA Electric Buses, Transit Replacement Capital	Other	\$1,199,753
3744	112208	COTA	COTA Electric Buses - Full Route, Transit Replacement Capital	Other	\$2,700,000
3740	111776	DCT	DCT 2022 Operating Assistance, Transit Operating	Other	\$325,000
3737	104611	Licking Co Transit	LCTB 2021 Operating Assistance, Transit Operating	Other	\$1,103,860
Summary for TIP Year = 2022 (5 project phases)					\$17,901,500
3053	99929	COTA	COTA 2021-2024 Bus Replacement, Transit Replacement Capital	Other	\$12,992,000
3429	105895	COTA	COTA Paratransit Veh and Tech, Transit Replacement Capital	Other	\$1,845,588
3744	112208	COTA	COTA Electric Buses - Full Route, Transit Replacement Capital	Other	\$2,700,000
3739	111779	DCT	DCT 2023 Operating Assistance, Transit Operating	Other	\$325,000
3737	104611	Licking Co Transit	LCTB 2021 Operating Assistance, Transit Operating	Other	\$1,118,565
Summary for TIP Year = 2023 (5 project phases)					\$18,981,153
3053	99929	COTA	COTA 2021-2024 Bus Replacement, Transit Replacement Capital	Other	\$12,992,000
3429	105895	COTA	COTA Paratransit Veh and Tech, Transit Replacement Capital	Other	\$3,088,172
3744	112208	COTA	COTA Electric Buses - Full Route, Transit Replacement Capital	Other	\$1,100,000
3738	111783	DCT	DCT 2024 Operating Assistance, Transit Operating	Other	\$325,000
3737	104611	Licking Co Transit	LCTB 2021 Operating Assistance, Transit Operating	Other	\$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
Federal Fund Type		<u>Sec 5339 (Transit Bus and Bus Facilities)</u>			
MORPC ID	PID	Agency	Project Name	Phase	Federal Amount
3754	112184	COTA	COTA Fields Ave Renov & CNG Conv, Transit Activity	Other	\$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
Federal Fund Type		<u>SRTS (Safe Routes to School)</u>			
MORPC ID	PID	Agency	Project Name	Phase	Federal 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
Federal Fund Type		<u>State</u>			
MORPC ID	PID	Agency	Project Name	Phase	Federal Amount
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.

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

Federal Fund Type			<u>State (Major Bridge)</u>		
MORPC					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 phases)					\$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 phases)					\$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 phases)					\$2,800,000
Total for State Funds (6 project phases)					\$3,080,000
Federal Fund Type			<u>STBG-C (Surface Transportation Block Grant, Attributable to County Engineers)</u>		
MORPC					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.

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

Federal Fund Type		<b>STBG-M (Surface Transportation Block Grant, Attributable to MORPC)</b>			
MORPC ID	PID	Agency	Project Name	Phase	Federal Amount
3589	112115	COTA	COTA Pre-Project Development at Two Corridors, Transit Activity	Other	\$960,000
3278	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
3425	109288	MORPC	Paving the Way, SFY 2021, Program Administration	PE	\$100,000
3573	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
3306	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
<b>Summary for TIP Year = 2021 (8 project phases)</b>					<b>\$11,090,186</b>
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
3278	105759	Franklin County	Trabue Rd at Scioto River, Bridge Deck Replacement	Con	\$2,373,154
3421	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
<b>Summary for TIP Year = 2022 (11 project phases)</b>					<b>\$15,097,030</b>
3591	110376	Columbus	SR-161 from Cleveland Ave to Maple Canyon Ave, Intersection Modification	ROW	\$112,000
3263	103828	Delaware County	Cheshire Rd & Africa Rd from Old State Rd to Lewis Center Rd, Resurfacing	Pay	\$563,733
3276	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
3277	105741	Franklin County	Agler Rd at Alum Creek, Bridge Replacement	Con	\$3,436,160
3422	105645	MORPC	Supplemental Planning, SFY 2023, Planning Activity	Plan	\$350,000
3575	110240	MORPC	insight2050 Technical Assistance Program FY23, Planning Activity	Plan/Prog	\$200,000
3581	110229	MORPC	Paving the Way, SFY 2023, Program Administration	PE	\$100,000
1333	77372	ODOT 6	I-70/I-71 Innerbelt (Phase 4A), Major Widening/Interchange Modification	Con	\$4,855,908
1946	88310	ODOT 6	I-270 at US-33/SR-161, Interchange Modification	Pay	\$1,187,488
3280	105806	Powell	Sawmill Pkwy from Seldom Seen Rd to Home Rd, Resurfacing	Pay	\$377,933
3281	105816	Upper Arlington	Fishing Rd from Mountview Rd to Tremont Rd, Reconstruction	Con	\$3,826,754
<b>Summary for TIP Year = 2023 (12 project phases)</b>					<b>\$16,950,585</b>
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	Fishing Rd from Riverside Dr to Mountview Rd, Reconstruction/Sidewalks	Con	\$3,036,528
<b>Summary for TIP Year = 2024 (8 project phases)</b>					<b>\$7,197,558</b>
<b>Total for STBG-M Funds (39 project phases)</b>					<b>\$50,335,360</b>
Federal Fund Type		<b>STBG-S (Surface Transportation Block Grant, Attributable to the State)</b>			
MORPC ID	PID	Agency	Project Name	Phase	Federal Amount
3212	103626	Delaware	US-36 & SR-37 from W of Foley St & E of East St to SR-521, Major Widening/Bridge Replacement	Con	\$807,128
<b>Summary for TIP Year = 2022 (1 project phase)</b>					<b>\$807,128</b>
<b>Total for STBG-S Funds (1 project phase)</b>					<b>\$807,128</b>

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

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

Federal Fund Type		<u>TAP-M (Transportation Alternatives, Attributable to MORPC)</u>			
MORPC ID	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 phases)					\$6,392,246
TOTAL ALL FEDERAL FUNDING SOURCES INCLUDED IN FOUR-YEAR TIP:					\$875,067,567

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

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

<b>Funds - Federal. State and Local</b>						<b>% of Total</b>
<b>Source</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>Total</b>	<b>in Area</b>
<b>Fund Sources Managed by State</b>						
	\$355,000	\$1,855,730	\$418,230	\$418,230	\$3,047,190	64.87%
Federal		\$1,320,000			\$1,320,000	28.10%
State		\$330,000			\$330,000	7.03%
<b>State Subtotal</b>	<b>\$355,000</b>	<b>\$3,505,730</b>	<b>\$418,230</b>	<b>\$418,230</b>	<b>\$4,697,190</b>	<b>100.00%</b>
<b>Totals</b>	<b>\$355,000</b>	<b>\$3,505,730</b>	<b>\$418,230</b>	<b>\$418,230</b>	<b>\$4,697,190</b>	<b>100.00%</b>
<b>Highway Funds - Federal. State and Local</b>						
<b>Source</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>Total</b>	<b>% of Total</b>
<b>Fund Sources Managed by State</b>						
	\$1,066,080				\$1,066,080	0.09%
BR-Off				\$522,500	\$522,500	0.04%
Debt Service	\$23,522,763	\$24,791,521	\$24,600,926	\$24,410,331	\$97,325,541	8.14%
Debt Service	\$3,278,986	\$3,284,838	\$3,244,550	\$3,204,261	\$13,012,635	1.09%
Federal	\$195,218,611	\$147,804,702	\$155,343,076	\$36,012,133	\$534,378,522	44.70%
HSIP	\$16,057,871	\$23,227,192	\$14,352,495	\$2,700,000	\$56,337,559	4.71%
NHFP	\$15,000				\$15,000	0.00%
NHPP	\$875,000	\$2,475,000			\$3,350,000	0.28%
SRTS		\$378,256			\$378,256	0.03%
State	\$40,117,838	\$35,140,658	\$27,394,305	\$19,406,374	\$122,059,175	10.21%
STBG-S		\$807,128			\$807,128	0.07%
<b>State Subtotal</b>	<b>\$280,152,150</b>	<b>\$237,909,295</b>	<b>\$224,935,352</b>	<b>\$86,255,599</b>	<b>\$829,252,396</b>	<b>69.36%</b>
<b>Fund Sources Managed by MORPC</b>						
CMAQ-M	\$8,654,436	\$10,361,708	\$12,468,613	\$1,250,000	\$32,734,757	2.74%
STBG-M	\$11,090,186	\$15,097,030	\$16,950,585	\$7,197,558	\$50,335,360	4.21%
TAP-M		\$3,604,609	\$2,787,637		\$6,392,246	0.53%
<b>MORPC Subtotal</b>	<b>\$19,744,622</b>	<b>\$29,063,347</b>	<b>\$32,206,835</b>	<b>\$8,447,558</b>	<b>\$89,462,362</b>	<b>7.48%</b>
<b>Fund Sources Managed by Local</b>						
HSIP-C		\$200,000			\$200,000	0.02%
Local	\$58,728,857	\$89,825,417	\$39,693,877	\$53,636,929	\$241,885,081	20.23%
LTIP	\$5,433,211				\$5,433,211	0.45%
Private	\$3,558,765				\$3,558,765	0.30%
SCIP	\$22,463,764	\$1,439,775	\$859,040		\$24,762,579	2.07%
STBG-C		\$937,880			\$937,880	0.08%
<b>Local Subtotal</b>	<b>\$90,184,597</b>	<b>\$92,403,072</b>	<b>\$40,552,917</b>	<b>\$53,636,929</b>	<b>\$276,777,516</b>	<b>23.15%</b>
<b>Highway Totals</b>	<b>\$390,081,369</b>	<b>\$359,375,715</b>	<b>\$297,695,104</b>	<b>\$148,340,086</b>	<b>\$1,195,492,274</b>	<b>100.00%</b>
<b>Transit Funds - Federal. State and Local</b>						<b>% of Total</b>
<b>Source</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>Total</b>	<b>in Area</b>
<b>Fund Sources Managed by State</b>						
Sec 5307	\$15,956,548	\$17,901,500	\$18,981,153	\$18,638,663	\$71,477,865	8.49%
Sec 5339	\$2,132,319				\$2,132,319	0.25%
<b>State Subtotal</b>	<b>\$18,088,867</b>	<b>\$17,901,500</b>	<b>\$18,981,153</b>	<b>\$18,638,663</b>	<b>\$73,610,184</b>	<b>8.74%</b>
<b>Fund Sources Managed by Local</b>						
Local	\$170,083,795	\$177,899,197	\$198,049,854	\$222,356,464	\$768,389,309	91.26%
<b>Local Subtotal</b>	<b>\$170,083,795</b>	<b>\$177,899,197</b>	<b>\$198,049,854</b>	<b>\$222,356,464</b>	<b>\$768,389,309</b>	<b>91.26%</b>
<b>Transit Totals</b>	<b>\$188,172,662</b>	<b>\$195,800,697</b>	<b>\$217,031,007</b>	<b>\$240,995,127</b>	<b>\$841,999,493</b>	<b>100.00%</b>

Includes funding for Statewide Line Items.

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<b>FY Totals</b>	<b>\$578,609,031</b>	<b>\$558,682,142</b>	<b>\$515,144,341</b>	<b>\$389,753,443</b>	<b>\$2,042,188,957</b>
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**Table 22. Fiscal Balance of MORPC-Attributable Funds**

	2020	2021	2021	2021
	Carry Forward	Budget <sup>1</sup>	Estimate	Balance <sup>2</sup>
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 <sup>1</sup>	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 <sup>1</sup>	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 <sup>1</sup>	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

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

<sup>2</sup> 2021 Balance incorporates anticipated carry forward.



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

	2021	2021	2021
	Budget <sup>1</sup>	Estimate	Balance
FTA Funding Total	\$21,357,418	\$14,997,672	\$6,359,746
5307	\$18,072,923	\$14,997,672	\$3,075,251
5310 (Non-ODOT)	\$1,085,969		\$1,085,969
5339	\$2,198,526		\$2,198,526
	2022	2022	2022
	Budget <sup>1</sup>	Estimate	Balance
FTA Funding Total	\$21,357,418	\$14,733,287	\$6,624,131
5307	\$18,072,923	\$14,733,287	\$3,339,636
5310 (Non-ODOT)	\$1,085,969		\$1,085,969
5339	\$2,198,526	\$0	\$2,198,526
	2023	2023	2023
	Budget <sup>1</sup>	Estimate	Balance
FTA Funding Total	\$21,357,418	\$15,293,500	\$6,063,918
5307	\$18,072,923	\$15,293,500	\$2,779,423
5310 (Non-ODOT)	\$1,085,969		\$1,085,969
5339	\$2,198,526	\$0	\$2,198,526
	2024	2024	2024
	Budget <sup>1</sup>	Estimate	Balance
FTA Funding Total	\$21,357,418	\$15,344,500	\$6,012,918
5307	\$18,072,923	\$15,344,500	\$2,728,423
5310 (Non-ODOT)	\$1,085,969		\$1,085,969
5339	\$2,198,526	\$0	\$2,198,526

<sup>1</sup> 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
  - County Bridge
  - County Bridge Partnership Program
  - Municipal Bridge
  - Local High Cost Bridge
  - Small Cities
  - Transportation Alternatives
  - Transportation Alternatives Maintenance
  - Safe Route to School
- Major Programs - Minor project activities funded by Major Programs
- MPO Capital
  - MPO Surface Transportation Block Grant
  - MPO Congestion Mitigation and Air Quality
  - MPO Transportation Alternatives
  - Large Cities
- National Highway Freight
- Other
  - Project Impact Advisory Council
  - Noise walls
  - Geologic Site Management
  - Statewide Miscellaneous
  - Diesel Emissions Reduction Grant
  - Disadvantaged Business Enterprise
  - On-the-Job Training/Supportive Services Programs
- Preservation - District Preservation
- Rail - Railroad Crossing Safety
- Rec Trails - Recreational Trails Program
- Safety - Highway Safety Improvement Program
- State
  - Americans with Disabilities Act Facilities
  - District Maintenance
  - Emergency Damage Repair
  - Intelligent Traffic Systems
  - Jobs and Commerce
  - Local Oil and Shale, Parks
  - Rest Areas
  - Statewide Miscellaneous
  - Transportation Improvement Districts
  - Unmanned Aerial
  - Unrestricted State Revenue

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

<b>Federal Funds by Program</b>	<b>2021 Estimate</b>	<b>2022 Estimate</b>	<b>2023 Estimate</b>	<b>2024 Estimate</b>	<b>Total Estimate</b>
Garvee Debt Service	\$23,072,157	\$24,045,675	\$23,890,667	\$23,735,658	\$94,744,157
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
<b>Total Federal</b>	<b>\$227,327,446</b>	<b>\$215,900,850</b>	<b>\$331,617,177</b>	<b>\$69,756,714</b>	<b>\$844,602,186</b>

<b>Other Funds</b>					
State	\$37,263,479	\$39,762,096	\$39,751,702	\$18,518,282	\$135,295,559
Local	\$16,684,454	\$42,868,795	\$12,716,350	\$2,058,412	\$74,328,011
Labor	\$14,178,039	\$17,977,892	\$20,915,116	\$2,709,990	\$55,781,037
<b>Total Other</b>	<b>\$68,125,973</b>	<b>\$100,608,783</b>	<b>\$73,383,167</b>	<b>\$23,286,684</b>	<b>\$265,404,608</b>

<b>Total</b>	<b>\$295,453,418</b>	<b>\$316,509,633</b>	<b>\$405,000,344</b>	<b>\$93,043,398</b>	<b>\$1,110,006,794</b>
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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 Estimates for MORPC Region in 2021 - 2024**

<b>ODOT Administered Federal Funds by Program</b>					
	<b>2021 Estimate</b>	<b>2022 Estimate</b>	<b>2023 Estimate</b>	<b>2024 Estimate</b>	<b>Total Estimate</b>
5310 (ODOT)	\$0	\$0	\$0	\$0	\$0
5311	\$0	\$0	\$0	\$0	\$0
5339 (ODOT)	\$0	\$0	\$0	\$0	\$0
<b>Total Federal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Administered Federal Funds by Program</b>					
5307	\$8,052,000	\$12,580,000	\$16,741,400	\$13,784,810	\$51,158,210
5310 (Non-ODOT)	\$564,914	\$564,915	\$779,315	\$564,915	\$2,474,058
5337	\$0	\$0	\$0	\$0	\$0
5339 (Non-ODOT)	\$800,000	\$1,120,000	\$800,000	\$962,443	\$3,682,443
Flex Transfer CMAQ	\$832,000	\$920,000	\$1,560,000	\$2,039,253	\$5,351,253
Flex Transfer STBG	\$0	\$0	\$0	\$80,000	\$80,000
<b>Total Federal</b>	<b>\$10,248,914</b>	<b>\$15,184,915</b>	<b>\$19,880,715</b>	<b>\$17,351,420</b>	<b>\$62,665,964</b>
<b>Other Funds</b>					
State	\$4,005,000	\$3,975,000	\$3,975,000	\$3,975,000	\$15,930,000
Local	\$69,736,479	\$71,004,978	\$74,053,928	\$71,173,551	\$285,968,936
Labor	\$0	\$0	\$0	\$0	\$0
<b>Total Other</b>	<b>\$73,741,479</b>	<b>\$74,979,978</b>	<b>\$78,028,928</b>	<b>\$75,148,551</b>	<b>\$301,898,936</b>
<b>Total</b>	<b>\$83,990,393</b>	<b>\$90,164,893</b>	<b>\$97,909,643</b>	<b>\$92,499,971</b>	<b>\$364,564,900</b>

## 8. Other Federal and MORPC Requirements

### Air Quality Conformity

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

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

The Clean Air Act requires that the TIP projects in nonattainment areas lead to improvements in air quality. The process that shows that TIPs lead to improvements in air quality or maintain the air quality standard is called a conformity determination. A conformity determination is required at least every four years, when modifications to the 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)
<b>2023 Build</b>	26.247	50.66	26.681	90.54
<b>2030 Build</b>	19.768	44.31	17.474	85.13
<b>2040 Build</b>	14.240	44.31	11.482	85.13
<b>2050 Build</b>	14.192	44.31	11.979	85.13

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

	VOC (tons/day)	Budget (tons/day)	NOx (tons/day)	Budget (tons/day)
<b>2023 Build</b>	24.407	28.67	24.548	29.28
<b>2030 Build</b>	18.395	22.03	16.089	20.98
<b>2040 Build</b>	13.242	22.03	10.568	20.98
<b>2050 Build</b>	13.188	22.03	11.020	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.

**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 Disabilities
  - 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)

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

MORPC 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 *	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	COTA
3094	FRA-COTA Strategic Land	COTA Strategic Land Purchases, Transit Activity	COTA
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.

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

MORPC 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 Winchester
3302	FAI-Hill Rd-Kings Crossing	Hill Rd at Kings Crossing, Intersection Modification	Canal Winchester
3304	FRA-Canal Winchester	Canal Winchester Bikeway Extension from Municipal Pool Lot to Stradley Place, Multi-Use Path	Canal Winchester
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.

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

MORPC ID	County-Route-Section	Project Name	Agency
3311	FRA-COTA Operating	COTA Operating 2021-2024, Transit Operating	COTA
3314	FRA-Grant Run Trail-	Grant Run Trail from Hoover Rd to Buckeye Parkway, Multi-Use Path	Grove City
3315	FRA-US062-Demorest	Broadway at Demorest, Intersection Modification	Grove City
3322 *	DEL-SR061-04.71	SR-61 at Wilson Rd (SR-656), Intersection Modification	ODOT 6
3324 *	FRA-CR026 (Georgesville)-	Georgesville Rd at Hall Rd (CR-125), Turn Lane Addition	Columbus
3326	FRA-SR161-Cleveland Ave	SR-161 at Cleveland Ave, Intersection Modification	Columbus
3330	FRA-IR071-09.62/09.71	I-71 from Stringtown Rd to SR-315, Major Widening/Interchange Modification	ODOT 6
3334 *	FRA-US023-00.25 L&R	US-23 at Big Walnut Creek, Bridge Deck Overlay	ODOT 6
3335 *	FRA-SR665-14.00	SR-665 at Scioto River, Bridge Repair	ODOT 6
3339 *	FRA-IR270-06.17	Sullivant Ave at I-270, Bridge Replacement	ODOT 6
3340 *	FRA-SR315-11.66	Wilson Bridge Rd at SR-315, Bridge Replacement	ODOT 6
3355	FRA-Dublin-Granville Rd-	Dublin-Granville Rd from Harlem Rd to Greensward Rd, Multi-Use Path	New Albany
3357	LIC-Jug St-Phase 1	Jug St from Harrison Rd to Mink St, Reconstruction/Bicycle Lanes	New Albany
3360	FRA-Forest Dr-Smith's Mill	Forest Dr at Smith's Mill Rd, Intersection Modification	New Albany
3361	FRA-Dublin-Granville Rd-	Dublin-Granville Rd from New Albany west corp limit to Greensward Rd, Multi-Use Path	New Albany
3362	FRA-SR605-Path	SR 605 from Central College Rd to Walnut St, Multi-Use Path	New Albany
3363	LIC-Jug St-Phase 2	Jug St from Beech Rd to Harrison Rd, Reconstruction	New Albany
3364 *	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
3365	FRA-Market St-	Market St from Reynoldsburg-New Albany Rd to Dublin-Granville Rd, New Roadway	New Albany
3366	FRA-Reynoldsburg-New	Reynoldsburg-New Albany Rd from Brandon Rd to Morse Rd, Multi-Use Path	New Albany
3380 *	FRA-SR315-01.14	SR-315 from US 33 to I-670, Bridge Repair	ODOT 6
3394 *	FRA-SR317-5.09	London-Groveport Rd at Rohr Rd, Intersection Modification	Franklin County
3395	FRA-Refugee Rd-Big	Refugee Rd at Big Walnut Creek, Bridge Rehabilitation	Franklin County
3412	FRA-Riverside Dr E-	Riverside Dr E from Emerald Pkwy to Hard Rd, Multi-Use Path	Dublin
3413	FRA-Avery Rd Sidewalk	Avery Rd Sidewalk Connections, Sidewalks	Dublin
3415	FRA-Wilcox Rd-Northcliff	Wilcox Rd from Northcliff Blvd to Heather Glen Blvd, Multi-Use Path	Dublin
3417	FRA-MORPC FY 22-AQ	Air Quality Awareness, SFY 2022, Air Quality Project	MORPC
3418	FRA-MORPC FY 23-AQ	Air Quality Awareness, SFY 2023, Air Quality Project	MORPC
3419	FRA-MORPC FY 22-	Gohio Commute, SFY 2022, Ridesharing	MORPC
3420	FRA-MORPC FY 23-	Gohio Commute, SFY 2023, Ridesharing	MORPC
3421	FRA-MORPC FY 22 Supp-	Supplemental Planning, SFY 2022, Planning Activity	MORPC
3422	FRA-MORPC FY 23 Supp-	Supplemental Planning, SFY 2023, Planning Activity	MORPC
3425	FRA-Paving the Way-FY21	Paving the Way, SFY 2021, Program Administration	MORPC
3429	FRA-COTA Paratransit	COTA Paratransit Veh and Tech, Transit Replacement Capital	COTA
3437	FAI-Greengate Dr-Diley to	Greengate Dr from Diley Rd & Howe Industrial Pkwy to Hill Rd, New Roadway	Canal Winchester
3471 *	FRA-CR556-00.44 SRTS	Toronto St from Trevitt St to North Champion Ave, Bicycle Lanes/Sidewalks	Columbus
3475 *	FRA-IR270-18.79	I-270 from US 33 W interchange to Rear approach of RR bridge, Preventive Pavement Maintenance	ODOT 6

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



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

MORPC 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 Monterey 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.

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

MORPC ID	County-Route-Section	Project Name	Agency
3634 *	DEL-SR521-12.75	SR-521 at Little Walnut Creek, Bridge Replacement	ODOT 6
3635 *	D06-Bridge Repair FY23-	Bridge Repair FY23 at Various locations throughout District Six, Bridge Maintenance Activities	ODOT 6
3636 *	FRA-US033-22.76	Winchester Pike at US 33, Bridge Deck Replacement	ODOT 6
3637 *	FRA-IR270-09.30	Trabue Rd at I-270, Bridge Deck Replacement	ODOT 6
3638 *	FRA-IR070-02.61	Jones Rd at I-70, Bridge Deck Replacement	ODOT 6
3640 *	FRA-IR071/270-	I-71 & I-270 (North Outerbelt) at 3 bridges at the Interchange, Bridge Deck Replacement	ODOT 6
3643 *	FRA-IR670-01.08	I-670 at 4 bridges between I-70 and SR-315, Bridge Maintenance Activities	ODOT 6
3644 *	D06-Culvert-FY23	Culvert FY23 at Various locations throughout District Six, Culvert Maintenance	ODOT 6
3645 *	D06-Culvert-FY24	Culvert FY24 at Various locations throughout District Six, Culvert Maintenance	ODOT 6
3646 *	DEL-SR315-Drainage Impr	DEL-315 from Jewett Rd to Sherborne Ln, Maintenance Activity	ODOT 6
3647 *	D06-GR-FY21	Guardrail Repair FY21 at Various locations throughout District Six, Guardrail Maintenance	ODOT 6
3648 *	FRA-GR-FY22	Guardrail Repair FY22 at Various locations throughout Franklin County, Guardrail Maintenance	ODOT 6
3649 *	D06-GR-FY22	Guardrail Repair FY22 at Various locations throughout District Six, Guardrail Maintenance	ODOT 6
3650 *	FRA-SR016-10.20	E Broad St at Reynoldsburg-New Albany Rd, Intersection Modification	ODOT 6
3651 *	FRA-SR003-22.90	Westerville Rd (SR-3) at Morse Rd, Intersection Modification	ODOT 6
3652 *	FRA-US023-04.19	US-23 at Rathmell Rd, Intersection Modification	ODOT 6
3653 *	FRA-SR016-04.84	E Broad St at James Rd, Intersection Modification	Columbus
3654 *	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
3658 *	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
3661 *	DEL-US023-01.39	US-23 at Powell Rd (SR-750), Intersection Modification	ODOT 6
3662 *	FRA-SR003-24.27	Westerville Rd (SR-3) at Minerva Lake Rd/Corporate Dr, Intersection Modification	ODOT 6
3663 *	FRA-CR006 (Reys N Alb)-	Reynoldsburg-New Albany Rd at Havens Rd, Intersection Modification	Franklin County
3664 *	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
3667 *	FRA-033-6.15	US 33 at Hayden Run Rd (CR 32), Intersection Modification	ODOT 6
3668 *	FRA-23D-4.17 (3rd St)	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
3670 *	LIC-IR070-01.90	IR 70 at S of I70 parallel to Freeway Dr in Russel Heights, Noise Walls	ODOT 5
3671 *	FRA-MAD/FRA/DEL	MAD/FRA/DEL Noisewall Repair at various locations, Noise Walls	ODOT 6
3672 *	FRA-SR104-9.80 Noise	SR 104 from just east of Groveport Rd to just west of Elwood Ave, Noise Walls	ODOT 6
3673 *	DEL-Delaware WLA	Delaware WLA Resurface, Parks	ODNR

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

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

MORPC 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 County
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 existing 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.

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

MORPC ID	County-Route-Section	Project Name	Agency
3714 *	FRA-IR270-SP FY21 Concr	I-270 at locations in Franklin County, Minor Pavement Rehabilitation	ODOT 6
3715 *	DEL-US023-10.150	US-23 from N of Cottswold Dr to N of US-42, Minor Pavement Rehabilitation	ODOT 6
3716 *	DEL-SR750-2.170	Portions of SR-750 & SR-665, Resurfacing	ODOT 6
3717 *	D06-SP FY24-Concrete	Spot concrete slab repair at District 6, Minor Pavement Rehabilitation	ODOT 6
3718 *	DEL-US023-17.750	US-23 from North of Troutman Rd to Waldo Delaware Rd, Resurfacing	ODOT 6
3719 *	UNI-SR004-24.35/0.00/0.00	SR-4 from SR-37 to S of Boundary Rd, Resurfacing	ODOT 6
3720 *	FRA-IR070-Pump ST-1&1A	I-70 at Pump Stations ST-1 & ST-1A, Maintenance Activity	ODOT 6
3722 *	D06-PMA FY23--	PMA FY23 at District 6, Pavement Marking	ODOT 6
3723 *	FRA-SR003-20.40	Westerville Rd (SR-3) from Agler Rd to Oakland Park Ave, Operational Upgrades	ODOT 6
3724 *	FRA-US023-22.75 Signing	US-23 at North and South of I-270 interchange, Signage	ODOT 6
3725 *	D06-PMF-FY24	Fast Dry Pavement Marking FY24 at District 6, Pavement Marking	ODOT 6
3726 *	D06-PMF-FY23	Fast Dry Pavement Marking FY23 at District 6, Pavement Marking	ODOT 6
3727 *	D06-RPM FY24--	RPM FY24 at District 6, Raised Pavement Markers	ODOT 6
3728 *	D06-ELEC-FY22	Electrical Maintenance FY22 at Distict 6, Electrical Maintenance	ODOT 6
3729 *	FRA-Freeway Lighting	Freeway Lighting FY22 at Franklin County, Lighting	ODOT 6
3730 *	D06-RPM-FY23	Raised Pavement Marking FY23 at District 6, Raised Pavement Markers	ODOT 6
3731 *	FRA-MOW-FY22	Mowing FY22 at Franklin County, Mowing	ODOT 6
3732 *	FRA-Landscape	Landscape Maintenance FY22 at Franklin County, Landscape Maintenance	ODOT 6
3733 *	FRA-MOW-FY21	Mowing FY21 at Franklin County, Mowing	ODOT 6
3734 *	FRA-Landscape	Landscape Maintenance FY21 at Franklin County, Landscape Maintenance	ODOT 6
3736	FRA-COTA Bus Rapid	COTA Bus Rapid Transit EW Corr, Transit Activity	COTA
3737	LIC-LCTB 2021 Operating	LCTB 2021 Operating Assistance, Transit Operating	Licking Co
3738	DEL-DCT 2024 Operating	DCT 2024 Operating Assistance, Transit Operating	DCT
3739	DEL-DCT 2023 Operating	DCT 2023 Operating Assistance, Transit Operating	DCT
3740	DEL-DCT 2022 Operating	DCT 2022 Operating Assistance, Transit Operating	DCT
3741	DEL-DCT 2021 Vehicle	DCT 2021 Vehicle Expansion, Transit Expansion Capital	DCT
3742	DEL-DCT 2022 Vehicle	DCT 2022 Vehicle Replacement, Transit Replacement Capital	DCT
3743	FRA-COTA Electric Buses-	COTA Electric Buses, Transit Replacement Capital	COTA
3744	FRA-COTA Electric	COTA Electric Buses - Full Route, Transit Replacement Capital	COTA
3745	FRA-COTA Plus Operating	COTA Plus Operating Expansion, Transit Expansion Capital	COTA
3746	DEL-DCT 2023 Vehicle	DCT 2023 Vehicle Replacement, Transit Replacement Capital	DCT
3747	DEL-DCT 2024 Vehicle	DCT 2024 Vehicle Replacement, Transit Replacement Capital	DCT
3748	FRA-COTA Transit Center	COTA Transit Center PE/Construct at Transit Center PE and Construction, Transit Activity	COTA
3749	FRA-COTA Corridor	COTA Corridor Shelters, Transit Activity	COTA
3750	FRA-COTA TVM and	COTA TVM and Digital Management, Transit Activity	COTA
3752	FRA-COTA Mobility	COTA Mobility Innovation Tests, Transit Activity	COTA
3753	FRA-COTA McKinley Ave	COTA McKinley Ave Phase 3C Const, Transit Activity	COTA
3754	FRA-COTA Fields Ave	COTA Fields Ave Renov & CNG Conv, Transit Activity	COTA
3755	FRA-COTA Electric	COTA Electric Charging Stations, Transit Activity	COTA
3760	D06-FY24 Bridge Repair--	FY24 Bridge Repair at various locations, Bridge Maintenance Activities	DISTRICT 6-

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

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

MORPC ID	County-Route-Section	Project Name	Agency
3761	FRA-SR315-2.78	SR 315 at FRA-315-2.78, Bridge Maintenance Activities	DISTRICT 6-
3762	FRA-IR670-0.31	IR 670 at FRA-670-0.31, Bridge Maintenance Activities	DISTRICT 6-
3763	FRA-IR70-16.83 Bridge	I70 at FRA-70 over Nelson, Bridge Maintenance Activities	DISTRICT 6-
3764	FRA-IR670-3.87A	IR 670 at FRA-670-3.87, Bridge Maintenance Activities	DISTRICT 6-
3765	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 Mountview 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 McKittrick 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.

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

MORPC 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
3813	FRA-Cleveland Ave--	Cleveland Ave from Huy Rd to Elmore Ave, Corridor Study	Franklin County
3814*	FRA-Columbus PSIP FY	Columbus PSIP FY 2021, Safety Improvement/Pedestrian Recreational Trails	Columbus
3816*	DEL-US036-17.95 over	US 36 at IR 71, Bridge Deck Replace	ODOT 6

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



# TRANSPORTATION IMPROVEMENT PROGRAM PROJECT LOCATION MAP

Fiscal Years 2021 - 2024  
May 1, 2020

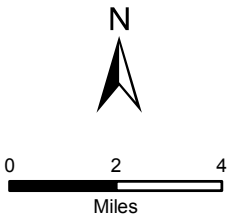
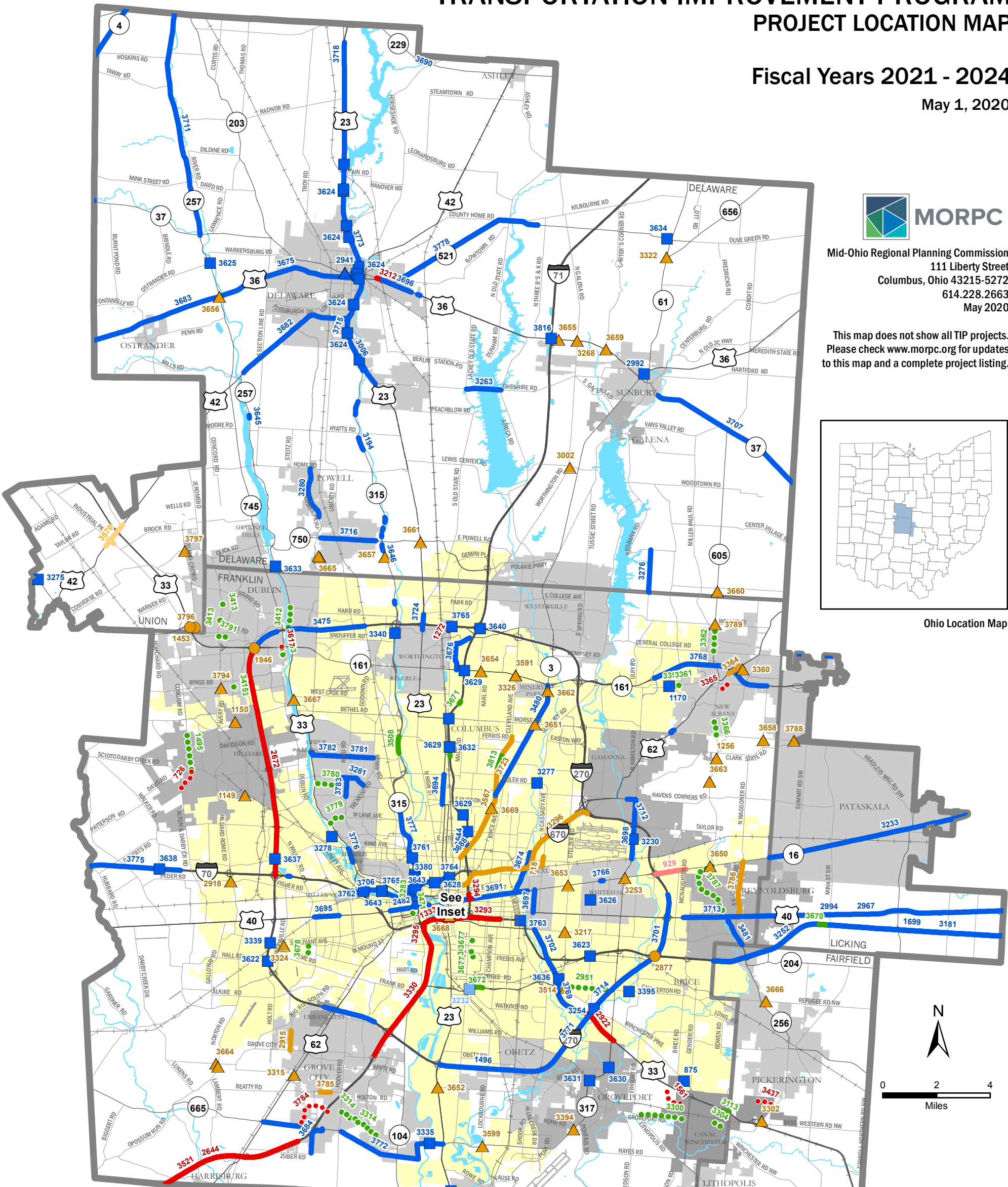


Mid-Ohio Regional Planning Commission  
111 Liberty Street  
Columbus, Ohio 43215-5272  
614.228.2663  
May 2020

This map does not show all TIP projects.  
Please check [www.morpc.org](http://www.morpc.org) for updates  
to this map and a complete project listing.



Ohio Location Map



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

## LEGEND

### Construction Phase FY 2021 - 2024

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

100 100 100 100

### Construction Phase after FY 2024 (Construction not part of TIP)

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

100 100 100 100

Planning Area



The information shown on this map is compiled from various sources available to us which we believe to be reliable.  
n:\arcgis\core\tip\2020-23\TIP 2021-2024.mxd may20



## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length							
Project Location and Description	Project Type	2021		2022		2023		2024		Future Years**	
		Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source				
3794	Franklin -Avery Rd-Rings Road	NA	E	mi	Ped Components: Not applicable.						
				Local Let <input type="checkbox"/>	Bike Components: Not applicable.						
	Intersection Modification/Safety Improvement				MTP Reference: Not specifically identified on MTP						
	Avery Rd at Rings Road, Intersection Modification & Safety Improvement, Intersection Improvement										
		Con	\$2,400	Local							
Total Costs (includes costs prior to SFY21)*:		\$3,010	\$2,400								
3252	ODOT 5 D05-BC-FY 2023	101430	E	85.68	mi	Ped Components: No information provided.					
				Local Let <input type="checkbox"/>	Bike Components: No information provided.						
Grouped Project	Bridge Cleaning				MTP Reference: Project ID 203						
	District 5 Bridge Cleaning FY23, Bridge Cleaning, Districtwide priority route bridge cleaning project. Includes the bridge items (abutment, breainings, seats, backwalls, piers, scuppers, and expansion joints.)										
							Con	\$81	State		
							Con	\$400	Federal		
							Con	\$100	State		
Total Costs (includes costs prior to SFY21)*:		\$581						\$581			
3181	ODOT 5 D05-Br Cleaning-FY19/20	101428	E		mi	Ped Components: No information provided.					
				Local Let <input type="checkbox"/>	Bike Components: No information provided.						
Grouped Project	Preventive Bridge Maintenance				MTP Reference: Project ID 203						
	Various locations in District 5, Preventive Bridge Maintenance, This is for a FY21 Districtwide priority route bridge cleaning project. The bridge includes the bridge items (abutment, breainings, seats, backwalls, piers, scuppers, and expansion joints.)										
		Con	\$40	Federal							
		Con	\$10	State							
		Con	\$396	Federal							
		Con	\$104	State							
Total Costs (includes costs prior to SFY21)*:		\$550	\$550								
3550	ODOT 5 D05-FY 2022 Signal-Upgrade	107619	E	0.1	mi	Ped Components: No information provided.					
				Local Let <input type="checkbox"/>	Bike Components: No information provided.						
Grouped Project	Signals				MTP Reference: Project ID 204						
	Various locations in District 5, Signals, upgrade to signals and flashers at various locations in District 5.										
		Con	\$26	Federal							
		Con	\$203	State							
		Con	\$8	State							
		Con	\$647	Federal							
Total Costs (includes costs prior to SFY21)*:		\$1,050	\$884								

\*All Amounts in Thousands

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

## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source	
3241	ODOT 6	100689	E	0 mi		<b>Ped Components:</b> No information provided.					
	D06-Bridge Repair FY21-				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No information provided.					
Grouped Project					Bridge Repair				<b>MTP Reference:</b> Project ID 203		
District 6 Bridge Repair FY21, Bridge Repair, at various locations throughout District Six.											
					Con	\$20	State				
					Con	\$1,990	State				
					Con	\$10	Local				
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$2,020</b>	\$2,020					
3635	ODOT 6	105842	E	mi		<b>Ped Components:</b> No information provided.					
	D06-Bridge Repair FY23-Various locations th				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No information provided.					
Grouped Project					Bridge Maintenance Activities				<b>MTP Reference:</b> Project ID 203		
Bridge Repair FY23 at Various locations throughout District Six, Bridge Maintenance Activities,											
							Con	\$100	State		
							Con	\$2,000	State		
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$2,100</b>			\$2,100			
3680	ODOT 6	111195	E	mi		<b>Ped Components:</b> No information provided.					
	D06-City NHS Guardrail Upgrade--				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No information provided.					
Grouped Project					Guardrail Upgrade/Replace				<b>MTP Reference:</b> Project ID 204		
City NHS Guardrail Upgrade at various NHS routes, Guardrail Upgrade/Replace, Upgrade guardrail end treatments on the NHS system within cities at various locations in District Six											
					Con	\$2,200	HSIP				
					Con	\$660	Federal				
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$2,860</b>	\$2,860					
3700	ODOT 6	100773	E	mi		<b>Ped Components:</b> No information provided.					
	D06-Crackseal PPM FY22A--				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No information provided.					
Grouped Project					Crack Sealing				<b>MTP Reference:</b> Project ID 204		
Crackseal PPM FY22A at Various routes throughout District Six, Crack Sealing, Districtwide preventive maintenance crack sealing project											
						Con	\$20	State			
						Con	\$600	State			
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$620</b>	\$620					
3644	ODOT 6	105850	E	mi		<b>Ped Components:</b> No information provided.					
	D06-Culvert-FY23				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No information provided.					
Grouped Project					Culvert Maintenance				<b>MTP Reference:</b> Project ID 203		
Culvert FY23 at Various locations throughout District Six, Culvert Maintenance, District culvert program for FY 23. Line culvert FRA-71-19.59											
							Con	\$50	State		
							Con	\$500	State		
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$550</b>			\$550			

\*All Amounts in Thousands

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

## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length							
Project Location and Description					Project Type	2021	2022	2023	2024	Future Years**	
						Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
3645	ODOT 6 D06-Culvert-FY24	108081	E	mi	<b>Ped Components:</b> No information provided.						
					<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No information provided.					
Grouped Project					Culvert Maintenance	MTP Reference: Project ID 203					
					Culvert FY24 at Various locations throughout District Six, Culvert Maintenance, District culvert program for FY 24. DEL-257-6.15						
									Con \$25 State		
									Con \$250 State		
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$275</b>				<b>\$275</b>		
3728	ODOT 6 D06-ELEC-FY22	112108	E	mi	<b>Ped Components:</b> No information provided.						
					<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No information provided.					
Grouped Project					Electrical Maintenance	MTP Reference: Project ID 204					
					Electrical Maintenance FY22 at Distict 6, Electrical Maintenance, Various locations throughout District Six. Electrical maintenance contract for FY 22						
						Con \$30 State					
						Con \$30 State					
						Con \$352 State					
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$412</b>	<b>\$412</b>					
3760	DISTRICT 6-BRIDGES D06-FY24 Bridge Repair--	112713	E	mi	<b>Ped Components:</b> Not applicable.						
					<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.					
Grouped Project					Bridge Maintenance Activities	MTP Reference: Project ID 203					
					FY24 Bridge Repair at various locations, Bridge Maintenance Activities, D06 FY24 Bridge Repair						
									Con \$800 Federal		
									Con \$200 State		
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$1,000</b>				<b>\$1,000</b>		
3647	ODOT 6 D06-GR-FY21	111511	E	mi	<b>Ped Components:</b> No information provided.						
					<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No information provided.					
Grouped Project					Guardrail Maintenance	MTP Reference: Project ID 204					
					Guardrail Repair FY21 at Various locations throughtout District Six, Guardrail Maintenance, Guardrail ding and dent repair contract (1 year contract for FY 21). IDIQ Contract.						
						Con \$16 State					
						Con \$400 State					
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$416</b>	<b>\$416</b>					
3649	ODOT 6 D06-GR-FY22	112224	E	mi	<b>Ped Components:</b> No information provided.						
					<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No information provided.					
Grouped Project					Guardrail Maintenance	MTP Reference: Project ID 204					
					Guardrail Repair FY22 at Various locations throughtout District Six, Guardrail Maintenance, Guardrail ding and dent repair contract (1 year contract for FY 2022)						
						Con \$434 State					
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$434</b>	<b>\$434</b>					

\*All Amounts in Thousands

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

## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source						
3722	ODOT 6	105863	E	mi	Ped Components: No information provided.									
	D06-PMA FY23--			Local Let <input type="checkbox"/>	Bike Components: No information provided.									
Grouped Project		Pavement Marking		MTP Reference: Project ID 204										
PMA FY23 at District 6, Pavement Marking, Two year (FY 23 & 24) auxiliary pavement marking contract for various routes throughout District Six.														
						Con \$15 State								
						Con \$150 State								
Total Costs (includes costs prior to SFY21)*:		\$165				\$165								
3246	ODOT 6	100768	E	mi	Ped Components: No information provided.									
	D06-PMA-FY21			Local Let <input type="checkbox"/>	Bike Components: No information provided.									
Grouped Project		Pavement Marking		MTP Reference: Project ID 205										
Auxiliary Pavement Marking (FY21 & 22) at various routes throughout District Six, Pavement Marking, on various routes throughout District Six.														
						Con \$150 State								
						Con \$6 State								
Total Costs (includes costs prior to SFY21)*:		\$156		\$156										
3245	ODOT 6	100766	E	mi	Ped Components: No information provided.									
	D06-PMF-FY21			Local Let <input type="checkbox"/>	Bike Components: No information provided.									
Grouped Project		Pavement Marking		MTP Reference: Project ID 205										
Fast Dry Pavement Marking FY23 at Various routes throughout District Six, Pavement Marking, One year fast dry pavement marking contract.														
						Con \$60 State								
						Con \$3,000 State								
Total Costs (includes costs prior to SFY21)*:		\$3,060		\$3,060										
3726	ODOT 6	108082	E	mi	Ped Components: No information provided.									
	D06-PMF-FY23			Local Let <input type="checkbox"/>	Bike Components: No information provided.									
Grouped Project		Pavement Marking		MTP Reference: Project ID 204										
Fast Dry Pavement Marking FY23 at District 6, Pavement Marking, Various routes throughout District Six. One year fast dry pavement marking contract.														
						Con \$140 State								
						Con \$3,500 State								
Total Costs (includes costs prior to SFY21)*:		\$3,640				\$3,640								
3725	ODOT 6	108083	E	mi	Ped Components: No information provided.									
	D06-PMF-FY24			Local Let <input type="checkbox"/>	Bike Components: No information provided.									
Grouped Project		Pavement Marking		MTP Reference: Project ID 204										
Fast Dry Pavement Marking FY24 at District 6, Pavement Marking, Various routes throughout District Six. One year fast dry pavement marking contract.														
							Con \$140 State							
							Con \$3,500 State							
Total Costs (includes costs prior to SFY21)*:		\$3,640						\$3,640						

\*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source								
3727	ODOT 6	108085	E	mi	Ped Components: No information provided.											
	D06-RPM FY24--			Local Let <input type="checkbox"/>	Bike Components: No information provided.											
Grouped Project		Raised Pavement Markers		MTP Reference: Project ID 204												
RPM FY24 at District 6, Raised Pavement Markers, Raised pavement marker project on various routes throughout District Six- FY24																
							Con	\$200	State							
							Con	\$20	State							
Total Costs (includes costs prior to SFY21)*:				\$220					\$220							
3247	ODOT 6	100769	E	mi	Ped Components: No information provided.											
	D06-RPM-FY21			Local Let <input type="checkbox"/>	Bike Components: No information provided.											
Grouped Project		Raised Pavement Markers		MTP Reference: Project ID 205												
District 6 Raised Pavement Markers, Raised Pavement Markers, on various routes throughout District Six.																
				Con	\$6	State										
				Con	\$150	State										
Total Costs (includes costs prior to SFY21)*:				\$156	\$156											
3730	ODOT 6	105862	E	mi	Ped Components: No information provided.											
	D06-RPM-FY23			Local Let <input type="checkbox"/>	Bike Components: No information provided.											
Grouped Project		Raised Pavement Markers		MTP Reference: Project ID 204												
Raised Pavement Marking FY23 at District 6, Raised Pavement Markers, Raised pavement marker project on various routes throughout District Six- FY23																
							Con	\$200	State							
							Con	\$20	State							
Total Costs (includes costs prior to SFY21)*:				\$220					\$220							
3710	ODOT 6	91904	E	mi	Ped Components: No information provided.											
	D06-SP FY21 Priority--			Local Let <input type="checkbox"/>	Bike Components: No information provided.											
Grouped Project		Minor Pavement Rehabilitation		MTP Reference: Project ID 204												
SP FY21 Priority at Various locations in D6 - to be determined, Minor Pavement Rehabilitation, Spot paving repairs on priority system																
				Con	\$200	State										
				Con	\$2,000	State										
Total Costs (includes costs prior to SFY21)*:				\$2,200	\$2,200											
3687	ODOT 6	100775	E	mi	Ped Components: No information provided.											
	D06-SP FY22 General--			Local Let <input type="checkbox"/>	Bike Components: No information provided.											
Grouped Project		Minor Pavement Rehabilitation		MTP Reference: Project ID 204												
SP FY22 General at various general system routes throughout D06, Minor Pavement Rehabilitation, Spot paving on various general system routes throughout District Six																
					Con	\$30	State									
					Con	\$1,000	State									
Total Costs (includes costs prior to SFY21)*:				\$1,030	\$1,030											

\*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source				
3685	ODOT 6	100774	E	mi	Ped Components: No information provided.									
	D06-SP FY22 Priority--			Local Let <input type="checkbox"/>	Bike Components: No information provided.									
Grouped Project					Minor Pavement Rehabilitation					MTP Reference: Project ID 204				
SP FY22 Priority at various priority routes throughout District Six, Minor Pavement Rehabilitation, Spot paving repairs on priority system on various routes and locations														
					Con \$2,000 State									
					Con \$45 State									
Total Costs (includes costs prior to SFY21)*:					\$2,045	\$2,045								
3708	ODOT 6	110696	E	mi	Ped Components: No information provided.									
	D06-SP FY23 Concrete--			Local Let <input type="checkbox"/>	Bike Components: No information provided.									
Grouped Project					Minor Pavement Rehabilitation					MTP Reference: Project ID 204				
SP FY23 Concrete at Various routes throughout District Six, Minor Pavement Rehabilitation, Spot concrete slab repair on various routes throughout District Six														
							Con \$64 Federal							
							Con \$16 State							
							Con \$1,600 Federal							
							Con \$400 State							
Total Costs (includes costs prior to SFY21)*:					\$2,080	\$2,080								
3704	ODOT 6	110699	E	mi	Ped Components: No information provided.									
	D06-SP FY23 General--			Local Let <input type="checkbox"/>	Bike Components: No information provided.									
Grouped Project					Minor Pavement Rehabilitation					MTP Reference: Project ID 204				
SP FY23 General at Various general system routes throughout District , Minor Pavement Rehabilitation, Spot paving on various general system routes throughout District Six														
							Con \$200 State							
							Con \$800 Federal							
							Con \$32 Federal							
							Con \$8 State							
Total Costs (includes costs prior to SFY21)*:					\$1,040	\$1,040								
3693	ODOT 6	108070	E	mi	Ped Components: No information provided.									
	D06-SP FY24 General--			Local Let <input type="checkbox"/>	Bike Components: No information provided.									
Grouped Project					Minor Pavement Rehabilitation					MTP Reference: Project ID 204				
SP FY24 General at Various general system routes throughout D06, Minor Pavement Rehabilitation, Spot paving on various general system routes throughout District Six														
									Con \$1,000 State					
									Con \$40 State					
Total Costs (includes costs prior to SFY21)*:					\$1,040					\$1,040				

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source			Phase/Amount*/Source			
3717	ODOT 6	108071	E	mi	Ped Components: No information provided.									
	D06-SP FY24-Concrete			Local Let <input type="checkbox"/>	Bike Components: No information provided.									
Grouped Project		Minor Pavement Rehabilitation		MTP Reference: Project ID 204										
Spot concrete slab repair at District 6, Minor Pavement Rehabilitation, on various routes throughout District Six.														
							Con \$2,000 State							
							Con \$80 State							
Total Costs (includes costs prior to SFY21)*:				\$2,080								\$2,080		
3272	DCT	104522	E	mi	Ped Components: No information provided.									
	DEL-DCT 2021 Operating Assistance-			Local Let <input type="checkbox"/>	Bike Components: No information provided.									
		Transit Operating		MTP Reference: Project ID 201										
DCT 2021 Operating Assistance, Transit Operating, Special Rule Operating 1 - 75 Buses.														
				Other \$165										
				Other \$325 Sec 5307										
				Other \$2,517 Local-Transit										
Total Costs (includes costs prior to SFY21)*:				\$3,007	\$3,007									
3741	DCT	111773	SA	mi	Ped Components: No information provided.									
	DEL-DCT 2021 Vehicle Expansion-			Local Let <input type="checkbox"/>	Bike Components: No information provided.									
		Transit Expansion Capital		MTP Reference: Project ID 142										
DCT 2021 Vehicle Expansion, Transit Expansion Capital, Transit Vehicle Expansion.														
				Other \$900 Local-Transit										
Total Costs (includes costs prior to SFY21)*:				\$900	\$900									
3274	DCT	104524	E	0 mi	Ped Components: No information provided.									
	DEL-DCT 2021 Vehicle Replacement-			Local Let <input type="checkbox"/>	Bike Components: No information provided.									
		Transit Replacement Capital		MTP Reference: Project ID 142										
DCT 2021 Vehicle Replacement, Transit Replacement Capital, Less than 30' vehicles - fiberglass replacement. Buy Replacements - Vans.														
				Other \$360 Local-Transit										
Total Costs (includes costs prior to SFY21)*:				\$360	\$360									
3740	DCT	111776	E	mi	Ped Components: No information provided.									
	DEL-DCT 2022 Operating Assistance-			Local Let <input type="checkbox"/>	Bike Components: No information provided.									
		Transit Operating		MTP Reference: Project ID 200										
DCT 2022 Operating Assistance, Transit Operating, Special Rule Operating 1 - 75 Buses														
				Other \$165										
				Other \$325 Sec 5307										
				Other \$2,197 Local-Transit										
Total Costs (includes costs prior to SFY21)*:				\$2,687	\$2,687									

\*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length										
Project Location and Description		Project Type	2021		2022		2023		2024		Future Years**			
			Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source		
3742	DCT	111778	E	mi	Ped Components: No information provided.									
DEL-DCT 2022 Vehicle Replacement-			Local Let <input type="checkbox"/>	Bike Components: No information provided.										
Transit Replacement Capital		MTP Reference: Project ID 142												
DCT 2022 Vehicle Replacement, Transit Replacement Capital, Less than 30' vehicles - fiberglass replacement. Buy Replacements - Bus < 30 FT														
Total Costs (includes costs prior to SFY21)*:			\$360		Other	\$360	Local-Transit							
3739	DCT	111779	E	mi	Ped Components: No information provided.									
DEL-DCT 2023 Operating Assistance-			Local Let <input type="checkbox"/>	Bike Components: No information provided.										
Transit Operating		MTP Reference: Project ID 200												
DCT 2023 Operating Assistance, Transit Operating, Special Rule Operating 1 - 75 Buses														
					Other	\$165								
					Other	\$325	Sec 5307							
					Other	\$2,264	Local-Transit							
Total Costs (includes costs prior to SFY21)*:			\$2,754				\$2,754							
3746	DCT	111782	E	mi	Ped Components: No information provided.									
DEL-DCT 2023 Vehicle Replacement-			Local Let <input type="checkbox"/>	Bike Components: No information provided.										
Transit Replacement Capital		MTP Reference: Project ID 142												
DCT 2023 Vehicle Replacement, Transit Replacement Capital, Less than 30' vehicles - fiberglass replacement. Buy Replacements - Bus < 30 FT														
					Other	\$360	Local-Transit							
Total Costs (includes costs prior to SFY21)*:			\$360				\$360							
3738	DCT	111783	E	mi	Ped Components: No information provided.									
DEL-DCT 2024 Operating Assistance-			Local Let <input type="checkbox"/>	Bike Components: No information provided.										
Transit Operating		MTP Reference: Project ID 200												
DCT 2024 Operating Assistance, Transit Operating, Special Rule Operating 1 - 75 Buses														
								Other	\$165					
								Other	\$325	Sec 5307				
								Other	\$2,333	Local-Transit				
Total Costs (includes costs prior to SFY21)*:			\$2,823							\$2,823				
3747	DCT	111784	E	mi	Ped Components: No information provided.									
DEL-DCT 2024 Vehicle Replacement-			Local Let <input type="checkbox"/>	Bike Components: No information provided.										
Transit Replacement Capital		MTP Reference: Project ID 142												
DCT 2024 Vehicle Replacement, Transit Replacement Capital, Less than 30' vehicles - fiberglass replacement. Buy Replacements - Bus < 30 FT														
								Other	\$360	Local-Transit				
Total Costs (includes costs prior to SFY21)*:			\$360							\$360				

\*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length										
Project Location and Description	Project Type	2021 Phase/Amount*/Source	2022 Phase/Amount*/Source	2023 Phase/Amount*/Source	2024 Phase/Amount*/Source	Future Years** Phase/Amount*/Source								
3673	ODNR DEL-Delaware WLA Resurface-	109345	E	mi	Ped Components: No information provided.									
Grouped Project	Parks Delaware WLA Resurface, Parks, ODNR project for aggregate resurface (chipseal) in Delaware Wildlife Area. Work to be performed by ODOT Maintenance crews.	Local	Let	<input type="checkbox"/>	Bike Components: No information provided.									
		MTP Reference: Project ID 204												
Total Costs (includes costs prior to SFY21)*:		\$165	\$165											
3778	DISTRICT 6-PLANNING DEL-FY23 - Chipseal--	112744	E	mi	Ped Components: Not applicable.									
	Minor Pavement Rehabilitation FY23 - Chipseal, Minor Pavement Rehabilitation, FY23 Chipseal Project: DEL-521-2.29-7.86 UNI-47-0.00-7.57	Local	Let	<input type="checkbox"/>	Bike Components: Not applicable.									
		MTP Reference: Project ID 204												
Total Costs (includes costs prior to SFY21)*:		\$889	\$889											
3276	Delaware County DEL-Red Bank Rd-Resurfacing	105739	E	1.59 mi	Ped Components: Widen shoulder. 1.59 mi. added to ped network.									
	Resurfacing Red Bank Rd from Smothers Rd to Gorsuch Rd, Resurfacing, including converting existing turf shoulders to 4-foot minimum paved shoulders and replacing deficient guardrail and road signs.	Local	Let	<input checked="" type="checkbox"/>	Bike Components: Widen shoulder. 1.59 mi. added to bike network.									
		MTP Reference: Project ID 204												
Total Costs (includes costs prior to SFY21)*:		\$1,463	\$1,413											
3002	Delaware County DEL-CR013-05.02	97431	E	0.15 mi	Ped Components: Sidewalk on 1 side. Pedestrian facilities in the vicinity of the roundabout 0.15 mi. added to ped network.									
Grouped Project	Intersection Modification Lewis Center Rd at Worthington Rd/Rome Corners Rd, Intersection Modification, Realign and reconstruct intersection by constructing a single lane roundabout. Located in Genoa Township.	Local	Let	<input type="checkbox"/>	Bike Components: No information provided.									
		MTP Reference: Project ID 765												
Total Costs (includes costs prior to SFY21)*:		\$2,452	\$2,452											

\*All Amounts in Thousands

May 1, 2020

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length										
					Project Type	2021	2022	2023	2024	Future Years**				
Project Location and Description						Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source				
3263	Delaware County DEL-CR021/CR-72-03.69/3.45	103828	E	5.7 mi	Resurfacing	<b>Ped Components:</b> Widen shoulder. 5.7 mi. added to ped network. <b>Bike Components:</b> Widen shoulder. 5.7 mi. added to bike network.								
						<b>Local Let</b> <input checked="" type="checkbox"/>				<b>MTP Reference:</b> Project ID 204				
Cheshire Rd & Africa Rd from Old State Rd to Lewis Center Rd, Resurfacing, convert existing turf shoulders to 4-ft paved shoulders, replace deficient guardrail and signage, and add signage for existing recreational off-road bike trail crossings.								Pay \$564 STBG-M	Pay \$1,127 STBG-M	Pay \$1,127 STBG-M	Pay \$564 STBG-M			
<b>Total Costs (includes costs prior to SFY21)*:</b>						<b>\$4,561</b>		<b>\$564</b>	<b>\$1,127</b>	<b>\$1,691</b>				
3661	ODOT 6 DEL-US023-01.39	110797	E	mi	Intersection Modification	<b>Ped Components:</b> No information provided. <b>Bike Components:</b> No information provided.								
Grouped Project						<b>Local Let</b> <input type="checkbox"/>				<b>MTP Reference:</b> Project ID 185				
US-23 at Powell Rd (SR-750), Intersection Modification, Intersection improvement to increase safety and reduce congestion by adding a SB right turn lane							Con \$180 HSIP Con \$18 Federal Con \$2 State Con \$20 State							
<b>Total Costs (includes costs prior to SFY21)*:</b>						<b>\$220</b>	<b>\$220</b>							
3624	ODOT 6 DEL-US023-07.60	109156	E	mi	Bridge Maintenance Activities	<b>Ped Components:</b> No information provided. <b>Bike Components:</b> No information provided.								
Grouped Project						<b>Local Let</b> <input type="checkbox"/>				<b>MTP Reference:</b> Project ID 203				
US-23 at 9 bridges between Cheshire Rd & Main Rd, Bridge Maintenance Activities, Repairs and deck overlays on 9 structures. Culvert inspections.							PE DD \$120 State PE DD \$480 Federal	PE DD \$765 State Con \$428 Federal Con \$107 State Con \$6,120 Federal Con \$1,530 State						
<b>Total Costs (includes costs prior to SFY21)*:</b>						<b>\$9,551</b>	<b>\$600</b>	<b>\$8,951</b>						
3006	ODOT 6 DEL-US023-08.95	97715	E	0.03 mi	Culvert Maintenance	<b>Ped Components:</b> No information provided. <b>Bike Components:</b> No information provided.								
						<b>Local Let</b> <input type="checkbox"/>				<b>MTP Reference:</b> Project ID 203				
US 23 at 0.2 mi N of SR-315 (Oberlander Run), Culvert Maintenance, Replace culverts at DEL-23-8.96 over Oberlander Run and MAR-423-2.14 over Myers Ditch (0.2 mi N of TR 134 Wolfinger Rd).							Con \$1,544 Federal Con \$386 State Con \$50 State							
<b>Total Costs (includes costs prior to SFY21)*:</b>						<b>\$1,980</b>	<b>\$1,980</b>							

\*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source	
3715	ODOT 6	110619	E	mi	Ped Components: No information provided.				
	DEL-US023-10.150			Local Let <input type="checkbox"/>	Bike Components: No information provided.				
Grouped Project		Minor Pavement Rehabilitation		MTP Reference: Project ID 204					
US-23 from N of Cottswold Dr to N of US-42, Minor Pavement Rehabilitation, Urban Paving/Priority System Project: DEL-23-10.15-10.81 (just South of TR-314 to just North of US-42). CPR Concrete Pavement Repair: DEL-23-10.15-10.81.									
				Con	\$9	Federal			
				Con	\$2	Local			
				Con	\$1	State			
				Con	\$234	Federal			
				Con	\$16	State			
				Con	\$42	Local			
Total Costs (includes costs prior to SFY21)*:		\$304		\$304					
3718	ODOT 6	110603	E	mi	Ped Components: No information provided.				
	DEL-US023-17.750			Local Let <input type="checkbox"/>	Bike Components: No information provided.				
Grouped Project		Resurfacing		MTP Reference: Project ID 204					
US-23 from North of Troutman Rd to Waldo Delaware Rd, Resurfacing, CPR Concrete Pavement Repair:DEL-23-17.75-17.85 AC Overlay with Repairs:DEL-23-17.85-20.84									
				Con	\$599	State			
				Con	\$2,394	Federal			
				Con	\$24	State			
				Con	\$96	Federal			
Total Costs (includes costs prior to SFY21)*:		\$3,113		\$3,113					
3683	ODOT 6	109070	E	mi	Ped Components: No information provided.				
	DEL-US036-0.000			Local Let <input type="checkbox"/>	Bike Components: No information provided.				
Grouped Project		Major Rehabilitation		MTP Reference: Project ID 204					
US 36 from Union County Line to existing pavement break at the curbed section, Major Rehabilitation, widening and resurfacing project									
				Con	\$1,100	State			
				Con	\$224	Federal			
				Con	\$56	State			
				Con	\$1,200	Federal			
				Con	\$300	State			
				Con	\$4,400	Federal			
Total Costs (includes costs prior to SFY21)*:		\$7,280		\$7,280					

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source			
3656	ODOT 6	110445	E	mi	Ped Components: No information provided.						
	DEL-US036-04.97			Local Let <input type="checkbox"/>	Bike Components: No information provided.						
Grouped Project		Intersection Modification		MTP Reference: Project ID 185							
US-36 at SR-257, Intersection Modification, Intersection improvement to increase safety and reduce congestion											
				Con	\$2	State					
				Con	\$18	Federal					
				Con	\$180	HSIP					
				Con	\$20	State					
Total Costs (includes costs prior to SFY21)*:		\$220		\$220							

2941	Delaware	105799	E	8.7	mi	Ped Components: Maybe - To be determined.				
	DEL-US036-07.87			Local Let <input type="checkbox"/>	Bike Components: Bicycle detectors.					
		Signals		MTP Reference: Project ID 334						
Delaware Signal System Upgrade, Signals, upgrade signal systems covering 37 intersections along Sandusky Street, William Street (US-36), Central Avenue (SR-37), and London Rd in the City of Delaware.										
				Con	\$2,500	CMAQ-M				
				Con	\$298	Local				
Total Costs (includes costs prior to SFY21)*:		\$3,323		\$2,798						

3212	Delaware	103626	SA	0.72	mi	Ped Components: Multi-use path on 2 sides. 0.7 mi. added to ped network.				
	DEL-US036-11.030			Local Let <input type="checkbox"/>	Bike Components: Multi-use path on 2 sides. 0.35 mi. added to bike network.					
		Major Widening/Bridge Replacement		MTP Reference: Project ID 1347						
US-36 & SR-37 from W of Foley St & E of East St to SR-521, Major Widening from 2 lanes to 5 lanes & Bridge Replacement, Construct additional lanes on US 36/SR 37 and reconstruct the CSXT Railroad structure on the east side of Delaware. AKA "the Point."										
				PE DD	\$374	HSIP	Con	\$256	Local	Con \$13,290 STBG-M
				PE DD	\$42	Local	Con	\$6,400	Federal	Con \$3,323 Local
							Con	\$1,600	State	
							Con	\$807	STBG-S	
							Con	\$75	Local	
Total Costs (includes costs prior to SFY21)*:		\$31,084		\$416		\$9,138				\$16,613

3696	ODOT 6	106268	E	mi	Ped Components: No information provided.					
	DEL-US036-11.290			Local Let <input type="checkbox"/>	Bike Components: No information provided.					
Grouped Project		Minor Pavement Rehabilitation		MTP Reference: Project ID 204						
US 36 from NS Bridge to Delaware Corp Limit, Minor Pavement Rehabilitation, DEL-36-11.29-12.45 (NS bridge to Delaware Corp limit) & DEL-36-12.70-12.81 (Enter Delaware to Leave Delaware) Urban Paving project within the City of Delaware: AC Overlay without Repairs:DEL-36-11.29-12.45DEL-36-12.70-12.81										
				Con	\$20	Federal				
				Con	\$5	Local				
				Con	\$508	Federal				
				Con	\$127	Local				
Total Costs (includes costs prior to SFY21)*:		\$660						\$660		

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source						
3816	ODOT 6	113198	E	mi	Ped Components: None.									
	DEL-US036-17.95 over IR71			Local Let <input type="checkbox"/>	Bike Components: None.									
Grouped Project		Bridge Deck Replace		MTP Reference: Not specifically identified on MTP										
US 36 at IR 71, Bridge Deck Replace, 0 lanes, Replace deck on DEL US 36 strucure over IR 71														
		PE Envir	\$30	State	PE DD	\$90	Federal	Con	\$250	State				
		PE Envir	\$270	Federal	PE DD	\$10	State	Con	\$158	Federal				
								Con	\$18	State				
								Con	\$2,250	Federal				
Total Costs (includes costs prior to SFY21)*:		\$3,075	\$300		\$100	\$2,675								
3655	ODOT 6	110444	E	mi	Ped Components: No information provided.									
	DEL-US036-18.27			Local Let <input type="checkbox"/>	Bike Components: No information provided.									
Grouped Project		Intersection Modification		MTP Reference: Project ID 185										
US-36 at Wilson Rd, Intersection Modification, Intersection improvement to increase safety and reduce congestion														
					Con	\$450	HSIP							
					Con	\$45	Federal							
					Con	\$5	State							
					Con	\$50	State							
Total Costs (includes costs prior to SFY21)*:		\$550			\$550									
3268	ODOT 6	104502	E	0.26 mi	Ped Components: No information provided.									
	DEL-US036-18.79			Local Let <input type="checkbox"/>	Bike Components: No information provided.									
Grouped Project		Intersection Modification/Bridge Deck Overlay		MTP Reference: Project IDs 203/ 185										
US-36/SR-37 at Galena Rd, Intersection Modification & Bridge Deck Overlay, provide EB and WB left turn lanes, replace signal, add intersection lighting and dilemma zone detection.														
Concrete deck overlay on US-36 bridge over Little Walnut Creek.														
					Con	\$1,132	HSIP							
					Con	\$95	Federal							
					Con	\$13	State							
					Con	\$156	Federal							
					Con	\$126	State							
Total Costs (includes costs prior to SFY21)*:		\$2,048			\$1,521									
3659	Delaware County	111819	E	mi	Ped Components: No information provided.									
	DEL-US036-19.90			Local Let <input checked="" type="checkbox"/>	Bike Components: No information provided.									
Grouped Project		Intersection Modification		MTP Reference: Project ID 185										
US-36/SR-37 at Carter's Corner Rd/Domigan Rd, Intersection Modification, Construction of turn lanes on US36/SR37 at intersection of CR33/TR33 (Carter's Corner/Domigan Road).														
					Con	\$640	HSIP							
					Con	\$933	Local							
Total Costs (includes costs prior to SFY21)*:		\$1,573			\$1,573									

\*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source	
2992	ODOT 6	96308	E	0.2 mi		<b>Ped Components:</b> No information provided.					
	DEL-US036-21.96				Local Let <input type="checkbox"/>	<b>Bike Components:</b> No information provided.					
Grouped Project					Bridge Repair					<b>MTP Reference:</b> Project ID 203	
US 36 at Prairie Run, Bridge Repair, Replace concrete culvert over Prairie Run.									Con \$49 State		
									Con \$20 Federal		
									Con \$5 State		
									Con \$196 Federal		
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$270</b>				<b>\$270</b>		
3707	ODOT 6	110050	E	mi		<b>Ped Components:</b> No information provided.					
	DEL-SR037-23.00				Local Let <input type="checkbox"/>	<b>Bike Components:</b> No information provided.					
Grouped Project					Minor Pavement Rehabilitation					<b>MTP Reference:</b> Project ID 204	
SR 37 & SR 521 from Sunbury Corp Limit & Delaware Corp Limit to Licking County & S of Three B's & K, Minor Pavement Rehabilitation, DEL-37-23.00-29.08 (Sunbury Corp limit to LIC Co) & DEL-521-2.29-7.86 (Del corp limit to south of Three B's & K int.) AC Overlay with Repairs: DEL-37-23.00-23.30 AC Overlay Without Repairs: DEL-37-23.30-29.08 Fine Graded AC Overlay: DEL-521-2.29-7.86						Con \$59 Federal					
						Con \$15 State					
						Con \$1,471 Federal					
						Con \$368 State					
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$1,912</b>	<b>\$1,912</b>					
3682	ODOT 6	109074	E	mi		<b>Ped Components:</b> No information provided.					
	DEL-042-2.29				Local Let <input type="checkbox"/>	<b>Bike Components:</b> No information provided.					
Grouped Project					Major Rehabilitation					<b>MTP Reference:</b> Project ID 204	
US 42 from safety job end limit - PID 10868 to concrete pavement break east of Fern Dr, Major Rehabilitation, Resurface US 42 to include pavement repairs and shoulder widening (to 4'). Installation of center line and edge line rumble strips.											
					Con	\$106 State					
					Con	\$117 State					
					Con	\$424 Federal					
					Con	\$60 State					
					Con	\$279 Federal					
					Con	\$1,049 HSIP					
					Con	\$630 State					
					Con	\$2,520 Federal					
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$5,184</b>	<b>\$5,184</b>					

\*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source		
3322	ODOT 6	104623	E	0.19 mi	Ped Components: No information provided.					
	DEL-SR061-04.71			Local Let <input type="checkbox"/>	Bike Components: No information provided.					
Grouped Project		Intersection Modification		MTP Reference: Project ID 185						
		SR-61 at Wilson Rd (SR-656), Intersection Modification, Construct roundabout at the intersection.								
		ROW	\$9	HSIP						
		ROW	\$1	State						
		Con	\$118	Federal						
		Con	\$22	Local						
		Con	\$1,680	HSIP						
		Con	\$320	Local						
Total Costs (includes costs prior to SFY21)*:		\$2,436	\$2,150							
3665	Delaware County	111806	E	mi	Ped Components: No information provided.					
	DEL-TR119-0.56			Local Let <input checked="" type="checkbox"/>	Bike Components: No information provided.					
Grouped Project		Intersection Modification		MTP Reference: Project ID 185						
		Sawmill Rd at Presidential Pkwy, Intersection Modification, Construct a roundabout at the intersection of TR119 (Sawmill Road) and (Presidential Parkway). ODOT HSP funds in CONS phase. Local-let by Delaware County Engineer's Office.								
		Con	\$891	Local						
		Con	\$500	HSIP						
Total Costs (includes costs prior to SFY21)*:		\$1,391	\$1,391							
3625	Delaware County	109062	E	mi	Ped Components: No information provided.					
	DEL-CR163-04.34			Local Let <input type="checkbox"/>	Bike Components: No information provided.					
Grouped Project		Bridge Maintenance Activities		MTP Reference: Project ID 203						
		Warrensburg Rd at Scioto River, Bridge Maintenance Activities, rehab a bridge in Scioto Township with new floor system, deck and railing system, with minor approach roadway work.								
		Con	\$39	Local						
		Con	\$28	Local						
		Con	\$523	BR-Off						
Total Costs (includes costs prior to SFY21)*:		\$589	\$589							
3690	ODOT 6	107754	E	mi	Ped Components: No information provided.					
	DEL-229-3.48			Local Let <input type="checkbox"/>	Bike Components: No information provided.					
Grouped Project		Preventive Bridge Maintenance		MTP Reference: Project ID 203						
		SR 229 at Whetstone Creek, Preventive Bridge Maintenance, DEL SR 229 over Whetstone Creek (SLM 3.48), Preventive Maintenance - Overlay								
		Con	\$40	State						
		Con	\$160	Federal						
		Con	\$6	Federal						
		Con	\$2	State						
Total Costs (includes costs prior to SFY21)*:		\$208	\$208							

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length							
	Project Location and Description	Project Type	2021 Phase/Amount*/Source	2022 Phase/Amount*/Source	2023 Phase/Amount*/Source	2024 Phase/Amount*/Source	Future Years** Phase/Amount*/Source				
3773	DISTRICT 6-PLANNING DEL-US23-7.600	112845 E 10.15 mi	<b>Ped Components:</b> Not applicable. <b>Local Let</b> <input type="checkbox"/> <b>Bike Components:</b> Not applicable.								
	Minor Pavement Rehabilitation	<b>MTP Reference:</b> Project ID 204									
	US 23 from Cheshire Rd to Troutman Rd, Minor Pavement Rehabilitation, DEL-23-7.60 to 17.75 (excluding urban sections); Cheshire Rd to Troutman Rd DEL-23 Resurfacing Project Asphalt Concrete Overlay and Fine Graded AC Overlay with minor pavement repair, bridge deck sealing and upgrade guardrail as needed.										
						Con \$41 State					
						Con \$4,091 Federal					
						Con \$1,023 State					
						Con \$164 Federal					
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$5,319</b>									
3633	ODOT 6 DEL-SR257-00.21	107756 E mi	<b>Ped Components:</b> No information provided. <b>Local Let</b> <input type="checkbox"/> <b>Bike Components:</b> No information provided.								
Grouped Project	Bridge Replacement	<b>MTP Reference:</b> Project ID 203									
	SR-257 at Deer Run, Bridge Replacement, located between Stratford Ave and Heathrow Dr.										
						Con \$3 State					
						Con \$320 Federal					
						Con \$80 State					
						Con \$13 Federal					
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$416</b>									
3711	ODOT 6 DEL-SR257-14.230	110055 E mi	<b>Ped Components:</b> No information provided. <b>Local Let</b> <input type="checkbox"/> <b>Bike Components:</b> No information provided.								
Grouped Project	Minor Pavement Rehabilitation	<b>MTP Reference:</b> Project ID 204									
	SR 257 from SR 37 to the Marion County Line, Minor Pavement Rehabilitation, Chip sealing: DEL-257-14.23-22.62 (~SR-37 to the Marion County line) & MAR-257-0.00-0.35 (DEL Co. Line to Prospect Village limit)										
				Con \$18 Federal							
				Con \$4 State							
				Con \$442 Federal							
				Con \$111 State							
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$575</b>									
3657	ODOT 6 DEL-SR315-00.86	110446 E mi	<b>Ped Components:</b> No information provided. <b>Local Let</b> <input type="checkbox"/> <b>Bike Components:</b> No information provided.								
Grouped Project	Intersection Modification	<b>MTP Reference:</b> Project ID 185									
	SR-315 at Jewett Rd, Intersection Modification, Intersection improvement to increase safety and reduce congestion										
		PE DD \$50 State		Con \$1,350 HSIP							
				Con \$95 Federal							
				Con \$11 State							
				Con \$150 State							
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$1,655</b>	<b>\$50</b>								
				<b>\$1,605</b>							

\*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source	
3194	ODOT 6	102124	E	1.5 mi	Ped Components: No information provided.						
	DEL-SR315-05.00/6.40/8.10				Local Let <input type="checkbox"/>	Bike Components: No information provided.					
Grouped Project		Maintenance Activity/Culvert Maintenance				MTP 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 Winter Rd, 0.5 mi N&S of Bunty Station Rd; extend/modify culvert S of Winter Rd.											
						Con	\$76	State			
						Con	\$1,320	Federal			
						Con	\$330	State			
						Con	\$95	Federal			
						Con	\$24	State			
						Con	\$304	Federal			
Total Costs (includes costs prior to SFY21)*:					\$3,769	\$2,149					
3646	ODOT 6	108799	E	mi	Ped Components: No information provided.						
	DEL-SR315-Drainage Impr				Local Let <input type="checkbox"/>	Bike Components: No information provided.					
Grouped Project		Maintenance Activity				MTP Reference: Project ID 205					
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 roadway and flow across the road											
						Con	\$500	State			
						Con	\$50	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 <input type="checkbox"/>	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 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 to Sandusky Street)											
						Con	\$41	State			
						Con	\$792	Federal			
						Con	\$6	Local			
						Con	\$32	Federal			
						Con	\$2	State			
						Con	\$157	Local			
Total Costs (includes costs prior to SFY21)*:					\$1,029			\$1,029			

\*All Amounts in Thousands

May 1, 2020

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length											
					Project Type	2021	2022	2023	2024	Future Years**					
					Project Location and Description	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source					
3634	ODOT 6 DEL-SR521-12.75	105433	E	mi	Grouped Project Bridge Replacement SR-521 at Little Walnut Creek, Bridge Replacement, Full replacement. Located just west of SR-61.	<b>Ped Components:</b> No information provided. <b>Bike Components:</b> No information provided.									
						Local Let <input type="checkbox"/>									
						<b>MTP Reference:</b> Project ID 203									
								Con \$144 State							
								Con \$576 Federal							
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$720</b>		<b>\$720</b>								
3660	ODOT 6 DEL-SR605-00.31	110922	E	mi	Grouped Project Intersection Modification SR-605 at Fancher Rd, Intersection Modification, to increase safety and reduce congestion. A roundabout is under consideration.	<b>Ped Components:</b> No information provided. <b>Bike Components:</b> No information provided.									
						Local Let <input type="checkbox"/>									
						<b>MTP Reference:</b> Project ID 185									
						PE DD \$100 HSIP	ROW \$400 HSIP	Con \$1,171 HSIP							
						PE DD \$25 Federal		Con \$82 Federal							
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$1,778</b>	<b>\$125</b>	<b>\$400</b>	<b>\$1,253</b>							
3280	Powell DEL-CR609-02.24	105806	E	1.92 mi	Grouped Project Resurfacing Sawmill Pkwy from Seldom Seen Rd to Home Rd, Resurfacing, Includes upgrades to catch basins, curbs, and gutters; and resurfacing and repair of adjacent multi-use path.	<b>Ped Components:</b> Replace existing facilities. <b>Bike Components:</b> Replace existing facilities.									
						Local Let <input type="checkbox"/>									
						<b>MTP Reference:</b> Project ID 204									
							Pay \$189 STBG-M	Pay \$378 STBG-M	Pay \$378 STBG-M	Pay \$189 STBG-M					
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$1,496</b>	<b>\$189</b>	<b>\$378</b>	<b>\$378</b>	<b>\$189</b>						
3716	ODOT 6 DEL-SR750-2.170	110618	E	mi	Grouped Project Resurfacing Portions of SR-750 & SR-665, Resurfacing, Urban/General System Paving: DEL-750-2.17-4.21 (Sawmill Road to just West of SR-315) & FRA-665-6.99-8.34 (US-62 to concrete pavement East of Landfill Road). AC Overlay with Repairs: DEL-750-2.17-2.26 & 3.87-4.21 FRA-665-6.99-8.34 AC Overlay without Repairs: DEL-750-2.26-3.87	<b>Ped Components:</b> No information provided. <b>Bike Components:</b> No information provided.									
						Local Let <input type="checkbox"/>									
						<b>MTP Reference:</b> Project ID 204									
							Con \$33 Federal								
							Con \$111 State								
							Con \$816 Federal								
							Con \$4 Local								
							Con \$4 State								
							Con \$93 Local								
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$1,061</b>	<b>\$1,061</b>									

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length								
					2021	2022	2023	2024	Future Years**			
	Project Location and Description	Project Type	Phase/Amount*/Source		Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source			
3679	Fairfield County FAI-CR VAR GR FY2022--	105922	E	mi	Ped Components: No information provided.							
				Local Let <input checked="" type="checkbox"/>	Bike Components: No information provided.							
Grouped Project		Guardrail Upgrade/Replace			MTP Reference: Project ID 204							
CR VAR GR FY2022 at various routes within county, Guardrail Upgrade/Replace, Installing new and upgrading existing guardrail on various county roads in Fairfield County funded by CEAO with a federal max of \$200,000												
Total Costs (includes costs prior to SFY21)*:				\$200	Con	\$200	HSIP-C					
						\$200						
3437	Canal Winchester FAI-Greengate Dr-Diley to Hill	NA	SA	0.75 mi	Ped Components: No information provided.							
				Local Let <input type="checkbox"/>	Bike Components: No information provided.							
		New Roadway			MTP Reference: Project ID 1837							
Greengate Dr from Diley Rd & Howe Industrial Pkwy to Hill Rd, New Roadway,												
Total Costs (includes costs prior to SFY21)*:				\$3,000	Con	\$3,000	Local					
						\$3,000						
3302	Canal Winchester FAI-Hill Rd-Kings Crossing	NA	E	mi	Ped Components: No information provided.							
				Local Let <input type="checkbox"/>	Bike Components: No information provided.							
		Intersection Modification			MTP Reference: Project ID 185							
Hill Rd at Kings Crossing, Intersection Modification, proposed roundabout.												
Total Costs (includes costs prior to SFY21)*:				\$2,600	Con	\$2,600	Local					
3666	Fairfield County FAI-CR007-01.94	110862	E	mi	Ped Components: No information provided.							
				Local Let <input checked="" type="checkbox"/>	Bike Components: No information provided.							
Grouped Project		Intersection Modification			MTP Reference: Project ID 185							
Refugee Rd at four intersections, Intersection Modification, Intersection improvements along Refugee Road at four intersections: Harmon Road, Education Drive, Harmon Road, Pickerington Road.												
				PE DD	\$80	HSIP	ROW	\$350	HSIP	Con	\$1,420	HSIP
				PE DD	\$9	Local	ROW	\$39	Local	Con	\$158	Local
									Con	\$1,155	Local	
Total Costs (includes costs prior to SFY21)*:				\$3,211	\$89		\$389		\$2,733			
1699	ODOT 5 FAI-IR070-00.00/LIC-70-00	25436	E	11.93 mi	Ped Components: No information provided.							
				Local Let <input type="checkbox"/>	Bike Components: No information provided.							
Grouped Project		Resurfacing			MTP Reference: Project ID 204							
I-70 from Franklin Co line to .16 miles E of SR-58, Resurfacing, with related work on I-70.												
					Con	\$8,444	Federal					
					Con	\$938	State					
Total Costs (includes costs prior to SFY21)*:				\$9,382		\$9,382						

\*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length							
	Project Location and Description	Project Type		2021 Phase/Amount*/Source	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	E	11.33 mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.						
				Local Let <input type="checkbox"/>							
	Minor Pavement Rehabilitation				<b>MTP Reference:</b> Project ID 204						
	SR 674' from US22 to Franklin County Line, Minor Pavement Rehabilitation, PIC-674-0.00 to 10.93 (including small portion in Fairfield County); US 22 to Franklin Co LineSR 674 Resurfacing Project Asphalt Concrete Overlay with minor pavement repair, bridge deck sealing and upgrade guardrail as needed.										
							Con	\$119	Federal		
							Con	\$30	State		
							Con	\$2,973	Federal		
							Con	\$743	State		
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$3,864</b>								<b>\$3,864</b>	
3413	Dublin FRA-Avery Rd Sidewalk Connections- Sidewalks	NA	E	0.3 mi	<b>Ped Components:</b> No information provided. <b>Bike Components:</b> No information provided.						
				Local Let <input type="checkbox"/>							
					<b>MTP Reference:</b> Project ID 186						
	Avery Rd Sidewalk Connections, Sidewalks, Addition of missing sidewalk connections in three locations along the E side of Avery Rd: 1) Hyland Dr to Tara Hill (~340 LF); 2) Tara Hill to Manteo Dr (~630 LF); 3) St Mel Court to Avery Rd Park south lot area (500 LF).										
					Con	\$75	Local				
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$90</b>		<b>\$75</b>							
3787	Reynoldsburg FRA-Blacklick Trail Extension-JFK Park Multi-Use Path	NA	E	mi	<b>Ped Components:</b> Multi-use path. <b>Bike Components:</b> Multi-use path.						
				Local Let <input type="checkbox"/>							
					<b>MTP Reference:</b> Project ID 303						
	Blacklick Trail Extension from JFK Park to Broad St, Multi-Use Path, Extend Blacklick Trail										
					Con	\$1,800	Local				
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$1,800</b>		<b>\$1,800</b>							
3304	Canal Winchester FRA-Canal Winchester Bikeway Extension-St Multi-Use Path	NA	E	0.3 mi	<b>Ped Components:</b> Multi-use path. 0.3 mi. added to ped network. <b>Bike Components:</b> Multi-use path. 0.3 mi. added to bike network.						
				Local Let <input type="checkbox"/>							
					<b>MTP Reference:</b> Project ID 186						
	Canal Winchester Bikeway Extension from Municipal Pool Lot to Stradley Place, Multi-Use Path,										
					Con	\$250	Local				
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$250</b>		<b>\$250</b>							

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source
3800	Columbus	NA	E	mi						
	FRA-Citywide ADA Curb Ramps-				Local Let <input type="checkbox"/>					
	Curb Ramps									
	Citywide ADA Curb Ramps, Curb Ramps, remove and replace 261 non-ADA compliant pedestrian accommodations at intersection corners and install 17 new ADA compliant curb ramps for a total of 278 curb ramps. Most of the ramps are located in Greater Hilltop.									
		Con	\$1,000	SCIP						
		Con	\$206	Local						
Total Costs (includes costs prior to SFY21)*:		\$1,306	\$1,206							
3803	Columbus	NA	E	mi						
	FRA-Citywide School Zone Flashing Beacons				Local Let <input type="checkbox"/>					
	Signage									
	Citywide School Zone Flashing Beacons, Signage, replace wireless communication school zone flashing beacon systems at 34 schools and install new systems at 7 schools.									
		Con	\$478	SCIP						
		Con	\$168	Local						
Total Costs (includes costs prior to SFY21)*:		\$734	\$646							
3813	Franklin County	NA	E	mi						
	FRA-Cleveland Ave--				Local Let <input type="checkbox"/>					
	Corridor Study									
	Cleveland Ave from Huy Rd to Elmore Ave, Corridor Study, This corridor has two of the top 100 Regional High-Crash Intersection as identified in 2018 by MORPC: Cleveland Ave at Innis Rd (#10) and Cleveland Ave at Huy Rd (#27). This project will study, determine potential improvements and provide implementation of the selected improvements along Cleveland Avenue between Huy Road and Elmore Avenue. The project will analyze the corridor for safety improvements and improvements to pedestrian facilities, lighting and access management along the corridor.									
		PE DD	\$100	Local						
Total Costs (includes costs prior to SFY21)*:		\$100	\$100							
3567	Columbus	108642	E	mi						
	FRA-Cleveland Ave-Ped Improve				Local Let <input type="checkbox"/>					
Grouped Project	Safety Improvement									
	Cleveland Ave from Fifth Ave to Lehner Rd, Safety Improvement, Upgrade pedestrian accommodations including crosswalks, pedestrian signals and an education campaign.									
		PE DD	\$207	HSIP	ROW	\$270	HSIP	Con	\$1,026	HSIP
		PE DD	\$23	Local	ROW	\$30	Local	Con	\$228	Local
Total Costs (includes costs prior to SFY21)*:		\$2,014	\$230		\$300		\$1,254			

\*All Amounts in Thousands

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



## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source						
3814	Columbus	113293	E	mi	Ped Components: Yes - Type to be determined.											
FRA-Columbus PSIP FY 2021-					Local Let <input type="checkbox"/>	Bike Components: None.										
Grouped Project					Safety Improvement/Pedestrian Recreational Trails					MTP Reference: Not specifically identified on MTP						
Columbus PSIP FY 2021, Safety Improvement & Pedestrian Recreational Trails, Pedestrian Safety Improvements at various locations in the City of Columbus																
					PE DD	\$33	HSIP									
					Con	\$2,632	HSIP									
Total Costs (includes costs prior to SFY21)*:					\$2,851	\$2,664										
3590	Columbus	110521	E	mi	Ped Components: No change to existing conditions.											
FRA-Columbus Signal System, Phase F-					Local Let <input type="checkbox"/>	Bike Components: No change to existing conditions.										
Signalization					MTP Reference: Project ID 334											
Columbus Signal System, Phase F, Signalization,																
						ROW	\$675	CMAQ-M					Con	\$10,425	CMAQ-M	
Total Costs (includes costs prior to SFY21)*:					\$11,100		\$675						\$10,425			
3053	COTA	99929	E	mi	Ped Components: Not Applicable.											
FRA-COTA 2021-2024 Bus Replacement-					Local Let <input type="checkbox"/>	Bike Components: Bicycle racks. on buses										
Transit Replacement Capital					MTP Reference: Project ID 142											
COTA 2021-2024 Bus Replacement, Transit Replacement Capital, 29 CNG-powered 35' or 40' replacement buses, 8 of which are funded with CMAQ dollars.																
					Other	\$10,371	Sec 5307	Other	\$12,573	Sec 5307	Other	\$12,992	Sec 5307	Other	\$12,992	Sec 5307
					Other	\$3,556	CMAQ-M	Other	\$3,618	CMAQ-M	Other	\$3,248	Local-Transit	Other	\$3,248	Local-Transit
					Other	\$3,482	Local-Transit	Other	\$4,048	Local-Transit						
Total Costs (includes costs prior to SFY21)*:					\$70,128	\$17,409	\$20,239	\$16,240	\$16,240							
3736	COTA	112116	E	mi	Ped Components: No information provided.											
FRA-COTA Bus Rapid Transit EW Corr-					Local Let <input type="checkbox"/>	Bike Components: No information provided.										
Transit Activity					MTP Reference: Project ID 5											
COTA Bus Rapid Transit EW Corr, Transit Activity, East-West Corridor Pre-Project Development, Development through Completion. Engineering & Design - Busway																
						Other	\$2,000	Local-Transit	Other	\$2,000	Local-Transit	Other	\$25,000	Local-Transit		
Total Costs (includes costs prior to SFY21)*:					\$29,000		\$2,000	\$2,000	\$25,000							
3289	COTA	105118	SA	mi	Ped Components: No information provided.											
FRA-COTA Bus Rapid Transit NW Corridor-					Local Let <input type="checkbox"/>	Bike Components: No information provided.										
Transit Expansion Capital					MTP Reference: Project ID 5											
COTA Bus Rapid Transit NW Corridor, Transit Expansion Capital, Bus Rapid Transit NW Corridor Study, Design, and Construction. Engineering & Design - Busway.																
					Other	\$2,000	Local-Transit	Other	\$2,000	Local-Transit	Other	\$25,000	Local-Transit	Other	\$25,000	Local-Transit
Total Costs (includes costs prior to SFY21)*:					\$66,800	\$2,000	\$2,000	\$25,000	\$25,000							

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length											
Project Location and Description	Project Type	2021 Phase/Amount*/Source	2022 Phase/Amount*/Source	2023 Phase/Amount*/Source	2024 Phase/Amount*/Source	Future Years** Phase/Amount*/Source									
3286	COTA	105114	E	mi	<b>Ped Components:</b> Transit shelters.										
FRA-COTA Bus Shelters-					<b>Local Let</b> <input type="checkbox"/>					<b>Bike Components:</b> No change to existing conditions.					
Transit Activity										<b>MTP Reference:</b> Project ID 142					
COTA Bus Shelters, Transit Activity, including 20 shelters in 2018 and 12 shelters in 2019, 2020, and 2021. Acquisition - Bus Passenger Shelters.															
		Other	\$80	Local-Transit											
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$316</b>	\$80												
3749	COTA	112218	E	mi	<b>Ped Components:</b> No information provided.										
FRA-COTA Corridor Shelters-					<b>Local Let</b> <input type="checkbox"/>					<b>Bike Components:</b> No information provided.					
Transit Activity										<b>MTP Reference:</b> Project ID 142					
COTA Corridor Shelters, Transit Activity, Corridor Shelter Enhancements. Rehab / Renovation - Bus Passenger Shelters															
		Other	\$1,000	Local-Transit			Other	\$1,000	Local-Transit						
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$2,000</b>	\$1,000				\$1,000								
3511	COTA	107394	E	mi	<b>Ped Components:</b> Not applicable.										
FRA-COTA Electric Bus-					<b>Local Let</b> <input type="checkbox"/>					<b>Bike Components:</b> Bicycle racks.					
Transit Activity										<b>MTP Reference:</b> Project ID 142					
COTA Electric Bus, Transit Activity, 10 vehicles.															
		Other	\$2,200	Sec 5307											
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$3,880</b>	\$2,200												
3744	COTA	112208	E	mi	<b>Ped Components:</b> No information provided.										
FRA-COTA Electric Buses - Full Route-					<b>Local Let</b> <input type="checkbox"/>					<b>Bike Components:</b> No information provided.					
Transit Replacement Capital										<b>MTP Reference:</b> Project ID 142					
COTA Electric Buses - Full Route, Transit Replacement Capital, Buy Replacements - Bus STD 40 FT															
		Other	\$2,700	Sec 5307			Other	\$2,700	Sec 5307			Other	\$1,100	Sec 5307	
		Other	\$675	Local-Transit			Other	\$675	Local-Transit			Other	\$675	Local-Transit	
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$8,525</b>	\$3,375				\$3,375					\$1,775			
3743	COTA	112209	E	mi	<b>Ped Components:</b> No information provided.										
FRA-COTA Electric Buses-					<b>Local Let</b> <input type="checkbox"/>					<b>Bike Components:</b> No information provided.					
Transit Replacement Capital										<b>MTP Reference:</b> Project ID 142					
COTA Electric Buses, Transit Replacement Capital, Buy Replacements - Bus STD 40 FT															
		Other	\$1,438												
		Other	\$1,200	Sec 5307											
		Other	\$5,565	Local-Transit											
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$8,202</b>	\$8,202												

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source						
3755	COTA	112217	E	mi	Ped Components: No information provided.									
FRA-COTA Electric Charging Stations-			Local Let	<input type="checkbox"/>	Bike Components: No information provided.									
Transit Activity		MTP Reference: Project ID 142												
COTA Electric Charging Stations, Transit Activity, Route Electrification. Acquisition - Misc. Elec/Power Equip														
				Other	\$1,000	Local-Transit	Other	\$1,000	Local-Transit	Other	\$1,000	Local-Transit		
Total Costs (includes costs prior to SFY21)*:		\$3,000			\$1,000		\$1,000		\$1,000					
3754	COTA	112184	E	mi	Ped Components: No information provided.									
FRA-COTA Fields Ave Renov & CNG Conv-			Local Let	<input type="checkbox"/>	Bike Components: No information provided.									
Transit Activity		MTP Reference: Project ID 142												
COTA Fields Ave Renov & CNG Conv, Transit Activity, Fields Ave Renovation & CNG Conversion. Rehab / Renovation - Admin / Maint Facility														
				Other	\$2,132	Sec 5339	Other	\$250	Local-Transit					
				Other	\$9,251	Local-Transit								
Total Costs (includes costs prior to SFY21)*:		\$11,633	\$11,383		\$250									
3753	COTA	112195	E	mi	Ped Components: No information provided.									
FRA-COTA McKinley Ave Phase 3C Const-			Local Let	<input type="checkbox"/>	Bike Components: No information provided.									
Transit Activity		MTP Reference: Project ID 142												
COTA McKinley Ave Phase 3C Const, Transit Activity, Rehab / Renovation - Admin / Maint Facility														
				Other	\$2,400	Local	Other	\$20,000	Local	Other	\$14,400	Local		
				Other	\$600	Local-Transit	Other	\$5,000	Local-Transit	Other	\$3,600	Local-Transit		
Total Costs (includes costs prior to SFY21)*:		\$46,000	\$3,000		\$25,000		\$18,000							
3752	COTA	112178	E	mi	Ped Components: No information provided.									
FRA-COTA Mobility Innovation Tests-			Local Let	<input type="checkbox"/>	Bike Components: No information provided.									
Transit Activity		MTP Reference: Project ID 5												
COTA Mobility Innovation Tests, Transit Activity, Capital and Operating. Engineering & Design - Control / Signals System.														
				Other	\$260	Local-Transit	Other	\$260	Local-Transit	Other	\$260	Local-Transit		
Total Costs (includes costs prior to SFY21)*:		\$780	\$260		\$260		\$260							
3290	COTA	105119	E	mi	Ped Components: No information provided.									
FRA-COTA Municipal Capital Partnerships-			Local Let	<input type="checkbox"/>	Bike Components: No information provided.									
Transit Activity		MTP Reference: Project ID 142												
COTA Municipal Capital Partnerships, Transit Activity, Partnering with municipalities and counties to enhance access to transit through construction of sidewalks, crosswalks, etc.														
				Other	\$300	Local-Transit								
Total Costs (includes costs prior to SFY21)*:		\$1,200	\$300											

\*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source
3284	COTA	105110	E	mi		Ped Components: No information provided.				
	FRA-COTA Non-Revenue Vehicles-				Local Let <input type="checkbox"/>	Bike Components: No information provided.				
	Transit Replacement Capital					MTP Reference: Project ID 142				
	COTA Non-Revenue Vehicles, Transit Replacement Capital, Acquisition - Support Vehicles.									
					Purch	\$300	Local-Transit			
Total Costs (includes costs prior to SFY21)*:					\$2,055	\$300				
3311	COTA	105319	E	mi		Ped Components: No information provided.				
	FRA-COTA Operating 2021-2024-				Local Let <input type="checkbox"/>	Bike Components: No information provided.				
	Transit Operating					MTP Reference: Project ID 201				
	COTA Operating 2021-2024, Transit Operating, sales tax revenue.									
					Other	\$144,116	Local-Transit	Other	\$148,439	Local-Transit
Total Costs (includes costs prior to SFY21)*:					\$602,927	\$144,116		\$152,893	\$157,479	
3429	COTA	105895	E	mi		Ped Components: No information provided.				
	FRA-COTA Paratransit Veh and Tech-				Local Let <input type="checkbox"/>	Bike Components: No information provided.				
	Transit Replacement Capital					MTP Reference: Project ID 142				
	COTA Paratransit Veh and Tech, Transit Replacement Capital, 18 vehicles. Paratransit Vehicle Replacement, Expansion Vehicles, COTA Plus Vehicles, and on-Board Technology									
					Other	\$2,093	Sec 5307	Other	\$1,846	Sec 5307
					Other	\$518	Local-Transit	Other	\$972	Local-Transit
Total Costs (includes costs prior to SFY21)*:					\$10,360	\$2,610		\$92	\$2,818	\$4,840
3745	COTA	112199	SA	mi		Ped Components: No information provided.				
	FRA-COTA Plus Operating Expansion-				Local Let <input type="checkbox"/>	Bike Components: No information provided.				
	Transit Expansion Capital					MTP Reference: Project ID 5				
	COTA Plus Operating Expansion, Transit Expansion Capital, COTA Plus Operating for 3-4 New Zones. Buy Expansion - Bus < 30 FT.									
					Other	\$2,000	Local-Transit	Other	\$2,000	Local-Transit
Total Costs (includes costs prior to SFY21)*:					\$8,000	\$2,000		\$2,000	\$2,000	
3589	COTA	112115	E	mi		Ped Components: No information provided.				
	FRA-COTA Pre-Project Development-Two C				Local Let <input type="checkbox"/>	Bike Components: No information provided.				
	Transit Activity					MTP Reference: Project ID 5				
	COTA Pre-Project Development at Two Corridors, Transit Activity, using MPO STBG funds as a flex fund transfer. Engineering & Design - Busway.									
					Other	\$960	STBG-M			
					Other	\$240	Local-Transit			
Total Costs (includes costs prior to SFY21)*:					\$1,200	\$1,200				

\*All Amounts in Thousands

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MORPC SFY 2021-2024 TIP

## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length						
	Project Location and Description	Project Type	2021 Phase/Amount*/Source	2022 Phase/Amount*/Source	2023 Phase/Amount*/Source	2024 Phase/Amount*/Source	Future Years** Phase/Amount*/Source			
3355	New Albany FRA-Dublin-Granville Rd-Harlem Rd	NA	E	0.1 mi	Ped Components: Multi-use path. 0.1 mi. added to ped network. Bike Components: Multi-use path. 0.1 mi. added to bike network.					
				Local Let <input type="checkbox"/>						
		Multi-Use Path		MTP Reference: Project ID 186						
	Dublin-Granville Rd from Harlem Rd to Greensward Rd, Multi-Use Path,									
			Con	\$300	Local					
Total Costs (includes costs prior to SFY21)*:		\$300		\$300						
3361	New Albany FRA-Dublin-Granville Rd-Path	NA	E	0.4 mi	Ped Components: Multi-use path. 0.4 mi. added to ped network. Bike Components: Multi-use path. 0.4 mi. added to bike network.					
				Local Let <input type="checkbox"/>						
		Multi-Use Path		MTP Reference: Project ID 186						
	Dublin-Granville Rd from New Albany west corp limit to Greensward Rd, Multi-Use Path, connecting the western city boundary to the Village Center.									
			Con	\$410	Local					
Total Costs (includes costs prior to SFY21)*:		\$410		\$410						
3790	Canal Winchester FRA-Eichorn St-Diley Rd	NA	SA	mi	Ped Components: None. Bike Components: None.					
				Local Let <input type="checkbox"/>						
		New Roadway		MTP Reference: Project ID 1838						
	Eichorn St from Diley Rd to 3500' West, New Roadway, 2 lanes, Extension of Eichorn St									
							Con	\$5,000	Local	
Total Costs (includes costs prior to SFY21)*:		\$5,000						\$5,000		
3626	Whitehall FRA-Etna St / Elbern Ave-Pt1&Pt2	108702	E	mi	Ped Components: No information provided. Bike Components: No information provided.					
				Local Let <input type="checkbox"/>						
Grouped Project		Bridge Replacement		MTP Reference: Project ID 203						
	Etna St / Elbern Ave at 2 bridges, Bridge Replacement, Part 1 - Replace structure on Etna Street over Mason Run (SFN 2567679). Part 2 - Replace structure on Elbern Avenue over Turkey Run (SFN 2567695).									
			Con	\$1,066						
			Con	\$131	Local					
			Con	\$242	Local					
Total Costs (includes costs prior to SFY21)*:		\$1,439		\$1,439						
3360	New Albany FRA-Forest Dr-Smith's Mill Rd	NA	E	mi	Ped Components: No information provided. Bike Components: No information provided.					
				Local Let <input type="checkbox"/>						
		Intersection Modification		MTP Reference: Project ID 185						
	Forest Dr at Smith's Mill Rd, Intersection Modification, convert existing 4 way stop condition to a roundabout.									
			Con	\$1,700	Local					
Total Costs (includes costs prior to SFY21)*:		\$1,700		\$1,700						

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source
3617	Dublin	NP	SA	mi		Ped Components: No information provided.				
	FRA-Franklin St-North St				Local Let <input type="checkbox"/>	Bike Components: No information provided.				
					New Roadway	MTP Reference: Not specifically identified on MTP				
	Franklin St from North St to US-33/SR-161/Bridge St, New Roadway, including a new signal at the intersection of Franklin and Bridge.									
					ROW	\$400 Local	Con \$2,655 Local			
Total Costs (includes costs prior to SFY21)*:					\$3,055	\$400	\$2,655			
3793	Dublin	NA	E	mi		Ped Components: Sidewalk on 1 side.				
	FRA-Franklin St-Waterford Dr				Local Let <input type="checkbox"/>	Bike Components: None.				
					Sidewalks	MTP Reference: Not specifically identified on MTP				
	Franklin St from Waterford Dr to Historic District, Sidewalks, Improverments and Utility Pole Removal - Sidewalk Addition									
					PE DD	\$175 Local	Con \$1,260 Local			
Total Costs (includes costs prior to SFY21)*:					\$1,435	\$175	\$1,260			
3729	ODOT 6	112256	E	mi		Ped Components: No information provided.				
	FRA-Freeway Lighting FY22--				Local Let <input type="checkbox"/>	Bike Components: No information provided.				
	Grouped Project				Lighting	MTP Reference: Project ID 204				
	Freeway Lighting FY22 at Franklin County, Lighting, Maintenance relating to Freeway Lighting in Franklin County for contract for FY 22.									
						Con \$30 State				
						Con \$352 State				
						Con \$53 State				
Total Costs (includes costs prior to SFY21)*:					\$435	\$435				
3805	Grandview Heights	NA	SA	mi		Ped Components: No information provided.				
	FRA-Grandview Yard-Street Extens				Local Let <input type="checkbox"/>	Bike Components: No information provided.				
					New Roadway	MTP Reference: Project ID 185				
	Yard St, Bobcat Ave & Swan St, New Roadway, Extend Yard St and Bobcat Ave from Goodale Blvd to Swan St; extend Swan St west to Bobcat Ave and east to Twin Rivers Dr; close Edgeworth St at Goodale Blvd and remove existing traffic signal; construct water, sanitary and storm sewers.									
					Con	\$6,179 SCIP				
					Con	\$2,188 Private				
Total Costs (includes costs prior to SFY21)*:					\$11,464	\$8,368				
3314	Grove City	NA	E	1.76 mi		Ped Components: Multi-use path. 1.76 mi. added to ped network.				
	FRA-Grant Run Trail-Hoover Rd				Local Let <input type="checkbox"/>	Bike Components: Multi-use path. 1.76 mi. added to bike network.				
					Multi-Use Path	MTP Reference: Project ID 186				
	Grant Run Trail from Hoover Rd to Buckeye Parkway, Multi-Use Path, 10' wide. The purpose of the Grant Run Trail Improvement project is to create an east-west trail connection through the City of Grove City and in Jackson Township from North Meadows Drive to the Scioto Grove Metro Park (located east of SR104 along the Scioto River).									
					PE	\$410 Local	ROW \$150 Local	Con \$2,481 Local		
Total Costs (includes costs prior to SFY21)*:					\$3,041	\$410	\$150	\$2,481		

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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		Phase/Amount*/Source				
3648	ODOT 6	112225	E	mi	Ped Components: No information provided.									
	FRA-GR-FY22		Local Let <input type="checkbox"/>	Bike Components: No information provided.										
Grouped Project		Guardrail Maintenance		MTP Reference: Project ID 204										
Guardrail Repair FY22 at Various locations throughout Franklin County, Guardrail Maintenance, Guardrail ding and dent repair in Franklin County (1 year contract)														
				Con	\$86	State								
				Con	\$859	State								
Total Costs (includes costs prior to SFY21)*:		\$945		\$945										
3300	Canal Winchester	NA	E	1 mi	Ped Components: Multi-use path. 1 mi. added to ped network.									
	FRA-Groveport Rd-Bikeway		Local Let <input type="checkbox"/>	Bike Components: Multi-use path. 1 mi. added to bike network.										
		Multi-Use Path		MTP Reference: Project ID 186										
Groveport Rd from Walnut Woods Metro Park to W of Gender Rd, Multi-Use Path, an extension of a bikeway to be constructed with the Gender Rd Phase IV project at the intersection.														
		Con	\$500	Local										
Total Costs (includes costs prior to SFY21)*:		\$500		\$500										
3797	Dublin	NA	E	mi	Ped Components: Not applicable.									
	FRA-Hyland-Croy Rd-McKittrick Rd		Local Let <input type="checkbox"/>	Bike Components: Not applicable.										
		Intersection Modification		MTP Reference: Not specifically identified on MTP										
Hyland-Croy Rd at McKittrick Rd, Intersection Modification, Roundabout														
		ROW	\$400	Local		Con	\$2,100	Local						
Total Costs (includes costs prior to SFY21)*:		\$2,500		\$400		\$2,100								
3796	Dublin	NA	SA	mi	Ped Components: Not applicable.									
	FRA-Hyland-Croy Rd-Post Preserve		Local Let <input type="checkbox"/>	Bike Components: Not applicable.										
		Interchange Modification/Safety Improvement		MTP Reference: Not specifically identified on MTP										
Hyland-Croy Rd at Post Preserve, Interchange Modification & Safety Improvement, Roundabout construction														
		Con	\$270	Local										
Total Costs (includes costs prior to SFY21)*:		\$270		\$270										
3573	MORPC	110238	E	mi	Ped Components: Not applicable.									
	FRA-insight2050 TAP-FY21		Local Let <input type="checkbox"/>	Bike Components: Not applicable.										
		Planning Activity		MTP Reference: Project ID 144										
insight2050 Technical Assistance Program FY21, Planning Activity, provides technical planning assistance, including outreach and planning services, to communities integrating insight2050 findings into local land use and transportation plans.														
		Plan/Prog	\$200	STBG-M										
Total Costs (includes costs prior to SFY21)*:		\$200		\$200										

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length								
	Project Location and Description	Project Type	2021 Phase/Amount*/Source	2022 Phase/Amount*/Source	2023 Phase/Amount*/Source	2024 Phase/Amount*/Source	Future Years** Phase/Amount*/Source					
3574	MORPC FRA-insight2050 TAP-FY22	110239	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.							
			Local Let	<input type="checkbox"/>								
			Planning Activity				<b>MTP Reference:</b> Project ID 144					
	insight2050 Technical Assistance Program FY22, Planning Activity, provides technical planning assistance, including outreach and planning services, to communities integrating insight2050 findings into local land use and transportation plans.											
				lan/Prog	\$200	STBG-M						
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$200</b>			\$200							
3575	MORPC FRA-insight2050 TAP-FY23	110240	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.							
			Local Let	<input type="checkbox"/>								
			Planning Activity				<b>MTP Reference:</b> Project ID 144					
	insight2050 Technical Assistance Program FY23, Planning Activity, provides technical planning assistance, including outreach and planning services, to communities integrating insight2050 findings into local land use and transportation plans.											
					Plan/Prog	\$200	STBG-M					
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$200</b>				\$200						
3576	MORPC FRA-insight2050 TAP-FY24	110241	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.							
			Local Let	<input type="checkbox"/>								
			Planning Activity				<b>MTP Reference:</b> Project ID 144					
	insight2050 Technical Assistance Program FY24, Planning Activity, provides technical planning assistance, including outreach and planning services, to communities integrating insight2050 findings into local land use and transportation plans.											
						Plan/Prog	\$200	STBG-M				
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$200</b>					\$200					
3593	Columbus FRA-Jefferson/7th/Sinclair-Long/161/4th	NP	E	mi	<b>Ped Components:</b> No change to existing conditions. <b>Bike Components:</b> No change to existing conditions.							
			Local Let	<input type="checkbox"/>								
			Signalization				<b>MTP Reference:</b> Project ID 185					
	Jefferson/7th/Sinclair at Long/161/4th, Signalization, reconstruction of existing signals.											
				ROW	\$83	STBG-M				Con	\$485	STBG-M
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$568</b>			\$83						\$485	
3734	ODOT 6 FRA-Landscape Maintenance FY21--	111514	E	mi	<b>Ped Components:</b> No information provided. <b>Bike Components:</b> No information provided.							
			Local Let	<input type="checkbox"/>								
Grouped Project			Landscape Maintenance				<b>MTP Reference:</b> Project ID 204					
	Landscape Maintenance FY21 at Franklin County, Landscape Maintenance, Various interstate routes, 1 year landscape maintenance contract											
			Con	\$450	State							
			Con	\$18	State							
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$468</b>		\$468								

\*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source						
3732	ODOT 6	112239	E	mi	Ped Components: No information provided.									
	FRA-Landscape Maintenance FY22--			Local Let <input type="checkbox"/>	Bike Components: No information provided.									
Grouped Project		Landscape Maintenance		MTP Reference: Project ID 204										
Landscape Maintenance FY22 at Franklin County, Landscape Maintenance, Various interstate routes; 1 year landscape maintenance contract														
				Con	\$45	State								
				Con	\$351	State								
Total Costs (includes costs prior to SFY21)*:		\$396		\$396										
3779	Upper Arlington	N/A	E	mi	Ped Components: Multi-use path.									
	FRA-Lane Ave-Riverside Dr			Local Let <input type="checkbox"/>	Bike Components: Multi-use path.									
		Multi-Use Path		MTP Reference: Project ID 186										
Lane Ave from Riverside Dr to Tremont Road, Multi-Use Path, Install a 4,340 foot shared use path.														
				PE DD	\$54	Local	Con	\$559	Local					
Total Costs (includes costs prior to SFY21)*:		\$613		\$54		\$559								
3217	Columbus	101787	E	0.19 mi	Ped Components: Replace existing facilities.									
	FRA-Livingston Ave-James Rd			Local Let <input checked="" type="checkbox"/>	Bike Components: None.									
Grouped Project		Intersection Modification		MTP Reference: Project ID 1357										
Livingston Ave at James Rd, Intersection Modification, Installation of additional signal heads on both approaches of Livingston; advance signage on three intersection approaches; construction of concrete median along James intersection approaches; construction of right turn lanes on Livingston approaches.														
				Con	\$261	SCIP								
				Con	\$1,807	HSIP								
				Con	\$80	Local								
Total Costs (includes costs prior to SFY21)*:		\$2,979		\$2,148										
3671	ODOT 6	108986	E	mi	Ped Components: No information provided.									
	FRA-MAD/FRA/DEL Noisewall Repair--			Local Let <input type="checkbox"/>	Bike Components: No information provided.									
Grouped Project		Noise Walls		MTP Reference: Project ID 204										
MAD/FRA/DEL Noisewall Repair at various locations, Noise Walls, DEL US 42, MAD IR 70, FRA IR 71, FRA IR 270, FRA IR 670 various locations repair noisewalls														
				Con	\$36	Federal								
				Con	\$44	State								
				Con	\$4	State								
				Con	\$356	Federal								
Total Costs (includes costs prior to SFY21)*:		\$440		\$440										

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length							
	Project Location and Description	Project Type	2021 Phase/Amount*/Source	2022 Phase/Amount*/Source	2023 Phase/Amount*/Source	2024 Phase/Amount*/Source	Future Years** Phase/Amount*/Source				
3365	New Albany FRA-Market St-Reynoldsburg-New Albany Rd New Roadway Market St from Reynoldsburg-New Albany Rd to Dublin-Granville Rd, New Roadway, extending Market Street from the new roundabout to expand the Village Center.	NP SA mi	<b>Ped Components:</b> No information provided. <b>Bike Components:</b> No information provided.								
						</					

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source	
3052	MORPC	99036	E	mi	Ped Components: Not applicable.				
FRA-MORPC FY 21-Rideshare			Local Let	<input type="checkbox"/>	Bike Components: Not applicable.				
Ridesharing						MTP Reference: Project ID 143			
Gohio Commute, SFY 2021, Ridesharing, rideshare activities in Central Ohio including: ride matching, marketing, Guaranteed Ride Home, vanpools, program evaluation and administration.									
Total Costs (includes costs prior to SFY21)*:		\$700		\$700					
3421	MORPC	105644	E	mi	Ped Components: Not applicable.				
FRA-MORPC FY 22 Supp-Planning			Local Let	<input type="checkbox"/>	Bike Components: Not applicable.				
Planning Activity						MTP Reference: Project ID 144			
Supplemental Planning, SFY 2022, Planning Activity,									
Total Costs (includes costs prior to SFY21)*:		\$350			Plan \$350 STBG-M				
3417	MORPC	105648	E	mi	Ped Components: Not applicable.				
FRA-MORPC FY 22-AQ Program			Local Let	<input type="checkbox"/>	Bike Components: Not applicable.				
Air Quality Project						MTP Reference: Project ID 143			
Air Quality Awareness, SFY 2022, Air Quality Project, Public education program to increase awareness about air quality effects on the environment and public health.									
Total Costs (includes costs prior to SFY21)*:		\$550			Plan \$550 CMAQ-M				
3419	MORPC	105637	E	mi	Ped Components: Not applicable.				
FRA-MORPC FY 22-Rideshare			Local Let	<input type="checkbox"/>	Bike Components: Not applicable.				
Ridesharing						MTP Reference: Project ID 143			
Gohio Commute, SFY 2022, Ridesharing, rideshare activities in Central Ohio including: ride matching, marketing, Guaranteed Ride Home, vanpools, program evaluation and administration.									
Total Costs (includes costs prior to SFY21)*:		\$700			Plan \$700 CMAQ-M				
3422	MORPC	105645	E	mi	Ped Components: Not applicable.				
FRA-MORPC FY 23 Supp-Planning			Local Let	<input type="checkbox"/>	Bike Components: Not applicable.				
Planning Activity						MTP Reference: Project ID 144			
Supplemental Planning, SFY 2023, Planning Activity,									
Total Costs (includes costs prior to SFY21)*:		\$350				Plan \$350 STBG-M			

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length						
					2021	2022	2023	2024	Future Years**	
	Project Location and Description	Project Type			Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
3418	MORPC FRA-MORPC FY 23-AQ Program	105649	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.					
	Air Quality Project								<b>MTP Reference:</b> Project ID 143	
	Air Quality Awareness, SFY 2023, Air Quality Project, Public education program to increase awareness about air quality effects on the environment and public health.									
							Plan \$550 CMAQ-M			
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$550</b>					<b>\$550</b>			
3420	MORPC FRA-MORPC FY 23-Rideshare	105638	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.					
	Ridesharing								<b>MTP Reference:</b> Project ID 143	
	Gohio Commute, SFY 2023, Ridesharing, rideshare activities in Central Ohio including: ride matching, marketing, Guaranteed Ride Home, vanpools, program evaluation and administration.									
							Plan \$700 CMAQ-M			
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$700</b>					<b>\$700</b>			
3586	MORPC FRA-MORPC FY 24 Supp-Planning	110234	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.					
	Planning Activity								<b>MTP Reference:</b> Project ID 144	
	Supplemental Planning, SFY 2024, Planning Activity,									
								Plan \$350 STBG-M		
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$350</b>						<b>\$350</b>		
3578	MORPC FRA-MORPC FY 24-AQ Program	110225	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.					
	Air Quality Project								<b>MTP Reference:</b> Project ID 143	
	Air Quality Awareness, SFY 2024, Air Quality Project, Public education program to increase awareness about air quality effects on the environment and public health.									
								Plan \$550 CMAQ-M		
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$550</b>						<b>\$550</b>		
3584	MORPC FRA-MORPC FY 24-Rideshare	110232	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.					
	Ridesharing								<b>MTP Reference:</b> Project ID 143	
	Gohio Commute, SFY 2024, Ridesharing, rideshare activities in Central Ohio including: ride matching, marketing, Guaranteed Ride Home, vanpools, program evaluation and administration.									
								Plan \$700 CMAQ-M		
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$700</b>						<b>\$700</b>		

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length						
	Project Location and Description	Project Type	2021 Phase/Amount*/Source	2022 Phase/Amount*/Source	2023 Phase/Amount*/Source	2024 Phase/Amount*/Source	Future Years** Phase/Amount*/Source			
3788	New Albany FRA-Morse Rd-Beech Rd	NA	E	mi	Ped Components: Not applicable. Bike Components: Not applicable.					
	Intersection Modification/Safety Improvement									MTP Reference: Project ID 185
	Morse Rd at Beech Rd, Intersection Modification & Safety Improvement, Morse Road and Beech Road Intersection Improvement									
				Con	\$2,500	Local				
	<b>Total Costs (includes costs prior to SFY21)*:</b>	<b>\$2,500</b>			\$2,500					
3733	ODOT 6 FRA-MOW-FY21	111515	E	mi	Ped Components: No information provided. Bike Components: No information provided.					
	Grouped Project	Mowing								MTP Reference: Project ID 204
	Mowing FY21 at Franklin County, Mowing, Various routes; 1 year mowing contract									
				Con	\$32	State				
				Con	\$800	State				
	<b>Total Costs (includes costs prior to SFY21)*:</b>	<b>\$832</b>			\$832					
3731	ODOT 6 FRA-MOW-FY22	112238	E	mi	Ped Components: No information provided. Bike Components: No information provided.					
	Grouped Project	Mowing								MTP Reference: Project ID 204
	Mowing FY22 at Franklin County, Mowing, 1 Year (CY 2022) mowing contract for various routes in Franklin County									
				Con	\$799	State				
				Con	\$80	State				
	<b>Total Costs (includes costs prior to SFY21)*:</b>	<b>\$879</b>			\$879					
3784	Grove City FRA-N Meadows Road-Haughn Road	NA	SA	mi	Ped Components: Multi-use path. Bike Components: Multi-use path.					
	New Roadway									MTP Reference: Project ID 1400
	N Meadows Road from Haughn Road to Bill Lotz Way, New Roadway from 2 lanes to 4 lanes, Construction of approximately 7,800 linear feet of roadway with storm sewer, water line, bike path, sanitary sewer extension and street lighting improvements. This work will involve 2 roundabouts and an overpass over I-71 and North Meadows Drive.									
								Con	\$27,022	Local
	<b>Total Costs (includes costs prior to SFY21)*:</b>	<b>\$27,022</b>							\$27,022	
3802	Columbus FRA-Neil Ave-Signals	NA	E	mi	Ped Components: ADA curb ramps. Bike Components: No change to existing conditions.					
	Signals									MTP Reference: Project ID 334
	Neil Ave at 8 intersections between Buttles Ave & 11th Ave, Signals, completely replace existing traffic signal infrastructure including poles. New fiber optic cable will be installed to connect the signals and tie-in to the existing Columbus Traffic Signal System (CTSS) network.									
				Con	\$1,000	SCIP				
				Con	\$1,749	Local				
	<b>Total Costs (includes costs prior to SFY21)*:</b>	<b>\$3,058</b>			\$2,749					

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source				
3780	Upper Arlington	NA	E	mi	<b>Ped Components:</b> Sidewalk on 1 side.									
	FRA-Nottingham Road-Sunset Drive			<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> None.									
	Sidewalks				<b>MTP Reference:</b> Project ID 186									
	Nottingham Road from Sunset Drive to Mountview Road, Sidewalks, Install 4,850 feet of sidewalk.													
						PE DD	\$49	Local	Con	\$500	Local			
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$548</b>	\$49		\$500						
3785	Grove City	NA	E	mi	<b>Ped Components:</b> Multi-use path.									
	FRA-Orders Road-Old Haughn Road			<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Multi-use path.									
	Minor Widening				<b>MTP Reference:</b> Project ID 204									
	Orders Road from Old Haughn Road to Baptist Church Grove City, Minor Widening from 2 lanes to 2 lanes, Widening of 2,530 linear feet of 2 lane roadway.													
						Con	\$2,925	Local						
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$2,925</b>	\$2,925								
3425	MORPC	109288	E	mi	<b>Ped Components:</b> Not applicable.									
	FRA-Paving the Way-FY21			<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.									
	Program Administration				<b>MTP Reference:</b> Project ID 144									
	Paving the Way, SFY 2021, Program Administration, to keep the public informed on the progress of transportation construction throughout Central Ohio and to improve planning and communication of construction projects.													
						PE	\$100	STBG-M						
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$100</b>	\$100								
3580	MORPC	110228	E	mi	<b>Ped Components:</b> Not applicable.									
	FRA-Paving the Way-FY22			<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.									
	Program Administration				<b>MTP Reference:</b> Project ID 144									
	Paving the Way, SFY 2022, Program Administration, to keep the public informed on the progress of transportation construction throughout Central Ohio and to improve planning and communication of construction projects.													
						PE	\$100	STBG-M						
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$100</b>	\$100								
3581	MORPC	110229	E	mi	<b>Ped Components:</b> Not applicable.									
	FRA-Paving the Way-FY23			<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.									
	Program Administration				<b>MTP Reference:</b> Project ID 144									
	Paving the Way, SFY 2023, Program Administration, to keep the public informed on the progress of transportation construction throughout Central Ohio and to improve planning and communication of construction projects.													
						PE	\$100	STBG-M						
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$100</b>	\$100								

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length							
	Project Location and Description	Project Type	2021 Phase/Amount*/Source	2022 Phase/Amount*/Source	2023 Phase/Amount*/Source	2024 Phase/Amount*/Source	Future Years** Phase/Amount*/Source				
3582	MORPC FRA-Paving the Way-FY24	110230 E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.							
	Program Administration										
	Paving the Way, SFY 2024, Program Administration, to keep the public informed on the progress of transportation construction throughout Central Ohio and to improve planning and communication of construction projects.										
								PE	\$100	STBG-M	
	<b>Total Costs (includes costs prior to SFY21)*:</b>	<b>\$100</b>							\$100		
3795	Dublin FRA-Perimeter Dr-Holt Rd	NA SA	mi	<b>Ped Components:</b> None. <b>Bike Components:</b> None.							
	Major Widening										
	Perimeter Dr from Holt Rd to Commerce Pkwy, Major Widening, Widening of Perimeter Dr										
				ROW	\$180	Local					
	<b>Total Costs (includes costs prior to SFY21)*:</b>	<b>\$480</b>			\$180						
3791	Dublin FRA-Perimeter Drive-Avery-Muirfield Dr	NA E	mi	<b>Ped Components:</b> Sidewalk on 1 side. <b>Bike Components:</b> None.							
	Sidewalks										
	Perimeter Drive from Avery-Muirfield Dr to Holt Dr, Sidewalks, Construct sidewalk										
				Con	\$350	Local					
	<b>Total Costs (includes costs prior to SFY21)*:</b>	<b>\$350</b>			\$350						
3811	Whitehall FRA-Poth Rd--	NA E	0.85 mi	<b>Ped Components:</b> Multi-use path. 0.85 mi. added to ped network. <b>Bike Components:</b> Multi-use path. 0.85 mi. added to bike network.							
	Minor Widening										
	Poth Rd from Yearling Rd to Woodcliff Dr, Minor Widening from 2 lanes to 3 lanes, turn lane addition between Yearling Rd and Hamilton Rd, reconstruction only from Hamilton Rd to Woodcliff Dr										
				Con	\$3,693	LTIP					
	<b>Total Costs (includes costs prior to SFY21)*:</b>	<b>\$3,997</b>		\$3,693							
3783	Upper Arlington FRA-Redding Road-Fishing Road	NA E	mi	<b>Ped Components:</b> None. <b>Bike Components:</b> None.							
	Resurfacing										
	Redding Road from Fishing Road to Zollinger Road, Resurfacing, Mill and Fill Pavement Preservation Project (street maintenance) with spot curb and gutter repairs. The roadway will be reviewed for bicycle and pedestrian accommodations as part of this project.										
								PE DD	\$75	Local	
	<b>Total Costs (includes costs prior to SFY21)*:</b>	<b>\$923</b>						Con	\$848	Local	
									\$75		
									\$848		

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length							
	Project Location and Description	Project Type			2021 Phase/Amount*/Source	2022 Phase/Amount*/Source	2023 Phase/Amount*/Source	2024 Phase/Amount*/Source	Future Years** Phase/Amount*/Source		
3395	Franklin County FRA-Refugee Rd-Big Walnut Creek	NA	E	mi	<b>Ped Components:</b> Replace existing facilities. <b>Bike Components:</b> Maybe - To be determined.						
	Bridge Rehabilitation								<b>MTP Reference:</b> Project ID 203		
	Refugee Rd at Big Walnut Creek, Bridge Rehabilitation, plan to replace existing sidewalk on N side and investigate multi-use path on S side.										
					Con \$1,000 Local						
	<b>Total Costs (includes costs prior to SFY21)*:</b>	<b>\$1,000</b>			\$1,000						
3789	New Albany FRA-Reynoldsburg New Albany Rd-Walnut S	NA	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.						
	Intersection Modification/Safety Improvement								<b>MTP Reference:</b> Project ID 185		
	Reynoldsburg New Albany Rd at Walnut St, Intersection Modification & Safety Improvement, Reynoldsburg New Albany Rd at Walnut St Intersection Improvement										
						Con \$2,500 Local					
	<b>Total Costs (includes costs prior to SFY21)*:</b>	<b>\$2,500</b>				\$2,500					
3366	New Albany FRA-Reynoldsburg-New Albany Rd-Brandon	NA	E	mi	<b>Ped Components:</b> Multi-use path. <b>Bike Components:</b> Multi-use path.						
	Multi-Use Path								<b>MTP Reference:</b> Project ID 186		
	Reynoldsburg-New Albany Rd from Brandon Rd to Morse Rd, Multi-Use Path, for a trail connection along the city's SE boundary.										
						Con \$475 Local					
	<b>Total Costs (includes costs prior to SFY21)*:</b>	<b>\$475</b>			\$475						
3412	Dublin FRA-Riverside Dr E-Section 1	NA	E	0.6 mi	<b>Ped Components:</b> Multi-use path. 0.6 mi. added to ped network. <b>Bike Components:</b> Multi-use path. 0.6 mi. added to bike network.						
	Multi-Use Path								<b>MTP Reference:</b> Project ID 186		
	Riverside Dr E from Emerald Pkwy to Hard Rd, Multi-Use Path, 8' wide. First of three sections along the E side of Riverside Dr E between Emerald Pkwy and Summit View Rd and along the N side of Summit View Rd. Dublin CIP ET172.										
						Con \$1,085 Local					
	<b>Total Costs (includes costs prior to SFY21)*:</b>	<b>\$1,195</b>			\$1,085						
3804	Franklin County FRA-Saltzgaber Rd, Swisher Rd & Toy Rd-	NA	E	2.47 mi	<b>Ped Components:</b> Widen shoulder. On Saltzgaber Rd between Groveport Rd & Toy Rd. <b>Bike Components:</b> Widen shoulder. On Saltzgaber Rd between Groveport Rd & Toy Rd.						
	Reconstruction/Intersection Modification								<b>MTP Reference:</b> Project IDs 792/ 842		
	Saltzgaber Rd, Swisher Rd & Toy Rd, Reconstruction & Intersection Modification, Reconstruct Saltzgaber Rd from Groveport Rd to Toy Rd, adding a center left-turn lane and closing at Toy Rd with a cul-de-sac. Reconstruct the intersection with Groveport Rd, adding EB, WB & NB left-turn lanes and an EB right-turn lane at the intersection. Resurface Toy Rd from Centerpoint Pkwy to Saltzgaber Rd and Swisher Rd from Toy Rd to Groveport Rd.										
						Con \$703 LTIP					
						Con \$1,060 Private					
						Con \$384 Local					
	<b>Total Costs (includes costs prior to SFY21)*:</b>	<b>\$2,350</b>			\$2,147						

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source
3283	Columbus	105736	E	0.4 mi		<b>Ped Components:</b> Multi-use path. 0.4 mi. added to ped network. <b>Bike Components:</b> Multi-use path. 0.4 mi. added to bike network.				
	FRA-Souder Ave-Multi-Use Path				Local Let <input checked="" type="checkbox"/>					
					Multi-Use Path/New Bridge					<b>MTP Reference:</b> Project ID 186
	Souder Ave from W Broad St to Dublin Rd, Multi-Use Path & New Bridge, constructing a bike/ped bridge adjacent to the Souder bridge, including connections to the Scioto Trail and Westbank Trail. Extend path along Souder from Scioto Trail to Broad St.									
								Con \$2,788 TAP-M		
								Con \$786 Local		
								\$3,574		
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$4,056</b>					
3677	Columbus	110844	E	mi		<b>Ped Components:</b> No information provided.				
	FRA-SRTS 17th/Ann Sidewalks--				Local Let <input type="checkbox"/>	<b>Bike Components:</b> No information provided.				
	Grouped Project				Sidewalks					<b>MTP Reference:</b> Project ID 186
	SRTS 17th/Ann Sidewalks at multiple segments, Sidewalks, Provide sidewalks along 17th St from E Markinson Ave to Frebis Ave; Ann St from Frebis Ave to E Mithoff St; and Ann St from Steward Ave to E Whittier St. Project will include ADA compliant curb ramps, curbs, retaining walls and stormwater treatment (BMP)									
						Con \$400 HSIP				
						Con \$255 Local				
						Con \$40 Federal				
						Con \$26 Local				
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$721</b>		<b>\$721</b>			
3678	Columbus	109136	E	mi		<b>Ped Components:</b> No information provided.				
	FRA-SRTS Kingsford Rd Sidewalks--				Local Let <input type="checkbox"/>	<b>Bike Components:</b> No information provided.				
	Grouped Project				Sidewalks					<b>MTP Reference:</b> Project ID 186
	SRTS Kingsford Rd Sidewalks from Eakin Rd to Briggs Rd, Sidewalks, SRTS project FRA; Columbus; Kingsford Rd from Eakin Rd to Briggs Rd. construct sidewalk									
						Con \$262 HSIP				
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$262</b>		<b>\$262</b>			
3684	Grove City	112219	E	mi		<b>Ped Components:</b> No information provided.				
	FRA-Tigerpoly--				Local Let <input type="checkbox"/>	<b>Bike Components:</b> No information provided.				
	Grouped Project				Major Rehabilitation					<b>MTP Reference:</b> Project ID 204
	Seeds Road/Enterprise Pkwy from South Meadows Dr to Grove City Limits, Major Rehabilitation, This project includes but is not limited to the widening of Seeds Road and Enterprise Parkway. These improvements will follow the alignment of the existing roadway, which extends to the west from the intersection with South Meadows Drive, then curves south where it runs along the east side of I-71 to the Grove City Limits. This new construction will include pavement repairs, asphalt surfacing, widening on Seeds Road and Enterprise Parkway and other ancillary items.									
						Con \$1,587 Local				
						Con \$45 State				
						Con \$350 Local-Other				
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$1,982</b>	<b>\$1,982</b>				

\*All Amounts in Thousands

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

## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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		Phase/Amount*/Source				
3278	Franklin County	105759	E	0.27 mi	<b>Ped Components:</b> Widen shoulder. 0.27 mi. added to ped network.									
	FRA-Trabue Rd-Scioto River	<b>Local Let</b> <input checked="" type="checkbox"/>		<b>Bike Components:</b> Widen shoulder. 0.27 mi. added to bike network.										
	Bridge Deck Replacement					<b>MTP Reference:</b> Project ID 203								
	Trabue Rd at Scioto River, Bridge Deck Replacement, Concrete deck replacement of a 4-span, 416 ft, steel beam bridge.													
		ROW	\$45	STBG-M	Con	\$2,373	STBG-M							
		ROW	\$30	Local	Con	\$1,582	Local							
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$4,505</b>	<b>\$75</b>	<b>\$3,955</b>										
3807	Groveport	NA	E	0.66 mi	<b>Ped Components:</b> Multi-use path. 0.66 mi. added to ped network.									
	FRA-W Bixby Rd-Phase 2	<b>Local Let</b> <input type="checkbox"/>		<b>Bike Components:</b> Multi-use path. 0.66 mi. added to bike network.										
	Reconstruction/Multi-Use Path					<b>MTP Reference:</b> Project ID 204								
	W Bixby Rd from Madison-Christian School to Three Creeks Metro Park entrance, Reconstruction & Multi-Use Path,													
		Con	\$1,711	SCIP										
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$1,851</b>	<b>\$1,711</b>											
3786	Reynoldsburg	NA	E	mi	<b>Ped Components:</b> Multi-use path.									
	FRA-Waggoner Road-US 40	<b>Local Let</b> <input type="checkbox"/>		<b>Bike Components:</b> Multi-use path.										
	Minor Widening/Safety Improvement					<b>MTP Reference:</b> Project ID 204								
	Waggoner Road from US 40 to OH 16, Minor Widening from 2 lanes to 2 lanes & Safety Improvement, Phase 1-2, Widening, Pedestrian Trail and Safety Features													
				Con	\$16,000	Local								
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$16,000</b>	<b>\$16,000</b>											
3415	Dublin	NA	E	0.2 mi	<b>Ped Components:</b> Multi-use path. 0.2 mi. added to ped network.									
	FRA-Wilcox Rd-Northcliff Blvd	<b>Local Let</b> <input type="checkbox"/>		<b>Bike Components:</b> Multi-use path. 0.2 mi. added to bike network.										
	Multi-Use Path					<b>MTP Reference:</b> Project ID 186								
	Wilcox Rd from Northcliff Blvd to Heather Glen Blvd, Multi-Use Path, 8' wide path with crossing at Lothian. Dublin CIP ET178.													
		Con	\$160	Local										
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$195</b>	<b>\$160</b>											
1561	Canal Winchester	NA	SA	2 mi	<b>Ped Components:</b> None.									
	FRA-Winchester Blvd-Gender Rd	<b>Local Let</b> <input type="checkbox"/>		<b>Bike Components:</b> Multi-Use Path. 2 mi. added to bike network.										
	New Roadway/Multi-Use Path					<b>MTP Reference:</b> Project ID 422								
	Winchester Blvd from Gender Rd to Sims Road, New Roadway, 3 lanes & Multi-Use Path, proposed 2 through traffic lanes and one center lane. Multi-use path on one side of roadway.													
				ROW	\$450	Local								
				Con	\$15,500	Local								
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$15,950</b>	<b>\$15,950</b>											

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source		
2918	Columbus	98557	E	0.8 mi	<b>Ped Components:</b> Sidewalk on 2 sides. Add on both sides of Hilliard-Rome south of Feder and fill gaps on side of Feder/Fisher. 0.2 mi. added to ped network.					
FRA-CR003-12.96		<b>Local Let</b> <input checked="" type="checkbox"/>		<b>Bike Components:</b> Bicycle lanes. 0.8 mi. added to bike network.						
		Intersection Modification/Sidewalks		<b>MTP Reference:</b> Project ID 604						
Hilliard-Rome Rd at Feder Rd/Fisher Rd, Intersection Modification & Sidewalks, add turn lanes at the intersection, modify I-70 eastbound ramps and modify access at Feder Rd and Evans Way Ct.										
		Con	\$1,844	HSIP						
		Con	\$3,848	CMAQ-M						
		Con	\$3,008	Local						
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$11,690</b>	<b>\$8,700</b>							
3688	ODOT 6	107759	E	mi	<b>Ped Components:</b> No information provided.					
FRA-003-17.44		<b>Local Let</b> <input type="checkbox"/>		<b>Bike Components:</b> No information provided.						
Grouped Project		Preventive Bridge Maintenance		<b>MTP Reference:</b> Project ID 203						
SR 3 at I-71, Preventive Bridge Maintenance, FRA SR 3 over I-71 (SLM 17.44), preventive maintenance - overlay / approach slabs										
							Con	\$100	State	
							Con	\$16	Federal	
							Con	\$4	State	
							Con	\$400	Federal	
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$520</b>						<b>\$520</b>		
3669	ODOT 6	110587	E	mi	<b>Ped Components:</b> No information provided.					
FRA-003-19.38		<b>Local Let</b> <input checked="" type="checkbox"/>		<b>Bike Components:</b> No information provided.						
Grouped Project		Intersection Modification		<b>MTP Reference:</b> Project ID 185						
SR 3 (Cleveland Ave) at Hudson St, Intersection Modification, Intersection improvement to increase safety and reduce congestion at the intersection of SR 3 (Cleveland Ave.) and Hudson St.										
				Con	\$45	Federal				
				Con	\$5	State				
				Con	\$450	HSIP				
				Con	\$50	State				
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$550</b>			<b>\$550</b>					
3480	ODOT 6	106260	E	3.56 mi	<b>Ped Components:</b> No information provided.					
FRA-SR003-19.87		<b>Local Let</b> <input type="checkbox"/>		<b>Bike Components:</b> No information provided.						
Grouped Project		Preventive Pavement Maintenance		<b>MTP Reference:</b> Project ID 204						
Westerville Rd & State St (SR-3) at segments in Columbus and Westerville, Preventive Pavement Maintenance, FRA-3-19.87-24.47 Urban/General System Paving Project - FY23										
						Con	\$60	Federal		
						Con	\$7	Local		
						Con	\$8	State		
						Con	\$1,488	Federal		
						Con	\$191	State		
						Con	\$181	Local		
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$1,935</b>				<b>\$1,935</b>				

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source		
3723	ODOT 6	110799	SA	mi	Ped Components: No information provided.					
	FRA-SR003-20.40			Local Let <input type="checkbox"/>	Bike Components: No information provided.					
Grouped Project		Operational Upgrades		MTP Reference: Project ID 185						
Westerville Rd (SR-3) from Agler Rd to Oakland Park Ave, Operational Upgrades, Increase safety and reduce congestion by revising the lane markings and traffic control to provide a two way left turn lane										
				Con	\$225	HSIP				
				Con	\$23	Federal				
				Con	\$3	State				
				Con	\$25	State				
Total Costs (includes costs prior to SFY21)*:		\$275		\$275						
3651	ODOT 6	110378	E	mi	Ped Components: No information provided.					
	FRA-SR003-22.90			Local Let <input type="checkbox"/>	Bike Components: No information provided.					
Grouped Project		Intersection Modification		MTP Reference: Project ID 209						
Westerville Rd (SR-3) at Morse Rd, Intersection Modification, Intersection improvement to increase safety and reduce congestion at the intersection of SR 3 and Morse Rd.										
				Con	\$139	Federal				
				Con	\$235	Local				
				Con	\$1,980	HSIP				
Total Costs (includes costs prior to SFY21)*:		\$2,354		\$2,354						
3662	ODOT 6	110925	E	mi	Ped Components: No information provided.					
	FRA-SR003-24.27			Local Let <input type="checkbox"/>	Bike Components: No information provided.					
Grouped Project		Intersection Modification		MTP Reference: Project ID 185						
Westerville Rd (SR-3) at Minerva Lake Rd/Corporate Dr, Intersection Modification, Restripe and resurface SR 3 between Minerva Lake Rd and Corporate Dr to extend the second southbound thru lane beyond the intersection. Add additional pavement to allow the southbound right lane to taper out south of Minerva Lake Rd to improve lane utilization through the Corporate Dr intersection.										
				Con	\$2	State				
				Con	\$16	State				
				Con	\$14	Federal				
				Con	\$144	HSIP				
Total Costs (includes costs prior to SFY21)*:		\$176		\$176						
3664	Franklin County	111796	E	mi	Ped Components: No information provided.					
	FRA-CR003-5.64			Local Let <input checked="" type="checkbox"/>	Bike Components: No information provided.					
Grouped Project		Intersection Modification		MTP Reference: Project ID 185						
CR3 (Norton Rd) at TR135 (Kropp/Grove City Rd), Intersection Modification, Construct a roundabout at the intersection of CR3 (Norton Road) and CR135 (Kropp/Grove City Road). ODOT HSP funds in CONS phase. Local-let by Franklin County Engineer's office.										
						Con	\$1,474	HSIP		
						Con	\$302	Local		
Total Costs (includes costs prior to SFY21)*:		\$1,776		\$1,776						

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length										
					2021		2022		2023		2024		Future Years**	
	Project Location and Description	Project Type	Phase/Amount*/Source		Phase/Amount*/Source		Phase/Amount*/Source		Phase/Amount*/Source		Phase/Amount*/Source		Phase/Amount*/Source	
3663	Franklin County FRA-CR006 (Reys N Alb)-at Havens	111077	E	mi	<b>Ped Components:</b> No information provided.									
				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No information provided.									
Grouped Project		Intersection Modification		<b>MTP Reference:</b> Project ID 185										
Reynoldsburg-New Albany Rd at Havens Rd, Intersection Modification, Improve safety and reduce congestion at the intersection of FRA CR 6 (Reynoldsburg-New Albany Rd) and FRA TR 203 (Havens Rd). A roundabout is under consideration.														
					Con	\$166	Federal							
					Con	\$98	Local							
					Con	\$1,400	Local							
					Con	\$2,375	HSIP							
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$4,039</b>			<b>\$4,039</b>									
1256	Franklin County FRA-CR006-06.26	104708	E	0.02 mi	<b>Ped Components:</b> Maybe - To be determined.									
				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Maybe - To be determined.									
Grouped Project		Turn Lane Addition		<b>MTP Reference:</b> Project ID 565										
Reynoldsburg-New Albany Rd at Clark State Rd (CR-95), Turn Lane Addition, Upgrading 0.88 miles of CR6 (Reynoldsburg-New Albany Road) and 0.25 miles of CR95 (Clark State Road) by constructing a modern roundabout.														
					Con	\$1,000	HSIP							
					Con	\$1,798	Local							
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$2,873</b>	<b>\$2,798</b>											
2951	Columbus FRA-CR014-01.99	99744	E	1.8 mi	<b>Ped Components:</b> Sidewalk on 1 side, multi-use path on 1 side. Sidewalk on north side; path on south side. 3.6 mi. added to ped network.									
				<b>Local Let</b> <input checked="" type="checkbox"/>	<b>Bike Components:</b> Multi-use path. Located on the south side. Connect to the existing path on the east side of Hamilton Rd. 1.8 mi. added to bike network.									
Grouped Project		Sidewalks/Multi-Use Path		<b>MTP Reference:</b> Project ID 560										
Refugee Road from Winchester Pike to Hamilton Road, Sidewalks & Multi-Use Path, including mid-block crossing at COTA stop.														
					Con	\$3,605	TAP-M							
					Con	\$901	Local							
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$5,148</b>			<b>\$4,506</b>									
3514	Columbus FRA-CR014-01.99	107240	E	0.1 mi	<b>Ped Components:</b> Pedestrian signals.									
				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No information provided.									
Grouped Project		Intersection Modification		<b>MTP Reference:</b> Project ID 185										
Refugee Rd at Winchester Pk, Intersection Modification, Signal modifications, pavement markings, access management and the addition of pedestrian accommodations.														
					ROW	\$88	HSIP	Con	\$474	HSIP				
					ROW	\$10	Local	Con	\$105	Local				
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$838</b>	<b>\$97</b>		<b>\$580</b>									

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length						
	Project Location and Description	Project Type	2021 Phase/Amount*/Source	2022 Phase/Amount*/Source	2023 Phase/Amount*/Source	2024 Phase/Amount*/Source	Future Years** Phase/Amount*/Source			
3277	Franklin County FRA-CR016-01.30	105741	E	0.28 mi	<b>Ped Components:</b> Replace existing facilities. <b>Bike Components:</b> Shared-lane markings/Sharrows. 0.28 mi. added to bike network.					
	Bridge Replacement		Local Let <input checked="" type="checkbox"/>							<b>MTP Reference:</b> Project ID 203
	Agler Rd at Alum Creek, Bridge Replacement, Evaluation and repair of steel girders. Possible girder and deck replacement.									
					Con \$859 SCIP					
					Con \$3,436 STBG-M					
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$4,620</b>			<b>\$4,295</b>					
3653	Columbus FRA-SR016-04.84	110388	E	mi	<b>Ped Components:</b> No information provided. <b>Bike Components:</b> No information provided.					
	Local Let <input type="checkbox"/>									<b>MTP Reference:</b> Project ID 196
Grouped Project	Intersection Modification									
	E Broad St at James Rd, Intersection Modification, Columbus. Intersection of SR16 (Broad Street) and CR177 (James Road). Improve safety and reduce congestion by constructing dual SB LT lanes, NB & SB RT lanes, reconstructing existing signal and installing Quick Curb.									
					Con \$1,602 HSIP					
					Con \$699 Local					
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$2,301</b>			<b>\$2,301</b>					
3253	Whitehall FRA-SR016-06.87	105768	E	0.44 mi	<b>Ped Components:</b> Modify existing facilities. <b>Bike Components:</b> Multi-use path. 0.44 mi. added to bike network.					
	Local Let <input type="checkbox"/>									<b>MTP Reference:</b> Project ID 185
	Intersection Modification									
	E Broad St at Hamilton Rd, Intersection Modification, Proposed: EB Broad: 2 thru, 1 LTL, 1 continuous RTL WB Broad: 1 thru, 1 LTL, 1 thru/RT lane NB Hamilton: 2 thru, 2 LTL, 1 RTL SB Hamilton: 2 thru, 2 LTL, 1 RTL Includes medians on all 4 approaches and street lighting.									
					ROW \$1,322 CMAQ-M	Con \$5,056 CMAQ-M				
					ROW \$331 Local	Con \$1,264 Local				
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$9,877</b>			<b>\$1,653</b>	<b>\$6,319</b>				
929	Columbus FRA-SR016-08.24	105734	SA	1.01 mi	<b>Ped Components:</b> Sidewalk on 1 side, multi-use path on 1 side. 2.02 mi. added to ped network. <b>Bike Components:</b> Multi-use path. 1.01 mi. added to bike network.					
	Local Let <input checked="" type="checkbox"/>									<b>MTP Reference:</b> Project ID 92
	Major Widening/Intersection Modification									
	E Broad St from I-270 to Outerbelt St, Major Widening from 5 lanes to 7 lanes & Intersection Modification, includes signal modifications at 3 intersections, additional/extended turn lanes at various intersections, and median additions.									
					ROW \$459 STBG-M				Con \$8,388 STBG-M	
					ROW \$306 Local				Con \$5,592 Local	
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$15,822</b>			<b>\$765</b>				<b>\$13,980</b>	

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length							
					2021	2022	2023	2024	Future Years**		
	Project Location and Description	Project Type	Phase/Amount*/Source		Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source		
3650	ODOT 6 FRA-SR016-10.20	110377	E	mi	<b>Ped Components:</b> No information provided.						
				Local Let <input type="checkbox"/>	<b>Bike Components:</b> No information provided.						
Grouped Project		Intersection Modification			<b>MTP Reference:</b> Project ID 185						
E Broad St at Reynoldsburg-New Albany Rd, Intersection Modification, Intersection improvement to increase safety and reduce congestion											
						Con	\$450	HSIP			
						Con	\$50	Local			
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$500</b>				\$500					
3658	Franklin County FRA-CR017-11.80	109494	E	mi	<b>Ped Components:</b> No information provided.						
				Local Let <input checked="" type="checkbox"/>	<b>Bike Components:</b> No information provided.						
Grouped Project		Intersection Modification			<b>MTP Reference:</b> Project ID 185						
Morse Rd at Babbitt Rd, Intersection Modification, Construct a roundabout at the intersection of CR17 (Morse Road) and CR106 (Babbitt Road).Local let and administered by Franklin County Engineer's office.ODOT safety funds.											
				ROW	\$770	HSIP	Con	\$416	Local		
				ROW	\$257	Local	Con	\$975	HSIP		
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$2,418</b>		\$1,027		\$1,391					
3334	ODOT 6 FRA-US023-00.25 L&R	104947	E	mi	<b>Ped Components:</b> No information provided.						
				Local Let <input type="checkbox"/>	<b>Bike Components:</b> No information provided.						
Grouped Project		Bridge Deck Overlay			<b>MTP Reference:</b> Project ID 203						
US-23 at Big Walnut Creek, Bridge Deck Overlay, Concrete Deck Overlay of Structures FRA-23-0.25 L&R over Big Walnut Creek											
					Con	\$48	Federal				
					Con	\$120	State				
					Con	\$12	State				
					Con	\$480	Federal				
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$660</b>				\$660					
3652	ODOT 6 FRA-US023-04.19	110380	E	mi	<b>Ped Components:</b> No information provided.						
				Local Let <input type="checkbox"/>	<b>Bike Components:</b> No information provided.						
Grouped Project		Intersection Modification			<b>MTP Reference:</b> Project ID 770						
US-23 at Rathmell Rd, Intersection Modification, Intersection improvement to increase safety and reduce congestion											
					Con	\$63	Federal				
					Con	\$7	State				
					Con	\$100	State				
					Con	\$900	HSIP				
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$1,070</b>				\$1,070					

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source			
3694	ODOT 6	106095	E	mi	Ped Components: No information provided.						
	FRA-US023-15.310			Local Let <input type="checkbox"/>	Bike Components: No information provided.						
Grouped Project		Minor Pavement Rehabilitation		MTP Reference: Project ID 204							
					Indianola Ave from Hudson St to North Broadway, Minor Pavement Rehabilitation, Urban Paving Project in the City of Columbus AC Overlay without Repairs:FRA-23-15.31-16.44						
				Con	\$36	Federal					
				Con	\$9	Local					
				Con	\$908	Federal					
				Con	\$227	Local					
Total Costs (includes costs prior to SFY21)*:		\$1,180			\$1,180						
3724	ODOT 6	109111	E	mi	Ped Components: No information provided.						
	FRA-US023-22.75 Signing			Local Let <input type="checkbox"/>	Bike Components: No information provided.						
Grouped Project		Signage		MTP Reference: Project ID 185							
					US-23 at North and South of I-270 interchange, Signage, Upgrade guide signing at the US 23/IR 270 interchange						
				Con	\$4	State					
				Con	\$160	Federal					
				Con	\$16	Federal					
				Con	\$40	State					
Total Costs (includes costs prior to SFY21)*:		\$220		\$220							
3324	Columbus	104704	E	0.02 mi	Ped Components: No information provided.						
	FRA-CR026 (Georgesville)-Hall Rd			Local Let <input type="checkbox"/>	Bike Components: No information provided.						
Grouped Project		Turn Lane Addition		MTP Reference: Project ID 185							
					Georgesville Rd at Hall Rd (CR-125), Turn Lane Addition, Reconstruct the signal and add eastbound and southbound right turn lanes. Located in Columbus.						
				Con	\$757	HSIP					
				Con	\$353	Local					
Total Costs (includes costs prior to SFY21)*:		\$1,407			\$1,110						
1149	Hilliard	NA	E	mi	Ped Components: Multi-use path. New temporary sidewalk will connect the Hilliard east corp limit to the Leap Rd intersection. New sidewalk will connect sidewalk on east side of Scioto Farms to new path. 0.6 mi. added to ped network.						
	FRA-CR029-Walcutt Rd			Local Let <input type="checkbox"/>	Bike Components: Multi-use path. Located on the south side of Scioto Darby Rd from Scioto Farms Dt to new sidewalks at the Hilliard east corp limit. 0.49 mi. added to bike network.						
		Intersection Modification/Multi-Use Path		MTP Reference: Project ID 232							
					Scioto Darby Rd at Walcutt Rd, Intersection Modification & Multi-Use Path, Replace signalized T intersection with a single-lane roundabout. (CIP T-76)						
				Con	\$1,975	SCIP					
				Con	\$651	Local					
Total Costs (includes costs prior to SFY21)*:		\$3,886		\$2,626							

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source							
3702	ODOT 6	110123	E	mi	Ped Components: No information provided.										
	FRA-US033-20.690			Local Let <input type="checkbox"/>	Bike Components: No information provided.										
Grouped Project		Minor Pavement Rehabilitation		MTP Reference: Project ID 204											
ODOT/City of Columbus at various locations, Minor Pavement Rehabilitation, ODOT/City of Columbus Urban and General System Paving Project															
								Con	\$467	State					
								Con	\$97	Federal					
								Con	\$6	Local					
								Con	\$19	State					
								Con	\$2,418	Federal					
								Con	\$138	Local					
Total Costs (includes costs prior to SFY21)*:		\$3,143		\$3,143											
3636	ODOT 6	105658	E	mi	Ped Components: No information provided.										
	FRA-US033-22.76			Local Let <input type="checkbox"/>	Bike Components: No information provided.										
Grouped Project		Bridge Deck Replacement		MTP Reference: Project ID 203											
Winchester Pike at US 33, Bridge Deck Replacement, Replace deck of bridge FRA-33-27.26, Winchester Pike over US 33.															
							Con	\$800	Federal						
							Con	\$200	State						
Total Costs (includes costs prior to SFY21)*:		\$1,000		\$1,000											
2922	ODOT 6	98111	SA	1.86 mi	Ped Components: No change to existing conditions.										
	FRA-US033-24.26			Local Let <input type="checkbox"/>	Bike Components: No change to existing conditions.										
		Major Widening/Resurfacing		MTP Reference: Project IDs 379/ 204											
US-33 from I-270 (SE Outerbelt) to Hamilton Rd (SR-317), Major Widening from 4 lanes to 6 lanes & Resurfacing, Includes a third lane in the median of US 33 eastbound only between the I-270 southbound exit ramp and the bridges over Big Walnut Creek and an auxiliary lane between the ramps for Hamilton Rd and the ramps for eastbound I-270 in both directions of US 33 including widening of Big Walnut Creek bridge.															
				Pay	\$718	Debt Service	Pay	\$718	Debt Service	Pay	\$718	Debt Service	Pay	\$718	Debt Service
													Pay	\$718	Debt Service
													Pay	\$718	Debt Service
													Pay	\$718	Debt Service
													Pay	\$718	Debt Service
													Pay	\$718	Debt Service
Total Costs (includes costs prior to SFY21)*:		\$18,571		\$718	\$718	\$718	\$718	\$718	\$718	\$4,307					
3113	ODOT 6	101940	E	0.31 mi	Ped Components: No information provided.										
	FRA-US033-30.99			Local Let <input type="checkbox"/>	Bike Components: No information provided.										
Grouped Project		Noise Walls		MTP Reference: Project ID 204											
US-33 from Bowen Rd to Fairfield Co Line, Noise Walls, Construct new noise walls.															
							Con	\$42	State						
							Con	\$923	State						
Total Costs (includes costs prior to SFY21)*:		\$1,030		\$965											

\*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source						
3667	ODOT 6	112035	E	mi	Ped Components: No information provided.									
	FRA-033-6.15		Local Let	<input type="checkbox"/>	Bike Components: No information provided.									
Grouped Project		Intersection Modification		MTP Reference: Project ID 185										
US 33 at Hayden Run Rd (CR 32), Intersection Modification, FRA US 33 at Hayden Run Rd (CR 32). Improve safety and reduce congestion by providing an additional NB left turn lane, restripe pavement, and rebuild signal														
				PE Envir	\$56	State	ROW	\$180	HSIP	Con	\$2,700	HSIP		
				PE Envir	\$315	State	ROW	\$20	State	Con	\$300	State		
				PE Envir	\$504	HSIP				Con	\$9	State		
				PE DD	\$216	HSIP				Con	\$81	Federal		
				PE DD	\$135	State								
				PE DD	\$24	State								
Total Costs (includes costs prior to SFY21)*:		\$4,540			\$1,250		\$200			\$3,090				
726	Hilliard	90989	SA	0.11 mi	Ped Components: Multi-use path on 2 sides. Paths along both sides of the street. 0.22 mi. added to ped network.									
	FRA-CR039-00.00		Local Let	<input type="checkbox"/>	Bike Components: Multi-use path on 2 sides. Bicycle lanes or wide outside lanes; paths along both sides of the street. 0.11 mi. added to bike network.									
		New Roadway/Realignment		MTP Reference: Project ID 8										
Cosgray Rd extension from Scioto Darby Rd to Alton & Darby Creek Rd N of Heritage Club Dr, New Roadway, 5 lanes & Realignment, extend Cosgray Road to the south and eliminate the "dog-leg" intersections between Cosgray Rd and Alton & Darby Creek Rd at Scioto Darby Rd. Hilliard CIP T-86.														
							Con	\$9,460	Local					
Total Costs (includes costs prior to SFY21)*:		\$13,475					\$9,460							
1495	Hilliard	NA	E	1.5 mi	Ped Components: Multi-use path on 2 sides. 3 mi. added to ped network.									
	FRA-CR039-Cosgray Rd		Local Let	<input type="checkbox"/>	Bike Components: Multi-use path on 2 sides. 1.5 mi. added to bike network.									
		Multi-Use Path/Resurfacing		MTP Reference: Project IDs 551/ 94										
Cosgray Rd from Scioto Darby Rd to Baldwin Rd, Multi-Use Path & Resurfacing, improve ditches, conduct minor street & 4' shoulder widening, mill & overlay the street, signing & pavement marking. Hilliard CIP T-84A.														
				ROW	\$750	Local	Con	\$2,950	Local					
Total Costs (includes costs prior to SFY21)*:		\$4,050	\$750		\$2,950									
3798	Bexley	NA	E	1.46 mi	Ped Components: Replace existing facilities.									
	FRA-US040-03.57		Local Let	<input type="checkbox"/>	Bike Components: None.									
		Reconstruction		MTP Reference: Project ID 204										
S Drexel Ave & Grandon Ave, Reconstruction, Reconstruct roadway, lighting, water lines & stormwater along S Drexel Ave between E Broad St & E Main St and along Grandon Ave between E Main St & E Livingston Ave.														
				Con	\$4,860	SCIP								
Total Costs (includes costs prior to SFY21)*:		\$5,159	\$4,860											

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source			
2482	ODOT 6	86645	E	1.46 mi	Ped Components: No information provided.						
	FRA-US040-10.550			Local Let <input type="checkbox"/>	Bike Components: No information provided.						
Grouped Project		Resurfacing		MTP Reference: Project ID 204							
W Broad St (US-40) from Central Ave to Scioto River, Resurfacing, Columbus urban paving project.											
				Con	\$0	State					
				Con	\$741	Federal					
				Con	\$4	State					
				Con	\$52	Federal					
				Con	\$2,053	Local					
Total Costs (includes costs prior to SFY21)*:		\$2,850		\$2,850							
3691	ODOT 6	106272	E	mi	Ped Components: No information provided.						
	FRA-US040-12.50			Local Let <input type="checkbox"/>	Bike Components: No information provided.						
Grouped Project		Minor Pavement Rehabilitation		MTP Reference: Project ID 204							
US 40 from ramp to I-71 to Westland Ave, Minor Pavement Rehabilitation, Urban Paving Project within the City of Columbus: AC Overlay without Repairs:FRA-40-12.50-15.71											
							Con	\$912	Federal		
							Con	\$36	Federal		
							Con	\$9	Local		
							Con	\$228	Local		
Total Costs (includes costs prior to SFY21)*:		\$1,186						\$1,186			
3697	ODOT 6	106274	E	mi	Ped Components: No information provided.						
	FRA-US040-15.99			Local Let <input type="checkbox"/>	Bike Components: No information provided.						
Grouped Project		Minor Pavement Rehabilitation		MTP Reference: Project ID 204							
US 40 from Westland Ave to E Main St, Minor Pavement Rehabilitation, Urban Paving Project within the City of Bexley:AC Overlay without Repairs:FRA-40-15.99-16.84											
					Con	\$340	Federal				
					Con	\$14	Federal				
					Con	\$3	Local				
					Con	\$85	Local				
Total Costs (includes costs prior to SFY21)*:		\$442			\$442						
3713	ODOT 6	108150	E	mi	Ped Components: No information provided.						
	FRA-US040-22.450			Local Let <input type="checkbox"/>	Bike Components: No information provided.						
Grouped Project		Resurfacing		MTP Reference: Project ID 204							
US 40 from Reynoldsburg Corp to Licking County Line, Resurfacing, Urban Paving within the City of Reynoldsburg. AC Overlay without Repairs: FRA-40-22.45-24.60, 24.70-25.19.											
				Con	\$42	Federal					
				Con	\$11	Local					
				Con	\$1,056	Federal					
				Con	\$264	Local					
Total Costs (includes costs prior to SFY21)*:		\$1,373		\$1,373							

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source						
3810	Reynoldsburg	NA	E	0.28 mi	<b>Ped Components:</b> Replace existing facilities.									
FRA-US040-23.93		Local Let <input type="checkbox"/>		<b>Bike Components:</b> No change to existing conditions.										
Reconstruction		<b>MTP Reference:</b> Project ID 204												
E Main St from Davidson Dr to Jackson St, Reconstruction, partial-depth reconstruction and full-depth repairs with curb and gutter replacement. Improve sidewalks, curb ramps, drainage, street lighting and traffic signals.														
				Con	\$2,000	SCIP								
				Con	\$801	Local								
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$3,084</b>	<b>\$2,801</b>											
3695	ODOT 6	106097	E	mi	<b>Ped Components:</b> No information provided.									
FRA-US040-7.700		Local Let <input type="checkbox"/>		<b>Bike Components:</b> No information provided.										
Minor Pavement Rehabilitation		<b>MTP Reference:</b> Project ID 204												
US 40 (Broad St.) from Camp Chase Industrial RR to Shague Ave, Minor Pavement Rehabilitation, Urban Paving Project within the City of Columbus AC Overlay without Repairs:FRA-40-7.70-8.64														
						Con	\$3	Local						
						Con	\$376	Federal						
						Con	\$11	Federal						
						Con	\$94	Local						
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$484</b>				<b>\$484</b>								
1150	Hilliard	NA	E	mi	<b>Ped Components:</b> Yes - Type to be determined.									
FRA-CR040-Hayden Run Rd		Local Let <input type="checkbox"/>		<b>Bike Components:</b> Yes - Type to be determined.										
Intersection Modification		<b>MTP Reference:</b> Project ID 564												
Wilcox Rd at Hayden Run Rd, Intersection Modification, CIP #T-137.														
				PE DD	\$150	Local				Con	\$2,875	Local		
				ROW	\$350	Local								
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$3,725</b>	<b>\$500</b>			<b>\$2,875</b>								
3594	Upper Arlington	111991	E	0.98 mi	<b>Ped Components:</b> Sidewalk on 2 sides. 1.96 mi. added to ped network.									
FRA-CR052-01.82		Local Let <input type="checkbox"/>		<b>Bike Components:</b> Bicycle signage. 0.98 mi. added to bike network.										
Reconstruction/Sidewalks		<b>MTP Reference:</b> Project ID 1563												
Fishing Rd from Riverside Dr to Mountview Rd, Reconstruction & Sidewalks, includes replacement of street lights and curb and gutter.														
				ROW	\$100	Local				Con	\$3,037	STBG-M		
										Con	\$759	Local		
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$3,896</b>	<b>\$100</b>						<b>\$3,796</b>					

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length										
					Project Type	2021	2022	2023	2024	Future Years**				
Project Location and Description						Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source				
3281	Upper Arlington FRA-CR052-02.87	105816	E	0.9 mi		<b>Ped Components:</b> Modify existing facilities. 5' walk on S side; 8' walk on N side; ADA curb ramps. <b>Bike Components:</b> Bicycle signage. "Bikes May Use the Full Lane" signage will be installed.								
					Reconstruction					<b>MTP Reference:</b> Project ID 204				
Fishinger Rd from Mountview Rd to Tremont Rd, Reconstruction, Phase 1.														
						ROW \$100 Local		Con \$3,827 STBG-M Con \$957 Local						
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$5,793</b>		\$100	\$4,783						
3674	ODOT 6 FRA-US062-17.660	111613	E	mi		<b>Ped Components:</b> No information provided. <b>Bike Components:</b> No information provided.								
Grouped Project					Maintenance Activity					<b>MTP Reference:</b> Project ID 204				
US 62 from Broad St to Airport Dr, Maintenance Activity, Urban Paving Project in the City of Columbus AC Overlay without Repairs:FRA-62-17.66-19.25 (Broad Street to Airport Drive)														
										Con \$22 Federal				
										Con \$5 Local				
										Con \$538 Federal				
										Con \$135 Local				
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$699</b>					\$699				
3364	New Albany FRA-US062-30.34	111899	SA	0.51 mi		<b>Ped Components:</b> Multi-use path on 2 sides. 1.02 mi. added to ped network. <b>Bike Components:</b> Multi-use path on 2 sides. 0.51 mi. added to bike network.								
Grouped Project					Operational Upgrades/Multi-Use Path					<b>MTP Reference:</b> Project ID 185				
Johnstown Rd (US 62) from Thurston Hall Blvd/Theisen Rd to Smith's Mill Rd, Operational Upgrades & Multi-Use Path, add a lane to the westbound on-ramp and eastbound off-ramp of SR-161, add turn lanes on US 62 at Thurston Hall Blvd/Theisen Rd and Smith's Mill Rd intersections, add medians.														
							Con \$2,080 HSIP							
							Con \$1,120 SCIP							
							Con \$320 SCIP							
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$4,078</b>		\$3,519							
3315	Grove City FRA-US062-Demorest	NA	E	0.66 mi		<b>Ped Components:</b> Yes - Type to be determined. 0.66 mi. added to ped network. <b>Bike Components:</b> Yes - Type to be determined. 0.66 mi. added to bike network.								
					Intersection Modification					<b>MTP Reference:</b> Project ID 185				
Broadway at Demorest, Intersection Modification, reconstruction, widening, traffic signal, waterline, storwater, pedestrian/bike facilities and street lighting.														
						Con \$1,500 Local								
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$1,850</b>	\$1,500								

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source	Phase/Amount*/Source	
3638	ODOT 6	105496	E	mi	Ped Components: No information provided.				
	FRA-IR070-02.61		Local Let <input type="checkbox"/>	Bike Components: No information provided.					
Grouped Project		Bridge Deck Replacement		MTP Reference: Project ID 203					
Jones Rd at I-70, Bridge Deck Replacement, Replace deck and add concrete parapets and vandal fence on bridge FRA-70-2.61, Jones Rd over I-70, convert to semi integral abutments.									
					Con \$900 Federal				
					Con \$100 State				
Total Costs (includes costs prior to SFY21)*:		\$1,000			\$1,000				
1333	ODOT 6	77372	SA	2.15 mi	Ped Components: Modify existing facilities. Add/replace sidewalks on the block comprising Fulton, High, Livingston and Front. Ped signals and crosswalks at signalized intersections.				
	FRA-IR070-12.68 (Proj 4A)		Local Let <input type="checkbox"/>	Bike Components: Bicycle lanes. New bike lanes westbound on Fulton from High to Front and eastbound on Livingston from Front to High. 0.2 mi. added to bike network.					
		Major Widening/Interchange Modification		MTP Reference: Project IDs 270/ 189					
I-70/I-71 Innerbelt (Phase 4A), Major Widening & Interchange Modification, Interchange Reconfiguration Project.									
EB I-70 realignment from I-71/SR-315 accessing downtown Columbus.									
Includes work on Mound, Fulton, Front, and High.									
5 bridge replacements and 6 new bridges, 1 bridge rehab.									
					Con \$43,758 Federal				
					Con \$4,862 State				
					Con \$4,856 STBG-M				
					Con \$1,214 Local				
Total Costs (includes costs prior to SFY21)*:		\$75,051			\$54,689				
3295	ODOT 6	105523	SA	1.77 mi	Ped Components: Modify existing facilities. The new Front Street bridge will include 10 foot wide sidewalks.				
	FRA-IR070-12.68 (Proj 4R)		Local Let <input type="checkbox"/>	Bike Components: Bicycle lanes. The Fulton Street bike lane will be extended to Front. 0.1 mi. added to bike network.					
		Major Widening/Interchange Modification		MTP Reference: Project IDs 270/ 1117					
I-70/I-71 Innerbelt (Phase 4R), Major Widening & Interchange Modification, rebuilds I-70/I-71 EB/NB and adds an extra lane through the 70/71 overlap area; modifies bridges, ramps and surface streets.									
		Con \$2,025 Federal			Con \$1,350 Federal	Con \$70 State			
		Con \$225 State			Con \$150 State	Con \$630 Federal			
Total Costs (includes costs prior to SFY21)*:		\$126,295	\$2,250		\$1,500	\$700			

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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		Phase/Amount*/Source		Phase/Amount*/Source				
2874	ODOT 6	96053	SA	0.73 mi	<b>Ped Components:</b> Modify existing facilities. Sidewalks on surface streets and bridges. Ped signals and crosswalks at signalized intersections.										
	FRA-IR070-14.00 (Ph 4B)			<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Bicycle lanes. Locations of bike lanes and bike-activated signal loop detectors will be coordinated with Columbus.										
Major Widening/Bridge Replacement					<b>MTP Reference:</b> Project ID 270										
I-70/I-71 Innerbelt (Phase 4B), Major Widening & Bridge Replacement, paving I-70 from Front to Grant; paving 3rd and 4th sts from Livingston to Fulton; and replacement of 3rd and 4th St bridges plus 5 retaining walls. PE DD under PID 77372.															
				ROW	\$2,025	NHPP	Con	\$6,700	State			Con	\$1,952	STBG-M	
				ROW	\$225	State	Con	\$60,300	Federal						
				Con	\$380	State	Con	\$50	State						
							Con	\$3,870	Federal						
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$79,934</b>	<b>\$2,630</b>		<b>\$70,920</b>				<b>\$1,952</b>			
3293	ODOT 6	105322	SA	2.68 mi	<b>Ped Components:</b> Modify existing facilities. A sidewalk extension will be installed along the north leg of the Fulton and 4th St intersection.										
	FRA-IR070-14.30 (Proj 2E)			<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Bicycle lanes. Fulton St bike lane will be extended from 4th to High. 0.2 mi. added to bike network.										
Major Widening/Interchange Modification					<b>MTP Reference:</b> Project ID 1117										
I-70/I-71 Innerbelt (Phase 2E), Major Widening & Interchange Modification, reconstructs and widens portions of I-70 EB & WB between 4th and Miller; reconstructs bridges and surface streets and constructs new ramps and retaining walls.															
				Con	\$560	Federal	Pay	\$4,663	Debt Service	Pay	\$4,663	Debt Service	Pay	\$4,663	Debt Service
				Con	\$140	State				Pay	\$4,663	Debt Service	Pay	\$4,663	Debt Service
				Pay	\$3,534	Debt Service				Pay	\$4,663	Debt Service	Pay	\$4,663	Debt Service
										Pay	\$4,663	Debt Service	Pay	\$4,663	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	\$3,720	Debt Service
										Pay	\$1,129	Debt Service	Pay	\$1,129	Debt Service
										Pay	\$1,129	Debt Service	Pay	\$1,129	Debt Service
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$75,010</b>	<b>\$4,234</b>	<b>\$4,663</b>		<b>\$4,663</b>		<b>\$4,663</b>		<b>\$33,954</b>		
3623	ODOT 6	109659	E	mi	<b>Ped Components:</b> Other.										
	FRA-IR070-20.29			<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Widen shoulder.										
Grouped Project Bridge Deck Replacement					<b>MTP Reference:</b> Project ID 203										
Courtright Rd at I-70 & NS RR, Bridge Deck Replacement, Widen to accommodate sidewalk and standard shoulders. Add vandal fencing.															
				Con	\$1,170	HSIP									
				Con	\$239	Federal									
				Con	\$27	State									
				Con	\$2,250	Federal									
				Con	\$250	State									
				Con	\$130	State									
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$4,066</b>	<b>\$4,066</b>									

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source			
2877	ODOT 6	95639	SA	3.4 mi	Ped Components: None. Pedestrians prohibited.						
	FRA-IR070-22.61 (FEF-1A)		Local Let <input type="checkbox"/>	Bike Components: None. Bicycles prohibited.							
	Interchange Modification				MTP Reference: Project ID 135						
	I-70 at I-270 (East Outerbelt), Interchange Modification, New directional ramp from SB I-270 to EB I-70, reconfigure ramps from NB I-270 to EB I-70 to Brice Road. Add collector-distributor lane EB from I-270 to Brice Road. First construction project from Far East Freeway study (PID 76997).										
				Con	\$71,910	Federal					
				Con	\$7,990	State					
Total Costs (includes costs prior to SFY21)*:		\$88,892			\$79,900						
3720	ODOT 6	112403	E	mi	Ped Components: No information provided.						
	FRA-IR070-Pump ST-1&1A		Local Let <input type="checkbox"/>	Bike Components: No information provided.							
Grouped Project	Maintenance Activity				MTP Reference: Project ID 204						
	I-70 at Pump Stations ST-1 & ST-1A, Maintenance Activity, Rehabilitate FRA IR 70 Pump Stations ST-1 and ST-1A by refurbishing the pumps, replacing the electrical systems, and other miscellaneous repairs and upgrades										
				PE DD	\$350	State		Con	\$5,350 State		
Total Costs (includes costs prior to SFY21)*:		\$5,700		\$350				\$5,350			
3640	ODOT 6	105435	E	mi	Ped Components: No information provided.						
	FRA-IR071/270-28.27/25.99A		Local Let <input type="checkbox"/>	Bike Components: No information provided.							
Grouped Project	Bridge Deck Replacement				MTP Reference: Project ID 203						
	I-71 & I-270 (North Outerbelt) at 3 bridges at the Interchange, Bridge Deck Replacement, Replacement of bridge deck and semi integral abutment conversion for the following bridges:										
	FRA-71-28.27: 270 WB to I-71 SB ramp over I-71.										
	FRA-71-28.31: I-71 NB to 270 WB ramp over I-71.										
	FRA-270-25.99A: I-270 WB ramp over 71 NB to 270 WB										
							Con	\$7,200	Federal		
							Con	\$800	State		
Total Costs (includes costs prior to SFY21)*:		\$8,000						\$8,000			
3521	ODOT 6	107201	SA	5.29 mi	Ped Components: No change to existing conditions.						
	FRA-IR071-0.00		Local Let <input type="checkbox"/>	Bike Components: No change to existing conditions.							
	Major Widening				MTP Reference: Project ID 376						
	I-71 from Pickaway Co Line to SR-665, Major Widening from 4 lanes to 6 lanes, Major rehabilitation and widening to 3 lanes in each direction for entire length of project. Replace and widen 2 pairs of mainline structures.										
				Con	\$1,362	Federal	Con	\$500	State		
				Con	\$39,327	Federal	Con	\$100	State		
				Con	\$6,853	State					
Total Costs (includes costs prior to SFY21)*:		\$48,442		\$47,542	\$500		\$100				

\*All Amounts in Thousands

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

## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source									
2644	ODOT 6	93496	SA	0.68 mi	Ped Components: No change to existing conditions.														
	FRA-IR071-01.53				Local Let <input type="checkbox"/>	Bike Components: No change to existing conditions.													
					Major Widening/Bridge Deck Replace					MTP Reference: Project ID 376									
	I-71 at Big Darby Creek, Major Widening & Bridge Deck Replace, Replace structures and widen to three lanes. Includes debt service for PID 107201																		
					Pay	\$4,292	Debt Service	Pay	\$4,556	Debt Service	Pay	\$4,489	Debt Service	Pay	\$4,423	Debt Service	Pay	\$4,356	Debt Service
					Pay	\$599	Debt Service	Pay	\$635	Debt Service	Pay	\$626	Debt Service	Pay	\$617	Debt Service	Pay	\$608	Debt Service
																	Pay	\$4,289	Debt Service
																	Pay	\$598	Debt Service
																	Pay	\$589	Debt Service
																	Pay	\$4,223	Debt Service
																	Pay	\$4,156	Debt Service
																	Pay	\$580	Debt Service
																	Pay	\$4,090	Debt Service
																	Pay	\$570	Debt Service
																	Pay	\$561	Debt Service
																	Pay	\$4,023	Debt Service
																	Pay	\$365	Debt Service
																	Pay	\$2,617	Debt Service
																	Pay	\$331	Debt Service
																	Pay	\$46	Debt Service
																	Pay	\$331	Debt Service
																	Pay	\$46	Debt Service
Total Costs (includes costs prior to SFY21)*:					\$64,107	\$4,890	\$5,191	\$5,115	\$5,039	\$32,379									

3330	ODOT 6	104799	SA	5.56 mi	Ped Components: Other. Plan to accommodate future shared-use paths along Frank Rd and Greenlawn Ave under I-71.														
	FRA-IR071-09.62/09.71				Local Let <input type="checkbox"/>	Bike Components: Other. Plan to accommodate future shared-use paths along Frank Rd and Greenlawn Ave under I-71.													
					Major Widening/Interchange Modification					MTP Reference: Project IDs 374/ 178									
	I-71 from Stringtown Rd to SR-315, Major Widening from 6 lanes to 8 lanes & Interchange Modification, includes re-deck & rehab 5 pairs of mainline structures. Part 2: Construct new I-71 SB to Stringtown exit by separating mainline and exiting traffic.																		
					Pay	\$8,694	Debt Service	Pay	\$8,593	Debt Service	Pay	\$2,123	Debt Service	Pay	\$8,389	Debt Service	Pay	\$8,288	Debt Service
					Pay	\$2,174	Debt Service	Pay	\$2,148	Debt Service	Pay	\$8,491	Debt Service	Pay	\$2,097	Debt Service	Pay	\$2,072	Debt Service
																	Pay	\$8,186	Debt Service
																	Pay	\$2,047	Debt Service
																	Pay	\$8,085	Debt Service
																	Pay	\$2,021	Debt Service
																	Pay	\$7,983	Debt Service
																	Pay	\$1,996	Debt Service
																	Pay	\$1,970	Debt Service
																	Pay	\$7,882	Debt Service
																	Pay	\$6,225	Debt Service
																	Pay	\$1,556	Debt Service
																	Pay	\$2,738	Debt Service
																	Pay	\$684	Debt Service
Total Costs (includes costs prior to SFY21)*:					\$244,741	\$10,868	\$10,741	\$10,614	\$10,487	\$61,733									

\*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source					
3306	ODOT 6	105588	SA	4.61 mi	Local Let <input type="checkbox"/>	<b>Ped Components:</b> Sidewalk on 1 side, multi-use path on 1 side. A new sidewalk will be constructed along Short Street from Mound to Liberty Place. A new shared use path will be constructed along Short Street from Mound to the existing path across from Liberty Place 0.23									
FRA-IR071-14.36 (Proj 6R)						<b>Bike Components:</b> Multi-use path. A new shared use path will be constructed along Short Street from Mound to the existing path across from Liberty Place. A sharrow will be marked along Mound Street from Second to Front. 0.08 mi. added to bike network.									
Major Widening/Interchange Modification					MTP Reference: Project IDs 189/ 270										
I-70/I-71 Innerbelt (Project 6R), Major Widening & Interchange Modification, Project 6R builds a new ramp from Mound St to I-71 S including a new 4000' structure over the Scioto River and SR 315 (FRA-71-1530L) and a new structure over Short St (FRA-70-1372P). 6R also reconstructs the existing ramp from Mound St to I-70 W including a new structure FRA-70-1372P and a widening of the structure over Short St (FRA-70-1373L. It adds an additional lane to the overlapped portion of I-70W/71S providing two continuous lanes of I-71 and I-70 through downtown Columbus. 6R also reconstructs the block of Mound St between Front St and the cul-de-sac.															
					Con	\$96,648	Federal	Con	\$1,300	Federal	Con	\$750	Federal		
					Con	\$10,700	State	Con	\$750	Federal	Con	\$750	State		
					Con	\$749	State	Con	\$750	State					
					Con	\$6,741	Federal	Con	\$131	STBG-M					
					Con	\$9	STBG-M	Con	\$33	Local					
					Con	\$2	Local								
Total Costs (includes costs prior to SFY21)*:					\$119,356	\$114,850		\$2,963		\$1,500					
3294	ODOT 6	105453	SA	0.69 mi	Local Let <input type="checkbox"/>	<b>Ped Components:</b> Sidewalk on 1 side. Sidewalks will be extended from Long to Broad along Lester Dr and Elijah Pierce Ave. Wider sidewalks on both sides of the new Broad St bridge. 0.6 mi. added to ped network.									
FRA-IR071-17.46 (Proj 3B)						<b>Bike Components:</b> Bicycle lanes. Bike lanes along Lester Dr and Elijah Pierce Ave will be extended from Long St to Broad St. New Broad St bridge will accommodate new bike lanes. 0.6 mi. added to bike network.									
Major Widening/New Roadway					MTP Reference: Project ID 126										
I-70/I-71 Innerbelt (Phase 3B), Major Widening & New Roadway, Reconstruct & widen I-71 from Broad St to Long St & the Broad St bridge over I-71. Build Lester Dr and Elijah Pierce Ave between Broad & Long. Includes retaining walls N5 and N6 and the Columbus sanitary siphon. Eliminates 2 existing ramps.															
					Con	\$75	State	Con	\$50	State					
					Con	\$15	NHFP	Con	\$450	NHPP					
					Con	\$675	NHPP								
Total Costs (includes costs prior to SFY21)*:					\$45,430	\$765		\$500							
3629	ODOT 6	109164	E	mi	Local Let <input type="checkbox"/>	<b>Ped Components:</b> No information provided.									
FRA-IR071-20.08						<b>Bike Components:</b> No information provided.									
Grouped Project					Bridge Maintenance Activities					MTP Reference: Project ID 203					
I-71 at 7 overhead bridges between 17th Ave & SR-161, Bridge Maintenance Activities, Repairs and concrete deck overlay on 7 structures.															
								Con	\$468	Federal					
								Con	\$52	State					
								Con	\$6,683	Federal					
								Con	\$743	State					
Total Costs (includes costs prior to SFY21)*:					\$7,945					\$7,945					

\*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length							
					2021	2022	2023	2024	Future Years**		
Project Location and Description					Project Type	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
3632	ODOT 6 FRA-IR071-23.46	107777	E	mi	<b>Ped Components:</b> No information provided.						
					<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No information provided.					
Grouped Project					Bridge Maintenance Activities			<b>MTP Reference:</b> Project ID 203			
I-71 at Cooke Rd, Bridge Maintenance Activities, Overlay/approach slabs.											
								Con	\$60	State	
								Con	\$540	Federal	
								Con	\$2	State	
								Con	\$22	Federal	
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$624</b>					<b>\$624</b>	
1272	Worthington FRA-CR084-01.36	95516	SA	0.29 mi	<b>Ped Components:</b> Multi-use path. 0.29 mi. added to ped network.						
					<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Multi-use path. 0.29 mi. added to bike network.					
Major Widening/Intersection Modification					<b>MTP Reference:</b> Project ID 69						
Worthington-Galena Rd from Wilson Bridge/Huntley Rds to Sancus Blvd, Major Widening from 2 lanes to 4 lanes & Intersection Modification, also known as the Northeast Gateway.											
					Con	\$8,307	STBG-M				
					Con	\$2,616	Local				
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$17,104</b>	\$10,923					
3801	Columbus FRA-CR093-00.25	NA	E	1.42 mi	<b>Ped Components:</b> Modify existing facilities. Replace sidewalks with 10' wide path on south side, 5' sidewalk on north side.						
					<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Multi-use path. 10' wide on south side. 1.42 mi. added to bike network.					
Reconstruction/Multi-Use Path					<b>MTP Reference:</b> Project ID 204						
Hudson St from I-71 to Cleveland Ave, Reconstruction & Multi-Use Path, includes storm sewers, rain gardens, waterline upgrade, traffic signal replacements.											
					Con	\$2,000	SCIP				
					Con	\$13,263	Local				
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$19,435</b>	\$15,263					
718	Columbus FRA-CR096-01.71	105732	E	0.4 mi	<b>Ped Components:</b> Sidewalk on 2 sides. 0.8 mi. added to ped network.						
					<b>Local Let</b> <input checked="" type="checkbox"/>	<b>Bike Components:</b> Bicycle lanes. 0.4 mi. added to bike network.					
Minor Widening/Intersection Modification					<b>MTP Reference:</b> Project ID 53						
Cassady Ave from CSX Railroad to north of E 7th Ave, Minor Widening from 2 lanes to 3 lanes & Intersection Modification, add turn lanes at E 5th Ave intersection and southbound left turn lane at E 7th Ave, install curb and gutter, street lighting.											
					ROW	\$996	CMAQ-M	Con	\$6,163	CMAQ-M	
					ROW	\$249	Local	Con	\$1,541	Local	
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$10,074</b>	\$1,245			<b>\$7,704</b>		

\*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source						
3232	ODOT 6	88611	E	0.1 mi	Ped Components: Yes - Type to be determined. Columbus sidewalk coordination. 0.1 mi. added to ped network.											
	FRA-SR104-09.69				Local Let <input type="checkbox"/>	Bike Components: No information provided.										
Grouped Project		Bridge Deck Replacement			MTP Reference: Project ID 203											
Groveport Rd at SR-104, Bridge Deck Replacement, Columbus sidewalk coordination.							PE Envir	\$140	Federal	PE DD	\$60	Federal		Con	\$160	Federal
							PE Envir	\$35	State	PE DD	\$15	State		Con	\$40	State
													Con	\$1,600	Federal	
													Con	\$400	State	
Total Costs (includes costs prior to SFY21)*:		\$2,450				\$175			\$75				\$2,200			
3672	ODOT 6	110300	E	mi	Ped Components: No information provided.											
	FRA-SR104-9.80 Noise Wall				Local Let <input type="checkbox"/>	Bike Components: No information provided.										
Grouped Project		Noise Walls			MTP Reference: Project ID 204											
SR 104 from just east of Groveport Rd to just west of Elwood Ave, Noise Walls, Construct noise walls along SR 104										Con	\$78	Federal				
										Con	\$20	State				
										Con	\$280	State				
										Con	\$1,120	Federal				
Total Costs (includes costs prior to SFY21)*:		\$1,498							\$1,498							
3654	ODOT 6	110436	E	mi	Ped Components: No information provided.											
	FRA-SR161-12.04				Local Let <input type="checkbox"/>	Bike Components: No information provided.										
Grouped Project		Intersection Modification			MTP Reference: Project ID 212											
Dublin-Granville Rd (SR-161) at Karl Rd, Intersection Modification, Intersection improvements to increase safety and reduce congestion										Con	\$7,029	HSIP				
										Con	\$781	State				
										Con	\$495	Federal				
										Con	\$55	State				
Total Costs (includes costs prior to SFY21)*:		\$8,360							\$8,360							
3768	Columbus, City of	112968	E	mi	Ped Components: Not applicable.											
	FRA-SR161-18.63 Cable Bar				Local Let <input type="checkbox"/>	Bike Components: Not applicable.										
Grouped Project		Guardrail Upgrade/Replace			MTP Reference: Project ID 204											
SR 161 from Hamilton Rd to Babbitt Rd, Guardrail Upgrade/Replace, Install cable barrier in the median of SR 161 from Hamilton Rd. to Babbitt Rd.							Con	\$29	Federal							
							Con	\$712	HSIP							
Total Costs (includes costs prior to SFY21)*:		\$741	\$741													

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source
3326	Columbus	104709	E	0.2 mi		Ped Components: No information provided.				
	FRA-SR161-Cleveland Ave				Local Let <input type="checkbox"/>	Bike Components: No information provided.				
					Intersection Modification	MTP Reference: Project ID 185				
	SR-161 at Cleveland Ave, Intersection Modification, Install a pre-signal at the north service road to allow eastbound right turns safer access to the southbound left turn lane of Cleveland Avenue. Remove part of the median on the north leg of Cleveland Avenue allowing the southbound left turn lane to shift east.									
					Con	\$324	HSIP			
					Con	\$72	Local			
Total Costs (includes costs prior to SFY21)*:					\$396	\$396				
3591	Columbus	110376	E	0.5 mi		Ped Components: Multi-use path. 0.5 mi. added to ped network.				
	FRA-SR161-Cleveland Ave				Local Let <input type="checkbox"/>	Bike Components: Multi-use path. 0.5 mi. added to bike network.				
					Intersection Modification	MTP Reference: Project ID 185				
	SR-161 from Cleveland Ave to Maple Canyon Ave, Intersection Modification, constructing mini-roundabouts and medians on the north and south intersections of the service roads.									
					Con	\$1,980	HSIP	ROW	\$112	STBG-M
					Con	\$220	Local	ROW	\$28	Local
Total Costs (includes costs prior to SFY21)*:					\$3,318	\$2,200		\$140	\$978	
3809	Madison Twp	NA	E	mi		Ped Components: None.				
	FRA-TR231-00.00				Local Let <input type="checkbox"/>	Bike Components: None.				
					Reconstruction	MTP Reference: Project ID 204				
	Rager Rd from Groveport Rd to US 33, Reconstruction, and resurface Chipman Drive from Armada Road to Beechton Road (overlay).									
					Con	\$365	LTIP			
					Con	\$82	Local			
Total Costs (includes costs prior to SFY21)*:					\$459	\$447				
3668	ODOT 6	110449	E	mi		Ped Components: No information provided.				
	FRA-23D-4.17 (3rd St)				Local Let <input checked="" type="checkbox"/>	Bike Components: No information provided.				
	Grouped Project				Intersection Modification	MTP Reference: Project ID 185				
	US 23D (Third St) at US 33 (Mound St), Intersection Modification, Intersection improvement to increase safety and reduce congestion									
					Con	\$68	HSIP			
					Con	\$7	Federal			
					Con	\$1	State			
					Con	\$8	State			
Total Costs (includes costs prior to SFY21)*:					\$83	\$83				

\*All Amounts in Thousands

May 1, 2020

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length										
Project Location and Description		Project Type		2021		2022		2023		2024		Future Years**		
				Phase/Amount*/Source		Phase/Amount*/Source		Phase/Amount*/Source		Phase/Amount*/Source		Phase/Amount*/Source		
3481	ODOT 6	106264	E	3.73	mi	Ped Components: No information provided.								
	FRA-SR256-00.00			Local	<input type="checkbox"/>	Bike Components: No information provided.								
Grouped Project		Preventive Pavement Maintenance				MTP Reference: Project ID 204								
Segments on SR-256 & US 40 in Reynoldsburg, Preventive Pavement Maintenance, FRA-256-0.00-1.20 (US-40 to Fairfield Co) & FRA-40-22.45-24.59 (Reynoldsburg Corp to Licking Co)														
						Con	\$13	Federal						
						Con	\$323	Federal						
						Con	\$84	Local						
Total Costs (includes costs prior to SFY21)*:		\$420						\$420						
3808	Jackson Twp	NA	E	1.92	mi	Ped Components: No information provided.								
	FRA-TR268-00.00			Local	<input type="checkbox"/>	Bike Components: No information provided.								
		Resurfacing				MTP Reference: Project ID 204								
Hiner Rd from Borror Rd to SR-104, Resurfacing, with some areas of spot repair.														
						Con	\$201	LTIP						
						Con	\$130	Local						
Total Costs (includes costs prior to SFY21)*:		\$341		\$331										
3622	ODOT 6	107832	E		mi	Ped Components: No information provided.								
	FRA-IR270-05.47			Local	<input type="checkbox"/>	Bike Components: No information provided.								
Grouped Project		Bridge Deck Replacement				MTP Reference: Project ID 203								
Hall Rd at I-270, Bridge Deck Replacement, deck replace														
						Con	\$2	State						
						Con	\$540	Federal						
						Con	\$22	Federal						
						Con	\$60	State						
Total Costs (includes costs prior to SFY21)*:		\$624								\$624				
3339	ODOT 6	104977	E	0	mi	Ped Components: No information provided.								
	FRA-IR270-06.17			Local	<input type="checkbox"/>	Bike Components: No information provided.								
Grouped Project		Bridge Replacement				MTP Reference: Project ID 203								
Sullivant Ave at I-270, Bridge Replacement, Sullivant Ave over IR 270 deck replacement														
						Con	\$76	Federal						
						Con	\$130	State						
						Con	\$1,170	Federal						
						Con	\$8	State						
Total Costs (includes costs prior to SFY21)*:		\$1,384				\$1,384								

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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		Phase/Amount*/Source		Phase/Amount*/Source				
2672	ODOT 6 FRA-IR270-09.15	76469	SA	7.94 mi	<b>Ped Components:</b> No change to existing conditions. <b>Bike Components:</b> No change to existing conditions. Major Widening/Minor Pavement Rehabilitation											
		<b>MTP Reference:</b> Project IDs 375/ 204														
I-270 (West Outerbelt) from I-70 to US-33, Major Widening from 6 lanes to 8 lanes & Minor Pavement Rehabilitation, add one lane in each direction, 3.5" overlay, joint repair, signs, guardrail, drainage, lighting. Work on five pairs of mainline structures.																
		Pay	\$507	Debt Service	Pay	\$2,005	Debt Service	Pay	\$1,983	Debt Service	Pay	\$1,960	Debt Service	Pay	\$1,938	Debt Service
		Pay	\$2,028	Debt Service	Pay	\$501	Debt Service	Pay	\$496	Debt Service	Pay	\$490	Debt Service	Pay	\$484	Debt Service
														Pay	\$1,915	Debt Service
														Pay	\$479	Debt Service
														Pay	\$1,893	Debt Service
														Pay	\$473	Debt Service
														Pay	\$1,871	Debt Service
														Pay	\$468	Debt Service
														Pay	\$1,848	Debt Service
														Pay	\$462	Debt Service
														Pay	\$264	Debt Service
														Pay	\$1,057	Debt Service
														Pay	\$100	Debt Service
														Pay	\$25	Debt Service
														Pay	\$100	Debt Service
														Pay	\$25	Debt Service
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$69,004</b>	<b>\$2,534</b>		<b>\$2,506</b>			<b>\$2,478</b>			<b>\$2,450</b>			<b>\$13,403</b>		
3637	ODOT 6 FRA-IR270-09.30	105498	E	mi	<b>Ped Components:</b> No information provided. <b>Bike Components:</b> No information provided.											
		<b>MTP Reference:</b> Project ID 203														
Grouped Project		Bridge Deck Replacement														
Trabue Rd at I-270, Bridge Deck Replacement, Replace deck of bridge FRA-270-9.3, Trabue Rd over I-270.																
								Con	\$1,350	Federal						
								Con	\$150	State						
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$1,500</b>						<b>\$1,500</b>								

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May 1, 2020

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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		Phase/Amount*/Source					
1946	ODOT 6	88310	SA	4.76	mi	<b>Ped Components:</b> No change to existing conditions. The multi-use path stub just north of Post Road and under I-270 will remain in its current location and be maintained for future use.											
	FRA-IR270-17.29		Local Let	<input type="checkbox"/>		<b>Bike Components:</b> No change to existing conditions. The multi-use path stub just north of Post Road and under I-270 will remain in its current location and be maintained for future use.											
Interchange Modification					<b>MTP Reference:</b> Project ID 239												
I-270 at US-33/SR-161, Interchange Modification, interchange reconstruction and expansion.																	
		Pay	\$564	STBG-M	Pay	\$581	STBG-M	Pay	\$589	STBG-M	Pay	\$607	STBG-M	Pay	\$625	STBG-M	
		Pay	\$555	STBG-M	Pay	\$572	STBG-M	Pay	\$598	STBG-M	Pay	\$616	STBG-M	Pay	\$635	STBG-M	
														Pay	\$644	STBG-M	
														Pay	\$654	STBG-M	
														Pay	\$674	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	\$806	STBG-M	
														Pay	\$818	STBG-M	
														Pay	\$830	STBG-M	
														Pay	\$842	STBG-M	
														Pay	\$855	STBG-M	
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$90,626</b>		<b>\$1,119</b>		<b>\$1,153</b>		<b>\$1,187</b>		<b>\$1,223</b>		<b>\$16,161</b>					
3475	ODOT 6	106243	E	2.9	mi	<b>Ped Components:</b> No information provided.											
	FRA-IR270-18.79		Local Let	<input type="checkbox"/>		<b>Bike Components:</b> No information provided.											
Grouped Project		Preventive Pavement Maintenance		<b>MTP Reference:</b> Project ID 204													
I-270 from US 33 W interchange to Rear approach of RR bridge, Preventive Pavement Maintenance, Resurfacing FRA-270 18.49 to 21.63																	
		Con	\$3,266	Federal													
		Con	\$363	State													
		Con	\$136	Federal													
		Con	\$15	State													
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$3,780</b>		<b>\$3,780</b>													

\*All Amounts in Thousands

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

## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source			
3701	ODOT 6	110126	E	mi	Ped Components: No information provided.						
	FRA-IR270-40.45			Local Let <input type="checkbox"/>	Bike Components: No information provided.						
Grouped Project		Minor Pavement Rehabilitation		MTP Reference: Project ID 204							
IR 270 from FRA-270-40.45 to FRA-270-43.18, Minor Pavement Rehabilitation, Fine Graded Polymer AC Overlay:FRA-270-40.45-43.18											
				Con	\$9	State					
				Con	\$1,931	Federal					
				Con	\$77	Federal					
				Con	\$215	State					
Total Costs (includes costs prior to SFY21)*:		\$2,231		\$2,231							
3771	DISTRICT 6-PLANNING	112798	E	mi	Ped Components: Not applicable.						
	FRA-IR270-43.180			Local Let <input type="checkbox"/>	Bike Components: Not applicable.						
Grouped Project		Minor Pavement Rehabilitation		MTP Reference: Project ID 204							
IR 270 from S of I70 to N of Alum Creek Drive, Minor Pavement Rehabilitation, AC Overlay without Repairs:FRA-270-43.18-48.47											
				Con	\$16	State					
				Con	\$3,547	Federal					
				Con	\$142	Federal					
				Con	\$394	State					
Total Costs (includes costs prior to SFY21)*:		\$4,099				\$4,099					
3254	ODOT 6	102023	E	0.02 mi	Ped Components: No information provided.						
	FRA-IR270-45.84			Local Let <input type="checkbox"/>	Bike Components: No information provided.						
Grouped Project		Bridge Deck Replacement		MTP Reference: Project ID 203							
Winchester Pk at I-270, Bridge Deck Replacement, New deck and approach slabs. New concrete parapets. Semi-intergral abutments. New weathering steel beams.											
				Con	\$41	Federal					
				Con	\$5	State					
				Con	\$1,350	Federal					
				Con	\$150	State					
Total Costs (includes costs prior to SFY21)*:		\$1,545		\$1,545							
1496	ODOT 6	79666	E	3.69 mi	Ped Components: No change to existing conditions. pedestrians prohibited						
	FRA-IR270-48.470			Local Let <input type="checkbox"/>	Bike Components: No change to existing conditions. bicycles prohibited						
Grouped Project		Resurfacing		MTP Reference: Project ID 204							
I-270 from 0.51 mi E of Alum Creek to 0.23 mi W of Parsons Ave, Resurfacing,											
				Con	\$7,352	Federal	Con	\$2	State		
				Con	\$817	State	Con	\$20	Federal		
Total Costs (includes costs prior to SFY21)*:		\$8,192		\$8,169				\$22			

\*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source			
3714	ODOT 6	110693	E	mi	Ped Components: No information provided.						
	FRA-IR270-SP FY21 Concr			Local Let <input type="checkbox"/>	Bike Components: No information provided.						
Grouped Project		Minor Pavement Rehabilitation		MTP Reference: Project ID 204							
I-270 at locations in Franklin County, Minor Pavement Rehabilitation, Spot concrete slab repair on I-270 in Franklin County											
				Con	\$16	State					
				Con	\$1,600	Federal					
				Con	\$64	Federal					
				Con	\$400	State					
Total Costs (includes costs prior to SFY21)*:		\$2,080		\$2,080							
3380	ODOT 6	105427	E	mi	Ped Components: No information provided.						
	FRA-SR315-01.14			Local Let <input type="checkbox"/>	Bike Components: No information provided.						
Grouped Project		Bridge Repair		MTP Reference: Project ID 203							
SR-315 from US 33 to I-670, Bridge Repair, Placing epoxy overlay on the following bridge decks: FRA-315-2.16, FRA-315-2.17, FRA-315-1.95B, FRA-315-1.97B, FRA-315-1.34, FRA-315-1.34A, FRA-315-1.14.											
						Con	\$56	Federal			
						Con	\$14	State			
						Con	\$800	Federal			
						Con	\$200	State			
Total Costs (includes costs prior to SFY21)*:		\$1,070				\$1,070					
3508	ODOT 6	106877	E	0.64 mi	Ped Components: No information provided.						
	FRA-SR315-07.13			Local Let <input type="checkbox"/>	Bike Components: No information provided.						
Grouped Project		Noise Walls		MTP Reference: Project ID 204							
SR-315 from Garrett Dr to Henderson Rd, Noise Walls, Construct new noise wall. Environmental document was approved under PID 93446.											
				Con	\$91	Federal					
				Con	\$23	State					
				Con	\$539	State					
				Con	\$2,156	Federal					
Total Costs (includes costs prior to SFY21)*:		\$2,809		\$2,809							
3340	ODOT 6	104980	E	0 mi	Ped Components: No information provided.						
	FRA-SR315-11.66			Local Let <input type="checkbox"/>	Bike Components: No information provided.						
Grouped Project		Bridge Replacement		MTP Reference: Project ID 203							
Wilson Bridge Rd at SR-315, Bridge Replacement, Wilson Bridge Rd over SR 315 bridge deck replacement											
					Con	\$90	Federal				
					Con	\$22	State				
					Con	\$1,280	Federal				
					Con	\$320	State				
Total Costs (includes costs prior to SFY21)*:		\$1,899		\$1,712							

\*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length										
					Project Type	2021	2022	2023	2024	Future Years**				
					Project Location and Description	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source				
3777	DISTRICT 6-PLANNING FRA-SR315-2.570	112933	E	mi	<b>Ped Components:</b> No information provided. <b>Bike Components:</b> No information provided.									
					Local Let <input type="checkbox"/>									
					Minor Pavement Rehabilitation	<b>MTP Reference:</b> 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:FRA-315-2.57-5.17, 12.79-12.91									
									Con \$49 Federal					
									Con \$308 State					
									Con \$1,231 Federal					
									Con \$12 State					
					<b>Total Costs (includes costs prior to SFY21)*:</b>	\$1,601			\$1,601					
3761	DISTRICT 6-PLANNING FRA-SR315-2.78	111640	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.									
					Local Let <input type="checkbox"/>									
					Bridge Maintenance Activities	<b>MTP Reference:</b> 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 parapet & pier repairs is the anticipated scope.									
					PE Envir \$560 Federal	PE DD \$240 Federal	Con \$140 State							
					PE Envir \$140 State	PE DD \$60 State	Con \$8,000 Federal							
					PE DD \$300 State		Con \$2,000 State							
							Con \$560 Federal							
					<b>Total Costs (includes costs prior to SFY21)*:</b>	\$12,000	\$1,000	\$300	\$10,700					
3631	ODOT 6 FRA-SR317-07.20	107787	E	mi	<b>Ped Components:</b> No information provided. <b>Bike Components:</b> No information provided.									
					Local Let <input type="checkbox"/>									
					Grouped Project									
					Bridge Deck Overlay	<b>MTP Reference:</b> Project ID 203								
					SR-317 at CSX RR, Bridge Deck Overlay, located southwest of Hendron Rd.									
									Con \$13 Federal					
									Con \$3 State					
									Con \$320 Federal					
									Con \$80 State					
					<b>Total Costs (includes costs prior to SFY21)*:</b>	\$416			\$416					
3630	ODOT 6 FRA-SR317-08.09	107790	E	mi	<b>Ped Components:</b> No information provided. <b>Bike Components:</b> No information provided.									
					Local Let <input type="checkbox"/>									
					Grouped Project									
					Bridge Deck Overlay	<b>MTP Reference:</b> Project ID 203								
					SR-317 at Blacklick Creek, Bridge Deck Overlay, bridge overlay. Just north of Bixby Rd.									
									Con \$3 State					
									Con \$320 Federal					
									Con \$13 Federal					
									Con \$80 State					
					<b>Total Costs (includes costs prior to SFY21)*:</b>	\$416			\$416					

\*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length							
					2021	2022	2023	2024	Future Years**		
	Project Location and Description	Project Type			Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source		
3806	Groveport FRA-SR317-08.77	NA	E	mi	<b>Ped Components:</b> Signalized crosswalk. <b>Bike Components:</b> None.						
					<b>Local Let</b> <input type="checkbox"/>						
					Intersection Modification						
					<b>MTP Reference:</b> Project 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 turning 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				
					<b>Total Costs (includes costs prior to SFY21)*:</b> <b>\$861</b> \$783						
3599	Franklin County FRA-SR317-1.46	109581	E	mi	<b>Ped Components:</b> No information provided. <b>Bike Components:</b> No information provided.						
					<b>Local Let</b> <input type="checkbox"/>						
					Intersection Modification						
					<b>MTP Reference:</b> Project 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	\$298	Local				
					<b>Total Costs (includes costs prior to SFY21)*:</b> <b>\$2,298</b> \$2,298						
3712	ODOT 6 FRA-SR317-15.97	108154	E	mi	<b>Ped Components:</b> No information provided. <b>Bike Components:</b> No information provided.						
					<b>Local Let</b> <input type="checkbox"/>						
					Minor Pavement Rehabilitation						
					<b>MTP Reference:</b> Project ID 204						
					SR 317 from Columbus Corp & N of Rocky Fork Rd to CR-5 & Lincoln Circle, Minor Pavement Rehabilitation, FRA-317-15.97-16.21 (Columbus Corp to CR-5) & FRA-317-17.62-18.52 (0.04 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 & 17.62-18.52						
								Con	\$0	State	
								Con	\$2	State	
								Con	\$748	Federal	
								Con	\$7	Local	
								Con	\$30	Federal	
								Con	\$185	Local	
					<b>Total Costs (includes costs prior to SFY21)*:</b> <b>\$972</b> \$972						
3698	ODOT 6 FRA-SR317-16.21	106270	E	mi	<b>Ped Components:</b> No information provided. <b>Bike Components:</b> No information provided.						
					<b>Local Let</b> <input type="checkbox"/>						
					Minor Pavement Rehabilitation						
					<b>MTP Reference:</b> Project 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:AC Overlay without Repairs:FRA-317-16.72-17.62						
								Con	\$4	Local	
								Con	\$360	Federal	
								Con	\$14	Federal	
								Con	\$90	Local	
					<b>Total Costs (includes costs prior to SFY21)*:</b> <b>\$468</b> \$468						

\*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source	
3230	ODOT 6	103621	E	mi	Ped Components: No information provided.						
	FRA-SR317-16.68			Local Let <input type="checkbox"/>	Bike Components: No information provided.						
Grouped Project					Bridge Deck Overlay	MTP Reference: Project ID 203					
Hamilton Rd at Big Walnut Creek, Bridge Deck Overlay, place concrete deck overlay on FRA-317-16.68 structure											
						Con	\$6	State			
						Con	\$320	Federal			
						Con	\$80	State			
						Con	\$22	Federal			
Total Costs (includes costs prior to SFY21)*:					\$492	\$428					
3394	Franklin County	109493	E	mi	Ped Components: Pedestrian detectors.						
	FRA-SR317-5.09			Local Let <input type="checkbox"/>	Bike Components: Other.						
Grouped Project					Intersection Modification	MTP Reference: Project ID 185					
London-Groveport Rd at Rohr Rd, Intersection Modification, roundabout with 4-foot paved shoulder, pedestrian buttons, and grading for a future sidewalk/multi-use path.											
						ROW	\$75	HSIP			
						ROW	\$25	Local			
						Con	\$1,106	HSIP			
						Con	\$499	Local			
Total Costs (includes costs prior to SFY21)*:					\$1,705	\$100	\$1,605				
3776	DISTRICT 6-PLANNING	112870	E	mi	Ped Components: No information provided.						
	FRA-US33-12.080			Local Let <input type="checkbox"/>	Bike Components: No information provided.						
					Minor Pavement Rehabilitation	MTP Reference: Project ID 204					
US 33 at Various locations, Minor Pavement Rehabilitation, FRA-33/62/62G-12.08/27.17/0.00 to 12.61/27.32/0.04; US 33 from NS RR to Cardigan Ave & US62/62G - Morse Rd Roundabout. Asphalt Concrete Overlay and Fine Graded AC Overlay with minor pavement repair, bridge deck sealing and upgrade guardrail as needed.											
									Con	\$8	Federal
									Con	\$2	State
									Con	\$191	Federal
									Con	\$48	State
Total Costs (includes costs prior to SFY21)*:					\$249	\$249					
3769	DISTRICT 6-PLANNING	112584	E	mi	Ped Components: No information provided.						
	FRA-US33-21.91			Local Let <input type="checkbox"/>	Bike Components: No information provided.						
					Minor Pavement Rehabilitation	MTP Reference: Project ID 204					
US 33 from FRA-70 Interchange to .5 mi west of I270 interchange, Minor Pavement Rehabilitation, FRA-33-21.91 to 24.26;PARTIAL DEPTH AND FULL DEPTH PAVEMENT REPAIRS; MILL and Structural Overlay of MAINLINE PAVEMENT AND RAMPS; REPLACE LOOP DETECTORS, PAVEMENT MARKINGS AND RAISED PAVEMENT MARKERS											
						Con	\$1,327	State			
						Con	\$5,310	Federal			
						Con	\$53	State			
						Con	\$212	Federal			
Total Costs (includes costs prior to SFY21)*:					\$6,902	\$6,902					

\*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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		Phase/Amount*/Source		Phase/Amount*/Source		
875	Franklin County	105761	E	0.2	mi	<b>Ped Components:</b> Widen shoulder. 0.2 mi. added to ped network.								
	FRA-CR376-0.87			<b>Local Let</b> <input checked="" type="checkbox"/>		<b>Bike Components:</b> Widen shoulder. 0.2 mi. added to bike network.								
		Bridge Replacement		<b>MTP Reference:</b> Project ID 203										
Winchester Pike at Georges Creek, Bridge Replacement, Full replacement of a 3-span, 108 ft, precast box-beam.														
				ROW	\$60	STBG-M	Con	\$1,093	STBG-M					
				ROW	\$15	Local	Con	\$273	Local					
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$1,616</b>				<b>\$75</b>		<b>\$1,366</b>						
1170	Franklin County	103810	E	0.02	mi	<b>Ped Components:</b> Maybe - To be determined.								
	FRA-CR546-12.90			<b>Local Let</b> <input type="checkbox"/>		<b>Bike Components:</b> Maybe - To be determined.								
		Bridge Repair		<b>MTP Reference:</b> Project ID 203										
E Dublin-Granville Rd at Rocky Fork Creek, Bridge Repair, Rehabilitate structure. Structure may be widened to accommodate a bike lane/MUP and roadway profile may need to be adjusted to minimize floodplain impacts. Approved for the Simplified Bridge Process.														
				Con	\$1,081	State								
				Con	\$270	Local								
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$1,353</b>		<b>\$1,351</b>										
3471	Columbus	106396	E	0.25	mi	<b>Ped Components:</b> Sidewalk on 1 side. 0.25 mi. added to ped network.								
	FRA-CR556-00.44 SRTS			<b>Local Let</b> <input type="checkbox"/>		<b>Bike Components:</b> Bicycle lanes. 0.25 mi. added to bike network.								
Grouped Project		Bicycle Lanes/Sidewalks		<b>MTP Reference:</b> Project ID 186										
Toronto St from Trevitt St to North Champion Ave, Bicycle Lanes & Sidewalks, Add sidewalk on Toronto St from Trevitt St to N Champion Ave.														
				Con	\$52	Local								
				Con	\$143	Local								
				Con	\$378	SRTS								
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$573</b>				<b>\$573</b>								
3362	New Albany	NA	E	1	mi	<b>Ped Components:</b> Multi-use path. 1 mi. added to ped network.								
	FRA-SR605-Path			<b>Local Let</b> <input type="checkbox"/>		<b>Bike Components:</b> Multi-use path. 1 mi. added to bike network.								
		Multi-Use Path		<b>MTP Reference:</b> Project ID 186										
SR 605 from Central College Rd to Walnut St, Multi-Use Path, with the eventual goal of connecting to the metro park.														
				Con	\$225	Local								
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$225</b>		<b>\$225</b>										

**\*All Amounts in Thousands**

May 1, 2020

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source						
3335	ODOT 6	104949	E	0 mi	Ped Components: No information provided.									
	FRA-SR665-14.00			Local Let <input type="checkbox"/>	Bike Components: No information provided.									
Grouped Project		Bridge Repair		MTP Reference: Project ID 203										
SR-665 at Scioto River, Bridge Repair, deck overlay.														
				Con	\$56	Federal								
				Con	\$14	State								
				Con	\$560	Federal								
				Con	\$140	State								
Total Costs (includes costs prior to SFY21)*:		\$770		\$770										

3772	DISTRICT 6-PLANNING	112800	E	mi	Ped Components: Not applicable.									
	FRA-SR665-9.900			Local Let <input type="checkbox"/>	Bike Components: Not applicable.									
		Minor Pavement Rehabilitation		MTP Reference: Project ID 204										
SR 665 at Various locations, Minor Pavement Rehabilitation, General System Resurfacing AC Overlay with Repairs:FRA-665-9.90-10.97 FRA-665-10.99-11.61 FRA-665-11.89-12.24 FRA-665-12.55-12.59 FRA-665-13.48-14.52														
							Con	\$32	Federal					
							Con	\$8	State					
							Con	\$801	Federal					
							Con	\$200	State					
Total Costs (includes costs prior to SFY21)*:		\$1,041		\$1,041										

3706	ODOT 6	110051	E	mi	Ped Components: No information provided.									
	FRA-IR670-0.000			Local Let <input type="checkbox"/>	Bike Components: No information provided.									
Grouped Project		Minor Pavement Rehabilitation		MTP Reference: Project ID 204										
IR-670 from IR-70 to ramp from US23D, Minor Pavement Rehabilitation, AC Overlay without Repairs:FRA-670-0.00-1.05 & 3.17-3.88AC Overlay with Repairs:FRA-670-1.05-3.17														
				Con	\$180	Federal								
				Con	\$20	State								
				Con	\$4,497	Federal								
				Con	\$500	State								
Total Costs (includes costs prior to SFY21)*:		\$5,197		\$5,197										

3762	DISTRICT 6-PLANNING	111641	E	mi	Ped Components: Not applicable.									
	FRA-IR670-0.31			Local Let <input type="checkbox"/>	Bike Components: Not applicable.									
		Bridge Maintenance Activities		MTP Reference: Project ID 203										
IR 670 at FRA-670-0.31, Bridge Maintenance Activities, FRA-670-0.31 structure over CSX RR, the Scioto River and US 33T; replace deck overlay, paint steel, repair and patching														
		PE Envir	\$504	Federal	PE DD	\$216	Federal	Con	\$504	Federal				
		PE Envir	\$56	State	PE DD	\$24	State	Con	\$56	State				
		PE DD	\$240	State				Con	\$7,200	Federal				
								Con	\$800	State				
Total Costs (includes costs prior to SFY21)*:		\$9,600		\$800	\$240		\$8,560							

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source				
3643	ODOT 6	105428	E	mi	Ped Components: No information provided.									
FRA-IR670-01.08					Local Let <input type="checkbox"/>	Bike Components: No information provided.								
Grouped Project					Bridge Maintenance Activities					MTP Reference: Project ID 203				
I-670 at 4 bridges between I-70 and SR-315, Bridge Maintenance Activities, Placing an epoxy overlay on the following bridges:														
FRA-670-2.13														
FRA-670-2.39														
FRA-670-1.08														
FRA-670-2.36														
								Con \$1,170 Federal						
								Con \$130 State						
Total Costs (includes costs prior to SFY21)*:					\$1,300			\$1,300						
3628	ODOT 6	111340	E	mi	Ped Components: No information provided.									
FRA-IR670-03.31					Local Let <input type="checkbox"/>	Bike Components: No information provided.								
Grouped Project					Bridge Maintenance Activities					MTP Reference: Project ID 203				
I-670 from High St to Summit St (US 23), Bridge Maintenance Activities, Rebuild lighting system on High St underpass. Repair retaining walls														
						PE DD \$15 State	Con \$158 Federal							
						PE DD \$45 Federal	Con \$250 State							
						PE DD \$5 State	Con \$18 State							
							Con \$2,250 Federal							
Total Costs (includes costs prior to SFY21)*:					\$2,740	\$65	\$2,675							
3296	ODOT	104674	SA	6.47	mi	Ped Components: No change to existing conditions.								
FRA-IR670-03.92					Local Let <input type="checkbox"/>	Bike Components: No change to existing conditions.								
					Operational Upgrades/Study					MTP Reference: Project ID 907				
I-670 from 4th St to I-270, Operational Upgrades & Study, hard shoulder running installation (known as SmartLane) on I-670. The project also includes improvements to the 670/270/62 interchange and along I-270 northbound to improve congestion and safety due to a weave. Westbound I-670 will resurfaced with the project.														
						Pay \$4,257 Debt Service	Pay \$4,257 Debt Service	Pay \$4,257 Debt Service	Pay \$4,257 Debt Service	Pay \$4,257 Debt Service				
										Pay \$4,257 Debt Service				
										Pay \$4,257 Debt Service				
										Pay \$4,257 Debt Service				
										Pay \$4,257 Debt Service				
										Pay \$4,257 Debt Service				
										Pay \$335 Debt Service				
Total Costs (includes costs prior to SFY21)*:					\$125,547	\$4,257	\$4,257	\$4,257	\$4,257	\$25,879				

\*All Amounts in Thousands

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



## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length							
	Project Location and Description	Project Type			2021 Phase/Amount*/Source	2022 Phase/Amount*/Source	2023 Phase/Amount*/Source	2024 Phase/Amount*/Source	Future Years** Phase/Amount*/Source		
3765	DISTRICT 6-BRIDGES FRA-IR670-1.08	112712	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.						
					Local Let <input type="checkbox"/>						
					Bridge Maintenance Activities				<b>MTP Reference:</b> Project ID 203		
	IR 670 at FRA-670-1.08 and FRA-270-24.86, Bridge Maintenance Activities, epoxy overlays FRA-670-1.08 (mainline and 2 ramps) & FRA-270-24.86										
								Con \$800 Federal			
								Con \$200 State			
								\$1,000			
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$1,000</b>						
3764	DISTRICT 6-BRIDGES FRA-IR670-3.87A	112701	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.						
					Local Let <input type="checkbox"/>						
					Bridge Maintenance Activities				<b>MTP Reference:</b> Project ID 203		
	IR 670 at FRA-670-3.87, Bridge Maintenance Activities, Remove bridge at FRA-670-3.87A										
							Con \$100 State				
							Con \$400 Federal				
							\$500				
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$500</b>						
3799	Canal Winchester FRA-SR674-04.10	NA	E	mi	<b>Ped Components:</b> Replace existing facilities. At intersections. <b>Bike Components:</b> Modify existing facilities. Converting 825 ft of bike lane on Gender Rd to multi use path.						
					Local Let <input type="checkbox"/>						
					Intersection Modification				<b>MTP Reference:</b> Project ID 204		
	Gender Rd at Winchester Rd & Canal St, Intersection Modification, add dedicated right turn lanes to the northbound approaches of both intersections. Includes partial and full depth pavement replacement.										
					Con \$1,000 SCIP						
					Con \$92 Local						
					\$1,092						
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$1,200</b>						
3775	DISTRICT 6-PLANNING FRA-IR70-0.000	112868	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.						
					Local Let <input type="checkbox"/>						
					Minor Pavement Rehabilitation				<b>MTP Reference:</b> Project ID 204		
	IR 70 from Madison County Line to West of Hilliard Rome Rd, Minor Pavement Rehabilitation, FRA-70-0.00 to 3.41; Madison County Line to west of Hillard Rome Rd FRA-70 Resurfacing Project. Minor Pavement Rehab. Full Depth rigid repair and overlay pavement with bridge deck sealing and upgrade guardrail as needed.										
								Con \$10 State			
								Con \$2,345 Federal			
								Con \$94 Federal			
								Con \$261 State			
								\$2,710			
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$2,710</b>						

\*All Amounts in Thousands

May 1, 2020

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

## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length										
Project Location and Description	Project Type	2021		2022		2023		2024		Future Years**				
		Phase/Amount*/Source		Phase/Amount*/Source		Phase/Amount*/Source		Phase/Amount*/Source		Phase/Amount*/Source				
3767	DISTRICT 6-PLANNING FRA-IR70-11.22 Median Ba	112982	E	mi	Ped Components: Not applicable.									
				Local Let <input type="checkbox"/>	Bike Components: Not applicable.									
		Guardrail Upgrade/Replace										MTP Reference: Project ID 204		
	IR 70 from Broad St to Souder Ave, Guardrail Upgrade/Replace, Replace median barrier on IR 70 from Broad St to Souder AveThis project will be Part 2 with PID 112938													
Total Costs (includes costs prior to SFY21)*:		\$91			PE DD	\$91	State							
						\$91								
3763	DISTRICT 6-BRIDGES FRA-IR70-16.83 Bridge	112679	E	mi	Ped Components: Not applicable.									
				Local Let <input type="checkbox"/>	Bike Components: Not applicable.									
		Bridge Maintenance Activities										MTP Reference: Project ID 203		
	I70 at FRA-70 over Nelson, Bridge Maintenance Activities, Epoxy overlay of FRA-70 over Nelson Ave													
								Con	\$400	Federal				
								Con	\$100	State				
Total Costs (includes costs prior to SFY21)*:		\$500							\$500					
3766	DISTRICT 6-BRIDGES FRA-IR70-7.38	112705	E	mi	Ped Components: Not applicable.									
				Local Let <input type="checkbox"/>	Bike Components: Not applicable.									
		Culvert Maintenance										MTP Reference: Project ID 203		
	IR 70 at FRA-70-7.38 and FRA-16-6.06, Culvert Maintenance, Replace culvert at FRA-70-7.38 and FRA-16-6.06													
								Con	\$800	Federal				
								Con	\$200	State				
Total Costs (includes costs prior to SFY21)*:		\$1,000							\$1,000					
3676	ODOT 6 FRA-SR710-0.000	111560	E	mi	Ped Components: No information provided.									
				Local Let <input type="checkbox"/>	Bike Components: No information provided.									
Grouped Project		Resurfacing										MTP Reference: Project ID 204		
	SR 710 from SR 161 to just North of Schrock Rd, Resurfacing, Urban Resurfacing in the City of Columbus: AC Overlay without repairs:FRA-710-0.00-1.56													
								Con	\$28	Federal				
								Con	\$7	Local				
								Con	\$704	Federal				
								Con	\$176	Local				
Total Costs (includes costs prior to SFY21)*:		\$915							\$915					
3357	New Albany LIC-Jug St-Phase 1	NA	E	1.2 mi	Ped Components: No information provided.									
				Local Let <input type="checkbox"/>	Bike Components: Bicycle lanes. 1.2 mi. added to bike network.									
		Reconstruction/Bicycle Lanes										MTP Reference: Project ID 204		
	Jug St from Harrison Rd to Mink St, Reconstruction & Bicycle Lanes, also storm sewer and drainage improvements.													
					Con	\$2,000	Local							
Total Costs (includes costs prior to SFY21)*:		\$2,000				\$2,000								

\*All Amounts in Thousands

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

## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source		
3363	New Albany	NA	E	mi	Ped Components: No information provided.							
	LIC-Jug St-Phase 2				Local Let <input type="checkbox"/>	Bike Components: Bicycle lanes.						
					Reconstruction	MTP Reference: Project ID 204						
	Jug St from Beech Rd to Harrison Rd, Reconstruction, also with storm sewer and drainage improvements.											
					Con	\$2,000	Local					
Total Costs (includes costs prior to SFY21)*:					\$2,000	\$2,000						
3737	Licking Co Transit Board	104611	E	mi	Ped Components: No information provided.							
	LIC-LCTB 2021 Operating Assistance-				Local Let <input type="checkbox"/>	Bike Components: No information provided.						
					Transit Operating	MTP Reference: Project ID 200						
	LCTB 2021 Operating Assistance, Transit Operating, Operating Assistance up to 50% Federal Share											
					Other	\$190	Other	\$253	Other	\$253		
					Other	\$967	Sec 5307	Other	\$1,104	Sec 5307		
					Other	\$1,277	Local-Transit	Other	\$980	Local-Transit		
Total Costs (includes costs prior to SFY21)*:					\$9,536	\$2,435	\$2,337	\$2,367	\$2,397			
3233	ODOT	97996	E	14.26	mi	Ped Components: No information provided.						
	LIC-SR016-00.00				Local Let <input type="checkbox"/>	Bike Components: No information provided.						
	Grouped Project				Resurfacing	MTP Reference: Project ID 204						
	SR-16 from Franklin Co Line to SR-37, Resurfacing, 5% partial/full depth repairs, 1" Smooth Seal											
									Con	\$2,247	Federal	
									Con	\$262	State	
									Con	\$7	Local	
									Con	\$62	Federal	
									Con	\$9	State	
									Con	\$300	Local	
Total Costs (includes costs prior to SFY21)*:					\$2,887				\$2,887			

\*All Amounts in Thousands

May 1, 2020

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source
						Future Years**				
						Phase/Amount*/Source				
2967	ODOT 5	93109	E	13.27 mi		Ped Components: No information provided.				
	LIC-US040-00.00				Local Let <input type="checkbox"/>	Bike Components: No information provided.				
Grouped Project					Resurfacing/Signalization	MTP Reference: Project ID 204				
US 40 from Franklin/Licking County Line to SR-37, Resurfacing & Signalization, and related work. Pavement treatment to include mill/fill with full depth pavement replacement from Columbia Road (SLM 4.56) to western corporation limit of Kirkersville (SLM 9.37) with drainage repairs/elimination of grass medians. Scope of project to also include the construction of westbound right turn lanes at Smoke Road and proposed Southwest Licking School access drive and signalization of proposed drive.										
					Con	\$6,720	Federal			
					Con	\$1,113	State			
					Con	\$4,887	Federal			
					Con	\$2,793	State			
					Con	\$3	Local			
					Con	\$1,680	State			
					Con	\$11,607	Federal			
					Con	\$384	Local			
Total Costs (includes costs prior to SFY21)*:					\$29,188	\$29,188				
2994	ODOT 5	96320	E	0.06 mi		Ped Components: No information provided.				
	LIC-US040-00.14/2.65/6.80				Local Let <input type="checkbox"/>	Bike Components: No information provided.				
Grouped Project					Culvert Maintenance	MTP Reference: Project ID 203				
US 40 at spot locations between Franklin Co line & York Rd, Culvert Maintenance, Rehabilitation of four box culverts: 00.15 (SFN#4502019): 0.02 mi E of Hanson St 02.65 (SFN#4502043): 0.11 mi W of Mink St 06.80 (SFN#4502078): 0.23 mi W of Watkins Rd 07.54 (CFN 1838286): 0.37 mi E of Watkins Rd. and one precast pipe arch at SLM 05.79 (CFN 1838285): 0.51 mi W of SR-310.										
					Con	\$638	Federal			
					Con	\$160	State			
Total Costs (includes costs prior to SFY21)*:					\$798	\$798				
3670	ODOT 5	107262	E	mi		Ped Components: No information provided.				
	LIC-IR070-01.90				Local Let <input type="checkbox"/>	Bike Components: No information provided.				
Grouped Project					Noise Walls	MTP Reference: Project ID 204				
IR 70 at S of I70 parrallel to Freeway Dr in Russel Heights, Noise Walls, Construct new Type II noise wall, 16 foot high and 1,249 feet long, along the south side of Lic IR 70 EB parallel to Freeway Drive in Russell Heights.										
					Con	\$45	Federal			
					Con	\$5	State			
					Con	\$50	State			
					Con	\$450	Federal			
Total Costs (includes costs prior to SFY21)*:					\$550	\$550				

\*All Amounts in Thousands

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

## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source	
3770	DISTRICT 6-PLANNING	110127	E	mi		<b>Ped Components:</b> Not applicable.					
	PIC-D06 CHIP FY24-Various general system				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.					
	Minor Pavement Rehabilitation									<b>MTP Reference:</b> Project ID 204	
	D06 CHIP FY24 at Various general system routes throughout District , Minor Pavement Rehabilitation, D06 Chipseal Project Chip Seal project on FAY-753, MAD-323, PIC-138, PIC-188 and UNI-37.Chip Seal with minor pavement repair, bridge maintenance and upgrade guardrail as needed.										
									Con	\$85	Federal
									Con	\$32	State
									Con	\$2,131	Federal
									Con	\$811	State
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$3,060</b>					<b>\$3,060</b>	
3719	ODOT 6	110585	E	mi		<b>Ped Components:</b> No information provided.					
	UNI-SR004-24.35/0.00/0.00				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No information provided.					
Grouped Project					Resurfacing					<b>MTP Reference:</b> Project ID 204	
	SR-4 from SR-37 to S of Boundary Rd, Resurfacing, also includes SR-37 from Gill St Tawa Rd in Richwood. Only Delaware Co portion is in the MPO. DEL-4-0.00-1.98: AC Overlay with Repairs.										
						Con	\$61	Federal			
						Con	\$15	State			
						Con	\$1,528	Federal			
						Con	\$382	State			
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$1,986</b>	<b>\$1,986</b>					
3681	ODOT 6	111381	E	mi		<b>Ped Components:</b> Widen shoulder.					
	UNI-/DEL042-4.92/0.00				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Widen shoulder.					
Grouped Project					Major Rehabilitation					<b>MTP Reference:</b> Project ID 204	
	US 42 from Watkins California Rd to W of SR 257, Major Rehabilitation, Resurface US 42 to include full depth pavement repairs and shoulder widening (~4'). Installation of centerline and edge line rumble stripes. Adding turn lanes at Jerome road.										
						PE Envir	\$160	NHPP			
						PE Envir	\$40	State			
						PE DD	\$40	NHPP			
						PE DD	\$10	State			
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$750</b>	<b>\$250</b>					

\*All Amounts in Thousands

May 1, 2020

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

## Detailed Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source			
1453	Dublin	80748	SA	mi	<b>Ped Components:</b> No information provided.						
	UNI-US33-24.87			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No information provided.						
		Interchange Modification			<b>MTP Reference:</b> Project ID 386						
US-33 at SR-161/Post Rd, Interchange Modification, to include interchange reconfiguration, ramp relocation, and necessary improvements to adjacent roadways. CIP ET1102.											
				Con	\$9,040	Federal					
				Con	\$2,260	State					
				Con	\$704	Federal					
				Con	\$171	State					
				Con	\$176	State					
				Con	\$617	Local					
				Con	\$1,382	Federal					
				Con	\$10,000	STBG-M					
				Con	\$8,820	Local					
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$33,330</b>			<b>\$33,170</b>						
3570	ODOT 6	107822	E	0.9 mi	<b>Ped Components:</b> No change to existing conditions.						
	UNI-US42-3.91			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.						
Grouped Project		Minor Widening			<b>MTP Reference:</b> Project ID 205						
US-42 and Industrial Pkwy from Watkins-California Rd to Monterey Dr, Minor Widening, Improves safety/congestion on US-42 from Monterey to W of US-33 SB ramps and Industrial Pkwy by widening, adding turn lanes and traffic signals. Includes PE and DD for PID 109519.											
				ROW	\$752	HSIP			Con	\$34	Federal
				ROW	\$84	Local			Con	\$243	HSIP
									Con	\$240	NHPP
									Con	\$93	State
									Con	\$1,119	Local
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$4,680</b>		<b>\$835</b>	<b>\$260</b>					<b>\$1,729</b>	
3275	ODOT 6	95776	E	0.3 mi	<b>Ped Components:</b> No information provided.						
	UNI-SR736-01.16			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No information provided.						
Grouped Project		Bridge Deck Replacement			<b>MTP Reference:</b> Project ID 203						
SR-736 at Robinson Rd (just N of Hickory Ridge Rd), Bridge Deck Replacement, Only 1 of 2 structures is within the MPO. Replace slabs (superstructure) on two structures. Reuse existing piers but replace abutments down to top of footing and convert to semi integral.											
							Con	\$97	Federal		
							Con	\$24	State		
							Con	\$1,380	Federal		
							Con	\$345	State		
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$1,845</b>						<b>\$1,845</b>			

\*All Amounts in Thousands

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

## Grouped Projects

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

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

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

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



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

## 2021-2024 Highway TIP Grouped Project Table

*Note: All funds, associated thresholds, and fiscal constraint for the Grouped Project Table are maintained at the statewide level in the STIP.*

### **Discretionary / Earmark**

*(Discretionary, Earmark)*

### **Emergency**

*(Emergency)*

### **FLAP**

*(Federal Lands Access Program)*

### **Local Programs**

*(County Surface Transportation Block Grant, County Engineers Association of Ohio Highway Safety Improvement Program, County Bridge, County Bridge Partnership Program, Municipal Bridge, Local High Cost Bridge, Small Cities, Transportation Alternatives, Transportation Alternatives Maintenance, Safe Route to School)*

### **Major Programs**

*(Minor project activities funded by Major Programs)*

### **MPO Capital**

*(Metropolitan Planning Organizations Surface Transportation Block Grant, Congestion Mitigation and Air Quality, Transportation Alternatives)*

### **National Highway Freight**

*(National Highway Freight)*

### **Other**

*(Project Impact Advisory Council, Noisewalls, Geologic Site Management, Statewide Miscellaneous, Diesel Emissions Reduction Grant, Disadvantaged Business Enterprise, On-the-Job Training/Supportive Services Programs)*

### **Preservation**

*(District Preservation)*

### **Rail**

*(Rail Highway Crossing Safety, Freight Rail Development)*

### **Rec Trails**

*(Recreational Trails Program)*

### **Safety**

*(Highway Safety Improvement Program)*

### **State**

*(Americans with Disabilities Act Facilities, District Maintenance, Emergency Damage Repair, Intelligent Traffic Systems, Jobs and Commerce, Local Oil and Shale, Parks, Rest Areas, Statewide Miscellaneous, Transportation Improvement Districts, Unmanned Aerial, Unrestricted State Revenue)*

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

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

MORPC ID	Agency County-Route-Section	Project Description	Component Length (mi.)	Primary Bike Component	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 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	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 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	0.2	Bicycle lanes	2023
1495	Hilliard FRA-CR039-Cosgray Rd	Cosgray Rd from Scioto Darby Rd to Baldwin Rd, Multi-Use Path/Resurfacing	1.5	Multi-use path on 2 sides	2022
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	2022
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	2022
2951	Columbus FRA-CR014-01.99	Refugee Road from Winchester Pike to Hamilton Road, Sidewalks/Multi-Use Path	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 SR-521, Major Widening/Bridge Replacement	0.3	Multi-use path on 2 sides	2022
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	2023
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.

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

MORPC ID	Agency County-Route-Section	Project Description	Component Length (mi.)	Primary Bike Component	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/Interchange Modification	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/Interchange Modification	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 Pool Lot to Stradley Place, Multi-Use Path	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, Multi-Use Path	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	0.1	Multi-use path	2021
3357	New Albany LIC-Jug St-Phase 1	Jug St from Harrison Rd to Mink St, Reconstruction/Bicycle Lanes	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-Use Path	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/Theisen Rd to Smith's Mill Rd, Operational Upgrades/Multi-Use Path	0.5	Multi-use path on 2 sides	2022
3366	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
3394	Franklin County FRA-SR317-5.09	London-Groveport Rd at Rohr Rd, Intersection Modification	0.0	Other	2022
3395	Franklin County FRA-Refugee Rd-Big Waln	Refugee Rd at Big Walnut Creek, Bridge Rehabilitation	0.0	Maybe - To be determined	2021
3412	Dublin FRA-Riverside Dr E-Section	Riverside Dr E from Emerald Pkwy to Hard Rd, Multi-Use Path	0.6	Multi-use path	2021
3415	Dublin FRA-Wilcox Rd-Northcliff Bl	Wilcox Rd from Northcliff Blvd to Heather Glen Blvd, Multi-Use Path	0.2	Multi-use path	2021
3471	Columbus FRA-CR556-00.44 SRTS	Toronto St from Trevitt St to North Champion Ave, Bicycle Lanes/Sidewalks	0.3	Bicycle lanes	2022
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.

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

MORPC ID	Agency County-Route-Section	Project Description	Component Length (mi.)	Primary Bike Component 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 Replacement	0.0	Widen shoulder 2022
3779	Upper Arlington FRA-Lane Ave-Riverside Dr	Lane Ave from Riverside Dr to Tremont Road, Multi-Use Path	0.0	Multi-use path 2022
3781	Upper Arlington FRA-McCoy Road-Mountive	McCoy Road from Mountview Road to Kenny Road, Resurfacing	0.0	Bicycle lanes 2021
3782	Upper Arlington FRA-McCoy Road-Riverside	McCoy Road from Riverside Drive to Mountview Road, Resurfacing	0.0	Bicycle lanes 2022
3784	Grove City FRA-N Meadows Road-Hau	N Meadows Road from Haughn Road to Bill Lotz Way, New Roadway	0.0	Multi-use path 2024
3785	Grove City FRA-Orders Road-Old Hau	Orders Road from Old Haughn Road to Baptist Church Grove City, Minor Widening	0.0	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, Multi-Use Path	0.0	Multi-use path 2021
3799	Canal Winchester FRA-SR674-04.10	Gender Rd at Winchester Rd & Canal St, Intersection Modification	0.0	Modify 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-Use Path	0.7	Multi-use path 2021
3811	Whitehall FRA-Poth Rd--	Poth Rd from Yearling Rd to Woodcliff Dr, Minor Widening	0.9	Multi-use path 2021

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

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

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

Primary Bike Component	Number of Projects	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.

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

MORPC ID	Agency County-Route-Section	Project Description	Component Length (mi.)	Primary Pedestrian Component	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	2.0	Sidewalk on 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	3.6	Sidewalk on 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-Resurf	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.

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

MORPC ID	Agency County-Route-Section	Project Description	Primary Pedestrian Component Length (mi.)	Const. Year
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	Modify existing facilities 2023
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/Interchange Modification	0.0	Modify existing facilities 2021
3294	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
3295	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
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 Pool Lot to Stradley Place, Multi-Use Path	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	0.2	Sidewalk on 1 side, multi-use path on 1 side 2021
3314	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
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	0.1	Multi-use path 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-Use Path	1.0	Multi-use path 2021
3364	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
3366	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
3394	Franklin County FRA-SR317-5.09	London-Groveport Rd at Rohr Rd, Intersection Modification	0.0	Pedestrian detectors 2022
3395	Franklin County FRA-Refugee Rd-Big Waln	Refugee Rd at Big Walnut Creek, Bridge Rehabilitation	0.0	Replace existing facilities 2021
3412	Dublin FRA-Riverside Dr E-Section	Riverside Dr E from Emerald Pkwy to Hard Rd, Multi-Use Path	0.6	Multi-use path 2021
3415	Dublin FRA-Wilcox Rd-Northcliff Bl	Wilcox Rd from Northcliff Blvd to Heather Glen Blvd, Multi-Use Path	0.2	Multi-use path 2021
3471	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
3514	Columbus FRA-CR014-01.99	Refugee Rd at Winchester Pk, Intersection Modification	0.0	Pedestrian signals 2022

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



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

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

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

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

MORPC ID	Agency County-Route-Section	Project Description	Primary Pedestrian Component Length (mi.)	Primary Pedestrian Component Const. Year
3810	Reynoldsburg FRA-US040-23.93	E Main St from Davidson Dr to Jackson St, Reconstruction	0.0	Replace existing facilities 2021
3811	Whitehall FRA-Poth Rd--	Poth Rd from Yearling Rd to Woodcliff Dr, Minor Widening	0.9	Multi-use path 2021
3814	Columbus FRA-Columbus PSIP FY 20	Columbus PSIP FY 2021, Safety Improvement/Pedestrian Recreational Trails	0.0	Yes - Type to be determined 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	4	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) refer to an assortment of technologies, systems, and transportation management concepts. ITS plays a key role in a safe, efficient, and innovative transportation system that works for all travelers.

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

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

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

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

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

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

### *Central Ohio Regional ITS Architecture*

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

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

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

### *Examples of ITS in Central Ohio*

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

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

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

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

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

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

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

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

## Projects with Intelligent Transportation System Components Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length						
					Project Type	2021	2022	2023	2024	Future Years**
					Project Location and Description	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
3550	ODOT 5 D05-FY 2022 Signal-Upgrade	107619	E	0.1 mi	<b>Ped Components:</b> No information provided. <b>Bike Components:</b> No information provided.	<b>Local Let</b> <input type="checkbox"/>				
					Signals	<b>MTP Reference:</b> Project ID 204				
					Various locations in District 5, Signals, upgrade to signals and flashers at various locations in District 5.					
						Con \$26 Federal				
						Con \$203 State				
						Con \$8 State				
						Con \$647 Federal				
					<b>Total Costs (includes costs prior to SFY21)*:</b>	\$1,050	\$884			
2941	Delaware DEL-US036-07.87	105799	E	8.7 mi	<b>Ped Components:</b> Maybe - To be determined. <b>Bike Components:</b> Bicycle detectors.	<b>Local Let</b> <input type="checkbox"/>				
					Signals	<b>MTP Reference:</b> Project ID 334				
					Delaware Signal System Upgrade, Signals, upgrade signal systems covering 37 intersections along Sandusky Street, William Street (US-36), Central Avenue (SR-37), and London Rd in the City of Delaware.					
						Con \$2,500 CMAQ-M				
						Con \$298 Local				
					<b>Total Costs (includes costs prior to SFY21)*:</b>	\$3,323	\$2,798			
3212	Delaware DEL-US036-11.030	103626	SA	0.72 mi	<b>Ped Components:</b> Multi-use path on 2 sides. 0.7 mi. added to ped network. <b>Bike Components:</b> Multi-use path on 2 sides. 0.35 mi. added to bike network.	<b>Local Let</b> <input type="checkbox"/>				
					Major Widening/Bridge Replacement	<b>MTP Reference:</b> Project ID 1347				
					US-36 & SR-37 from W of Foley St & E of East St to SR-521, Major Widening from 2 lanes to 5 lanes & Bridge Replacement, Construct additional lanes on US 36/SR 37 and reconstruct the CSXT Railroad structure on the east side of Delaware. AKA "the Point."					
					PE DD \$374 HSIP	Con \$256 Local				Con \$13,290 STBG-M
					PE DD \$42 Local	Con \$6,400 Federal				Con \$3,323 Local
						Con \$1,600 State				
						Con \$807 STBG-S				
						Con \$75 Local				
					<b>Total Costs (includes costs prior to SFY21)*:</b>	\$31,084	\$416	\$9,138		\$16,613
3590	Columbus FRA-Columbus Signal System, Phase F-	110521	E	mi	<b>Ped Components:</b> No change to existing conditions. <b>Bike Components:</b> No change to existing conditions.	<b>Local Let</b> <input type="checkbox"/>				
					Signalization	<b>MTP Reference:</b> Project ID 334				
					Columbus Signal System, Phase F, Signalization,					
						ROW \$675 CMAQ-M				Con \$10,425 CMAQ-M
					<b>Total Costs (includes costs prior to SFY21)*:</b>	\$11,100	\$675			\$10,425

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\*All Amounts in Thousands

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## Projects with Intelligent Transportation System Components Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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			Phase/Amount*/Source		
3289	COTA	105118	SA	mi	Ped Components: No information provided.													
	FRA-COTA Bus Rapid Transit NW Corridor-		Local Let	<input type="checkbox"/>	Bike Components: No information provided.													
	Transit Expansion Capital				MTP Reference: Project ID 5													
	COTA Bus Rapid Transit NW Corridor, Transit Expansion Capital, Bus Rapid Transit NW Corridor Study, Design, and Construction. Engineering & Design - Busway.																	
			Other	\$2,000	Local-Transit		Other	\$2,000	Local-Transit		Other	\$25,000	Local-Transit		Other	\$25,000	Local-Transit	
Total Costs (includes costs prior to SFY21)*:		\$66,800		\$2,000			\$2,000				\$25,000				\$25,000			
3593	Columbus	NP	E	mi	Ped Components: No change to existing conditions.													
	FRA-Jefferson/7th/Sinclair-Long/161/4th		Local Let	<input type="checkbox"/>	Bike Components: No change to existing conditions.													
	Signalization				MTP Reference: Project ID 185													
	Jefferson/7th/Sinclair at Long/161/4th, Signalization, reconstruction of existing signals.																	
							ROW	\$83	STBG-M							Con	\$485	STBG-M
Total Costs (includes costs prior to SFY21)*:		\$568					\$83									\$485		
3052	MORPC	99036	E	mi	Ped Components: Not applicable.													
	FRA-MORPC FY 21-Rideshare		Local Let	<input type="checkbox"/>	Bike Components: Not applicable.													
	Ridesharing				MTP Reference: Project ID 143													
	Gohio Commute, SFY 2021, Ridesharing, rideshare activities in Central Ohio including: ride matching, marketing, Guaranteed Ride Home, vanpools, program evaluation and administration.																	
			Plan	\$700	CMAQ-M													
Total Costs (includes costs prior to SFY21)*:		\$700		\$700														
3419	MORPC	105637	E	mi	Ped Components: Not applicable.													
	FRA-MORPC FY 22-Rideshare		Local Let	<input type="checkbox"/>	Bike Components: Not applicable.													
	Ridesharing				MTP Reference: Project ID 143													
	Gohio Commute, SFY 2022, Ridesharing, rideshare activities in Central Ohio including: ride matching, marketing, Guaranteed Ride Home, vanpools, program evaluation and administration.																	
							Plan	\$700	CMAQ-M									
Total Costs (includes costs prior to SFY21)*:		\$700					\$700											
3420	MORPC	105638	E	mi	Ped Components: Not applicable.													
	FRA-MORPC FY 23-Rideshare		Local Let	<input type="checkbox"/>	Bike Components: Not applicable.													
	Ridesharing				MTP Reference: Project ID 143													
	Gohio Commute, SFY 2023, Ridesharing, rideshare activities in Central Ohio including: ride matching, marketing, Guaranteed Ride Home, vanpools, program evaluation and administration.																	
										Plan	\$700	CMAQ-M						
Total Costs (includes costs prior to SFY21)*:		\$700								\$700								

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## Projects with Intelligent Transportation System Components Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency County-Route-Section	PID	AirQ	Length						
					2021	2022	2023	2024	Future Years**	
Project Location and Description					Project Type	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
3425	MORPC FRA-Paving the Way-FY21	109288	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.					
Local Let <input type="checkbox"/>					MTP Reference: Project ID 144					
Program Administration										
Paving the Way, SFY 2021, Program Administration, to keep the public informed on the progress of transportation construction throughout Central Ohio and to improve planning and communication of construction projects.										
PE \$100 STBG-M										
Total Costs (includes costs prior to SFY21)*: \$100					\$100					
2918	Columbus FRA-CR003-12.96	98557	E	0.8 mi	<b>Ped Components:</b> Sidewalk on 2 sides. Add on both sides of Hilliard-Rome south of Feder and fill gaps on side of Feder/Fisher. 0.2 mi. added to ped network. <b>Bike Components:</b> Bicycle lanes. 0.8 mi. added to bike network.					
Local Let <input checked="" type="checkbox"/>					MTP Reference: Project ID 604					
Intersection Modification/Sidewalks										
Hilliard-Rome Rd at Feder Rd/Fisher Rd, Intersection Modification & Sidewalks, add turn lanes at the intersection, modify I-70 eastbound ramps and modify access at Feder Rd and Evans Way Ct.										
Con \$1,844 HSIP										
Con \$3,848 CMAQ-M										
Con \$3,008 Local										
Total Costs (includes costs prior to SFY21)*: \$11,690					\$8,700					
3253	Whitehall FRA-SR016-06.87	105768	E	0.44 mi	<b>Ped Components:</b> Modify existing facilities. <b>Bike Components:</b> Multi-use path. 0.44 mi. added to bike network.					
Local Let <input type="checkbox"/>					MTP Reference: Project ID 185					
Intersection Modification										
E Broad St at Hamilton Rd, Intersection Modification, Proposed: EB Broad: 2 thru, 1 LTL, 1 continuous RTL WB Broad: 1 thru, 1 LTL, 1 thru/RT lane NB Hamilton: 2 thru, 2 LTL, 1 RTL SB Hamilton: 2 thru, 2 LTL, 1 RTL Includes medians on all 4 approaches and street lighting.										
ROW \$1,322 CMAQ-M					Con \$5,056 CMAQ-M					
ROW \$331 Local					Con \$1,264 Local					
Total Costs (includes costs prior to SFY21)*: \$9,877					\$1,653	\$6,319				
929	Columbus FRA-SR016-08.24	105734	SA	1.01 mi	<b>Ped Components:</b> Sidewalk on 1 side, multi-use path on 1 side. 2.02 mi. added to ped network. <b>Bike Components:</b> Multi-use path. 1.01 mi. added to bike network.					
Local Let <input checked="" type="checkbox"/>					MTP Reference: Project ID 92					
Major Widening/Intersection Modification										
E Broad St from I-270 to Outerbelt St, Major Widening from 5 lanes to 7 lanes & Intersection Modification, includes signal modifications at 3 intersections, additional/extended turn lanes at various intersections, and median additions.										
ROW \$459 STBG-M							Con \$8,388 STBG-M			
ROW \$306 Local							Con \$5,592 Local			
Total Costs (includes costs prior to SFY21)*: \$15,822					\$765			\$13,980		

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## Projects with Intelligent Transportation System Components Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency	PID	AirQ	Length					
County-Route-Section					2021	2022	2023	2024	Future Years**
Project Location and Description					Project Type	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
1272	Worthington	95516	SA	0.29 mi		<b>Ped Components:</b> Multi-use path. 0.29 mi. added to ped network.			
	FRA-CR084-01.36				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Multi-use path. 0.29 mi. added to bike network.			
	Major Widening/Intersection Modification					<b>MTP Reference:</b> Project ID 69			
	Worthington-Galena Rd from Wilson Bridge/Huntley Rds to Sancus Blvd, Major Widening from 2 lanes to 4 lanes & Intersection Modification, also known as the Northeast Gateway.								
					Con \$8,307 STBG-M				
					Con \$2,616 Local				
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$17,104</b>	\$10,923			
718	Columbus	105732	E	0.4 mi		<b>Ped Components:</b> Sidewalk on 2 sides. 0.8 mi. added to ped network.			
	FRA-CR096-01.71				<b>Local Let</b> <input checked="" type="checkbox"/>	<b>Bike Components:</b> Bicycle lanes. 0.4 mi. added to bike network.			
	Minor Widening/Intersection Modification					<b>MTP Reference:</b> Project ID 53			
	Cassady Ave from CSX Railroad to north of E 7th Ave, Minor Widening from 2 lanes to 3 lanes & Intersection Modification, add turn lanes at E 5th Ave intersection and southbound left turn lane at E 7th Ave, install curb and gutter, street lighting.								
					ROW \$996 CMAQ-M	Con \$6,163 CMAQ-M			
					ROW \$249 Local	Con \$1,541 Local			
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$10,074</b>	\$1,245	\$7,704		
3296	ODOT	104674	SA	6.47 mi		<b>Ped Components:</b> No change to existing conditions.			
	FRA-IR670-03.92				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.			
	Operational Upgrades/Study					<b>MTP Reference:</b> Project ID 907			
	I-670 from 4th St to I-270, Operational Upgrades & Study, hard shoulder running installation (known as SmartLane) on I-670. The project also includes improvements to the 670/270/62 interchange and along I-270 northbound to improve congestion and safety due to a weave. Westbound I-670 will resurfaced with the project.								
					Pay \$4,257 Debt Service	Pay \$4,257 Debt Service	Pay \$4,257 Debt Service	Pay \$4,257 Debt Service	Pay \$4,257 Debt Service
									Pay \$4,257 Debt Service
									Pay \$4,257 Debt Service
									Pay \$4,257 Debt Service
									Pay \$4,257 Debt Service
									Pay \$4,257 Debt Service
									Pay \$335 Debt Service
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$125,547</b>	\$4,257	\$4,257	\$4,257	\$25,879

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## Projects with Significance for Freight

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

### *Central Ohio Freight Overview*

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

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

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

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

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

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

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

# Freight Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

MORPC ID	Agency	PID	AirQ	Length							
County-Route-Section					2021	2022	2023	2024	Future Years**		
Project Location and Description					Project Type	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
3212	Delaware	103626	SA	0.72 mi	<b>Ped Components:</b> Multi-use path on 2 sides. 0.7 mi. added to ped network.						
	DEL-US036-11.030				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Multi-use path on 2 sides. 0.35 mi. added to bike network.					
					Major Widening/Bridge Replacement					<b>MTP Reference:</b> Project ID 1347	
					US-36 & SR-37 from W of Foley St & E of East St to SR-521, Major Widening from 2 lanes to 5 lanes & Bridge Replacement, Construct additional lanes on US 36/SR 37 and reconstruct the CSXT Railroad structure on the east side of Delaware. AKA "the Point."						
					PE DD \$374 HSIP	Con \$256 Local				Con \$13,290 STBG-M	
					PE DD \$42 Local	Con \$6,400 Federal				Con \$3,323 Local	
						Con \$1,600 State					
						Con \$807 STBG-S					
						Con \$75 Local					
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$31,084</b>	<b>\$416</b>	<b>\$9,138</b>			<b>\$16,613</b>	
1699	ODOT 5	25436	E	11.93 mi	<b>Ped Components:</b> No information provided.						
	FAI-IR070-00.00/LIC-70-00				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No information provided.					
					Resurfacing					<b>MTP Reference:</b> Project ID 204	
					I-70 from Franklin Co line to .16 miles E of SR-58, Resurfacing, with related work on I-70.						
						Con \$8,444 Federal					
						Con \$938 State					
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$9,382</b>	<b>\$9,382</b>					
2918	Columbus	98557	E	0.8 mi	<b>Ped Components:</b> Sidewalk on 2 sides. Add on both sides of Hilliard-Rome south of Feder and fill gaps on side of Feder/Fisher. 0.2 mi. added to ped network.						
	FRA-CR003-12.96				<b>Local Let</b> <input checked="" type="checkbox"/>	<b>Bike Components:</b> Bicycle lanes. 0.8 mi. added to bike network.					
					Intersection Modification/Sidewalks					<b>MTP Reference:</b> Project ID 604	
					Hilliard-Rome Rd at Feder Rd/Fisher Rd, Intersection Modification & Sidewalks, add turn lanes at the intersection, modify I-70 eastbound ramps and modify access at Feder Rd and Evans Way Ct.						
					Con \$1,844 HSIP						
					Con \$3,848 CMAQ-M						
					Con \$3,008 Local						
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$11,690</b>	<b>\$8,700</b>					
929	Columbus	105734	SA	1.01 mi	<b>Ped Components:</b> Sidewalk on 1 side, multi-use path on 1 side. 2.02 mi. added to ped network.						
	FRA-SR016-08.24				<b>Local Let</b> <input checked="" type="checkbox"/>	<b>Bike Components:</b> Multi-use path. 1.01 mi. added to bike network.					
					Major Widening/Intersection Modification					<b>MTP Reference:</b> Project ID 92	
					E Broad St from I-270 to Outerbelt St, Major Widening from 5 lanes to 7 lanes & Intersection Modification, includes signal modifications at 3 intersections, additional/extended turn lanes at various intersections, and median additions.						
						ROW \$459 STBG-M				Con \$8,388 STBG-M	
						ROW \$306 Local				Con \$5,592 Local	
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$15,822</b>	<b>\$765</b>				<b>\$13,980</b>	

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## Freight Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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		Phase/Amount*/Source										
3652	ODOT 6	110380	E	mi	Ped Components: No information provided.															
	FRA-US023-04.19			Local Let <input type="checkbox"/>	Bike Components: No information provided.															
				Intersection Modification				MTP Reference: Project ID 770												
	US-23 at Rathmell Rd, Intersection Modification, Intersection improvement to increase safety and reduce congestion																			
					Con	\$63	Federal													
					Con	\$7	State													
					Con	\$100	State													
					Con	\$900	HSIP													
Total Costs (includes costs prior to SFY21)*:		\$1,070			\$1,070															
2922	ODOT 6	98111	SA	1.86 mi	Ped Components: No change to existing conditions.															
	FRA-US033-24.26			Local Let <input type="checkbox"/>	Bike Components: No change to existing conditions.															
				Major Widening/Resurfacing				MTP Reference: Project IDs 379/ 204												
	US-33 from I-270 (SE Outerbelt) to Hamilton Rd (SR-317), Major Widening from 4 lanes to 6 lanes & Resurfacing, Includes a third lane in the median of US 33 eastbound only between the I-270 southbound exit ramp and the bridges over Big Walnut Creek and an auxiliary lane between the ramps for Hamilton Rd and the ramps for eastbound I-270 in both directions of US 33 including widening of Big Walnut Creek bridge.																			
				Pay	\$718	Debt Service		Pay	\$718	Debt Service		Pay	\$718	Debt Service						
												Pay	\$718	Debt Service						
												Pay	\$718	Debt Service						
												Pay	\$718	Debt Service						
												Pay	\$718	Debt Service						
												Pay	\$718	Debt Service						
Total Costs (includes costs prior to SFY21)*:		\$18,571	\$718		\$718			\$718			\$718		\$4,307							
3638	ODOT 6	105496	E	mi	Ped Components: No information provided.															
	FRA-IR070-02.61			Local Let <input type="checkbox"/>	Bike Components: No information provided.															
				Bridge Deck Replacement						MTP Reference: Project ID 203										
	Jones Rd at I-70, Bridge Deck Replacement, Replace deck and add concrete parapets and vandal fence on bridge FRA-70-2.61, Jones Rd over I-70, convert to semi integral abutments.																			
								Con	\$900	Federal										
								Con	\$100	State										
Total Costs (includes costs prior to SFY21)*:		\$1,000						\$1,000												

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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		Phase/Amount*/Source		
1333	ODOT 6	77372	SA	2.15	mi	<b>Ped Components:</b> Modify existing facilities. Add/replace sidewalks on the block comprising Fulton, High, Livingston and Front. Ped signals and crosswalks at signalized intersections.								
FRA-IR070-12.68 (Proj 4A)		Local Let <input type="checkbox"/>		<b>Bike Components:</b> Bicycle lanes. New bike lanes westbound on Fulton from High to Front and eastbound on Livingston from Front to High. 0.2 mi. added to bike network.										
Major Widening/Interchange Modification				<b>MTP Reference:</b> Project IDs 270/ 189										
I-70/I-71 Innerbelt (Phase 4A), Major Widening & Interchange Modification, Interchange Reconfiguration Project.														
EB I-70 realignment from I-71/SR-315 accessing downtown Columbus.														
Includes work on Mound, Fulton, Front, and High.														
5 bridge replacements and 6 new bridges, 1 bridge rehab.														
						Con \$43,758 Federal								
						Con \$4,862 State								
						Con \$4,856 STBG-M								
						Con \$1,214 Local								
<b>Total Costs (includes costs prior to SFY21)*:</b>				<b>\$75,051</b>				\$54,689						
3295	ODOT 6	105523	SA	1.77	mi	<b>Ped Components:</b> Modify existing facilities. The new Front Street bridge will include 10 foot wide sidewalks.								
FRA-IR070-12.68 (Proj 4R)		Local Let <input type="checkbox"/>		<b>Bike Components:</b> Bicycle lanes. The Fulton Street bike lane will be extended to Front. 0.1 mi. added to bike network.										
Major Widening/Interchange Modification				<b>MTP Reference:</b> Project IDs 270/ 1117										
I-70/I-71 Innerbelt (Phase 4R), Major Widening & Interchange Modification, rebuilds I-70/I-71 EB/NB and adds an extra lane through the 70/71 overlap area; modifies bridges, ramps and surface streets.														
				Con \$2,025 Federal		Con \$1,350 Federal		Con \$70 State						
				Con \$225 State		Con \$150 State		Con \$630 Federal						
<b>Total Costs (includes costs prior to SFY21)*:</b>				<b>\$126,295</b>		\$2,250		\$1,500		\$700				
2874	ODOT 6	96053	SA	0.73	mi	<b>Ped Components:</b> Modify existing facilities. Sidewalks on surface streets and bridges. Ped signals and crosswalks at signalized intersections.								
FRA-IR070-14.00 (Ph 4B)		Local Let <input type="checkbox"/>		<b>Bike Components:</b> Bicycle lanes. Locations of bike lanes and bike-activated signal loop detectors will be coordinated with Columbus.										
Major Widening/Bridge Replacement				<b>MTP Reference:</b> Project ID 270										
I-70/I-71 Innerbelt (Phase 4B), Major Widening & Bridge Replacement, paving I-70 from Front to Grant; paving 3rd and 4th sts from Livingston to Fulton; and replacement of 3rd and 4th St bridges plus 5 retaining walls. PE DD under PID 77372.														
				ROW \$2,025 NHPP		Con \$6,700 State						Con \$1,952 STBG-M		
				ROW \$225 State		Con \$60,300 Federal								
				Con \$380 State		Con \$50 State								
						Con \$3,870 Federal								
<b>Total Costs (includes costs prior to SFY21)*:</b>				<b>\$79,934</b>		\$2,630		\$70,920				\$1,952		

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## Freight Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source				
3293	ODOT 6	105322	SA	2.68 mi	<b>Ped Components:</b> Modify existing facilities. A sidewalk extension will be installed along the north leg of the Fulton and 4th St intersection.									
FRA-IR070-14.30 (Proj 2E)					<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Bicycle lanes. Fulton St bike lane will be extended from 4th to High. 0.2 mi. added to bike network.								
Major Widening/Interchange Modification					<b>MTP Reference:</b> Project ID 1117									
I-70/I-71 Innerbelt (Phase 2E), Major Widening & Interchange Modification, reconstructs and widens portions of I-70 EB & WB between 4th and Miller; reconstructs bridges and surface streets and constructs new ramps and retaining walls.														
						Con \$560 Federal	Pay \$4,663 Debt Service	Pay \$4,663 Debt Service	Pay \$4,663 Debt Service	Pay \$4,663 Debt Service	Pay \$4,663 Debt Service	Pay \$4,663 Debt Service	Pay \$4,663 Debt Service	
						Con \$140 State							Pay \$4,663 Debt Service	
						Pay \$3,534 Debt Service							Pay \$4,663 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	
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$75,010</b>	\$4,234	\$4,663	\$4,663	\$4,663	\$4,663	\$33,954			
3623	ODOT 6	109659	E	mi	<b>Ped Components:</b> Other.									
FRA-IR070-20.29					<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Widen shoulder.								
Bridge Deck Replacement					<b>MTP Reference:</b> Project ID 203									
Courtright Rd at I-70 & NS RR, Bridge Deck Replacement, Widen to accommodate sidewalk and standard shoulders. Add vandal fencing.														
						Con \$1,170 HSIP								
						Con \$239 Federal								
						Con \$27 State								
						Con \$2,250 Federal								
						Con \$250 State								
						Con \$130 State								
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$4,066</b>	\$4,066								
2877	ODOT 6	95639	SA	3.4 mi	<b>Ped Components:</b> None. Pedestrians prohibited.									
FRA-IR070-22.61 (FEF-1A)					<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> None. Bicycles prohibited.								
Interchange Modification					<b>MTP Reference:</b> Project ID 135									
I-70 at I-270 (East Outerbelt), Interchange Modification, New directional ramp from SB I-270 to EB I-70, reconfigure ramps from NB I-270 to EB I-70 to Brice Road. Add collector-distributor lane EB from I-270 to Brice Road. First construction project from Far East Freeway study (PID 76997).														
						Con \$71,910 Federal								
						Con \$7,990 State								
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$88,892</b>	\$79,900								

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## Freight Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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		Phase/Amount*/Source				
3720	ODOT 6	112403	E	mi	<b>Ped Components:</b> No information provided.									
	FRA-IR070-Pump ST-1&1A		<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No information provided.										
	Maintenance Activity			<b>MTP Reference:</b> Project ID 204										
	I-70 at Pump Stations ST-1 & ST-1A, Maintenance Activity, Rehabilitate FRA IR 70 Pump Stations ST-1 and ST-1A by refurbishing the pumps, replacing the electrical systems, and other miscellaneous repairs and upgrades													
		PE DD	\$350	State				Con	\$5,350	State				
<b>Total Costs (includes costs prior to SFY21)*:</b>			<b>\$5,700</b>	\$350					\$5,350					
3640	ODOT 6	105435	E	mi	<b>Ped Components:</b> No information provided.									
	FRA-IR071/270-28.27/25.99A		<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No information provided.										
	Bridge Deck Replacement			<b>MTP Reference:</b> Project ID 203										
	I-71 & I-270 (North Outerbelt) at 3 bridges at the Interchange, Bridge Deck Replacement, Replacement of bridge deck and semi integral abutment conversion for the following bridges:													
	FRA-71-28.27: 270 WB to I-71 SB ramp over I-71.													
	FRA-71-28.31: I-71 NB to 270 WB ramp over I-71.													
	FRA-270-25.99A: I-270 WB ramp over 71 NB to 270 WB													
								Con	\$7,200	Federal				
								Con	\$800	State				
<b>Total Costs (includes costs prior to SFY21)*:</b>			<b>\$8,000</b>						\$8,000					
3521	ODOT 6	107201	SA	5.29 mi	<b>Ped Components:</b> No change to existing conditions.									
	FRA-IR071-0.00		<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.										
	Major Widening			<b>MTP Reference:</b> Project ID 376										
	I-71 from Pickaway Co Line to SR-665, Major Widening from 4 lanes to 6 lanes, Major rehabilitation and widening to 3 lanes in each direction for entire length of project. Replace and widen 2 pairs of mainline structures.													
		Con	\$1,362	Federal	Con	\$500	State	Con	\$100	State				
		Con	\$39,327	Federal										
		Con	\$6,853	State										
<b>Total Costs (includes costs prior to SFY21)*:</b>			<b>\$48,442</b>	\$47,542	\$500	\$100								

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# Freight Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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		Phase/Amount*/Source		Phase/Amount*/Source				
2644	ODOT 6	93496	SA	0.68 mi	Ped Components: No change to existing conditions.											
	FRA-IR071-01.53		Local Let <input type="checkbox"/>		Bike Components: No change to existing conditions.											
Major Widening/Bridge Deck Replace					MTP Reference: Project ID 376											
I-71 at Big Darby Creek, Major Widening & Bridge Deck Replace, Replace structures and widen to three lanes. Includes debt service for PID 107201																
		Pay	\$4,292	Debt Service	Pay	\$4,556	Debt Service	Pay	\$4,489	Debt Service	Pay	\$4,423	Debt Service	Pay	\$4,356	Debt Service
		Pay	\$599	Debt Service	Pay	\$635	Debt Service	Pay	\$626	Debt Service	Pay	\$617	Debt Service	Pay	\$608	Debt Service
														Pay	\$4,289	Debt Service
														Pay	\$598	Debt Service
														Pay	\$589	Debt Service
														Pay	\$4,223	Debt Service
														Pay	\$4,156	Debt Service
														Pay	\$580	Debt Service
														Pay	\$4,090	Debt Service
														Pay	\$570	Debt Service
														Pay	\$561	Debt Service
														Pay	\$4,023	Debt Service
														Pay	\$365	Debt Service
														Pay	\$2,617	Debt Service
														Pay	\$331	Debt Service
														Pay	\$46	Debt Service
														Pay	\$331	Debt Service
														Pay	\$46	Debt Service
Total Costs (includes costs prior to SFY21)*:		\$64,107		\$4,890		\$5,191		\$5,115		\$5,039		\$32,379				

3330	ODOT 6	104799	SA	5.56 mi	Ped Components: Other. Plan to accommodate future shared-use paths along Frank Rd and Greenlawn Ave under I-71.											
	FRA-IR071-09.62/09.71		Local Let <input type="checkbox"/>		Bike Components: Other. Plan to accommodate future shared-use paths along Frank Rd and Greenlawn Ave under I-71.											
Major Widening/Interchange Modification					MTP Reference: Project IDs 374/ 178											
I-71 from Stringtown Rd to SR-315, Major Widening from 6 lanes to 8 lanes & Interchange Modification, includes re-deck & rehab 5 pairs of mainline structures. Part 2: Construct new I-71 SB to Stringtown exit by separating mainline and exiting traffic.																
		Pay	\$8,694	Debt Service	Pay	\$8,593	Debt Service	Pay	\$2,123	Debt Service	Pay	\$8,389	Debt Service	Pay	\$8,288	Debt Service
		Pay	\$2,174	Debt Service	Pay	\$2,148	Debt Service	Pay	\$8,491	Debt Service	Pay	\$2,097	Debt Service	Pay	\$2,072	Debt Service
														Pay	\$8,186	Debt Service
														Pay	\$2,047	Debt Service
														Pay	\$8,085	Debt Service
														Pay	\$2,021	Debt Service
														Pay	\$7,983	Debt Service
														Pay	\$1,996	Debt Service
														Pay	\$1,970	Debt Service
														Pay	\$7,882	Debt Service
														Pay	\$6,225	Debt Service
														Pay	\$1,556	Debt Service
														Pay	\$2,738	Debt Service
														Pay	\$684	Debt Service
Total Costs (includes costs prior to SFY21)*:		\$244,741		\$10,868		\$10,741		\$10,614		\$10,487		\$61,733				

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## Freight Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source
3306	ODOT 6	105588	SA	4.61 mi	<b>Ped Components:</b> Sidewalk on 1 side, multi-use path on 1 side. A new sidewalk will be constructed along Short Street from Mound to Liberty Place. A new shared use path will be constructed along Short Street from Mound to the existing path across from Liberty Place 0.23  <b>Bike Components:</b> Multi-use path. A new shared use path will be constructed along Short Street from Mound to the existing path across from Liberty Place. A sharrow will be marked along Mound Street from Second to Front. 0.08 mi. added to bike network.					
FRA-IR071-14.36 (Proj 6R)						<b>Local Let</b> <input type="checkbox"/>				
Major Widening/Interchange Modification					<b>MTP Reference:</b> Project IDs 189/ 270					
I-70/I-71 Innerbelt (Project 6R), Major Widening & Interchange Modification, Project 6R builds a new ramp from Mound St to I-71 S including a new 4000' structure over the Scioto River and SR 315 (FRA-71-1530L) and a new structure over Short St (FRA-70-1372P). 6R also reconstructs the existing ramp from Mound St to I-70 W including a new structure FRA-70-1372P and a widening of the structure over Short St (FRA-70-1373L. It adds an additional lane to the overlapped portion of I-70W/71S providing two continuous lanes of I-71 and I-70 through downtown Columbus. 6R also reconstructs the block of Mound St between Front St and the cul-de-sac.										
						Con \$96,648 Federal	Con \$1,300 Federal	Con \$750 Federal		
						Con \$10,700 State	Con \$750 Federal	Con \$750 State		
						Con \$749 State	Con \$750 State			
						Con \$6,741 Federal	Con \$131 STBG-M			
						Con \$9 STBG-M	Con \$33 Local			
						Con \$2 Local				
<b>Total Costs (includes costs prior to SFY21)*:</b>						<b>\$119,356</b>	<b>\$114,850</b>	<b>\$2,963</b>	<b>\$1,500</b>	
3294	ODOT 6	105453	SA	0.69 mi	<b>Ped Components:</b> Sidewalk on 1 side. Sidewalks will be extended from Long to Broad along Lester Dr and Elijah Pierce Ave. Wider sidewalks on both sides of the new Broad St bridge. 0.6 mi. added to ped network.  <b>Bike Components:</b> Bicycle lanes. Bike lanes along Lester Dr and Elijah Pierce Ave will be extended from Long St to Broad St. New Broad St bridge will accommodate new bike lanes. 0.6 mi. added to bike network.					
FRA-IR071-17.46 (Proj 3B)						<b>Local Let</b> <input type="checkbox"/>				
Major Widening/New Roadway					<b>MTP Reference:</b> Project ID 126					
I-70/I-71 Innerbelt (Phase 3B), Major Widening & New Roadway, Reconstruct & widen I-71 from Broad St to Long St & the Broad St bridge over I-71. Build Lester Dr and Elijah Pierce Ave between Broad & Long. Includes retaining walls N5 and N6 and the Columbus sanitary siphon. Eliminates 2 existing ramps.										
						Con \$75 State	Con \$50 State			
						Con \$15 NHFP	Con \$450 NHPP			
						Con \$675 NHPP				
<b>Total Costs (includes costs prior to SFY21)*:</b>						<b>\$45,430</b>	<b>\$765</b>	<b>\$500</b>		
3629	ODOT 6	109164	E	mi	<b>Ped Components:</b> No information provided.  <b>Bike Components:</b> No information provided.					
FRA-IR071-20.08						<b>Local Let</b> <input type="checkbox"/>				
Bridge Maintenance Activities					<b>MTP Reference:</b> Project ID 203					
I-71 at 7 overhead bridges between 17th Ave & SR-161, Bridge Maintenance Activities, Repairs and concrete deck overlay on 7 structures.										
								Con \$468 Federal		
								Con \$52 State		
								Con \$6,683 Federal		
								Con \$743 State		
<b>Total Costs (includes costs prior to SFY21)*:</b>						<b>\$7,945</b>		<b>\$7,945</b>		

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## Freight Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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		
3632	ODOT 6	107777	E	mi	Ped Components: No information provided.					
	FRA-IR071-23.46			Local Let <input type="checkbox"/>	Bike Components: No information provided.					
				Bridge Maintenance Activities		MTP Reference: Project ID 203				
	I-71 at Cooke Rd, Bridge Maintenance Activities, Overlay/approach slabs.									
							Con	\$60	State	
							Con	\$540	Federal	
							Con	\$2	State	
							Con	\$22	Federal	
Total Costs (includes costs prior to SFY21)*:		\$624						\$624		

1272	Worthington	95516	SA	0.29 mi	Ped Components: Multi-use path. 0.29 mi. added to ped network.					
	FRA-CR084-01.36			Local Let <input type="checkbox"/>	Bike Components: Multi-use path. 0.29 mi. added to bike network.					
				Major Widening/Intersection Modification		MTP Reference: Project ID 69				
	Worthington-Galena Rd from Wilson Bridge/Huntley Rds to Sancus Blvd, Major Widening from 2 lanes to 4 lanes & Intersection Modification, also known as the Northeast Gateway.									
				Con	\$8,307	STBG-M				
				Con	\$2,616	Local				
Total Costs (includes costs prior to SFY21)*:		\$17,104		\$10,923						

3622	ODOT 6	107832	E	mi	Ped Components: No information provided.					
	FRA-IR270-05.47			Local Let <input type="checkbox"/>	Bike Components: No information provided.					
				Bridge Deck Replacement		MTP Reference: Project ID 203				
	Hall Rd at I-270, Bridge Deck Replacement, deck replace									
							Con	\$2	State	
							Con	\$540	Federal	
							Con	\$22	Federal	
							Con	\$60	State	
Total Costs (includes costs prior to SFY21)*:		\$624						\$624		

3339	ODOT 6	104977	E	0 mi	Ped Components: No information provided.					
	FRA-IR270-06.17			Local Let <input type="checkbox"/>	Bike Components: No information provided.					
				Bridge Replacement		MTP Reference: Project ID 203				
	Sullivant Ave at I-270, Bridge Replacement, Sullivant Ave over IR 270 deck replacement									
					Con	\$76	Federal			
					Con	\$130	State			
					Con	\$1,170	Federal			
					Con	\$8	State			
Total Costs (includes costs prior to SFY21)*:		\$1,384				\$1,384				

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## Freight Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source				
2672	ODOT 6	76469	SA	7.94 mi	<b>Ped Components:</b> No change to existing conditions.									
	FRA-IR270-09.15				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.								
Major Widening/Minor Pavement Rehabilitation					<b>MTP Reference:</b> Project IDs 375/ 204									
I-270 (West Outerbelt) from I-70 to US-33, Major Widening from 6 lanes to 8 lanes & Minor Pavement Rehabilitation, add one lane in each direction, 3.5" overlay, joint repair, signs, guardrail, drainage, lighting. Work on five pairs of mainline structures.														
						Pay \$507 Debt Service	Pay \$2,005 Debt Service	Pay \$1,983 Debt Service	Pay \$1,960 Debt Service	Pay \$1,938 Debt Service				
						Pay \$2,028 Debt Service	Pay \$501 Debt Service	Pay \$496 Debt Service	Pay \$490 Debt Service	Pay \$484 Debt Service				
										Pay \$1,915 Debt Service				
										Pay \$479 Debt Service				
										Pay \$1,893 Debt Service				
										Pay \$473 Debt Service				
										Pay \$1,871 Debt Service				
										Pay \$468 Debt Service				
										Pay \$1,848 Debt Service				
										Pay \$462 Debt Service				
										Pay \$264 Debt Service				
										Pay \$1,057 Debt Service				
										Pay \$100 Debt Service				
										Pay \$25 Debt Service				
										Pay \$100 Debt Service				
										Pay \$25 Debt Service				
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$69,004</b>	\$2,534	\$2,506	\$2,478	\$2,450	\$13,403				
3637	ODOT 6	105498	E	mi	<b>Ped Components:</b> No information provided.									
	FRA-IR270-09.30				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No information provided.								
Bridge Deck Replacement					<b>MTP Reference:</b> Project ID 203									
Trabue Rd at I-270, Bridge Deck Replacement, Replace deck of bridge FRA-270-9.3, Trabue Rd over I-270.														
								Con \$1,350 Federal						
								Con \$150 State						
<b>Total Costs (includes costs prior to SFY21)*:</b>					<b>\$1,500</b>			\$1,500						

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## Freight Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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		Phase/Amount*/Source		Phase/Amount*/Source						
1946	ODOT 6	88310	SA	4.76	mi	<b>Ped Components:</b> No change to existing conditions. The multi-use path stub just north of Post Road and under I-270 will remain in its current location and be maintained for future use.												
	FRA-IR270-17.29				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions. The multi-use path stub just north of Post Road and under I-270 will remain in its current location and be maintained for future use.												
					Interchange Modification		<b>MTP Reference:</b> Project ID 239											
I-270 at US-33/SR-161, Interchange Modification, interchange reconstruction and expansion.																		
				Pay	\$564	STBG-M	Pay	\$581	STBG-M	Pay	\$589	STBG-M	Pay	\$607	STBG-M	Pay	\$625	STBG-M
				Pay	\$555	STBG-M	Pay	\$572	STBG-M	Pay	\$598	STBG-M	Pay	\$616	STBG-M	Pay	\$635	STBG-M
																Pay	\$644	STBG-M
																Pay	\$654	STBG-M
																Pay	\$674	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	\$806	STBG-M
																Pay	\$818	STBG-M
																Pay	\$830	STBG-M
																Pay	\$842	STBG-M
																Pay	\$855	STBG-M
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$90,626</b>		<b>\$1,119</b>		<b>\$1,153</b>		<b>\$1,187</b>		<b>\$1,223</b>		<b>\$16,161</b>						

3475	ODOT 6	106243	E	2.9	mi	<b>Ped Components:</b> No information provided.												
	FRA-IR270-18.79				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No information provided.												
					Preventive Pavement Maintenance		<b>MTP Reference:</b> Project ID 204											
I-270 from US 33 W interchange to Rear approach of RR bridge, Preventive Pavement Maintenance, Resurfacing FRA-270 18.49 to 21.63																		
				Con	\$3,266	Federal												
				Con	\$363	State												
				Con	\$136	Federal												
				Con	\$15	State												
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$3,780</b>		<b>\$3,780</b>														

3475	ODOT 6	106243	E	2.9 mi	<b>Ped Components:</b> No information provided.									
	FRA-IR270-18.79			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No information provided.									
Preventive Pavement Maintenance					<b>MTP Reference:</b> Project ID 204									
I-270 from US 33 W interchange to Rear approach of RR bridge, Preventive Pavement Maintenance, Resurfacing FRA-270 18.49 to 21.63														
		Con	\$3,266	Federal										
		Con	\$363	State										
		Con	\$136	Federal										
		Con	\$15	State										
<b>Total Costs (includes costs prior to SFY21)*:</b>		<b>\$3,780</b>	<b>\$3,780</b>											

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## Freight Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source		
3701	ODOT 6	110126	E	mi	Ped Components: No information provided.					
	FRA-IR270-40.45			Local Let <input type="checkbox"/>	Bike Components: No information provided.					
				Minor Pavement Rehabilitation		MTP Reference: Project ID 204				
	IR 270 from FRA-270-40.45 to FRA-270-43.18, Minor Pavement Rehabilitation, Fine Graded Polymer AC Overlay:FRA-270-40.45-43.18									
					Con \$9 State					
					Con \$1,931 Federal					
					Con \$77 Federal					
					Con \$215 State					
Total Costs (includes costs prior to SFY21)*:		\$2,231			\$2,231					
1496	ODOT 6	79666	E	3.69 mi	Ped Components: No change to existing conditions. pedestrians prohibited					
	FRA-IR270-48.470			Local Let <input type="checkbox"/>	Bike Components: No change to existing conditions. bicycles prohibited					
				Resurfacing		MTP Reference: Project ID 204				
	I-270 from 0.51 mi E of Alum Creek to 0.23 mi W of Parsons Ave, Resurfacing,									
					Con \$7,352 Federal		Con \$2 State			
					Con \$817 State		Con \$20 Federal			
Total Costs (includes costs prior to SFY21)*:		\$8,192		\$8,169			\$22			
3714	ODOT 6	110693	E	mi	Ped Components: No information provided.					
	FRA-IR270-SP FY21 Concr			Local Let <input type="checkbox"/>	Bike Components: No information provided.					
				Minor Pavement Rehabilitation		MTP Reference: Project ID 204				
	I-270 at locations in Franklin County, Minor Pavement Rehabilitation, Spot concrete slab repair on I-270 in Franklin County									
					Con \$16 State					
					Con \$1,600 Federal					
					Con \$64 Federal					
					Con \$400 State					
Total Costs (includes costs prior to SFY21)*:		\$2,080		\$2,080						
3599	Franklin County	109581	E	mi	Ped Components: No information provided.					
	FRA-SR317-1.46			Local Let <input type="checkbox"/>	Bike Components: No information provided.					
				Intersection Modification		MTP Reference: Project 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 \$298 Local					
Total Costs (includes costs prior to SFY21)*:		\$2,298			\$2,298					

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

\*All Amounts in Thousands

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

## Freight Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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		Phase/Amount*/Source				
3394	Franklin County FRA-SR317-5.09	109493	E	mi	<b>Ped Components:</b> Pedestrian detectors. <b>Bike Components:</b> Other. Intersection Modification							<b>MTP Reference:</b> Project ID 185		
London-Groveport Rd at Rohr Rd, Intersection Modification, roundabout with 4-foot paved shoulder, pedestrian buttons, and grading for a future sidewalk/multi-use path.														
		ROW	\$75	HSIP	Con	\$1,106	HSIP							
		ROW	\$25	Local	Con	\$499	Local							
<b>Total Costs (includes costs prior to SFY21)*:</b>		\$1,705	\$100	\$1,605										
3706	ODOT 6 FRA-IR670-0.000	110051	E	mi	<b>Ped Components:</b> No information provided. <b>Bike Components:</b> No information provided. Minor Pavement Rehabilitation							<b>MTP Reference:</b> Project ID 204		
IR-670 from IR-70 to ramp from US23D, Minor Pavement Rehabilitation, AC Overlay without Repairs:FRA-670-0.00-1.05 & 3.17-3.88AC Overlay with Repairs:FRA-670-1.05-3.17														
					Con	\$180	Federal							
					Con	\$20	State							
					Con	\$4,497	Federal							
					Con	\$500	State							
<b>Total Costs (includes costs prior to SFY21)*:</b>		\$5,197	\$5,197											
3643	ODOT 6 FRA-IR670-01.08	105428	E	mi	<b>Ped Components:</b> No information provided. <b>Bike Components:</b> No information provided. Bridge Maintenance Activities							<b>MTP Reference:</b> Project ID 203		
I-670 at 4 bridges between I-70 and SR-315, Bridge Maintenance Activities, Placing an epoxy overlay on the following bridges: FRA-670-2.13 FRA-670-2.39 FRA-670-1.08 FRA-670-2.36														
								Con	\$1,170	Federal				
								Con	\$130	State				
<b>Total Costs (includes costs prior to SFY21)*:</b>		\$1,300					\$1,300							
3628	ODOT 6 FRA-IR670-03.31	111340	E	mi	<b>Ped Components:</b> No information provided. <b>Bike Components:</b> No information provided. Bridge Maintenance Activities							<b>MTP Reference:</b> Project ID 203		
I-670 from High St to Summit St (US 23), Bridge Maintenance Activities, Rebuild lighting system on High St underpass. Repair retaining walls														
		PE DD	\$15	State	Con	\$158	Federal							
		PE DD	\$45	Federal	Con	\$250	State							
		PE DD	\$5	State	Con	\$18	State							
					Con	\$2,250	Federal							
<b>Total Costs (includes costs prior to SFY21)*:</b>		\$2,740	\$65	\$2,675										

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

\*All Amounts in Thousands

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

## Freight Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source					
3296	ODOT	104674	SA	6.47 mi		<b>Ped Components:</b> No change to existing conditions.									
	FRA-IR670-03.92				Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.									
Operational Upgrades/Study						<b>MTP Reference:</b> Project ID 907									
I-670 from 4th St to I-270, Operational Upgrades & Study, hard shoulder running installation (known as SmartLane) on I-670. The project also includes improvements to the 670/270/62 interchange and along I-270 northbound to improve congestion and safety due to a weave. Westbound I-670 will resurfaced with the project.															
						Pay \$4,257 Debt Service	Pay \$4,257 Debt Service	Pay \$4,257 Debt Service	Pay \$4,257 Debt Service	Pay \$4,257 Debt Service					
										Pay \$4,257 Debt Service					
										Pay \$4,257 Debt Service					
										Pay \$4,257 Debt Service					
										Pay \$4,257 Debt Service					
										Pay \$4,257 Debt Service					
										Pay \$335 Debt Service					
<b>Total Costs (includes costs prior to SFY21)*:</b>						<b>\$125,547</b>	<b>\$4,257</b>	<b>\$4,257</b>	<b>\$4,257</b>	<b>\$4,257</b>	<b>\$25,879</b>				

2967	ODOT 5	93109	E	13.27 mi		<b>Ped Components:</b> No information provided.									
	LIC-US040-00.00				Local Let <input type="checkbox"/>	<b>Bike Components:</b> No information provided.									
Resurfacing/Signalization						<b>MTP Reference:</b> Project ID 204									
US 40 from Franklin/Licking County Line to SR-37, Resurfacing & Signalization, and related work. Pavement treatment to include mill/fill with full depth pavement replacement from Columbia Road (SLM 4.56) to western corporation limit of Kirkersville (SLM 9.37) with drainage repairs/elimination of grass medians. Scope of project to also include the construction of westbound right turn lanes at Smoke Road and proposed Southwest Licking School access drive and signalization of proposed drive.															
						Con \$6,720 Federal									
						Con \$1,113 State									
						Con \$4,887 Federal									
						Con \$2,793 State									
						Con \$3 Local									
						Con \$1,680 State									
						Con \$11,607 Federal									
						Con \$384 Local									
<b>Total Costs (includes costs prior to SFY21)*:</b>						<b>\$29,188</b>	<b>\$29,188</b>								

3670	ODOT 5	107262	E	mi		<b>Ped Components:</b> No information provided.									
	LIC-IR070-01.90				Local Let <input type="checkbox"/>	<b>Bike Components:</b> No information provided.									
Noise Walls						<b>MTP Reference:</b> Project ID 204									
IR 70 at S of I70 parallel to Freeway Dr in Russel Heights, Noise Walls, Construct new Type II noise wall, 16 foot high and 1,249 feet long, along the south side of Lic IR 70 EB parallel to Freeway Drive in Russell Heights.															
						Con \$45 Federal									
						Con \$5 State									
						Con \$50 State									
						Con \$450 Federal									
<b>Total Costs (includes costs prior to SFY21)*:</b>						<b>\$550</b>	<b>\$550</b>								

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

*\*All Amounts in Thousands*

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

## Freight Project Listing Sorted by County-Route-Section for the SFY 2021 to 2024 TIP

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	Phase/Amount*/Source		
1453	Dublin	80748	SA	mi	Ped Components: No information provided.					
	UNI-US33-24.87		Local Let	<input type="checkbox"/>	Bike Components: No information provided.					
		Interchange Modification		MTP Reference: Project ID 386						
US-33 at SR-161/Post Rd, Interchange Modification, to include interchange reconfiguration, ramp relocation, and necessary improvements to adjacent roadways. CIP ET1102.										
				Con	\$9,040	Federal				
				Con	\$2,260	State				
				Con	\$704	Federal				
				Con	\$171	State				
				Con	\$176	State				
				Con	\$617	Local				
				Con	\$1,382	Federal				
				Con	\$10,000	STBG-M				
				Con	\$8,820	Local				
Total Costs (includes costs prior to SFY21)*:				\$33,330	\$33,170					

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

\*All Amounts in Thousands

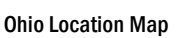
\*\*Funding information in the Future Years column is not officially included in the TIP.

## Fiscal Years 2021 - 2024



**MORPC**

This map does not show all TIP projects.  
Please check [www.morpc.org](http://www.morpc.org) for updates  
to this map and a complete project listing.



## LEGEND

**Construction Phase  
after FY 2024**  
(Construction not part of TIP)

- 
- Planning Area



The information shown on this map is compiled from various sources available to us which we believe to be reliable.  
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# 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 years<sup>1</sup> (2021-2024) while COTA's Short Range Transit Plan (S RTP) covers five calendar years.<sup>2</sup>

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.

<sup>1</sup> State of Ohio's fiscal Year begins July 1.

<sup>2</sup> 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  $\frac{3}{4}$  mile of a fixed route are considered American with Disabilities Act (ADA) eligibility trips and receive first priority. For those eligible customers whose trip lies outside of the  $\frac{3}{4}$  mile zone are considered "non-ADA", trips.

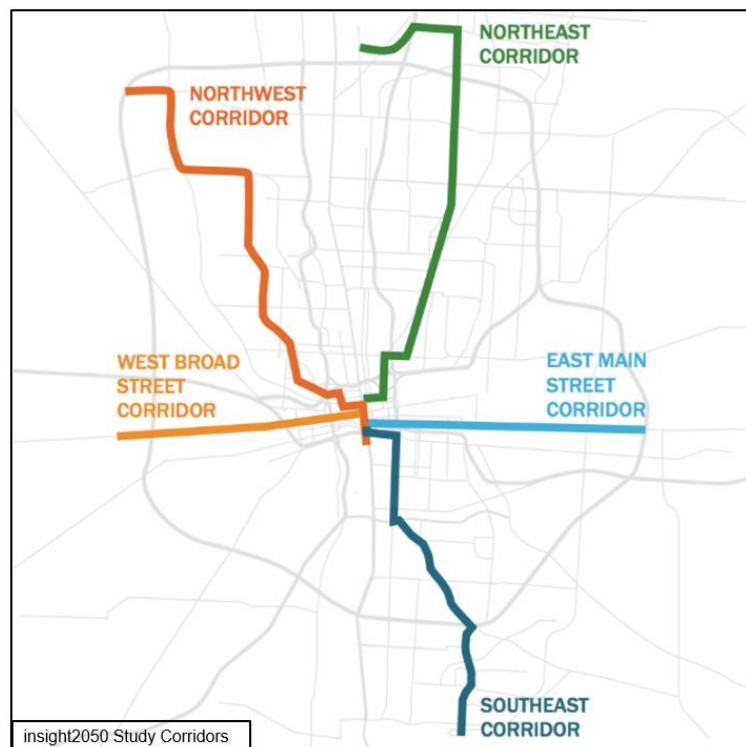
Due to the rising cost of and increased demand for Mainstream service, COTA continues to explore methods of cost reduction while meeting the transportation needs of the community. Once such example is "Mainstream On-Demand", a non-ADA service for Mainstream-eligible customers, which began in May 2019. 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 non-revenue 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.
2. 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 diversify 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

	Budget 2020	Projected 2021	Projected 2022	Projected 2023	Projected 2024
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
<b>Sources</b>					
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
<b>TOTAL SOURCES</b>	<b>\$ 163,489,974</b>	<b>\$ 168,101,621</b>	<b>\$ 172,627,022</b>	<b>\$ 177,308,278</b>	<b>\$ 182,308,614</b>
<b>Uses</b>					
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
<b>TOTAL USES</b>	<b>\$ 170,859,976</b>	<b>\$ 173,631,475</b>	<b>\$ 179,214,262</b>	<b>\$ 183,604,119</b>	<b>\$ 188,103,722</b>
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)
<b>ENDING CASH BALANCE</b>	<b>\$ 147,582,756</b>	<b>\$ 135,568,662</b>	<b>\$ 123,776,042</b>	<b>\$ 111,706,601</b>	<b>\$ 100,452,693</b>

Table 1-2: System Capital Program

Central Ohio Transit Authority  
Capital Program  
SRTP 2020-2024

	Budget 2020	Projected 2021	Projected 2022	Projected 2023	Projected 2024
<b>Sources</b>					
Federal Funding	\$ 34,573,000	\$ 22,042,960	\$ 23,111,520	\$ 14,474,400	\$ 14,515,200
State & Other Grant Funding	\$ 3,700,000	\$ 2,964,000	\$ -	\$ -	\$ -
Long-Term Financing	\$ 10,000,000	\$ 17,750,000	\$ 16,250,000	\$ -	\$ -
<b>TOTAL SOURCES</b>	<b>\$ 48,273,000</b>	<b>\$ 42,756,960</b>	<b>\$ 39,361,520</b>	<b>\$ 14,474,400</b>	<b>\$ 14,515,200</b>
<b>Uses</b>					
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
<b>TOTAL USES</b>	<b>\$ 72,115,250</b>	<b>\$ 49,241,200</b>	<b>\$ 44,566,900</b>	<b>\$ 20,248,000</b>	<b>\$ 19,974,000</b>
<b>Local Capital Requirement</b>	<b>\$ (23,842,250)</b>	<b>\$ (6,484,240)</b>	<b>\$ (5,205,380)</b>	<b>\$ (5,773,600)</b>	<b>\$ (5,458,800)</b>



# 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



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## BOARD OF DIRECTORS

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**Fred Johnson – Vice-Chair**

**David Black – Treasurer**

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## ADMINISTRATION

**Denny Schooley – Executive Director**

**Virginia (Ginny) Berry – Community Relations & Marketing Manager**

**Grant Bias – Safety, Security and Training Manager**

**Crystal James – Operations Director**

**Tonya Layman – Mobility Manager**

**Ed Pierson – Facilities, Assets and Technology Manager**

**Tina Smith – Controller / HR Coordinator**

## 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
- 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
- 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	PCT
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  
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

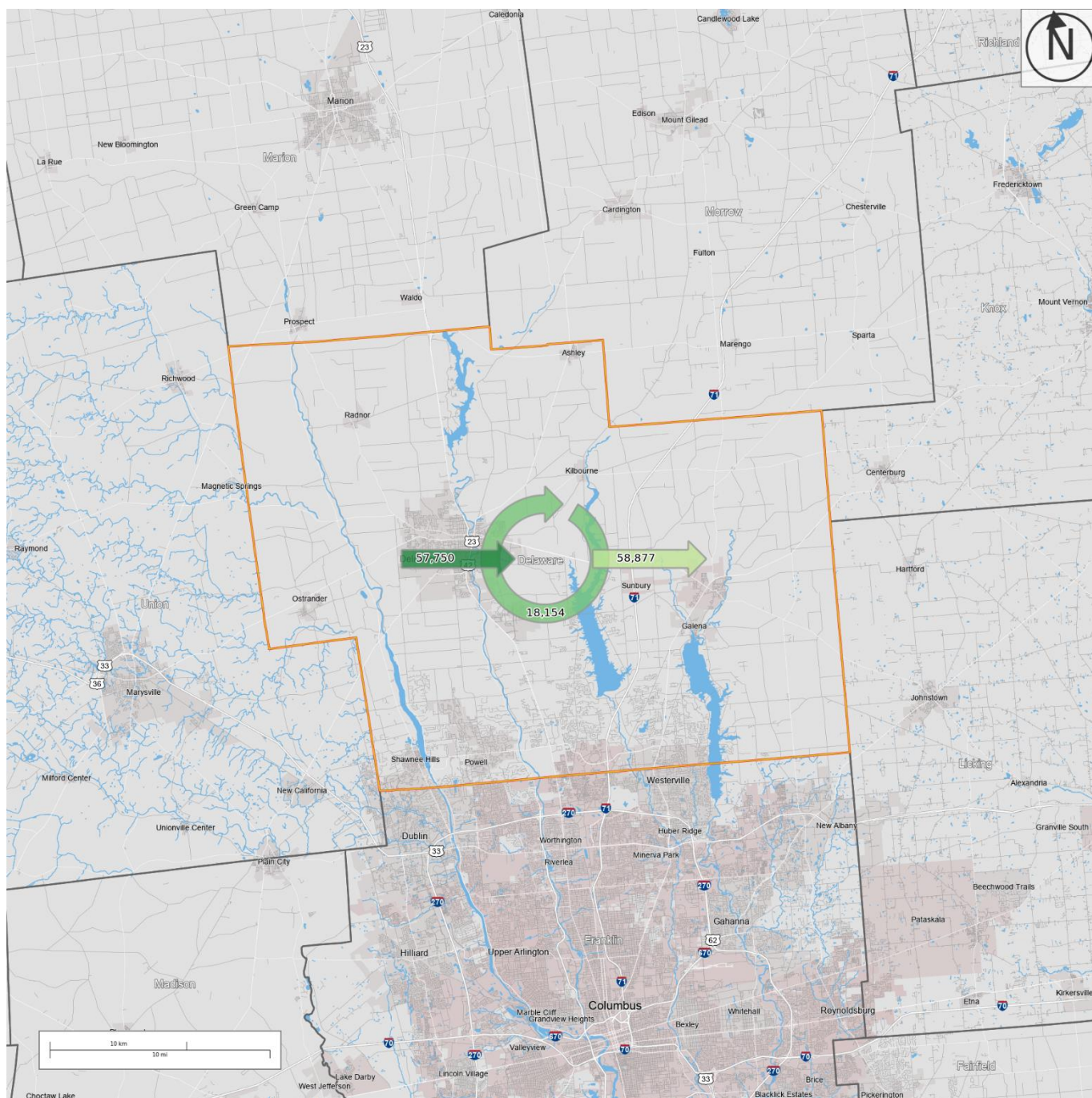
According to a Columbus Dispatch article in September 2019, Central Ohio's unemployment rate was 3.8% with Delaware County's rate being the lowest at 3.4%. This creates issues for employers in Delaware County as they compete with each other to attract and retain employees from the same labor pool. This 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.





## 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 Vision, 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
<b>Replacement Vehicles:</b>					
Light Transit Low Floor (LTL)	4	4	4	4	4
Modified Mini-Vans (MMV)					2
Sedans					
30' Buses (New)					
<b>Expansion Vehicles:</b>					
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
<b>Total</b>	<b>31.5</b>	<b>41</b>

## 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](http://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
<b>TOTAL</b>	<b>\$2,557,100</b>	<b>\$2,621,028</b>	<b>\$2,686,553</b>	<b>\$2,753,717</b>	<b>\$2,822,560</b>	<b>\$11,502,603</b>

## 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 devices 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
<b>Vehicles</b>											
<b>Replacement Vehicles:</b>											
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											\$
30' Buses (New)											\$
<b>Expansion Vehicles:</b>											
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)											\$
<b>Vehicle Equipment</b>											
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
<b>Facilities</b>											
<b>Parking Lot</b>	1	\$120,000									\$120,000
<b>Security</b>											
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
<b>Equipment</b>											
Shop Equipment			1	\$48,000							\$48,000
Backup Generator			1	\$45,000							\$45,000
HVAC Replacement			1	\$70,000							\$70,000
											\$
<b>Transportation Enhancement</b>											
Bike Racks											\$
Shelter											\$
											\$
<b>Real Property</b>											
Park and Ride											\$
<b>TOTAL</b>		<b>\$702,500</b>		<b>\$1,091,000</b>		<b>\$769,000</b>		<b>\$582,000</b>		<b>\$470,000</b>	<b>\$3,614,516</b>



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
<b>Vehicles</b>						
<b>Replacement Vehicles:</b>						
Light Transit Low Floor (LTL)		5307	OTP2	OTP2	OTP2	OTP2
Modified Mini-Vans (MMV)						OTP2
Sedans						
30' Buses (New)						
<b>Expansion Vehicles:</b>						
Light Transit Low Floor (LTL)		OTP2	OTP2	OTP2	OTP2	
Modified Mini-Vans (MMV)		OTP2	OTP2			
Sedans						
30' Buses (Used)						
<b>Vehicle Equipment</b>						
Bike Racks			F/C	F/C	F/C	
Security Cameras			F/C	F/C	F/C	F/C
<b>Facilities</b>						
<b>Parking Lot</b>		OTP2				
<b>Security</b>						
Fencing		OTP2				
Access Control			F/C			
Security Cameras			F/C			
Tree and Brush Removal		OTP2				
<b>Equipment</b>						
Shop Equipment			F/C			
Backup Generator			F/C			
HVAC Replacement			F/C			
<b>Transportation Enhancement</b>						
Bike Racks						
Shelter						
<b>Real Property</b>						
Park and Ride						



## Interim Short Range Transit Plan

2020 through 2024

February 2020

# Appendix B

## Policies for Managing MORPC- Attributable Funds



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

# 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](http://www.morpc.org).

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## 1. Introduction

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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) <sup>1</sup>	\$23 million
Congestion Mitigation & Air Quality Improvement Program (CMAQ) <sup>2</sup>	\$12 million
Transportation Alternatives Program (TAP)	\$2 million
<b>Total</b>	<b>\$37 million</b>

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

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

## 2. Attributable Funds Committee

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

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<sup>1</sup> Formerly called the Surface Transportation Program, or STP.

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

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

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

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

### 3. Process Milestones and Schedule

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

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

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

Date	Milestone
MAY 1	Solicitation of funding applications announced.
JUNE 3	MORPC hosts an <b>Applicant Workshop</b> from 2:30 p.m. to 4:30 p.m.; select MORPC-generated datasets made available for applicant use.
JULY 10	The <b>Commitment Update Form</b> 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	<b>Screening Applications</b> 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	<b>Final Applications</b> 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 <b>final recommendations</b> 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	<b>Partnering Agreements</b> sent to sponsoring agencies.
AUGUST '21	Signed Partnering Agreements are due from sponsoring agencies.

## 4. Eligibility and Requirements

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### 4.1 Eligible Sponsors

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

The sponsoring agency'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/index.cfm](https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm).

### 4.5.3 TAP Eligibility Guidance

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



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

## 4.6 Guidance for Applicants

Applicants should consider the following points before applying:

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

## 5. Activity Categories

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### 5.1 Purpose

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



## 5.2 Definitions

The six Activity Categories are:

- **System Preservation** – This category includes projects that are solely replacement or maintenance of existing roadway infrastructure without resulting in operational changes to motor vehicle traffic. Examples include bridge maintenance and replacements, and pavement preservation, resurfacing or rehabilitation. The maintenance 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
2. 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
<b>Minimum %</b>	40	20	5	10	5
<b>Maximum %</b>	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 Status	Right-of-Way Authorization Date
Complete Streets / Smart Streets / NEPA Verification	Award Contract Date
Applicant Contact Information	Date Funds are Needed (if no construction proposed)
Name	Source, Amount, and Percent of Phase Subtotal:
Address	Preliminary Engineering
Phone Number	Right-of-Way
E-mail Address	Construction
Facility Name	Other Costs
Project Limits (From-To)	Total Cost
Project Length	

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/ConstructionMgt/Estimating/Pages/default.aspx>

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

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

For construction phases, the SFY requested for the commitment will be one year following the calendar year of the Final Plans and Bid Package Submittal to ODOT in the project's schedule. For example, if the bid package submittal date is in April 2026, the applicant is requesting funds for SFY 2027. 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

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

The following generally describes the evaluation and selection process:

- a. Staff shall apply the scoring criteria to applications for new funding commitments and outstanding commitments forced to compete for the additional funding.
- b. Staff shall submit the collected information about each application and the scores for each application to the AFC for review and comment.
- c. The AFC shall select applications to recommend for new funding commitments.
- d. The recommended program of funding commitments (changes to outstanding funding commitments as well as new commitments) shall be provided to 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.

Data Source	Economic Opportunity Goal Evaluation Criteria & Description	Priority Level by Category					
		Major	Minor	Preservation	Bike & Ped	Transit	Other
MORPC Derived***	<b>Congestion Relief:</b> 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.	A	A			A	
MORPC Derived****	<b>Job Retention &amp; Creation:</b> The number of existing jobs of each type (manufacturing, office, warehousing, retail, institutional) within 1 mile of the project. The Applicant will provide the number of permanent jobs of each type (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.	A	A	B	B	B	
	<b>Development Readiness:</b> Describe the presence and timing of all necessary economic development components in the project area, such as infrastructure (e.g., utilities, water and sewer, broadband), access to appropriately trained labor (skilled 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.	B	B			B	
MORPC Derived*	<b>Travel Time Uncertainty &amp; Delay Reduction:</b> Using existing travel time data, the existing travel time uncertainty index will be calculated for the area within 1 mile of the project. Projects in areas with higher uncertainty will score better. Travel delay reduction is the average 2040 travel time reduction per person for a complete trip using the facility during peak periods (including AM and PM peak hours) as a result of the project as estimated using the regional model. Projects with more delay reduction will score better.	B	B			C	
MORPC Derived*	<b>Traffic Composition:</b> Current and future Average Daily Traffic and percentage of truck traffic. Higher volume facilities and facilities serving a higher percentage of truck traffic will score higher.	B	B	A			
	<b>Other Economic Considerations:</b> Describe the type and amount of acreage of site(s) that will primarily benefit from the project's improvements (e.g., greenfields, developed, redeveloped, infill, brownfields, intermodal facilities). 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.	C	C	C	A	A	A

\*Available prior to application submission.

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

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



### 7.1.2 Natural Resources Goal Criteria

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

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

\*Available prior to application submission.

### 7.1.3 Energy Goal Criteria

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

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

#### 7.1.4 Collaboration and Funding Goal Criteria

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

Data Source	Collaboration and Funding Goal Evaluation Criteria & Description	Priority Level by Category					
		Major	Minor	Preservation	Bike & Ped	Transit	Other
<b>MORPC Provided*</b>	<b>Percent and Amount of MORPC Funding Requested:</b> The percentage will only be based on the total right-of-way and construction cost. If it is not a traditional construction project, the percent of the total program/activity will be used. Applications that provide non-federal match to MORPC funding of 30% or more will score better. Applications that request amounts greater than 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.	A	A	A	A	A	A
	<b>Documentation of Support and Collaboration:</b> The applicant is to provide letters of support from neighboring government jurisdictions, community associations, business associations, or others. 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.	B	B	B	B	B	B
	<b>Origin of Project/Project Readiness:</b> The applicant is to provide the origin of the project including all planning studies recommending the project or activity and which ODOT Project Development Process (PDP) steps have been completed at time of final application submittal. Projects that are further through the planning and PDP process will score better.	B	B	B	B	B	B
	<b>Percent and Amount of Private Sector Funding:</b> 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.	B	B	B	B	B	B
	<b>Applicant Priority Ranking:</b> Applicants that submit more than one project must also submit a priority ranking of their projects. The applicant's top project within each category will benefit under this criterion.	C	C	C	C	C	C
	<b>Small Agency Funding Capacity:</b> For an agency with a small transportation budget, such that the local funding they are contributing to the project phases for which they are requesting assistance is approximately equal to or greater than the usual size of its annual transportation infrastructure expenditures, will benefit under this criterion.	C	C	C	C	C	C

\*Available prior to application submission.

### 7.1.5 Health, Safety & Welfare Goal Criteria

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

Data Source	Health, Safety & Welfare Goal Evaluation Criteria & Description	Priority Level by Category					
		Major	Minor	Preservation	Bike & Ped	Transit	Other
MORPC Derived*	<b>Crash Reduction:</b> Using the ODOT crash data and tools, crash measures for the project will be calculated, including overall frequency, 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.	A	A	B	A	A	
MORPC Derived*	<b>Facility Condition:</b> The average PCR of the existing roadway that would be improved as part of the project based on the most recent ODOT data will be calculated. The worst existing bridge component rating based on ODOT data that would be improved as part of the project. The sponsor should review the ODOT data and may provide supplemental data if desired. Projects that are on facilities with lower PCRs and/or bridge ratings will score higher.	A	A	A			
	<b>New Transit Ridership:</b> 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.					A	
MORPC Derived**	<b>Environmental Justice:</b> 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.	B	B	B	B	B	
	<b>System Life:</b> The applicant is to provide information on the age and condition of the components being replaced. Also provide a statement, if applicable, as to the potential of the project to maximize life of transportation system. This is any extraordinary aspect that is likely to be part of the project.	C	C	C	C	A	
	<b>Other Health, Safety &amp; Welfare Considerations:</b> Statement by the sponsor with rationale on how the project would further this goal. Reference should be made to as many of the above criteria as applicable in justifying the benefits of the program/activity/project relative to this goal.	C	C	C	C	C	A

\*Available prior to application submission.

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

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

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

Data Source	Sustainable Neighborhoods and Quality of Life Evaluation Criteria & Description	Priority Level by Category					
		Major	Minor	Preservation	Bike & Ped	Transit	Other
MORPC Derived**	<b>Origin/Destination Density:</b> The average density (population + jobs) of the project users' origins and destinations will be estimated based on existing densities & 2040 projections. The average densities will be calculated for both higher density ends of the trip and lower density ends of the trip. For the Bike and Pedestrian category, the density within 1 mile of the project will be used. Projects that serve travelers going to and from more dense areas will score higher.	A	A	A	B	A	
	<b>Pedestrian System:</b> The applicant will provide information on the relationship of the project to the existing pedestrian transportation system and/or how the project will include improvements to enhance or connect to the pedestrian system. Projects that facilitate the construction of pedestrian facilities along a regionally significant active transportation corridor will score higher. Projects that provide pedestrian facilities where none currently exist and/or provide connections among existing facilities will score higher.	B	B	B	A	A	
	<b>Bikeway System:</b> The applicant will provide information on the relationship of the project to the existing bikeway transportation system and/or how the project will include improvements to enhance or connect to the bikeway system. Projects that facilitate the construction of facilities along a regional active transportation corridor will score higher. Projects that provide bike facilities where none currently exist will score higher.	B	B	B	A	A	
	<b>Displacements:</b> The applicant will provide an estimate of the number of displacements (business and residential) as a result of the project. The information can be provided in terms of a range of likely displacements.	B	B	B	B	B	
MORPC Derived*	<b>On Transit Line:</b> 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.	C	C	B	B		
	<b>Transit System:</b> 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.	C	C	C	B	B	
	<b>Other Sustainable Neighborhoods Considerations:</b> Statement by the applicant with rationale on how the project would further quality of life and relationship of this project to furthering the community's quality of life goals. For projects in the Other Activity Category, also provide additional information especially in regard to any of criteria above criteria as applicable in justifying the benefits of the program/activity/project relative to this goal.	B	B	B	C	B	A

\*Available prior to application submission.

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

## 7.2 Scoring Phased Construction Projects

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

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

## 7.3 Agency Prioritization of Multiple Applications

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

## 7.4 Weighting Scores by Goal and Category

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

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

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

## 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

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### 8.1 Federal and State Requirements

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

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

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

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

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

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

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

MORPC will include new and outstanding funding commitments in SFYs 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

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

### 9.1 Partnering Agreements

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

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

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

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

### 9.2 Project Monitoring

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

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

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

### 9.3 Commitment Update Form

After receiving a commitment, sponsors must submit a Commitment Update Form every two years, during the application period, until the funds have received federal authorization. If MORPC does not receive a Commitment Update Form, the commitment is considered to be cancelled (see Sec. 9.6). Exceptions will be made for funds expected to receive authorization for the final phase before SFY 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

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## 10.1 Out-of-Cycle Requests

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

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

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



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

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

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

## 10.2 Trading Funds with Other MPOs

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

## 10.3 Ohio Statewide Urban CMAQ Program

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



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

## 10.4 Participation in ODOT Freeway Projects

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

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

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

## 10.5 State Infrastructure Bank Loans

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

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

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

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

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

## Appendix A: Project Application Form

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The following pages are the questions that will be included in the project application form. The application process will utilize an online form for project updates, screening application and final application. The format of the information requested may be modified slightly for the online system. Applicants will be required to register with MORPC to be provided access to the online system. The application form as presented in the following pages will be available for download as a Word document from the online system for the convenience of applicants. All submissions must be through the online system. Additional detail about the online system will be provided when project solicitation begins and during the applicant workshop on 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. Authorized Signature: The undersigned certifies: (1) he/she is authorized to request and accept financial assistance from the Mid-Ohio Regional Planning Commission (MORPC); (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that the chief executive officer of the sponsoring agency is aware that he/she must enter into a partnering agreement with MORPC.

Signature

Date

Name (type/print)

Title

Reference Information

2. Primary Facility (Road or Path)

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

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

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

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

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

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

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

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

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

### Applicant Information

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

See Policies Sec. 4.1 for sponsor eligibility.

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

Attach a copy of the most recent project legislation. The effective date of the most recent project legislation approved by the sponsoring agency's legislative body (e.g., city council) must be after June 30, 2019.

NOTE: If a copy of approved supporting legislation is not received by October 29, 2020, the application's evaluation score will be reduced by 10 points. The penalty will increase by 5 points for each additional week that passes before the applicant provides a copy of enacted supporting legislation.

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

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

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

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

### Project Information

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

- System Preservation
- 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.

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

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

14. Attach schematic drawings of the typical cross sections of the existing and proposed facilities. The drawings should show the location and widths of the right-of-way, pavement, travel lanes, bicycle lanes, shoulders, buffer strips, sidewalks, and multi-use paths. Consider using tools such as Streetmix (<http://streetmix.net/>) or Sketchup.

☐ See Attachment

15. If there are any bridges located within the project limits, describe any work proposed for the bridges as part of the project.

16. If there are any railroad properties located within the project limits, describe any potential project impacts to that property.

17. ☐ The sponsor has read MORPC's Complete Streets Policy and understands that it applies to all projects that will use federal funds allocated through MORPC.

18. ☐ The sponsor has read MORPC's Smart Streets Policy and understands that it applies to all new projects that will use federal funds allocated through MORPC.

19. ☐ The sponsor is familiar with NEPA and understands that it applies to all projects that will use federal funds allocated through MORPC.

20. Describe the project area's current accommodations for pedestrians (including ADA compliance), bicyclists, transit users and digital infrastructure. Please describe the existing character of the project area, including estimated pedestrian and bicycle traffic, any unofficial walking paths, utilization of any on-street parking, density of development, street furniture/lighting, perceived safety issues, communication/digital infrastructure (e.g. coax, fiber, etc. including owners/capacity if known) along the project and/or to significant public facilities (e.g. recreation centers, schools, library, government offices, police & fire stations, etc.), existing signal coordination and other Intelligent Transportation System (ITS) components.

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

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



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

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

Bicycle Components of the Project			
Included	Bicycle Component	Length (mi.)	Comments (e.g., details, locations, quantities)
<input type="checkbox"/>	Widen outside lane		
<input type="checkbox"/>	Widen shoulder		
<input type="checkbox"/>	Yes - Type to be determined		

#### Transit Facilities

- ☐ Secure Bicycle Parking
- ☐ Shared Bike-Bus Lane
- ☐ Priority-Bus Lane
- ☐ Bus Stop, including Paved Passenger Waiting Area
- ☐ Bus Passenger Shelter
- ☐ Real-Time Bus Arrival Information Signs
- ☐ Bus Pads
- ☐ To Be Determined

#### Traffic Calming Elements

- ☐ Landscaping, including Street Trees
- ☐ Narrower Traffic Lanes
- ☐ On-Street Car Parking
- ☐ Curb Extensions
- ☐ Reduction in Speed Limit
- ☐ Other (please explain) \_\_\_\_\_
- ☐ To Be Determined

#### Digital Infrastructure

- ☐ Replace existing digital infrastructure
- ☐ Add new digital infrastructure
- ☐ To Be Determined

**22.** Explain how the proposed project will accommodate pedestrians (including ADA compliance), bicyclists, transit users, and digital infrastructure once completed, in conformance to MORPC's Complete Streets Policy and Smart Streets Policy.

**23.** If you are not providing any pedestrian, bicycle, or transit facilities, please explain why for each type of facility.

**24.** Provide a statement answering the following questions: Are there any Intelligent Transportation Systems (ITS)-related recommendations within the project area, such as emergency or transit vehicle signal pre-emption systems, dynamic message signs, or signal coordination? Does the project present any ITS integration opportunities and ITS extensions of additional/future projects as identified in the Central Ohio Regional ITS Architecture? Describe how it will support future extensions of the regional architecture. If the project touches another jurisdiction, was a systems approach taken? Were cross jurisdictional connections considered? (Note: If yes, then the project must be consistent with and part of the regional ITS architecture including design standards, interoperability and data collection, sharing use and security. The database and document can be found on MORPC's website.)

☐ Yes                      ☐ No

Please explain:

## Project Schedule

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

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

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

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

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

## Cost Estimate and Funding Request

### 27. Cost Estimate Table

A professional engineer, architect, or other appropriate professional discipline must certify the cost estimate.

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

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

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

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

#### **Preliminary Engineering**

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

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

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

#### **Right-of-Way**

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

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

### Construction

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

Preliminary Engineering	Environmental		
	Sub-Phase Total		
	100%	MORPC Federal	80% \$0
		Local Match to MORPC Federal	20% \$0
	0%	Other Federal	\$0
	0%	Non-Federal	\$0
	Detailed Design		
	Sub-Phase Total		
	100%	MORPC Federal	80% \$0
		Local Match to MORPC Federal	20% \$0
	0%	Other Federal	\$0
	0%	Non-Federal	\$0
	Phase Total		\$0

Right-of-Way	Acquisition		
	Sub-Phase Total		
	100%	MORPC Federal	80% \$0
		Local Match to MORPC Federal	20% \$0
	0%	Other Federal	\$0
	0%	Non-Federal	\$0
	Utilities		
	Sub-Phase Total		
	100%	MORPC Federal	80% \$0
		Local Match to MORPC Federal	20% \$0
	0%	Other Federal	\$0
	0%	Non-Federal	\$0
	Phase Total		\$0

Construction	Contract		
	Sub-Phase Total		
	100%	MORPC Federal	80% \$0
		Local Match to MORPC Federal	20% \$0
	0%	Other Federal	\$0
	0%	Non-Federal	\$0
	Engineering		

	Sub-Phase Total			
	100%	MORPC Federal	80%	\$0
		Local Match to MORPC Federal	20%	\$0
	0%	Other Federal		\$0
	0%	Non-Federal		\$0
Phase Total				\$0

Other	Sub-Phase Total			
	100%	MORPC Federal	80%	\$0
		Local Match to MORPC Federal	20%	\$0
	0%	Other Federal		\$0
	0%	Non-Federal		\$0
Phase Total				\$0

Grand Total				\$0
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**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.

Categories:	A ✓ Major	A ✓ Minor	Preservation	Bike & Ped	A ✓ Transit	Other
<b>30. Congestion Relief.</b> How is congestion hampering economic development in the area? How will improvements to the transportation system as a result of this project improve economic development? (MORPC will estimate change in congested VMT.)						
<input type="checkbox"/> See related attachment						

Categories:	A ✓ Major	A ✓ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	Other
<b>31. Job Retention and Creation.</b> Provide the number of permanent jobs of each type (manufacturing, office, warehousing, retail, institutional) that will be <u>created in the region</u> as a result of the project. Provide a map showing the locations in relationship to the project. Provide documentation showing that these jobs are committed to being created in this area with the improvements to the area. (MORPC will calculate the number of existing jobs.)						
<input type="checkbox"/> See related attachment						

Categories:	B ✓ Major	B ✓ Minor	Preservation	Bike & Ped	B ✓ Transit	Other
<b>32. Development Readiness.</b> Describe the presence and timing of all necessary economic development components in the project area, such as infrastructure (e.g., utilities, water and sewer, broadband), access to appropriately trained labor (skilled and unskilled), and other transportation options (e.g., rail, airports, transit or bicycle and pedestrian). This can include how much new private or public capital investment has been made in the project area or will be as a result of the project. This investment can be within the past three years or commitments between now and 5 years after completion of the transportation project. Provide a map showing the past and committed investments. Please specify the type of investment and the timeline for this investment.						
<input type="checkbox"/> See related attachment						

Categories:	B ✓ Major	B ✓ Minor	A ✓ Preservation	Bike & Ped	Transit	Other
<b>33. Traffic Composition.</b> Current and future Average Daily Traffic and percentage of truck traffic. MORPC will use counts available in its online traffic count database and its travel demand model to project future traffic. The applicant can provide more recent data here, if available.						
<input type="checkbox"/> See related attachment						

Categories:	C ✓ Major	C ✓ Minor	C ✓ Preservation	A ✓ Bike & Ped	A ✓ Transit	A ✓ Other
<b>34. Other Economic Considerations:</b> Describe the type and amount of acreage of site(s) that will primarily benefit from the project's improvements (e.g., greenfields, developed, redeveloped, infill, brownfields, intermodal facilities). Please provide information with regard to the project's impact on economic development in the area. Is there anything unique about this project that has not been captured by the criteria? This could include how the project will impact a specific industry cluster, innovative business, or industry target as identified by One Columbus, formerly known as Columbus 2020.						
<input type="checkbox"/> See related attachment						

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

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

#### GOAL: Natural Resources

Preserve and protect natural resources to maintain a healthy ecosystem.

Categories:	Major	Minor	Preservation	Bike & Ped	A ✓ Transit	A ✓ Other
<b>35. Emission Reduction.</b> For vehicle purchases or retrofits, provide specifications such as year, vehicle type, and average annual mileage of vehicles to be replaced and any characteristics of the new vehicles that will result in additional emission reductions. (For the Major, Minor and Bike & Ped categories, MORPC will estimate emission reductions using the regional travel demand model or other methods as appropriate.)						
<input type="checkbox"/> See related attachment						

Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	Other
<b>36. Addressing Sensitive Land Issues.</b> Based on project location information provided in the Screening Application, the following sensitive lands have the potential to be impacted by the project: [List of sensitive lands.] 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.						
<input type="checkbox"/> See related attachment						

Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	B ✓ Other
<b>37. Water Runoff Quality &amp; Quantity.</b> Describe a current significant water runoff quality or quantity problem in the project area that will be resolved as a result of the project and complying with NEPA requirements. If there is no current significant water runoff quality or quantity problem, describe aspects of the project that will improve water runoff quality or quantity that will go beyond NEPA requirements. Projects which address problems or go beyond NEPA requirements will score better.						
<input type="checkbox"/> See related attachment						

Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	B ✓ Other
<b>38. Vegetation and Habitat Restoration:</b> Describe a current significant vegetation or habitat problem in the project area that will be resolved as a result of the project and complying with NEPA requirements. If there is no current significant vegetation or habitat problem, describe aspects of the project that will improve vegetation or habitat restoration above and beyond NEPA requirements. Projects that address problems or go beyond NEPA requirements will score better.						
<input type="checkbox"/> See related attachment						

Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	B ✓ Other
<b>39. Other Extraordinary Aspects Related to Natural Resources.</b> Provide a statement about the project's impact on the natural habitat. With regard to projects in the "Other" category, this includes rationale on how project would further this goal especially in regard to any of the criteria listed for this goal in the Policies.						
<input type="checkbox"/> See related attachment						

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

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

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

#### GOAL: Energy

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

Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	B ✓ Other
<b>40. Components that Save Energy.</b> Provide an assessment of the potential project-level technology components that save energy.						
<input type="checkbox"/> See related attachment						

Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	B ✓ Other
<b>41. Other Extraordinary Energy Aspects.</b> Provide a statement about any extraordinary aspects of the projects impact on energy. This could include renewable energy production as part of the project.						
<input type="checkbox"/> See related attachment						

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

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

**GOAL: Collaboration and Funding**

Increase collaboration to maximize the return on public expenditures.

Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	B ✓ Other
<b>42. Documentation of Support and Collaboration.</b> 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.						
<input type="checkbox"/> See related attachment						

Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	B ✓ Other
<b>43. Origin of Project/Project Readiness.</b> Please explain the origin of the project including all planning studies recommending the project or activity and which ODOT Project Development Process (PDP) steps have been completed at time of final application submittal. Projects that that are further through the planning and PDP process will score better.						
<input type="checkbox"/> See related attachment						

Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	B ✓ Other
<b>44. Percent and Amount of Private Sector Funding.</b> 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.						
<input type="checkbox"/> See related attachment						

Categories:	C ✓ Major	C ✓ Minor	C ✓ Preservation	C ✓ Bike & Ped	C ✓ Transit	C ✓ Other
<b>45. Applicant Priority Ranking.</b> Applicants that submit more than on project must also submit a priority ranking of their projects. The applicant's top project within each category will benefit under this criterion.						
<input type="checkbox"/> See related attachment						

Categories:	C ✓ Major	C ✓ Minor	C ✓ Preservation	C ✓ Bike & Ped	C ✓ Transit	C ✓ Other
<b>46. Small Agency Funding Capacity.</b> For an agency with a small transportation budget, such that the local funding they are contributing to the project phases for which they are requesting assistance is approximately equal to or greater than the usual size of its annual transportation infrastructure expenditures, will benefit under this criterion.						
<input type="checkbox"/> 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
<b>47. Facility Condition.</b> The average PCR of the existing roadway that would be improved as part of the project based on the most recent ODOT data will be calculated. The worst existing bridge component rating based on ODOT data that would be improved as part of the project. The sponsor should review the ODOT data and may provide supplemental data if desired. Projects that are on facilities with lower PCRs and/or bridge ratings will score higher.						
<input type="checkbox"/> See related attachment						

Categories:	Major	Minor	Preservation	Bike & Ped	A ✓ Transit	Other
<b>48. New Transit System Ridership.</b> Provide an estimate of the increase in transit ridership. This is to include both the ridership on the specific project or activity as well as overall system ridership. Projects that have higher ridership will score better.						
<input type="checkbox"/> See related attachment						

Categories:	C ✓ Major	C ✓ Minor	C ✓ Preservation	C ✓ Bike & Ped	A ✓ Transit	✓ Other
<b>49. System Life.</b> Provide information on the age and condition of the components (other than pavement or bridge structures) being preserved or replaced. Also provide a statement, if applicable, as to the potential of the project to maximize life of transportation system. This is any extraordinary aspect that is likely to be part of the project.						
<input type="checkbox"/> See related attachment						

Categories:	C ✓ Major	C ✓ Minor	C ✓ Preservation	C ✓ Bike & Ped	C ✓ Transit	A ✓ Other
<b>50. Other Health, Safety &amp; Welfare Considerations.</b> Provide a statement with a rationale on how project would further this goal especially in regard to any of the criteria listed for this goal in the Policies including beneficiaries of the project's digital infrastructure. Reference should be made to as many of the above criteria as applicable in justifying the benefits of the program/activity/project relative to this goal.						
<input type="checkbox"/> See related attachment						

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

- Project serves a nearby public safety facility (police/fire substation)
- Project to improve emergency response time in the project area
- Addresses a location on a high crash listing.
- The proposed project is predicted to have a service life of 30 years, an improvement of 50% over the typical 20 years.
- Designed for overweight vehicles
- The project area is targeted as part of the City of Columbus' Celebrate One program.
- Opting for a more extensive fix expected to last 50-75 years instead of temporary repairs.
- Bus pads to help extend system life

**GOAL: Sustainable Neighborhoods and Quality of Life**

Create sustainable neighborhoods to improve residents' quality of life.

Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	A ✓ Bike & Ped	A ✓ Transit	✓ Other
<b>51. Pedestrian System.</b> Provide information on the relationship of the project to the existing pedestrian transportation system and/or how the project will include improvements to enhance or connect to the pedestrian system. Projects that facilitate the construction of pedestrian facilities along a regionally significant active transportation corridor will score higher. Projects that provide pedestrian facilities where none currently exist and/or provide connections among existing facilities will score higher.						
<input type="checkbox"/> See related attachment						

Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	A ✓ Bike & Ped	A ✓ Transit	✓ Other
<b>52. Bikeway System.</b> Provide information on the relationship of the project to the existing bikeway transportation system and/or how the project will include improvements to enhance or connect to the bikeway system. Projects that facilitate the construction of facilities along a regional active transportation corridor will score higher. Projects that provide bike facilities where none currently exist will score higher.						
<input type="checkbox"/> See related attachment						

Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	✓ Other
<b>53. Displacements.</b> Provide an estimate of the number of displacements (business and residential) as a result of the project. The information can be provided in terms of a likely range of displacements. The information can be provided in terms of a range of likely displacements.						
<input type="checkbox"/> See related attachment						

Categories:	C ✓ Major	C ✓ Minor	C ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	✓ Other
<b>54. Transit System.</b> Provide a statement as to how the project enhances transit service. Beyond what transit related facilities may be part of the project if on existing transit line, projects that make additional improvement or that could enhance future transit service while not on a current transit line will score higher.						
<input type="checkbox"/> See related attachment						

Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	C ✓ Bike & Ped	B ✓ Transit	A ✓ Other
<b>55. Other Sustainable Neighborhoods Considerations.</b> Provide a statement with rationale on how the project would further quality of life and relationship of this project to furthering the community's quality of life goals.  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.						
<input type="checkbox"/> See related attachment						



## Appendix B: Sample Partnering Agreement

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The following pages are templates for the partnering agreements. One is for projects with their first commitment of MORPC attributable funding. The second is for projects which have had a previous partnering agreement and the update is to reestablish the funding and schedule for the project. These templates are suitable for most projects. If there are unique circumstances surrounding the funding or schedule for a project, the partnering agreement will include additional language describing the circumstances.

## Partnering Agreement Template for New Funding Commitment

August ##, 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	_____ Date
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_____ Project Manager/CEO «Jurisdiction»	_____ Date
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## 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	_____ Date
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_____ Project Manager/CEO «Jurisdiction»	_____ Date
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# 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 all users of the transportation system.
- 3) To provide flexibility for different types of streets, areas, and users.

#### 4. Policy

##### Policy Statement

1. 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.

Review process – 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.

Appeal process – Project sponsors may request an exemption or re-review of their projects by the Appeals committee if they cannot reach an agreement with MORPC staff.

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) non-voting 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 non-vehicular 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 policies 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**



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

## SMART STREETS POLICY

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### BACKGROUND

For decades, transportation has been understood primarily as the movement of people and goods via motorized vehicles on a network of publicly funded highways and streets, with most vehicles being privately owned by individuals or companies and supplemented by public transit running on fixed routes. Technological advancements are rapidly transforming this conventional view of transportation into the concept of a mobility system that employs digital communications and information technologies to provide a variety of services for moving people and goods. These include transportation network companies, shared vehicles (motorized and non-motorized), employer-provided shuttles, unmanned aerial vehicles, or drones, and increasingly connected and autonomous vehicles that collect, transmit and share large volumes of data. Similarly, the transportation network is being transformed by the deployment of digital technologies that collect, transmit and share data with its users and managers about traffic, incidents and the condition of the infrastructure.

These emerging technologies must be implemented to improve service delivery and the quality of life in Central Ohio as it continues to grow in population and employment. If implemented thoughtfully, these advancements have the potential to improve safety, reduce congestion, increase system efficiency, and deliver services more effectively.

Digital infrastructure is a key component for deploying these technologies and realizing their benefits. This infrastructure needs to be regional in nature to maximize the potential of these technologies. It requires a significant investment to build and maintain this infrastructure. A regional policy on the deployment of digital infrastructure is an effective way to ensure that public infrastructure investments are made in a way that supports the capability of these technologies to effectively serve public interests and improve the quality of life in Central Ohio.

### DEFINITIONS

Smart Streets comprise a mobility system able to leverage current and emerging technologies and data to provide services more effectively and improve the quality of life of all residents.

Digital Infrastructure is the system that provides and supports digital communications, including fiber optic cable, wireless communications, and the hardware and software that supports them.

Intelligent Transportation System (ITS) are technologies that advance transportation safety and mobility and enhance productivity by integrating advanced communications technologies into transportation infrastructure and modes of travel.

Mobility is the quality or state of being mobile or movable.

Mobility System is the infrastructure, services, data, technology, and governance that enables the mobility of people and goods.

## VISION

Central Ohio is the leader in creating a regional smart mobility system that is connected, inclusive, secure, and resilient across jurisdictions, providing services effectively to improve the quality of life of all residents.

## PURPOSE

To ensure public investments in mobility are planned, selected, scoped, designed, constructed, and maintained in a manner that advances a Smart Region.

## GOALS

- Connectivity: Strategically advance digital infrastructure (primarily broadband) and access across jurisdictions throughout the region to improve mobility and the delivery of public services and effectively support economic development.
- Flexibility: The mobility system is flexible, scalable, and able to support evolving digital technologies to improve people's mobility and the delivery of public services.
- Interoperability: The mobility system is interoperable and can effectively and securely collect and share data across jurisdictions for processing and analysis to improve mobility, safety, infrastructure management, and the quality of life.
- Equity: The mobility system is accessible to all people, and emphasizes improving access and mobility for the disadvantaged.

## POLICY

### Statements

MORPC supports the Smart Streets concept throughout Central Ohio. To promote the acceptance and practice of Smart Streets, MORPC recommends that local jurisdictions and the state of Ohio develop and adopt Smart Streets policies to meet their needs and are compatible with this regional policy.

MORPC seeks to incorporate the Smart Streets concept into the planning, programming, scoping, design, implementation, maintenance, and performance monitoring of all transportation infrastructure and encourages all infrastructure investments in Central Ohio to follow this policy.

This policy will be applied to all projects awarded funding through MORPC. MORPC will ensure the uses of these funds are consistent with this policy, incorporating Smart Streets concepts as appropriate. The policy is intended to identify opportunities where they exist and leverage our investments in infrastructure. It requires sponsors to take certain considerations regarding digital infrastructure into account during project development, document the findings, and provide a rationale for its decisions. The policy does not include the specific criteria for how those decisions will be judged. Those criteria are expected to develop and change rapidly as the technologies emerge and evolve and be very dependent on the individual circumstances of



each project. Instead, the policy is intended for the project sponsor, the program administrators, and the existing organizational institutions to make informed, transparent decisions about the digital infrastructure components of transportation projects, using standards and criteria they mutually agreed upon. If it is successful, the policy will not result in imposing a burden upon sponsors or their projects, but, through its deliberate application, help to generate the awareness and knowledge necessary to lead them to processes and outcomes they value themselves.

This policy is not intended to create new rights for utilities outside those provided by existing law and contract.

## Applicability

Many factors will be considered to determine whether a project is consistent with the policy.

1. Prior to submitting a formal application or request for funding, MORPC staff will be available to the sponsor to review the proposed use of funds, to discuss any potential Smart Streets considerations with the project, and to provide resources for technical assistance.
2. The formal application or funding request shall provide sufficient information about the projects for staff to determine whether the proposed project adheres to this policy. The evaluation and selection process will incorporate Smart Streets concepts.
3. Once MORPC-attributable funds are committed to a project, staff will continually monitor its development through the construction/implementation. This includes review and comment on (if applicable) requests for proposals, field reviews, scoping, preliminary studies, systems engineering analysis, design plans, and change orders to ensure adherence to this policy and provide guidance on incorporating Smart Streets concepts.

## Requirements

The policy's requirements are listed below and grouped by the four goals of the policy. Some of these are already required by existing laws, regulations, and standards. They are included here to stress their importance for Smart Street concepts.

## Connectivity

1. The project sponsor shall complete the checklist accompanying this policy and provide the information to MORPC.
2. The project shall use the most appropriate development process and design standards. Any digital infrastructure related to the project shall meet accepted industry standards.
3. Project sponsors shall notify the owners of digital infrastructure located within the project limits of the project scope and schedule after MORPC has committed funds to the project. They shall be given the opportunity to participate in the plan review process. This policy is not intended to create new rights for utilities outside those provided by existing law and contract.
4. The sponsor shall provide MORPC with geocoded data for the location, type and specifications of publicly-owned digital infrastructure that was installed as part of the project. Sensitive data must be protected by a non-disclosure agreement.
5. If the project will affect digital infrastructure adjacent to institutional uses or public facilities, such as a police or fire station, school, library, recreation center, government offices, or maintenance facility, the project sponsor shall engage the facility

owner/operator about the possibility of the facility having access, if feasible, to the affected infrastructure.

6. If the construction of a project requires the removal or relocation of the project sponsor's digital infrastructure in current use for a transportation service, the infrastructure shall be maintained by being relocated or replaced. The replacement infrastructure shall meet current industry standards, be compatible with the existing infrastructure, and be sufficient to continue current transportation uses.

### Flexibility

1. Project requirements for digital infrastructure shall be sensitive to the context of the project setting, the scope of the project, and cost. Projects in different contexts may take different approaches to Smart Streets.
2. Sponsors shall govern the project's digital infrastructure in a state of good repair through its anticipated useful life and operate the infrastructure securely, in accordance with industry standards.

### Interoperability/Data

1. All Intelligent Transportation Systems (ITS) associated with a project shall be interoperable with other such systems serving public infrastructure in the region. They will have the capability to transmit and share data with each other.
2. A systems approach shall be used in developing a project, such that the sponsoring agency has engaged and communicated with stakeholders (within the sponsoring agency as well as any other jurisdictions) about the potential interrelationships between the project and any existing, planned or proposed infrastructure in the vicinity of the project.
3. If there are other adjacent infrastructure projects planned, programmed or in development, the projects should be coordinated to ensure consistency and connectivity among the facilities serving the area.
4. Sponsors of projects with digital infrastructure components are required to have policies in place to guide the collection, use and sharing of data and to ensure the security and privacy of the system and the data within it, especially for potentially sensitive data such as personally identifiable information.
5. Public transit agencies shall be informed of projects being developed in their service areas and shall have the opportunity to coordinate with the project sponsor to jointly consider the ITS aspects of the project. Each transit agency and the project sponsor can determine the appropriate level of participation in project development.
6. All sponsors shall identify any ITS services, inventory elements, functional requirements and interfaces/information flows in the Central Ohio Regional ITS Architecture that are relevant to the project before beginning detailed design or right-of-way acquisition.
7. Projects shall facilitate ITS integration opportunities and ITS extensions of additional/future projects as identified in the Central Ohio Regional ITS Architecture by accounting for future integration requirements and describing how it will support future extensions of the regional architecture.

### Equity

1. All digital infrastructure funded by the project must be primarily utilized to serve a public purpose.

2. The sponsor shall ensure that actions taken to comply with this policy do not prevent safe use of the public right-of-way by any mode (e.g., a traffic signal cabinet shall not block the clear walking zone on the sidewalk or encroach on a transit stop).
3. Project sponsors shall comply with all applicable laws, regulations, and standards regarding the installation and placement of digital infrastructure.

## Recommendations

The following statements are recommendations. Project sponsors and others are not obligated to follow any of these recommendations to be considered in compliance with this policy.

1. Local governments are encouraged to adopt their own Smart Streets policies to meet the needs of their communities. They should strive for consistency with this regional policy and federal and state requirements.
2. State government agencies should work with Metropolitan Planning Organizations to ensure consistency in digital infrastructure policies at the state, regional and local level.
3. Project sponsors are encouraged to build redundancy and resiliency into digital infrastructure to a degree that is in accordance with industry best practices.
4. Project sponsors may encourage colocation with private utility infrastructure provided that it does not inhibit public use of the infrastructure or right-of-way.
5. Project sponsors should allow other local governments and public uses the option to pay for the use power and fiber installed as part of the project that is not reserved by the sponsor for a specific public use. See also Recommendation 4 regarding private uses of the conduit.
6. Project sponsors should consider incorporating other connected technologies into their projects that can benefit from and maximize the utility of the digital infrastructure being installed, such as smart lighting, traffic surveillance, security surveillance, data collection and reporting.
7. Project sponsors should avoid use of proprietary point technologies where practicable in favor of interoperable technologies.
8. Traffic signal maintenance should include upgrades to support connected vehicles when it can be installed at a comparably lower cost than a subsequent retrofit.
9. As multiple mobility providers emerge and the usage of shared/autonomous vehicles increases, the demand for curb space may become acute at certain times and places. Local agencies should consider policies to equitably and effectively manage these spaces.
10. MORPC advocates for open data sharing, good data governance and the adoption of policies to ensure data security by local public agencies. However, it also recognizes that every situation presents unique challenges and trade-offs such that these principles cannot be applied to specific projects nor every circumstance.

## Appeals

If the sponsor and MORPC staff are unable to reach an agreement on assuring compliance with a provision of this policy, sponsors may ask the Attributable Funds Committee to grant an exemption from the provision or to review the situation. MORPC staff will review the request and provide a report with recommendations to the committee in advance of the decision. In the event that the sponsor disagrees with the action of the Attributable Funds Committee, the sponsor may appeal to the MORPC Policy Committee officers, who may or may not elect to hear the appeal request.

## IMPLEMENTATION

Upon approval and adoption of this policy, the Attributable Funds Committee will be tasked with incorporating Smart Street concepts into the project selection process for MORPC-attributable funds. The policy will also guide MORPC staff in the preparation of the Metropolitan Transportation Plan and other plans it prepares or to which it contributes.

A resource guide will be developed to assist sponsors in developing projects that comply with the Smart Streets Policy. This guide will contain project-specific best practices, sample policies, funding opportunities, and information on other resources.

## EVALUATION

MORPC reports annually on the region's progress toward targets established in the Metropolitan Transportation Plan. These targets include several ITS-related targets that can be considered in evaluating the effectiveness of this policy.

MORPC collects data on several aspects of projects receiving the assistance of MORPC-attributable funds, such as the lead agency, location, limits, type of work, length, number of travel lanes, pedestrian facilities, bicycle facilities, and funding by phase, source and year. Digital infrastructure components of these projects will be tracked through reporting mandated by Connectivity Requirement #4.

Portions of the Policy that are the subject of an appeal heard by the Attributable Funds Committee will be subsequently reviewed by the committee, and any recommendations concerning the policy will be considered for approval by MORPC's Community Advisory, Transportation Advisory, and Transportation Policy committees.



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## **SMART STREETS POLICY PROJECT CHECKLIST**

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### **PROJECT SCOPE**

Using available information, check any of the following that could potentially be involved in the project:

- ☐ Right-of-way acquisition
- ☐ Utility relocation
- ☐ Excavation of more than 3 feet below ground level
- ☐ Traffic signal infrastructure
- ☐ Light poles

What transportation-related or mobility function will be performed by the digital infrastructure elements of the project?

### **CONNECTIVITY**

Please cite the specific design guidance or resources related to digital infrastructure that you expect to use in the development and design of your project.

Will the project affect digital infrastructure in the vicinity of any institutional uses or public facilities? Check all that apply:

- ☐ Police or fire station
- ☐ School
- ☐ Library
- ☐ Recreation center
- ☐ Government offices
- ☐ Maintenance facility
- ☐ Other (please specify): \_\_\_\_\_

What digital infrastructure is currently present in the project area? Will it be maintained in place or will it potentially need to be relocated or replaced? What digital infrastructure is expected to replace the existing infrastructure to meet current industry standards and be sufficient to continue current public uses?

What communications infrastructure (e.g. coax, fiber, conduit, duct bank, pull boxes) are present in the project area? What specifications/details (owners, users, number of strands, lines, capacity) are known about each one?

What are the current publicized connection speeds of internet service available in the project area?

## **FLEXIBILITY**

What agency will be responsible for ongoing maintenance of the digital infrastructure and how will this be budgeted? If the project sponsor is not responsible for maintenance after the project ends, please indicate responsible agency name. Please attach the maintenance agreement.

## **INTEROPERABILITY**

Project limits should be selected so that they can accommodate existing and future connections. If the project touches another jurisdiction, was a systems approach taken? Were cross-jurisdictional connections considered?

Identify any public transit services and stops in the project area. Describe any engagement with the transit service provider regarding this project.

Will the digital infrastructure systems associated with this project be interoperable with other such systems serving public infrastructure in the region?

Identify any Intelligent Transportation Systems (ITS) services, inventory elements, functional requirements and interfaces/information flows in the Central Ohio Regional ITS Architecture that are relevant to the project.

Does the project present any ITS integration opportunities and ITS extensions of additional/future projects as identified in the Central Ohio Regional ITS Architecture? Describe how it will support future extensions of the regional architecture.

What policies are in place to guide the collection, use and sharing of data and to ensure the security and privacy of the system and the data within it?

## **EQUITY**

Identify people and organizations that are expected to benefit from the digital infrastructure proposed in the project and any people and organizations that could have a potential benefit.

# Appendix E

## Policy for Revising the Transportation Improvement Program (TIP)

# Policy for Revising the Transportation Improvement Program (TIP)

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Before the U.S. Department of Transportation (USDOT) can authorize the use of federal funds in MORPC's transportation planning area, MORPC must approve of their use by including a description of the purpose and amount of those funds in its TIP. Generally, this means that the TIP must list the specific project or program with the funding source and amounts that are consistent with the request for authorization. If the TIP will not be consistent with an anticipated request before the next scheduled biennial TIP update, MORPC must revise the TIP by a formal amendment or an administrative modification as described in this policy.

MORPC's TIP is a component of the Statewide TIP (STIP). After MORPC approves a revision to the TIP, ODOT must submit it and other STIP revisions to the USDOT for final approval.

The Policy for Revising the TIP is intended to conform to the minimum requirements of:

- The Fixing America's Surface Transportation Act (FAST Act) (P. L. 114-94, December 4, 2015)
- 23 CFR 450, May 27, 2016
- *Procedures for Ohio Statewide Transportation Program (STIP) Amendments and Administrative Modifications* (signed by ODOT and FHWA on September 24, 2013)
- *Ohio 2021-2024 S/TIP Development Guidance* (August 2019).

## I. Definitions

### A. Administrative Modifications

Per 23 CFR 450.104 and in compliance with 49 CFR 613: *Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).*

### B. Amendment

Per 23 CFR 450.104 and in compliance with 49 CFR 613: *Amendment means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving "non-exempt" projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.*



## II. STIP/TIP Revisions

Projects listed in any of the four years of the approved STIP are eligible for authorization in any other of the four years of the STIP. STIP/TIP revisions are needed only for federal- and state-funded projects that require federal approval or authorization action prior to the next scheduled biennial STIP/TIP update. There are two categories of STIP revisions: formal amendments and administrative modifications.

### A. STIP/TIP revisions must meet three major criteria:

1. Fiscal constraint must be maintained.
2. Transportation conformity requirements must be met for air quality nonattainment and maintenance areas.
3. STIP/TIP revisions shall be coordinated through MORPC's current adopted public involvement process.

### B. Revisions Requiring an Amendment

1. Any change to the project description or scope that adds or removes a transportation feature.
2. Adding or deleting projects or project phases into or out of the current TIP that are not categorized as statewide line items.
3. Any change that affects financial constraint or affects air quality conformity (regardless of the funding source).
4. Project phase funding increase over the modification limits in II. C. below.

### C. Revisions Acceptable through an Administrative Modification

1. Revise a project description without causing significant change to the project scope (adding or removing a transportation feature) or conflict with the environmental document.
2. Revise a project's fiscal year within the current STIP/TIP.
3. For project phases with MORPC-attributable funding, any increase in the amount of MORPC-attributable funding for a project such that the total MORPC funding for the project remains less than the agreed cap for the phases listed in the TIP (as amended) and defined in the Policies (Cost Overruns) in Appendix B.
4. For FHWA projects without MORPC-attributable funding, revision to project phase funding within the following limits:
  - a. for a project estimate less than \$3,000,000, a change in project/phase cost less than or equal to 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.

1. The MORPC TIP Manager must receive requests for the amendment **by the 10th day of February, May, August, or November** to be included in the next regularly scheduled STIP amendment. MORPC may choose to postpone consideration of requests received after this date until the next TIP amendment.
2. TIP revision requests to MORPC should include current information for all fields included in the TIP project listing, including a funding table that shows the amount, fiscal year, and source for each phase of a project. Requests should highlight fields that differ from the current TIP listing. Requests should also provide information about how the project affects bicyclists, pedestrians and transit riders, such as the facilities available to each before and after the project.
3. MORPC staff will prepare a resolution packet for members of the Community Advisory Committee (CAC), Transportation Advisory Committee (TAC), and Transportation Policy Committee meetings.
4. MORPC submits the amendment resolution to the ODOT Office of Program Management following Transportation Policy Committee approval.
5. The ODOT Office of Program Management will prepare highway program-funded STIP Amendment requests for submittal to FHWA by the **first business day of the months of October, January, April, and July (or necessary special submittal).**

6. STIP revisions become effective only following USDOT approval.
7. The ODOT Office Program Management will notify the MORPC TIP Manager of USDOT approval of STIP revisions.

E. MORPC Administrative Modification Procedures

1. By approval of the resolution to adopt the SFY 2021-2024 TIP (Appendix F) the Transportation Policy Committee has delegated the authority to approve administrative modifications (i.e., revisions meeting the criteria described in II. C. above) to MORPC's Transportation & 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.
3. Once approved by ODOT, the administrative modification will be incorporated into Ohio's STIP and no federal action will be required. ODOT will notify MORPC of the approved administrative modification and provide a copy of the approved administrative modification to FHWA and FTA.

# Appendix F

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



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

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TTY. 1.800.750.0750  
info@morpc.org

**Memorandum**

**TO:** Transportation Policy Committee  
Transportation Advisory Committee  
Community Advisory Committee

**FROM:** Thea Ewing, Director  
Transportation & Infrastructure Development

**DATE:** May 8, 2020

**SUBJECT:** Proposed Resolution T-7-20: “Adoption of the FY 2021-2024 Transportation Improvement Program (TIP)”

As was presented during previous meetings, the TIP is a four-year program of projects and strategies that state and local governments have selected from MORPC’s long-range transportation plan as priorities for Central Ohio’s transportation system. It contains a listing of all regionally significant projects and projects that will require the authorization of funds by FHWA or FTA. For each project, the list describes the scope of the project and the amount and type of funds committed to each phase of the project by state fiscal year (SFY). The TIP may be updated through formal amendments or administrative modifications.

MORPC’s TIP is a component of the Statewide TIP (STIP). MORPC adopts an updated TIP every two years. Coordination with the MPO member governments and transit agencies began in January with an announcement of the beginning of the update process. In March, MORPC announced the availability of the final draft TIP and held a virtual open house for the TIP on March 30th. The Transportation Policy Committee was regularly updated about the process through monthly reports and a presentation of the draft TIP.

From March 27th to April 20th, MORPC conducted a public involvement process for the Final Draft SFY 2021-2024 TIP, which included the virtual open house on March 31st. Staff received several comments during the virtual open house which were answered. Comments were also received via email. Comments on specific projects were passed along to specific project sponsors. None of the comments significantly changed the final draft TIP.

The final SFY 2021-2024 TIP was due to ODOT on May 1st and will be available at [www.morpc.org/tip](http://www.morpc.org/tip) by May 4th. In order to remain coordinated with the statewide process and MORPC’s meeting schedules, the Transportation Policy Committee is being asked to adopt the TIP after the final TIP is required to be submitted to ODOT. In the event that the Transportation Policy Committee modifies the TIP or fails to adopt it, this will be coordinated with ODOT. ODOT is aware of this situation.

Attachment: Proposed Resolution T-7-20

**William Murdock, AICP**  
Executive Director

**Karen J. Angelou**  
Chair

**Erik J. Janas**  
Vice Chair

**Chris Amorose Grooms**  
Secretary

## RESOLUTION T-7-20

### **“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 (MTP) 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](http://www.morpc.org/tip); and

WHEREAS, all projects in the TIP are included in the 2020-2050 Metropolitan Transportation Plan; and

WHEREAS, pursuant to 23 USC 134 and 42 USC 7506, the 2020-2050 Metropolitan Transportation Plan has been analyzed based on accepted methodology and has been determined to be in conformity with the requirements of the Clean Air Act Amendments of 1990, and said fact is documented in the Air Quality Conformity appendix of the MTP dated May 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

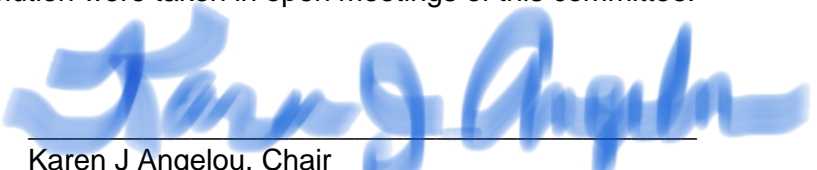
WHEREAS, pursuant to 23 USC 134, the financial plan for the TIP demonstrates that it can be implemented and that it is consistent with funding reasonably expected to be available; and

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 May 4, 2020 and the Transportation Advisory Committee at its meeting on May 6, 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](http://www.morpc.org/tip) and recommends that its members incorporate these improvements into their transportation improvement programming for their governmental units.
- Section 2. That it affirms the consistency between the Fiscal Years 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 E of the document.
- Section 4. That staff is authorized to make such changes to the TIP document as are needed to satisfy clarifying comments from the Ohio and U.S. Departments of Transportation, but which do not change the intent of the document.
- Section 5. That the Transportation Policy Committee finds and determines that all formal deliberations and actions of this committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.



Karen J Angelou, Chair

**MID-OHIO REGIONAL PLANNING COMMISSION**



Date

Prepared by: Transportation & Infrastructure Development Staff