MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

111 Liberty St., Suite 100
Columbus, Ohio 43215
www.morpc.org

NOTICE OF A MEETING

MPO FUNDS COMMITTEE MEETING
MID-OHIO REGIONAL PLANNING COMMISSION
111 LIBERTY STREET, SUITE 100
COLUMBUS, OH 43215
ROOM 113 – TOWN HALL

Wednesday, September 30, 2026, at 10:00 AM

AGENDA

1. **Welcome and Introductions**
2. **Approval of August 5, 2026, Minutes**
3. **Ad Interim MPOFC Membership Changes**
4. **Consideration of Commitment Updates**
5. **Projection of Available Funds**
6. **Summary of Final Applications**
7. **Applicant Presentations**
8. **Timeline and Next Steps**
9. **Other Business**
10. **Adjournment**

PLEASE NOTIFY DAN SCHMUHL AT 614-233-4185 OR dschmuhl@morpc.org IF YOU REQUIRE SPECIAL ASSISTANCE.

The next MPOFC Meeting is
Wednesday November 4, 2026, at 10:00 AM
111 Liberty Street, Suite 100
Columbus, Ohio 43215

William Murdock, AICP
Executive Director

Ben Kessler
Chair

Laurie Jadwin
Vice Chair

Matthew Starr
Secretary

Mid-Ohio Regional Planning Commission
MPO Funds Committee Meeting Minutes

MID-OHIO REGIONAL MORPC PLANNING COMMISSION

Date: **Wednesday, August 5, 2026**
Time: **10:00 am**
Location: **MORPC**

Members Present

Cox, Barbara	Crosier, Fritz	Girves,Catherine
Jenkins, Tiffany	Moorehead, John	Moran, Alan
Owen, Jonathan	Pajk, Jim	Peoples, Matthew
Schamp, Letty	Tornes, Ginger	Tourville, Scott
Upp, Jeremiah	Weiss, Ira	Wilfong, Gary

Guests

Burkholder, Gary	Eichel, Catherine	Naraghi, Hossein
Nimps, Ronni	Rock, Sean	Stevenson, Andrea
Weber, Joe		

MORPC Staff

Graham, Thomas	Ortega, Jeff	Petrov, Jordan
Phelps, Tyler	Reda, Eva	Schaper, Maria
Schmuhl, Dan		

I. Welcome & Introductions

- Chair Crosier called the meeting to order at 10:00 a.m. There was a quorum present.

II. Approval of December 3, 2026, Meeting Minutes

- Chair Crosier asked for a motion to approve December 3, 2026, meeting minutes. Mr. Pajk moved; Mr. Moorehead seconded; and the motion passed.

III. Summary of Commitment Updates

- Twenty-Nine commitment updates were submitted, while five projects were not required to submit updates. The requests represented nearly $17.5 million in additional funding, approximately a 6.5% increase to existing commitments for state fiscal years 2027 and later. Eleven projects requested additional funds, including six requesting increases above 10%.
- The decrease in commitments in state fiscal year 2027 was attributed primarily to projects slipping in their schedules, while commitments increased in 2028, 2029,

and later years as project schedules moved outward. State fiscal year placement is being recalibrated, improving budget management and reducing carry-forward problems. The fiscal years shown in the update materials remain preliminary and were not formally approved during this meeting.

- ODOT construction inflation factors were used to update estimates and that current projections are lower than in recent years. However, project estimates also reflect recent bid trends and updated design information. The committee was reminded that policies allow up to a 10% increase at authorization to be handled administratively, and staff account for potential increases when planning available funds.
- The highlighted scope changes included Sullivant Avenue's revised road-diet configuration; Cassidy Avenue's adjusted limits to connect with another ODOT project; Upper Arlington's signal and sidewalk work; and Livingston Avenue's conversion of a planned shared-use path to an eight-foot sidewalk. Livingston Avenue, Zollinger, Cassidy, and Sullivant Avenue were not expected to evaluate substantially differently from their original applications.
- The City of Columbus requested nearly $2 million more for Sullivant Avenue, a 41% increase. The preferred alternative changes the roadway from four lanes to three, relocates the curb, and retains the shared-use path while creating space for bicycle and pedestrian facilities and safety improvements. ODOT awarded approximately $1.7 million through its safety program, separate from the MORPC request; additional City funding also increased, reducing MORPC's share from approximately 80% originally to about 55%. The committee clarified that the project remains primarily a shared-use-path project under the revised bike-and-pedestrian definition, while the road-diet work is supported by City and ODOT funds.
- Sullivant Avenue was shown as moving from state fiscal year 2028 to 2029 because of the general commitment-timing policy, although staff indicated the commitment likely needs to remain in 2028 to align with other funding. The increase reflects updated construction costs, design, and right-of-way requirements, and the road-diet work; the shared-use path still extends to Georgesville Road. Moving the facility closer to the roadway reduces property acquisition but does not eliminate temporary right-of-way and acquisition costs.
- Bexley requested nearly $5 million more for Livingston Avenue, a 26% increase. The project remains in the system-preservation category and includes resurfacing, permanent physical improvements based on prior restriping, raised medians, bicycle and pedestrian facilities, potential drainage and crossing work, and a change from a shared-use path to an eight-foot sidewalk on the north side to reduce right-of-way impacts. The project is more extensive than basic resurfacing but does not change roadway operations.
- Committee members questioned whether approximately $24 million for roughly 1.5 miles was consistent with system-preservation principles and whether the scope had expanded beyond preserving existing infrastructure. MORPC has historically encouraged or required bicycle and pedestrian improvements alongside resurfacing and that the project had previously scored well, ranking as the highest scoring system-preservation project in its previous round. If required to re-compete, only the additional funding would be reconsidered, alongside new system-preservation applications; the existing commitment would remain.
- State Route 161 Sawmill to Linworth requested approximately $160,000 more, or 34% based on stage-two design estimates and construction-bid trends. State

Route 161 Busch to Ambleside requested approximately $2.6 million more, or 21% based on detailed design, bid trends, and additional roadway and railway modifications. Orange Road requested approximately $1.5 million more, or 18% due to inflation, a utility duct bank, right-of-way acquisition, and utility relocations. East Broad Street requested approximately $1 million more because of a new estimate and broader construction-bid trends.

- The committee could require significant updates to re-compete, which would require applicants to submit final applications for the additional funding. After reviewing the scope changes, staff recommended that no projects re-compete because the projects were not expected to evaluate materially differently from their original applications.
- Committee members debated whether increases above a percentage threshold, particularly Livingston Avenue's 26% increase, should require reapplication. Some members expressed concern about setting a precedent for approving large increases, while others noted that re-competition would impose substantial effort, could delay projects, and would probably produce similar rankings for projects that had already been favorably evaluated. Members also discussed whether applicants could reduce their requests before final approval.
- Mr. Graham clarified that the committee was only deciding whether projects needed to re-compete; applicants could still revise their requests before final consideration. If Livingston Avenue had re-competed, it would have sought only the additional amount in the system-preservation category and would have been scored with the new system-preservation applications.
- Formal approval of the update requests was deferred to the September 30, 2026 MPOFC meeting.
- Chair Crosier asked for a motion not to require any applicants exceeding the 10% threshold to resubmit and compete with new commitments. Ms. Girves motioned; Mr. Weiss seconded; and the motion passed.

IV. Projection of Available Funds

- Increasing the Technical Assistance Grants program beginning in 2028 was proposed. The program recently expanded to include consultant services, and demand has been high. The increase would make consultant support a continuing component of the program while providing less annual funding that the one-time pilot injection approved the prior December.
- An additional $75,000 step-up in regional supplemental planning funds instead of the usual $25,000 annual increase was proposed. The additional funding would support the expanding work program and help cover MORPC's administrative costs for the Central Ohio Advance Fund, reducing the need to pass those costs to local jurisdictions.
- The overview included State Air Quality Awareness, Technical Assistance Grants, Ohio Commute, and regional supplemental planning funds, with commitments shown through 2033. The proposed program change would be considered alongside project commitment updates.
- The revised policy establishes a required minimum of approximately $12.5 million for new system-preservation commitments in this funding round. Other categories have maximum allocation percentages but no minimum commitment requirement. The committee reviewed updated commitments for fiscal years 2027 through 2033.

- Although fiscal year 2027 has lowered updated commitments than available funds, fiscal years 2028 through 2030 are overcommitted. The available 2027 funds are carried forward first, followed by funds pulled from later years to cover the overages. Availability begins to open more significantly in fiscal years 2031 through 2033.
- The available funds table assumes no programmed overcommitment, although the program may over program by up to 15%. Staff stated they are more open to limited overprogramming to manage existing commitments and may be able to accommodate some right-of-way requests earlier than shown. Finding funds to advance a project is generally easier than resolving carry-forward problems.
- A $6.35 million rebalance between OSOC and CMAC programs was noted. Also anticipated is the federal Carbon Reduction Program which may end with the upcoming reauthorization, with remaining programs projected to receive roughly 7% higher allocations to help offset the loss.

V. Summary of Screening Applications

- The preliminary screening set includes four system preservation applications, ten roadway operational applications, seven bike and pedestrian applications, one transit application, and one application under the other category. Categories may change after review. No interchange or freeway application was submitted.
- A committee member noted that several applications request funding in years where the current projection shows little or no availability. Staff explained that feedback on requested timing had not yet been sent and would address what appears programmatically feasible. Limited overprogramming and funding adjustments may allow some right-of-way requests earlier than construction commitments, but most construction requests are expected in the fiscal years 2031 through 2033.
- Feedback will be provided by the end of the following week. Applicants will then submit final applications by September 25, 2026 and the committee will review the summary of applications at the September 30, 2026 meeting.

VI. Timeline and Next Steps

- The committee will meet September 30, 2026 to approve updates and review application summaries. MORPC scoring and ranking discussions are scheduled for November 4, 2026, draft funding commitments for December 2, 2026, and final funding commitment approval for December 16, 2026.
- MORPC will remain in contact with applicants and committee members as needed and asked committee members to confirm that the upcoming meetings are on their calendars.

VII. Other Business

VIII. Adjourn

- The meeting was adjourned at 11:29 a.m.

MORPC MPO Funds Updated Commitments From SFY 2027 to 2033

ODOT PID	Agency	Project Description	Activity Category	Current Total Commitment	Requested Total Commitment	Requested Change	Percent Change	Commited CON SFY	Requested CON SFY
119846	City of Columbus	Sullivant Ave from Georgesville Rd to S. Wilson Rd, Multi-use path	Bike and Pedestrian	$4,783,813	$6,698,544	$1,914,730	40%	2028	2028
119854	City of Columbus	SR 161 from Sawmill Rd to West of Linworth Rd, Multi-use path	Bike and Pedestrian	$2,557,486	$3,515,675	$958,189	37%	2028	2029
119974	City of Bexley	Livingston Ave from IR 70 to Kellner Road, Resurfacing	System Preservation	$19,326,531	$24,944,979	$5,618,448	29%	2029	2030
119855	City of Columbus	SR 161 from Busch Blvd to Ambleside Drive, Minor widening (adding turn...	Roadway & Operational	$12,907,984	$16,037,843	$3,129,859	24%	2029	2029
115566	Delaware County TID	DEL-TR114-01.93 Orange Road under CSX/NS Grade Separation	Roadway & Operational	$8,387,599	$10,193,500	$1,805,901	22%	2027	2028
115646	City of Columbus	E. Broad Street, Outerbelt Street to Reynoldsburg-New Albany Road	Roadway & Operational	$9,256,018	$10,541,407	$1,285,389	14%	2027	2028
119852	City of Columbus	Hilliard Rome Rd at Renner Rd, Intersection modification	Roadway & Operational	$4,252,403	$4,802,132	$549,729	13%	2029	2029
119688	Franklin County	Dublin Rd from Quarry Trails Metro Park to Limestone Ridge Dr, Multi-u...	Bike and Pedestrian	$10,351,449	$11,573,245	$1,221,796	12%	2028	2028
119833	City of Columbus	17th Ave from IR 71 to Billiter Boulevard, Reconstruction	System Preservation	$7,559,525	$8,301,447	$741,921	10%	2028	2029
112116	COTA	E. Main Street BRT	Transit	$14,400,000	$15,042,400	$642,400	4%	2030	2028
123475	Franklin County	Cooke Road, Phase 2 (Glenmawr Avenue to Karl Road)	System Preservation	$9,155,409	$9,513,826	$358,417	4%	2031	2031
119825	City of Upper Arlington	Zollinger Rd from Riverside Dr to North Star Rd, Bicycle lanes, from 4...	Roadway & Operational	$3,339,428	$3,396,477	$57,049	2%	2027	2027
115179	Franklin County TID	SR 161 and Linworth Road Improvements	Roadway & Operational	$12,001,593	$12,076,504	$74,911	1%	2030	2030
124416	City of Columbus	Big Walnut Trail / Cherrybottom Park to Morse Road	Bike and Pedestrian	$4,730,373	$4,739,982	$9,609	0%	2030	2031
90200	Delaware County TID	Sunbury Pkwy, Phases B & C from Africa Rd to I-71, New roadway, from 0...	Roadway & Operational	$3,000,000	$3,000,000	$0	0%	2027	2028
115768	City of Columbus	Sancus Boulevard, from Worthington Woods Boulevard to Lazelle Road	Roadway & Operational	$11,727,719	$11,727,719	$0	0%	2027	2027
115792	Franklin County TID	Alum Creek Drive (SR 317 to Groveport Road)	Roadway & Operational	$10,158,463	$10,158,463	$0	0%	2028	2028
115797	City of Columbus	Dublin-Granville Road (SR-161), from Ambleside Drive to Maple Canyon A...	Roadway & Operational	$12,873,836	$12,873,836	$0	0%	2027	2027
116500	COTA	COTA W Broad St High Capacity Transit Corridor from Washington Ave to ..	Transit	$13,100,000	$13,100,000	$0	0%	2027	2027
116785	City of Columbus	Big Walnut Trail - Little Turtle to Cherrybottom Park/Alum Creek Trail...	Bike and Pedestrian	$7,092,344	$7,092,344	$0	0%	2027	2027
119514	Franklin County	Ferris Road from Karl Rd to Westerville Rd, Minor widening (adding tur...	Roadway & Operational	$3,116,976	$3,116,976	$0	0%	2027	2027
119516	Franklin County	Cassady Ave from I-670 to Agler Rd, Minor widening (adding turn lanes)...	Roadway & Operational	$10,660,815	$10,660,815	$0	0%	2028	2028
119828	City of Columbus	McNaughten Rd from E Main St to Ganse Lane, Multi-use path	Bike and Pedestrian	$9,039,088	$9,039,088	$0	0%	2028	2029
119850	City of Columbus	Cassady Ave from Seventh Ave to Plaza Properties Blvd, Multi-use path	Bike and Pedestrian	$3,532,225	$3,532,225	$0	0%	2028	2029
119879	Columbus Metro Parks	Scioto Trail Bridge at SR 104, Multi-use path	Bike and Pedestrian	$8,504,869	$8,504,869	$0	0%	2030	2031
119997	City of Columbus	Big Walnut Trail from Refugee Rd to East Main St, Multi-use path, from...	Bike and Pedestrian	$8,855,144	$8,855,144	$0	0%	2028	2029
120103	City of Hilliard	Cemetery Rd from Britton Pkwy to Trueman Blvd, Multi-Use Path	Bike and Pedestrian	$7,709,489	$7,709,489	$0	0%	2027	2027
120256	City of Delaware	SR 37 from US 42 to Foley St, Reconstruction, from 2 lanes to 3 lanes	System Preservation	$2,993,018	$2,993,018	$0	0%	2028	2028
120257	City of Whitehall	Fairway Blvd from East Main St to S Hamilton Rd, Multi-Use Path	Bike and Pedestrian	$3,169,511	$3,169,511	$0	0%	2027	2027
122127	City of Dublin	The Emerald Connector	Roadway & Operational	$4,500,000	$4,500,000	$0	0%	2030	2029
123472	City of Columbus	East Broad Capital Trail	Roadway & Operational	$9,328,863	$9,328,863	$0	0%	2031	2031
123549	City of Grove City	Southwest Regional Medical and Innovation Gateway Overpass	Roadway & Operational	$2,625,000	$2,625,000	$0	0%	2030	2030
123741	City of Columbus	Trabue Road at Walcutt Road	Roadway & Operational	$7,382,832	$7,382,832	$0	0%	2031	2031
Multiple	City of Columbus	I-70/I-71 Innerbelt (Multiple), Major Widening	Bike and Pedestrian	$1,580,248	$1,580,248	$0	0%	2027	2027
Note -	*Does not include MORPC programs*		**Totals**	**$263,960,052**	**$282,328,400**	**$18,368,348**			

2026-09-28

MORPC MPO Funds Available From SFY 2027 to 2033

Category	Min %	Max %	Min Allocation	Max Allocation	Updated Commitments for SFY 2027 to 2033	Range Available for New Commitments	New Commitment Requests
Roadway Capacity & Operational Changes	30%	60%	$113,700,000	$227,400,000	$132,422,366	$0.0M to $77.7M	$100,417,305
System Preservation	15%	25%	$56,800,000	$94,700,000	$45,753,270	$11.0M to $48.9M	$17,285,666
Bike and Pedestrian	15%	25%	$56,800,000	$94,700,000	$76,010,364	$0.0M to $18.7M	$27,073,414
Transit	5%	15%	$18,900,000	$56,800,000	$28,142,400	$0.0M to $28.7M	$6,880,000
Interchange/Freeway	0%	100%	$0	$379,000,000	$0	$0.0M to $77.7M	$0
Other	0%	100%	$0	$379,000,000	$0	$0.0M to $77.7M	$0
Programs	0%	5%	$0	$18,900,000	$18,975,000	$0.0M to $0.0M	$0

MPO Funds Available by State Fiscal Year

SFY	Available to all Commitments	Existing Commitments	Updated Commitments	Available to New Commitments	New Commitment Requests
2027	$102,556,564	$106,873,056	$78,899,288	$0	$0
2028	$49,741,782	$68,939,120	$82,807,902	$0	$72,000
2029	$49,741,782	$35,154,176	$58,226,796	$0	$3,685,609
2030	$49,741,782	$38,686,835	$35,834,283	$0	$3,743,992
2031	$49,741,782	$25,806,865	$39,860,132	$5,895,293	$55,644,992
2032	$38,238,995	$2,375,000	$2,825,000	$35,413,995	$60,290,188
2033	$39,194,970	$2,400,000	$2,850,000	$36,344,970	$28,219,603
Total	**$378,957,657**	**$280,235,052**	**$301,303,400**	**$77,654,257**	**$151,656,384**

MPO Funds Availability Summary

Projected Allocation	$338,729,285
Projected Carryforward from SFY 2026	$50,344,900
Miscellaneous Fund Adjustments	$15,694,793
Reserve amount for 2032 and 2033	-$25,811,322
Available to All Commitments	**$378,957,657**
Updated Commitments	$301,303,400
Available to New Commitments	**$77,654,257**

MORPC MPO Funds New Commitment Request Summary From SFY 2027 to 2033

App ID	Agency	Project Description	Activity Category	RW Request	Inflated CO Request	Inflated Total Request	Inflated Total Cost	Request RW SFY	Request CON SFY
102	City of Columbus	Intersection - Dublin Road at McKinley Avenue/Trabue Road	Roadway & Operational	$1,190,000	$13,130,975	$14,320,975	$23,458,535	2030	2033
103	Franklin County TID	Morse Road, U.S. Route 62 to Reynoldsburg-New Albany Road	Roadway & Operational	$360,000	$11,796,509	$12,156,509	$18,566,952	2030	2032
104	City of Columbus	Columbus Region N. KNOT: SR 315 at Lane Avenue	Roadway & Operational	$1,496,000	$12,290,000	$13,786,000	$136,948,366	2031	2032
105	City of Delaware	SR 37 & US 42 Intersection Improvements	Roadway & Operational	$600,000	$8,017,370	$8,617,370	$15,736,943	2030	2032
106	City of Gahanna	Stygler Road, Agler Road, US-62 Improvement Project	Roadway & Operational	$0	$17,910,000	$17,910,000	$27,584,226	2029	2031
107	City of Upper Arlington	Henderson Road Improvements - Phase I (Reed Road to Gettysbu.	Roadway & Operational	$836,800	$12,984,511	$13,821,311	$27,698,139	2029	2031
108	City of Upper Arlington	Henderson Road Improvements - Phase II (Stonehaven Drive / C...	Roadway & Operational	$136,800	$6,682,860	$6,819,660	$16,194,757	2029	2033
109	FCEO	Havens Corners Road at Taylor Station Road and Mann Road	Roadway & Operational	$327,927	$7,080,544	$7,408,471	$10,510,589	2030	2032
110	Violet Township	SR 204 Widening for Access to OSU Medical Campus and Commu	Roadway & Operational	$119,360	$5,457,650	$5,577,010	$7,632,342	2029	2031
201	City of Columbus	Signals - W. 5th Avenue Signals Replacement	System Preservation	$308,000	$4,133,186	$4,441,186	$6,551,484	2030	2032
202	FCEO	Scioto & Darby Creek Road Bridge over Big Darby Creek	System Preservation	$0	$4,149,607	$4,149,607	$5,877,609	2029	2031
203	City of Worthington	N. High Street System Preservation Improvements	System Preservation	$0	$2,592,649	$2,592,649	$3,460,811	2029	2029
204	Licking County TID	LIC-TR 1135	System Preservation	$0	$4,780,585	$4,780,585	$6,375,732	2029	2031
301	City of Reynoldsburg	E. Main Street Multi-Modal Connectivity Improvements	Bike and Pedestrian	$0	$3,072,500	$3,072,500	$6,938,113	2030	2032
302	Liberty Township	DEL-750 Pedestrian Crossing Relocation	Bike and Pedestrian	$72,000	$398,065	$470,065	$587,581	2028	2030
303	City of Columbus	Mobility - Alum Creek Drive - Frebis Avenue to Hanford Park ...	Bike and Pedestrian	$665,000	$8,405,769	$9,070,769	$14,958,242	2031	2033
304	City of Columbus	Mobility - Hall Road - Norton Road to Georgesville Green Dri...	Bike and Pedestrian	$560,000	$4,068,080	$4,628,080	$8,111,542	2030	2032
306	Columbus Rec & Parks	FRA Big Walnut Trail / Airport to Whitehall	Bike and Pedestrian	$0	$9,832,000	$9,832,000	$21,331,850	2030	2032
307	City of Worthington	City of Worthington Olentangy (SUP) Trail Bridge Replacement	System Preservation	$0	$1,321,639	$1,321,639	$2,105,072	2030	2031
401	COTA	COTA 2031 60' Bus Purchase	Transit	$0	$0	$6,880,000	$8,600,000		2031
					$0				
					$0				
					$0				
			Totals	**$6,671,887**	**$138,104,497**	**$151,656,384**	**$369,228,886**		

Note - *Does not include MORPC programs*
App 401 is requesting a commitment to purchase five buses in SFY 2031

Summary by Activity Category

Category	Min Available	Max Available	Requests	Inflated Requests	Count
Roadway & Operational	$0	$77,654,257	$83,046,496	$100,417,305	9
System Preservation	$11,046,730	$48,946,730	$14,569,971	$17,285,666	5
Bike and Pedestrian	$0	$18,689,636	$22,090,453	$27,073,414	5
Transit	$0	$28,657,600	$6,880,000	$6,880,000	1
Interchange/Freeway	$0	$77,654,257	$0	$0	0
Other	$0	$77,654,257	$0	$0	0
Programs	$0	$0	$0	$0	0
Summary	**$11,046,730**	**$77,654,257**	**$126,586,921**	**$151,656,384**	**20**

MORPC MPO Funds New Commitment Requests From SFY 2027 to 2033

Project Information		Project Description	Request Information	
App ID:	102	Reconstructs the intersection of Trabue Road, Dublin Road, and McKinley Avenue as a modern four-leg roundabout. The project reduces Trabue Road west of the intersection to one lane in each direction with a center turn lane and adds sidewalks, shared-use paths, approximately 12 ADA curb ramps, four raised crossings, and corridor lighting. A shared-use path extension will connect Lake Shore Drive, Quarry Trails, and the future Heritage Trail, while the design maintains business access and improves safety, comfort, and multimodal connectivity.	Construction SFY:	2033
Agency:	City of Columbus			
Category:	Roadway Capacity & Operational Changes		Total Request:	$11,562,018
Name:	Intersection - Dublin Road at McKinley Avenue/Trabue Road		Inflated Total Request:	$14,320,975
			Total Cost:	$19,517,168
			Inflated Total Cost:	$23,458,535
App ID:	103	Reconstructs 1.6 miles of Morse Road from U.S. Route 62 to Reynoldsburg-New Albany Road with a 10-foot two-way left-turn lane, continuous curb, LED lighting, a sidewalk, and a shared-use path. The project converts the Harlem Road T-intersection to a single-lane modern roundabout and widens an existing bridge and box culvert to accommodate the new roadway and active transportation facilities. These improvements will close pedestrian and bicycle network gaps and improve safety and traffic flow for approximately 28,000 daily vehicles.	Construction SFY:	2032
Agency:	Franklin County TID			
Category:	Roadway Capacity & Operational Changes		Total Request:	$9,958,461
Name:	Morse Road, U.S. Route 62 to Reynoldsburg-New Albany Road		Inflated Total Request:	$12,156,509
			Total Cost:	$15,463,794
			Inflated Total Cost:	$18,566,952
App ID:	104	Reconfigures the Lane Avenue and SR 315 interchange as a modified diamond interchange to improve mobility, access, and development capacity in the Ohio State Innovation District. The project optimizes lanes on Lane Avenue and interchange ramps, replaces and lengthens the SR 315 bridge, replaces the CSX railroad bridge, and installs continuous pedestrian and bicycle facilities along Lane Avenue. Upgraded lighting, landscaping, ADA improvements, and LinkUS Transportation System Improvements will strengthen connections between Kenny Road and Fyffe Road/Fred Taylor Drive while accommodating heavy daily and special-event travel.	Construction SFY:	2032
Agency:	City of Columbus			
Category:	Roadway Capacity & Operational Changes		Total Request:	$11,496,000
Name:	Columbus Region N. KNOT: SR 315 at Lane Avenue		Inflated Total Request:	$13,786,000
			Total Cost:	$113,866,067
			Inflated Total Cost:	$136,948,366
App ID:	105	Upgrades SR 37 and US 42 in Delaware by widening and realigning the skewed intersection, adding or extending turn lanes, modernizing the traffic signal, and improving stormwater infrastructure. The project adds ADA curb ramps, pedestrian signals, high-visibility crossings, LED lighting, street trees, replacement sidewalks, and multi-use paths linking the Spring Branch Trail, Mingo Trail, and adjoining corridor projects. Bridge widening over the Olentangy River will support the path connection, while access management and limited parking removal will improve safety and operations near the CSX crossing.	Construction SFY:	2032
Agency:	City of Delaware			
Category:	Roadway Capacity & Operational Changes		Total Request:	$7,123,490
Name:	SR 37 & US 42 Intersection Improvements		Inflated Total Request:	$8,617,370
			Total Cost:	$13,247,144
			Inflated Total Cost:	$15,736,943
App ID:	106	Reconstructs the closely spaced Stygler Road intersections at Agler Road and US 62 to reduce crashes, expand queue capacity, and accommodate traffic associated with Project Ascend. The concept adds a roundabout at Amfield Court, new relief roadway connections, slip right-turn lanes, an extended left-turn lane, signal modernization, access management, drainage, and lighting. New sidewalks, a shared-use path, high-visibility crossings, at least 32 ADA ramps, and audible signals will close multimodal gaps, while fiber communications, detection systems, and traffic-management equipment will support adaptive operations and future connected-vehicle applications.	Construction SFY:	2031
Agency:	City of Gahanna			
Category:	Roadway Capacity & Operational Changes		Total Request:	$15,000,000
Name:	Stygler Road, Agler Road, US-62 Improvement Project		Inflated Total Request:	$17,910,000
			Total Cost:	$23,922,399
			Inflated Total Cost:	$27,584,226

Project Information		Project Description	Request Information	
App ID:	107	Reconstructs Henderson Road from Gettysburg Road to Reed Road with full-depth pavement replacement, resurfacing, and multi-lane roundabouts at both intersections. The project adds a six-foot sidewalk, an 11-foot shared-use path connecting to Dierker Road, ADA crossings, pedestrian-scale lighting, landscaped medians, curbs, drainage, water-main replacement, and buried utilities. Access management and traffic-calming improvements will address severe crashes and congestion while strengthening connections to nearby properties and transit stops and supporting corridor livability and economic redevelopment.	Construction SFY:	2031
Agency:	City of Upper Arlington			
Category:	Roadway Capacity & Operational Changes		Total Request:	$11,711,600
Name:	Henderson Road Improvements - Phase I (Reed Road to Gettysburg Road)		Inflated Total Request:	$13,821,311
			Total Cost:	$24,052,200
			Inflated Total Cost:	$27,698,139
App ID:	108	Reconstructs Henderson Road from Stonehaven Drive/Chevy Chase Court to Gettysburg Road to improve safety, access management, and multimodal connectivity. The project replaces pavement, water lines, drainage, curbs, driveways, and traffic signals at Dierker Road and Arlington Centre Boulevard, including ADA pedestrian equipment and connection to Columbus' coordinated signal system. A six-foot sidewalk, 11-foot shared-use path, pedestrian-scale lighting, landscaped median, buried utilities, street trees, and streetscape features will calm traffic, close active transportation gaps, connect transit stops, and support economic redevelopment.	Construction SFY:	2033
Agency:	City of Upper Arlington			
Category:	Roadway Capacity & Operational Changes		Total Request:	$5,415,520
Name:	Henderson Road Improvements - Phase II (Stonehaven Drive / Chevy Chase Court to Gettysburg Road)		Inflated Total Request:	$6,819,660
			Total Cost:	$13,402,183
			Inflated Total Cost:	$16,194,757
App ID:	109	Reconstructs the offset intersections of Havens Corners Road with Taylor Station Road and Mann Road as two connected, peanut-shaped roundabouts. Selected to limit right-of-way impacts and improve traffic operations, the design will reduce congestion and conflict points. Approximately 1,000 feet of Havens Corners Road east of Mann Road will also be reconstructed to flatten the existing crest curve and improve sight distance. Complete Streets improvements include ADA ramps, high-visibility crossings, street lighting, a 10-foot shared-use path, and a five-foot sidewalk.	Construction SFY:	2032
Agency:	FCEO			
Category:	Roadway Capacity & Operational Changes		Total Request:	$6,089,151
Name:	Havens Corners Road at Taylor Station Road and Mann Road		Inflated Total Request:	$7,408,471
			Total Cost:	$8,861,439
			Inflated Total Cost:	$10,510,589
App ID:	110	Widens approximately 0.56 mile of SR 204 near Taylor Road to four lanes with a dedicated left-turn lane, creating the primary feeder route to the planned OSU Medical Campus and Violet Township community facilities. The project replaces the Taylor Road/Wellesley Drive traffic signal, resurfaces and restripes corridor transitions, replaces the water main, and improves drainage. New street lighting, trees, ADA curb ramps, high-visibility crossings, and a shared-use path along the north side will provide safer vehicle, pedestrian, and bicycle access throughout the developing corridor.	Construction SFY:	2031
Agency:	Violet Township			
Category:	Roadway Capacity & Operational Changes		Total Request:	$4,690,256
Name:	SR 204 Widening for Access to OSU Medical Campus and Community Facilities		Inflated Total Request:	$5,577,010
			Total Cost:	$6,523,900
			Inflated Total Cost:	$7,632,342
App ID:	201	Replaces five aging traffic signals along West Fifth Avenue at North Star Avenue, Broadview Avenue, Grandview Avenue, Northwest Boulevard, and Eastview Avenue/Kenny Road. New installations will include strain poles, signal heads with backplates, countdown pedestrian signals, pushbuttons, radar detection, controller cabinets, CCTV cameras, and upgraded communications to Columbus' coordinated signal system. The project also replaces approximately 40 curb ramps and adjusts equipment locations to improve ADA compliance, safety, and reliability along a major COTA route connecting neighborhoods, suburbs, arterial roads, and freeway access.	Construction SFY:	2032
Agency:	City of Columbus			
Category:	System Preservation		Total Request:	$3,671,048
Name:	Signals - W. 5th Avenue Signals Replacement		Inflated Total Request:	$4,441,186
			Total Cost:	$5,588,811
			Inflated Total Cost:	$6,551,484
App ID:	202	Replaces the deck of the Scioto & Darby Creek Road bridge over Big Darby Creek and widens the structure to accommodate a shared-use path on its north side. The approximately 0.05-mile path segment will provide a dedicated connection for pedestrians and bicyclists while extending the bridge's service life and multimodal function. The Franklin County Engineer's Office will continue to own and maintain the bridge following construction.	Construction SFY:	2031
Agency:	FCEO			
Category:	System Preservation		Total Request:	$3,475,383
Name:	Scioto & Darby Creek Road Bridge over Big Darby Creek		Inflated Total Request:	$4,149,607
			Total Cost:	$5,034,829
			Inflated Total Cost:	$5,877,609

Project Information		Project Description	Request Information	
App ID:	203	Restores 1.5 miles of North High Street from Worthington-Galena Road to the southern Worthington corporation limit near Cemetery Drive. Improvements include resurfacing, full-depth repairs in severely deteriorated areas, targeted storm-sewer upsizing, spot curb-and-gutter replacement, and modernization of approximately 100 curb ramps for ADA compliance. Pedestrian pushbuttons will also be modified at selected intersections. The project addresses pavement condition ratings of 45–55 and preserves a heavily traveled regional corridor carrying approximately 28,000 vehicles per day.	Construction SFY:	2029
Agency:	City of Worthington			
Category:	System Preservation		Total Request:	$2,312,800
Name:	N. High Street System Preservation Improvements		Inflated Total Request:	$2,592,649
			Total Cost:	$3,111,000
			Inflated Total Cost:	$3,460,811
App ID:	204	Upgrades approximately 2,856 feet of Pike Street between U.S. Route 40 and SR 310 to address deteriorated pavement, poor drainage, and traffic growth associated with nearby logistics development. The project widens the roadway, adds curb and gutter, lighting, safer crossings, a 10-foot path on the north side, and a five-foot sidewalk on the south side. The eastern 1,000 feet will also receive eight-foot on-street parking. All improvements fit within the existing right-of-way and complement the adjoining first phase.	Construction SFY:	2031
Agency:	Licking County TID			
Category:	System Preservation		Total Request:	$4,003,840
Name:	LIC-TR 1135		Inflated Total Request:	$4,780,585
			Total Cost:	$5,404,800
			Inflated Total Cost:	$6,375,732
App ID:	301	Completes a continuous multimodal corridor along East Main Street from Waggoner Road to Taylor Road by adding 1.19 miles of 11-foot-wide shared-use path. The project closes pedestrian and bicycle network gaps and improves connections to neighborhoods, businesses, parks, and the planned COTA Bus Rapid Transit corridor. Improvements include 19 ADA curb ramps, marked crossings, reconstructed driveways, drainage and stream-crossing work, retaining walls, lighting, landscaping, signage, and pavement markings. The design generally remains within existing right-of-way while preserving property access and accommodating utilities.	Construction SFY:	2032
Agency:	City of Reynoldsburg			
Category:	Bike and Pedestrian		Total Request:	$2,500,000
Name:	E. Main Street Multi-Modal Connectivity Improvements		Inflated Total Request:	$3,072,500
			Total Cost:	$5,846,755
			Inflated Total Cost:	$6,938,113
App ID:	302	Relocates the SR 750 pedestrian crossing near Wellington Boulevard and Verona Drive approximately one-half mile east to the signalized Brewster Lane intersection. A new five-foot sidewalk along the south side of SR 750 will connect the Wedgewood neighborhoods to the controlled crossing, replacing a location with limited sight distance beyond a curve and documented near misses. Eight ADA curb ramps and audible signals will improve accessibility, while the continuous connection will provide pedestrians and bicyclists a safer, more predictable route across the corridor.	Construction SFY:	2030
Agency:	Liberty Township			
Category:	Bike and Pedestrian		Total Request:	$415,752
Name:	DEL-750 Pedestrian Crossing Relocation		Inflated Total Request:	$470,065
			Total Cost:	$519,690
			Inflated Total Cost:	$587,581
App ID:	303	Expands pedestrian and bicycle access along Alum Creek Drive and Livingston Avenue by adding 1.85 miles of shared-use path and complementary sidewalk connections. The project replaces four traffic signals, installs or upgrades 39 ADA ramps, adds audible pedestrian equipment and a high-visibility crossing, and modernizes corridor lighting with smart-capable LEDs. A retaining wall will carry the path beneath I-70 without modifying the bridge. The improvements will connect nearby Columbus and Bexley projects, protected bicycle lanes, the Schneider Park bridge, and the Alum Creek Trail.	Construction SFY:	2033
Agency:	City of Columbus			
Category:	Bike and Pedestrian		Total Request:	$7,304,628
Name:	Mobility - Alum Creek Drive - Frebis Avenue to Hanford Park Drive		Inflated Total Request:	$9,070,769
			Total Cost:	$12,435,183
			Inflated Total Cost:	$14,958,242
App ID:	304	Connects Norton Road, surrounding neighborhoods, and the Camp Chase Trail with a new shared-use path along the north side of Hall Road and complementary sidewalk extensions. Improved bicycle and pedestrian markings at Norton Road, high-visibility crossings, and approximately 47 ADA ramps will create safer links to existing paths and bike lanes. The project also extends a sidewalk east from Norton Road and improves drainage near Cypress Ridge Place. Coordination with a separate ODOT bridge project will provide a continuous path across I-270 without structural bridge work under this project.	Construction SFY:	2032
Agency:	City of Columbus			
Category:	Bike and Pedestrian		Total Request:	$3,870,073
Name:	Mobility - Hall Road - Norton Road to Georgesville Green Drive/Durrow Drive		Inflated Total Request:	$4,628,080
			Total Cost:	$7,028,675
			Inflated Total Cost:	$8,111,542

Project Information		Project Description	Request Information	
App ID:	306	Closes a 1.5-mile gap in the regional Big Walnut Trail between Gahanna's Pizurro Park and Whitehall Community Park, creating a connection for more than 2,600 Far East Columbus residents. The 10- to 14-foot trail will navigate the airport, I-270, railroad, cliffs, and industrial properties using retaining walls, boardwalks, an improved railroad underpass, a small tributary bridge, and an approximately 190-foot bridge over Big Walnut Creek. Coordinated Gahanna and Whitehall segments will help establish a continuous 24-mile regional route.	Construction SFY:	2032
Agency:	Columbus Rec & Parks			
Category:	Bike and Pedestrian		Total Request:	$8,000,000
Name:	FRA Big Walnut Trail / Airport to Whitehall		Inflated Total Request:	$9,832,000
			Total Cost:	$18,091,500
			Inflated Total Cost:	$21,331,850
App ID:	307	Replaces two deteriorated timber bridges on Worthington's Olentangy Trail with wider prefabricated steel truss structures capable of carrying emergency and maintenance vehicles. The new bridges near Tucker Drive and Whitney Avenue will measure 50 by 15 feet and 30 by 15 feet, with concrete decks, prefabricated abutments, and at least 11 feet of usable travel width. Approach improvements and approximately 800 feet of trail realignment near the southern bridge will improve curvature, safety, accessibility, and emergency response along this heavily used regional trail.	Construction SFY:	2031
Agency:	City of Worthington			
Category:	System Preservation		Total Request:	$1,106,900
Name:	City of Worthington Olentangy (SUP) Trail Bridge Replacement		Inflated Total Request:	$1,321,639
			Total Cost:	$1,798,300
			Inflated Total Cost:	$2,105,072
App ID:	401	Purchases five 60-foot compressed natural gas buses for service on COTA's Bus Rapid Transit corridors. The additional vehicles will support the LinkUS initiative by expanding safe, reliable, and accessible fixed-route transit service. Each bus will meet ADA requirements and provide onboard bicycle storage, improving connections for passengers who combine cycling and transit while strengthening multimodal mobility throughout Central Ohio.	Construction SFY:	
Agency:	COTA			
Category:	Transit		Total Request:	$6,880,000
Name:	COTA 2031 60' Bus Purchase		Inflated Total Request:	$6,880,000
			Total Cost:	$8,600,000
			Inflated Total Cost:	$8,600,000