



Fiscal Year 2018 - 2021

**Transportation
Improvement
Program**

April 2017





TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FY 2018-2021

April 2017

Prepared by:

TOLEDO METROPOLITAN AREA COUNCIL OF GOVERNMENTS

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ABSTRACT

TITLE: Transportation Improvement Program – 2018-2021

AUTHOR: Toledo Metropolitan Area Council of Governments

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NUMBER OF PAGES: 108 Plus Appendices

ABSTRACT: This document describes the Transportation Improvement Program (TIP) for the Toledo Urbanized Area for State of Ohio Fiscal Years 2018 through 2021. It describes the status of the Regional Transportation Plan; considers anticipated funding for transportation projects in the area; lays out the four-year program and project priorities; evaluates the financial capability to implement the program; and, considers Air Quality and Private Transit Provider objectives in programming projects. The total cost of all projects included in the four-year TIP is \$750,991,637.

CHAPTER 1: TRANSPORTATION IMPROVEMENT PROGRAM FUNDAMENTALS

OVERVIEW OF THE TIP

The Transportation Improvement Program (TIP) is a coordination and funding document developed by state and local governments and authorities in the Toledo Metropolitan Area Council of Governments (TMACOG) Transportation Planning Area. The TIP lists all specific transportation projects and improvements that will use federal and state transportation funding over the next four state fiscal years (July 1, 2017 through June 30, 2021). The TIP is designed to provide one comprehensive year-by-year listing of all spending on significant transportation projects to allow coordination between the various agencies with jurisdiction over portions of the transportation system in our area. The “FY 2018-2021 TIP” includes 193 projects with total project cost of over \$750,000,000.

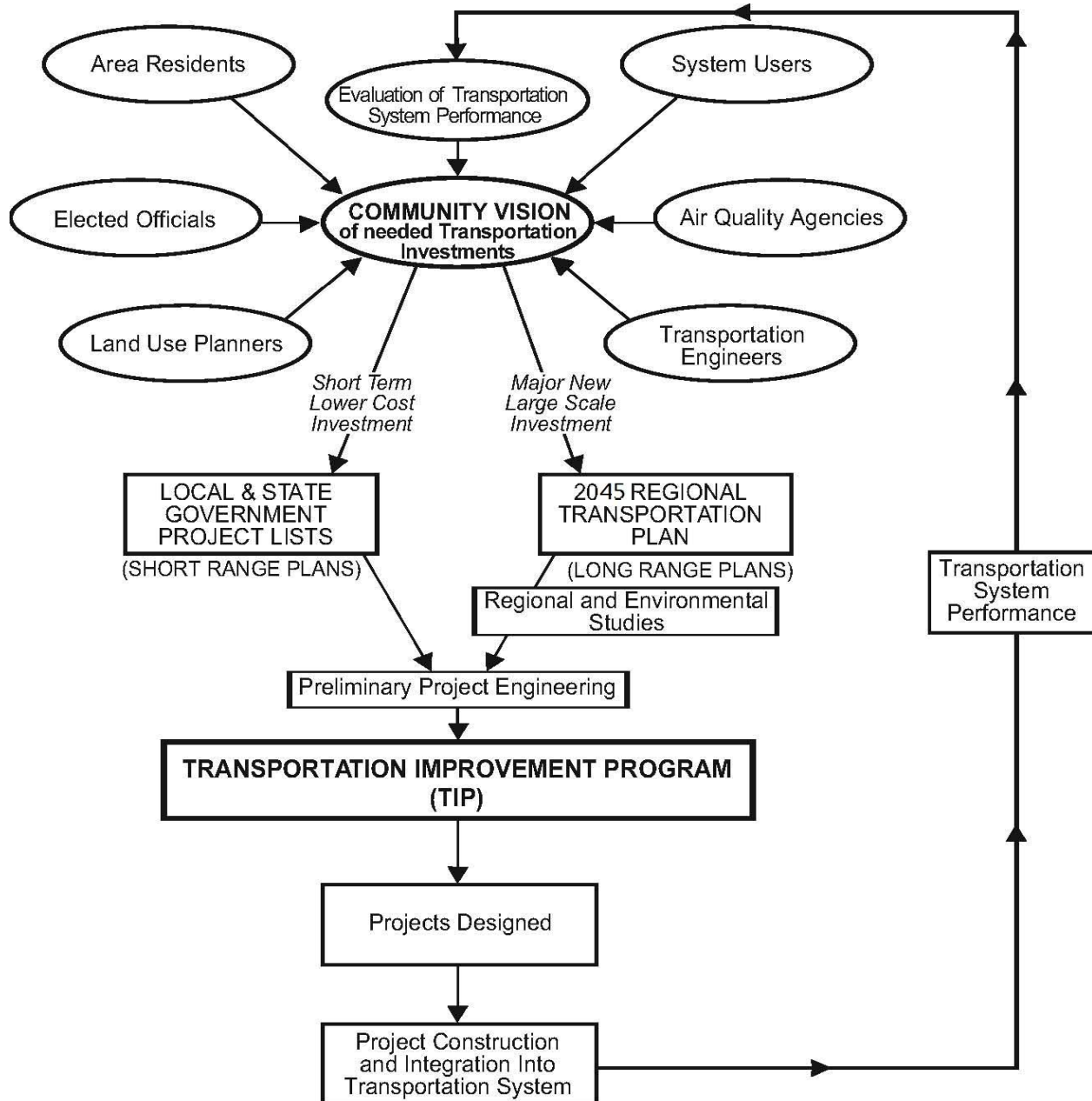
The TIP is also designed to document how decisions are made as to which projects to fund with federal funds allocated directly to TMACOG for this area. Historically, TMACOG managed approximately \$14 million each year in three federally designated programs: the Surface Transportation Block Grant (STBG) Program, the Congestion Mitigation and Air Quality improvement program (CMAQ), and the Transportation Alternatives Program (TAP). With funding provided through Fixing America’s Surface Transportation Act (FAST Act) and from ODOT, this amount is approximately \$14 million per year. With input and oversight of the TIP Committee, TMACOG releases request for proposals for the STBG, CMAQ and TAP programs approximately every two years, scores and ranks all received applications, and makes award recommendations to the TMACOG Transportation Council and TMACOG Executive Committee for final approval. TMACOG is also responsible for drafting this TIP documentation and, with approval of TMACOG leadership, submitting the final product to the Federal Highway Administration. This TIP also documents regional policy as to how TMACOG will monitor and manage the use of those funds over the course of the period covered by the TIP.

Finally, the TIP is designed to document analyses of the overall program that show how this group of projects meets constraints and regulations required by state and federal law. Analysis of the implications of this program for low-income and minority persons in our region (called environmental justice) is required. The relationship to other federal requirements is also discussed. Without a TIP that meets all these requirements no federal funding may be spent on transportation in our area.

The TIP is a detailed capital program or list of funded projects for the area over the next four years. It is not a plan. Plans evaluate system performance and are a source of policies, projects and actions that implement community vision of transportation investments needed to reach community goals. The projects listed in the TIP implement other plans—both short range plans of individual local jurisdictions and the long range regional plan developed collectively through TMACOG. The current regional plan is titled “On the Move: 2015-2045 Transportation Plan.” The TIP documents funding decisions for projects. A generalized diagram of the Transportation Planning Process showing the critical role of the TIP is presented in **Figure 1.1**.

The Transportation Planning area that the TIP covers includes all of Wood and Lucas counties in Ohio and three townships in Monroe County in Michigan. A map of the planning area is presented in **Map 1.1**. The map highlights the transportation study area.

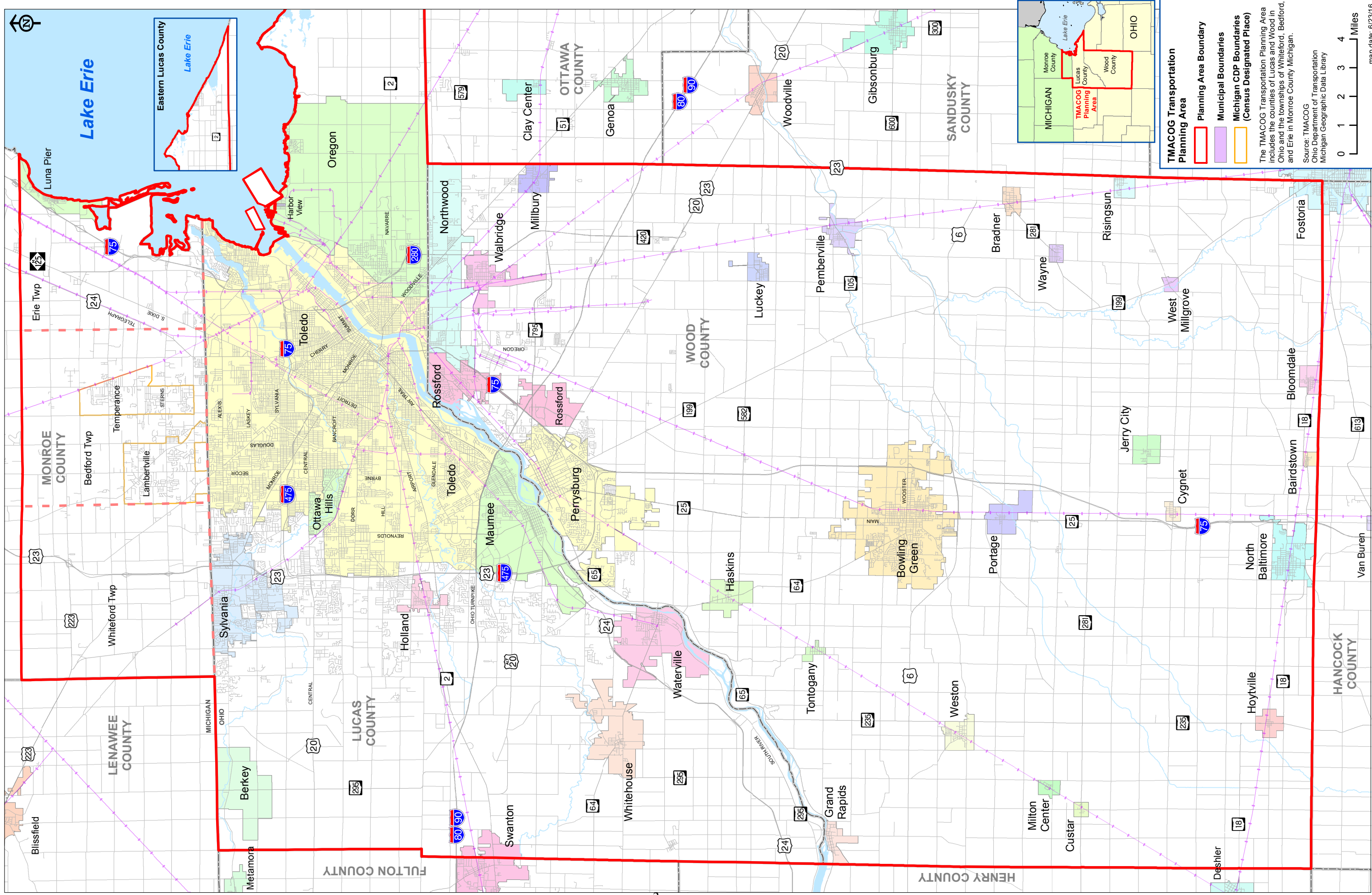
Figure 1.1: Transportation Planning Process



TMACOG Transportation Planning Area

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Map 1.1: TMACOG Transportation Planning Area



ORGANIZATION OF THIS DOCUMENT

This document, the “FY 2018-2021 Transportation Improvement Program,” constitutes the official document as required by state and federal funding agencies. Chapter 1 presents an overview of the TIP, document organization, and policies adopted by TMACOG for the development of the TIP and program oversight for TMACOG-managed TIP funds in our area. Chapter 2 documents the project solicitation and ranking process used for TMACOG-managed funds included in the FY 2018-2021 TIP. Chapter 3 presents the next step in the development process, placing TMACOG-funded projects into a first draft of a fiscally balanced multi-year schedule. This schedule of projects also demonstrates compliance with the fiscal constraint requirement: the list of projects is a responsible and realistic program balanced against anticipated revenues in the region. This chapter also includes all other projects that include federal funds that are not TMACOG-managed funds.

Chapters 4, 5, and 6 document the results of further analysis of the overall program of projects in the TIP (including projects with TMACOG-managed funding). This analysis is designed to meet federal and state requirements to review the impacts of the program of projects. Chapter 4 presents the first review, known as Environmental Justice (EJ) analysis. EJ analysis is designed to demonstrate that the approved program of projects does not discriminate against low-income or minority residents of our region. The program of projects is reviewed to see if the projects have either disproportionate negative impacts or if there is a lack of investment in areas of the region where these populations primarily reside. Next, Chapter 5 notes requirements for air quality conformity, and documents the interagency consultation communications. The final review presented in Chapter 6 is input and discussion from the general public as to the impacts of the program on the community and a review of the relationship to other required federal documents. The list of projects and results of the analysis of the program and projects are made available at local government offices throughout the region and are presented in meetings in each county in the transportation study area.

The “FY 2018-2021 TIP” concludes with the final approved program of projects by year. Chapter 7 presents this program and documents any changes from the draft list presented in Chapter 3.

REGIONAL POLICIES FOR DEVELOPING THE TIP AND MANAGING TMACOG-AREA FUNDS

TMACOG has developed policies to provide a clear understanding to all project sponsors of how the TIP will be developed and how TMACOG-managed funds will be administered. These policies are presented below. They are grouped as follows: 1) general policies related to solicitation of requests and management of TMACOG-managed funds; 2) project budget adjustment in times of unusual inflation; and 3) policies affecting ranking and scheduling of newly proposed projects.

GENERAL AND PROJECT MANAGEMENT POLICIES

With increasing needs for transportation funds and decreasing revenues to support needed projects, the TIP Committee adopted the following policies to provide guidance and control over TIP project development for projects utilizing TMACOG-managed funds.

- A. TMACOG will schedule a TIP monitoring meeting three times a year that will require project sponsors to provide complete information about project scope, proposed schedule, and cost for all projects that have TMACOG-managed funds.
- B. Project sponsors are required to include TMACOG on all ODOT submittals regarding TMACOG-funded projects.
- C. Project submissions which are not received at TMACOG by the due date or do not include a thorough cost estimate and description of the project will be dropped from consideration for funding. Any missing documentation will be requested by staff with a deadline set by staff.
- D. Projects will be rated and ranked according to a set of criteria approved by the TIP Committee prior to project solicitation and the criteria will be included in the application package.
- E. The sponsor must provide for at least 20% of the project construction cost from locally available (non-TMACOG) funds.
- F. The sponsor is entirely and solely responsible for project design and other development costs.
- G. Right-of-way costs will normally be the responsibility of the sponsor. However, TMACOG funding for right-of-way cost may be requested where right-of-way costs are significant and will impose a hardship on the project sponsor. The TIP Committee will consider right-of-way funding requests on an individual project basis. If TMACOG participation in right-of-way is approved, the maximum TMACOG contribution will be 80% of the total right-of-way cost.
- H. After a project is programmed in the TIP, the use of TMACOG federal funds in a project may not increase more than 10% above the TIP-approved TMACOG federal amount for the STBG funds. Increases greater than 10% will be borne by the project sponsor unless they have been approved by both the TIP Committee and Transportation Council. The percentage was 20% in the FY 2016-2019 TIP, and the 20% will still apply to the projects that are programed in FY 2018 and FY 2019. Increases must be justified by the project sponsor and will only be approved in rare circumstances beyond the sponsor's control. This paragraph does not apply to the program-wide changes made under the rules of section PROJECT BUDGET CORRECTION IN TIMES OF UNUSUAL INFLATION below. Increases involving scope change will be considered by individual project. Scope changes must be presented by the local jurisdiction to the TIP Committee for review. The TIP Committee will notify the local jurisdiction sponsor of one of the following actions:
 - 1. Scope changes are approved and additional funds are approved at the original percent participation.
 - 2. Scope changes are approved and additional funds are approved up to a specified maximum amount of funding.
 - 3. Scope changes are approved with no additional funds being provided by the TIP.

4. Scope changes are not approved. Since the scope of the project has changed so significantly, the project is being removed from the TIP and the local jurisdiction may submit the revised project in the next project round.
- I. In recognition of the long lead time required to fully develop many transportation projects and the reluctance of project sponsors to begin project development absent assurance of funding, the TIP includes a locally approved “pipeline.”
- J. All projects utilizing TMACOG funding must be prepared for obligation by July 1 of the fiscal year in which they are programmed. This time line allows flexible scheduling of contract letting during the fiscal year. This requirement is based on federal and state requirements for a more even flow of funds and also on the fact that better prices are obtained for projects bid before the fourth quarter of the FY. ODOT has issued a requirement that projects be obligated and sold on a quarterly split basis of 20% first quarter of the state fiscal year, 30% second quarter, 30% third quarter, and 20% fourth quarter. They also will be requiring that TMACOG develop a pipeline of projects equal to 25% of their annual total obligation ceiling.
- K. The project sponsor, in coordination with ODOT District 2 and TMACOG staff, will prepare a project development schedule for each project funded in the TIP. At a minimum, this schedule will include the milestones and dates for submittals required by the ODOT Ellis system and by TMACOG’s project development requirements.
- L. The TIP Committee will review projects and consult with project sponsors to select projects for the fiscal year “pipeline.” These are projects whose development schedule will lead to readiness for obligation six (6) months prior to the fiscal year for which they are programmed. The amount of these pipeline projects will be at least 25% of the fiscal year obligation ceiling.
- M. Project sponsors that do not deliver projects in the agreed upon fiscal year will be penalized in the following funding round with a point deduction. This penalty will be applied to only those sponsors that fail to deliver projects, and there will not be a penalty if projects are delayed by TMACOG. This penalty will only apply to the funding round of the same funding source of the project that was not delivered on the agreed schedule.
- N. A project sponsor will have six (6) years from the when the project is awarded by TMACOG to sell the project. If the project is not sold within six (6) years, then the project will be removed from the TIP and the project sponsor will have to resubmit in the next solicitation. The exceptions to this are if funding is not available within the four-year cycle of the TIP and the project must remain within the pipeline for future funding, or if ODOT or TMACOG delay the project in any way that is beyond the control of the project sponsor.
- O. Other funding sources (such as other types of state or federal, private, etc. that are included in the project):
 1. These funds may not be changeable. The local jurisdiction is responsible to ask for more funds if so allowed.
 2. If other fund sources are used as part of the local match, the local jurisdiction is responsible for maintaining the federal/local match.
 3. If other fund sources are used as part of the total project amount, the TMACOG federal and local match may (or may not) be able to make up all of the increase.

4. In either case, the local jurisdiction is responsible to try to find other sources to add to the project. Documentation of this effort may be required by the TIP Committee before additional funding is considered.
- P. The cost estimates for future project submittals must be projected to the year stated in the project call. This should not be confused with the most optimistic schedule or the jurisdiction's desired schedule.
- Q. The Small Project Fund federal maximum remains a cap. The TIP Committee may adjust the maximum federal cap amount each TIP cycle. The adjusted amount shall remain for the two years of the TIP cycle. The maximum federal amount for the FY 2018 - 2021 cycle is \$400,000. The funding can either be a 50/50 or 80/20 based on the committee's decision for each solicitation.
- R. The Small Project Fund construction does not have a cap in the current cycle. The TIP Committee may adjust the maximum construction cap each TIP cycle. The adjusted amount shall remain for the two years of the TIP cycle. The maximum construction amounts for the last three cycles were uncapped as well but funding was capped at \$700,000 in the 2008-2011 TIP.

PROJECT BUDGET CORRECTION IN TIMES OF UNUSUAL INFLATION

The rules in this section cover how the TIP Committee will deal with inflation when the rate of inflation is unusually high or low. Inflation will be reviewed every two years in the year prior to the publication of the TIP document. If the committee determines that an inflation correction is needed, all projects in the TMACOG TIP and TMACOG TIP pipeline will be adjusted.

- S. Project amount adjustment will be done by the local jurisdiction following the instructions of the TIP Committee. The appropriate inflation indexes to be used for each project will be a decision of the local jurisdiction. The estimator will at least review the ODOT individual material information as a part of the decision. Completed estimates will be signed and dated by an appropriate design professional.
- T. The inflation amount will be adjusted to the project's projected year in the TIP. Note that this projected year may need to be adjusted during the TIP preparation cycle.
- U. Once adjusted, project amounts will be held constant for the duration of the TIP cycle. An exception may be made for projects that are moved back by two or more years. This second adjustment will be made only at the discretion of the TIP Committee.
- V. TMACOG will add inflation to projects that are administratively moved by TMACOG. The "Most Likely" inflation numbers will be used from the 5-year Construction Cost Inflation Forecast that is published by the Ohio Department of Transportation biannually.

SOLICITATION, RANKING, AND SCHEDULING POLICIES FOR NEW PROJECTS

Projects proposed by local sponsors that have not previously been ranked, that were ranked but were not funded ("other needs" listed outside the four-year constrained program and pipeline), or were removed from the previous TIP will be re-ranked (see next chapter). Before being

considered for ranking (or re-ranking), the sponsors have to submit complete information packages and the projects have to pass the following screening criteria.

1. All projects must meet eligibility requirements for the federal program for which they are applying.
2. A project sponsor's request for project inclusion in either of the first two years of the TIP has to document that the agency has local funding available. If preliminary legislation has been enacted, a statement to that effect is sufficient. The project has to be programmed by ODOT to be considered for inclusion in year one or two of the TIP for construction.
3. The phases and schedule of the project as proposed by the project sponsor will be compared to regional project schedule outlines. Any discrepancies in schedule will be reviewed with the project sponsor and adjusted in consultation with the sponsoring agency.
4. All projects will be reviewed for consistency with the Regional Transportation Plan and Air Quality State Implementation Plan, as applicable.

CHAPTER 2: PROJECT SOLICITATION AND RANKING PROCESS FOR TMACOG-MANAGED FUNDS

PROJECT REQUESTS

Traditionally, the TMACOG process of developing the TIP begins with a request that potential local project sponsors submit project applications for TMACOG-managed funds. This request is sent to the sponsors in the year before the new TIP is to become effective. The request is sent from the TMACOG TIP Committee. The Committee is a group of volunteers representing the diverse cross section of transportation stakeholders in our region. The TIP Committee's mission is to develop and recommend the TIP every two years and to oversee management of the TIP and local sponsors' progress in delivering the scheduled program of projects. The TIP Committee answers to the TMACOG Transportation Council and Executive Committee (the MPO Policy Committees).

TMACOG manages approximately \$14 million of federal funds allocated in three programs each year to the Toledo Metropolitan Transportation Study Area (see Chapter 1 for map of study area). These programs include the Surface Transportation Block Grant (STBG) Program, the Congestion Mitigation and Air Quality improvement program (CMAQ), and the Transportation Alternatives Program (TAP), previously known as the Transportation Enhancement program. Funding program descriptions defining basic eligibility of projects for these funds are included in Chapter 7.

In the traditional process, two application packages were sent to all local jurisdictions. The first package requested highway and transit projects that would be funded from the STBG and CMAQ programs. The second package requested transportation alternative projects. This process was changed in 2013 due to the creation of the Ohio Statewide Urban CMAQ Committee (OSUCC). TMACOG now sends out separate packages for all three funding sources. The first application package is for the Surface Transportation Block Grant Program. The second is for the OSUCC Congestion Mitigation and Air Quality program (CMAQ). The third requests applications for the Transportation Alternatives Program (TAP) (bike/pedestrian, scenic, safe routes to school, and historic projects). The packages includes a request for a detailed description of the project, a budget submittal request to provide details of the proposed financing of the project (including funding from sources other than TMACOG), and forms and requests for data to be used in ranking the projects for funding priority.

RANKING THE PROJECTS IN PRIORITY ORDER FOR FUNDING

The TIP is required to be a realistic program or list of projects that will begin construction in the next four fiscal years. During each TIP cycle many more projects are requested than TMACOG is able to fund. Therefore, the projects are reviewed by the two subcommittees of the TMACOG TIP Committee (the STBG and CMAQ subcommittee and the TAP subcommittee) and ranked in priority order for funding consideration.

A two-step evaluation process has been developed as a tool to help organize and rank the potential TIP projects. First, new project requests and projects in the current TIP at the time of ranking are screened according to the regional policies described in Chapter 1. New applications are reviewed for eligibility and for completeness of the application and required prerequisites to

be included in the program. Projects from prior years are basically screened for continuing progress and to decide whether the project simply is advanced into the new TIP as is or if it must be re-evaluated by the subcommittee and once again compete for funding.

Second, eligible projects are rated by the committee against a set of criteria that establish a numeric value for each project to rank how well the project addresses regional goals and objectives for the transportation system.

RATING CRITERIA FOR NEW STBG PROJECTS FOR THE TIP

Each year, the TIP Committee reviews the rating criteria and makes any revisions to those criteria necessary to appropriately reflect national and regional priorities. Specific benchmarks were reviewed and several clarifications were made as to how a project qualifies for the points in each category.

The five principal prioritization factors and their relative values are listed in Table 2.1 below. All projects are evaluated for each of the five factors and can receive a maximum score of 100 points. Note that several of the individual rating areas have more possible points available than are shown in Table 2.1. If more points are achieved in an area than those shown in Table 2.1, the area score is capped at the value shown in the table 2.1.

Table 2.1: TIP Prioritization Factors	
Factor	Max. Value
Economic Development	8
Livability	7
Inter-connectivity	12
Sustainability	12
System Use & Performance	60
Total	100

Table 2.2 lists the economic development criteria and scoring. There are two specific considerations used in determining the eight points available for this factor.

Table 2.2: Economic Development (8%) Maximum of 8 Points			
		Points Available	Score
1. Number of jobs created by project based upon \$92,000 per job created (Total Project Cost/\$92,000)	> 25 Jobs	6	
	15 – 25 Jobs	4	
	5 – 14 Jobs	2	
2. Projects with 10 or more jobs *(Guaranteed) No retail and service	Localized	2	
	Regional Impacts	4	
		Total	

Table 2.3 presents the livability criteria and scoring. The five detailed criteria reflect regional concerns for air and water quality, use of recycled materials, aesthetic impacts, and provision for bicycle and pedestrian facilities.

Table 2.3: Livability (7%) Maximum of 7 points		
	Points Available	Score
3. Project sponsor has official Complete Streets policy, ordinance, resolution, etc.	1	
4. Project has positive effect for air quality and is identified in the TMACOG CMP	1	
5. Project has positive effect for water quality such as bioswale, rain garden or pervious pavement. Combined Sewer Separation does not qualify.	1	
6. Project makes use of recycled materials to a significant degree. Example: Rubblization, reclamation, crack and seal. Mill and Fill does not qualify.	1	
7. Project design provides for esthetics or enhancement such as landscaping or visual easements, etc.	1	
8. Project includes all reasonable bicycle improvements.	1	
9. Project includes all reasonable pedestrian improvements.	1	
	Total	

The inter-connectivity criteria and scoring are presented in **Table 2.4**. This factor addresses regional policy to encourage seamless transportation that utilizes and provides for different modal options.

Table 2.4: Inter-connectivity (12%) Maximum of 12 points		
	Points Available	Score
10. Projects which provide direct access to multimodal terminals which operate on a:	Example: Port, airport, Airline Yard, N. Baltimore CSX	6
	Example: Bus terminal, train station	3
11. Projects which carry a designated public transit route. Example: 4 points for Fixed Route; 1 point for Secondary Shuttle Route; No points for Call A Ride (Unless fixed route).	1-4	
12. Projects which include bikeways specifically shown on the TMACOG Regional Bicycle Network. Project must include actual improvements specific to the bikeway, not just signage.	2	
13. Projects which include sidewalks. Examples: 4 points for making improvements to existing facility; 2 points for minor upgrades; No points for required ADA improvements	2-4	
	Total	

The fourth factor reflects concern to maintain the sustainability of a realistic program of projects that will be completed as scheduled. Local commitment criteria and scoring presented in **Table 2.5** attempts to reward projects from jurisdictions that have demonstrated a strong commitment to move the project through the federal project delivery system in a timely manner.

Table 2.5: Sustainability (13%) Maximum of 13 points				
			Points Available	Score
14. Projects which have been programmed by ODOT for construction.			2	
15. Is this project the sponsor's number one priority?			8 if yes	
16. Right-of-Way cleared or not needed			2	
Project Qualifies for Categorical Exclusion C1			3	
17. Percent of project dollars using TIP Federal funds	75-80%		0	
	65-74%		2	
	50-64%		4	
18. How many dedicated fees* has the sponsor(s) implemented as of the date of this application? Proof of each fee must be submitted with application (One point each)				
	Yes	No	N/A	
Permissive license Fees				
Dedicated property tax levy*				
Dedicated sales tax*				
Dedicated income tax*				
Other dedicated revenues				
19. Is the project in a community with public transportation? (One point)				
			Total	

* Dedicated Tax - To receive points for any dedicated taxes, a copy of the legislation must be submitted and it must state that at least a specified percentage of the funds must be used for transportation projects.

The final criteria comprises 60% of the total scoring available to a project and reflects the high priority the region's stakeholders place on maintaining and improving the performance characteristics of the highway system. **Table 2.6** presents the System Use and Performance criteria and scoring.

Table 2.6: System Use and Performance (60%) Maximum of 60 points										
Congestion - 6 points / Pavement Condition – 6 Points										
								Points Available	Score	
20. Volume to Capacity Ratio V / C These numbers can include additional traffic from confirmed developments, with an approved traffic impact study, approved zoning and an approved site plan								>= 1.0	0	
								>= 1.2	2	
								>= 1.4	4	
								>= 1.6	6	
Pavement Condition Rating								> 75	0	
								74-65	2	
								64-56	4	
								< 55	6	
21. ITS Project (No credit for Single Occupancy Vehicle or High Occupancy Vehicle Lanes)								3		
Condition - 20 points										
22. * Bridge Sufficiency Rating				23. ** Roadway Projects				24. *** Other Project Types		
> 79	0	60 – 59	11	New		0	N / A		0	
79	1	58 – 57	12	Resurfacing or pavement strengthening	4	Declining		4		
78 – 77	2	56 – 55	13	Rehabilitation w/some base replacement and/or significant joint repair	7	Declining and Substandard		7		
76 - 75	3	54 – 53	14	Reconstruct w/ full base replacement	10	Near the end of its useful life		10		
74 - 73	4	52 - 51	15	Widen/Narrow & Resurface (1)	13	Near end of useful life and substandard		13		
72 – 71	5	50 – 49	16	Widen/Narrow & Rehab (2)	17	Past Useful life		17		
70 - 69	6			Widen/Narrow & Reconstruct (3)	20	Past useful life and substandard		20		
68 – 67	7	48 – 47	17							
66 – 65	8	46 – 45	18							
64 – 63	9	44 – 43	19							
62 - 61	10	42 or less	20							

* Bridges must be at less than 80% sufficient to be eligible, or have a deck rating less than or equal to 4 on the National Bridge Inventory Form #58.

** (1) 13 Points - Additional lane width or paved shoulder must be provided the entire length of the project.

(2) 17 Points - Widening must provide some additional capacity, such as turn lanes at intersections.

(3) 20 Points - Additional thru and continuous turn lanes must be provided.

For narrowing projects, sponsors must submit justification.

*** For new grade separations - use 10 points. All new interchanges must have an approved IJS/IMS Study underway to be ranked. If the study is underway then use 5 points. If the new interchange can document by a traffic study that there is a measurable congestion relief to an existing transportation facility, then an additional 5 points will be added for a maximum of 10 points.

Table 2.6: System Use and Performance (60%) Maximum of 60 points (Continued)

Safety - 10 points			
		Points Available	Score
25. Accident rate per million <u>vehicles</u> (3yr. avg.). Calculation is vehicles, not on vehicle miles. For bridges - use bridge location For intersections - use ADT for all approaches For roadways - avg. ADT for full length of project	< .49	0	
	.5 to 0.99	1	
	1 to 1.49	2	
	1.5 to 1.99	3	
	2 to 2.49	4	
	2.5 to 2.99	5	
	3 to 3.49	6	
	3.5 to 3.99	7	
	4 to 4.49	8	
	4.5 to 4.99	9	
	>5	10	
Number of Users - 15 points			
26. Existing average daily users in thousands (000's) For road projects use ADT x 1.4/1000 Traffic from confirmed developments with an approved traffic study, approved zoning, and an approved site plan are allowed.	< 7.0	0	
	7.0 to 10.5	1	
	10.5 to 14	2	
	14 to 28	3	
	28 to 42	4	
	42 to 56	5	
	56 to 70	6	
	> 70	7	
27. % Trucks For projects on a truck impact route (Michigan Loads, NHS Connectors, etc.) add 3 points. Maximum points for this item are 8.	< 3%	0	
	3 to 6%	1	
	6.01 to 9%	2	
	9.01 to 12%	3	
	12.01 to 15%	4	
	> 15%	5	
Michigan Loads, NHS Connectors, etc.		3	
Regional Transportation Plan Priority - 3 points			
28. Projects listed in the TMACOG 2045 Plan	Not Listed	0	
	Reserve or System Preservation	1	
	Plan Priority (2026+)	2	
	Plan Priority (by 2025)	3	
	Top ranked eligible project in the current Long Range Plan. Bonus cannot be used more than once every 10 years for projects with multiple construction phases.	10	
	Project Delivery Penalty One project slipped past programmed year	-5	
	Two or more projects slipped past programmed year	-10	
	One or more projects cancelled	-10	
		Total	

RATING CRITERIA FOR NEW CMAQ PROJECTS FOR THE TIP

In 2013, the Ohio Department of Transportation requested that CMAQ funds be administered as a statewide pool of resources. A group consisting of the eight large MPOs in the state of Ohio (AMATS, Eastgate, MORPC, MVRPC, NOACA, OKI, SCATS, and TMACOG) joined and formed the Ohio Statewide Urban CMAQ Committee (OSUCC) to implement this change. OSUCC members met regularly to establish the scoring methodology and selection criteria, as well as creating a standardized application used by each MPO. Each MPO solicited for CMAQ projects, and scored those in their planning area based on the scoring criteria provided by the OSUCC group, provided below in tables 2.7 through 2.15. All of the MPO’s CMAQ projects were then reviewed for statewide consistency and ranked against all of the other CMAQ projects in the state. The OSUCC group then selects the projects in the state that receive funding through the statewide CMAQ pool of funds. Projects were funded primarily in fiscal years 2018 through 2021. Refer to **Appendix I** for the OSUCC program guidance.

Table 2.7: Project Type		
Criteria	Measure	Points
1. Project Type (Maximum Points =10)	Regional rideshare/vanpool programs	10
	Congestion Reduction, Traffic Flow Improvements & ITS	10
	Transit Vehicle Replacement	8
	Freight/Intermodal including diesel engine retrofits	7
	Public Education and Outreach	6
	Transit Service Upgrades	5
	Pedestrian/Bicycle	4
	Alternative Fuels and Vehicles- Non transit	4
	Employer-based Programs	4
	Travel Demand Management	3
	Modal Subsidies and Vouchers	3
	Transit Facility Upgrades	2
Other	2	
<p><u>Project Type</u> – CMAQ funds can be used on a variety of project types designed to address congestion mitigation and/or emissions reductions. A project will be awarded up to 10 points based on the type of project. (Refer to the Example of Project Types Descriptions.) Some projects may involve multiple project types. The score will be based on the primary project type.</p>		

Table 2.8: Cost Effectiveness		
Criteria	Measure	Points
2. Cost Effectiveness (CE) (Maximum Points =20) Sliding scale 20-0	High emissions reduced per dollar cost; Low dollar cost per kilogram reduced. Medium Low	20
<p><u>Cost Effectiveness</u> is a measure of the project’s ability to reduce emissions (HC, NO_x, and PM_{2.5}) per dollar invested (\$ per kg). The OSUCC will apply standard methodologies to estimate the emissions reduction and award up to 15 points on a sliding scale relative to the applications received. The following formula will be used to estimate the cost effectiveness: $CE \text{ \\$/kg} = (\text{CMAQ\\$ Request/Useful Life}) / \text{Annual Emissions Reduction}$ </p>		

Table 2.9: Other Benefits

Criteria	Measure	Points
3. Other Benefits (Maximum Points =15)	<i>Score up to 3 points for each additional project benefit</i>	
	Improved safety	0 - 2
	Fixed route transit	0 - 2
	Bicycle/pedestrian	0 - 2
	Improved freight movement	0 - 2
	Benefits environmental justice population	0 - 2
<p>Other Benefits - Many projects have ancillary or additional benefits beyond the primary goals of the CMAQ program. This criterion allows for a range of points based on several categories including safety, fixed route transit service, bike/pedestrian, improved freight movement and benefits to environmental justice populations. Up to 3 points may be awarded for projects that demonstrate high positive impacts from any or all of the categories up to a maximum of 15 points</p>		

Table 2.10: Existing Level of Service

Criteria	Measure	Points
4. Existing Modal Level of Service (LOS) (Maximum Points =15)	F	15
	E	10
	D	4
	A-C	0
<p>Existing (LOS) documents the existing congestion in the project area. A project may be awarded up to 15 points depending upon the current LOS. No points will be awarded to projects to improve modes currently operating at LOS C or better. The applicant must provide documentation and data showing how the LOS was determined. For transit projects, the application is to provide information to assess the “level of service” primarily with respect to the lack of capacity for which the project will provide benefits. Similarly, for bike or pedestrian projects, information is to be provided to demonstrate the poor level of service being provided for users of those modes. However, for transit, bike and pedestrian projects, lack of service or absence of a facility does not equate to poor level of service. Information must be provided that demonstrates there is demand for the service or facility that is not being met.</p>		

Table 2.11: Positive Impact on Level of Service

Criteria	Measure	Points
5. Positive Impact on LOS (Maximum Points =15)	High impact	15
	Medium impact	10
	Low impact	3
	No impact	0

The Positive Impact on LOS assesses the impact the proposal will have on the existing situation, ranging from 0 to 15 points. Some examples of Positive Impacts for LOS for Roads, Transit and Bicycle and Pedestrian LOS Impacts are shown below.

ROAD LOS IMPACTS

HIGH	MEDIUM	LOW
The project will improve the LOS will from F to C	The project will improve the LOS from F to D or from E to C	The project will improve the LOS from F, E or D by one level or substantially reduce delay if resulting LOS remains F.

TRANSIT LOS IMPACTS

HIGH	MEDIUM	LOW
Significantly reduces transit vehicle crowding, increases service capacity significantly, increases service reliability significantly. Interconnect or fare coordination project, bus turnouts at major intersections, intermodal facility accommodating major transfers, reduces travel time.	Increases service reliability in a minor capacity, interconnect or fare coordination project, general bus turnouts, intermodal facility accommodating major transfers.	Increases passenger comfort or convenience, bike racks.

BICYCLE AND PEDESTRIAN LOS IMPACTS

HIGH	MEDIUM	LOW
Facility that will primarily serve commuters and/or school sites, sidewalks where none exist. Completes final pieces of a significant regional route.	Mixed use bicycle/pedestrian facility (recreation & commuter), usable sidewalk segments including upgrades and new installations and signage.	Public educational, promotional, and safety programs that promote and facilitate increased use of non-motorized modes of transportation.

Table 2.12: Project Status

Criteria	Measure	Points
6. Status of Project (Maximum Points =10)	Construction plans complete	10
	Non-construction activity ready for authorization	8
	Right-of-way clear and complete	8
	Environmental document complete	6
	Environmental document underway	2
<p>The <u>Status of Project</u> points reflect the existing status of the project. The closer a project is to the construction/implementation phase, the more points it will receive. Those that are early in the project development process with environmental studies underway will receive 2 points. Projects with completed environmental status earn 6 points; those with right-of-way cleared and complete will be awarded 8 points. Non-construction projects that do not require right-of-way and are ready for authorization such as a bus purchase also earn 8 points. Projects with construction plans complete earn 10 points.</p>		

Table 2.13: Non-federal Match

Criteria	Measure	Points	Measure	Points
7. Non-Federal Match of Requested CMAQ Funds of the phase(s) cost (Maximum Points =10)	Above 40%	5	Greater than \$2.0 M	5
	>35 to 40%	4	\$1.0 M to \$2.0 M	4
	>30 to 35%	3	>\$500,000 to \$1.0 M	3
	>25 to 30%	2	\$150,000 to \$500,000	2
	>20 to 25%	1	\$50,000 to \$150,000	1
	Up to 20%	0	\$0 to \$50,000	0
<p>The <u>Non-Federal Match of Requested CMAQ Funds</u> – The criteria rewards applicants that increase their local share to “exceed the minimum” the required rate for local participation. The standard match rate for federal CMAQ funds is 20 percent (although there are exceptions); however, the applicant can gain up to a maximum of 10 points through overmatching.</p>				

Table 2.14: Regional Priority

Criteria	Measure	Points
8. Regional Priority (Maximum Points =10) (determined by each MPO)	First Priority Project	10
	Second Priority Project	7
	Third Priority Project	4
	Fourth Priority Project	2
	All Other	0
<p><u>Regional Priority</u> – MPOs will be responsible for collecting, reviewing for completeness, and ranking CMAQ applications from the eligible recipients in their regions. Top ranking projects from each region will receive 10 points, second highest receives 7 points, third highest receives 4 points, fourth highest receives 2 points. All others receive 0 points. Each MPO will develop their own approach to determining their regional priority. In cases where a project is in more than one MPO an average point score will be used.</p>		

Table 2.15: History of Project Delivery		
Criteria	Measure	Points
9. Beginning in FY 2015 or Later: History of Project Delivery By Project Sponsor in the previous two years	One project slipped past programmed year	-5
	Two of more projects slipped past programmed year	-10
	One or more projects cancelled	-10
<p><u>History of Project Delivery</u> – It is critical that projects that compete for and receive Ohio CMAQ dollars be delivered on time and within budget in order to fully realize the user benefits for Ohio citizens. Therefore, an applicant who has accepted CMAQ dollars in FY 2015 or later and allows the project to slip beyond the programmed year of obligation will be penalized 5 points on all subsequent applications for a period of two years. Applicants that allow two or more projects to slip will be penalized 10 points on subsequent applications for a period of two years. Project cancellation will also be cause for a 10 points reduction for a period of two years. Exceptions may be granted by the OSUCC for circumstances beyond the control of the applicant.</p>		

TRANSPORTATION ALTERNATIVES PROGRAM RATING CRITERIA

The first criteria, as outlined in Table 2.16, addresses general eligibility of the project as well as community support and ability to fit in with existing development.

Table 2.16: General Transportation Alternatives Criteria	
	Max Pts.
1. Direct relationship to transportation: Does the project enhance and directly relate to the transportation system?	10
2. Local support (other funding sources): <ul style="list-style-type: none"> • Extent to which private sector participates in funding the project, or support (fund) related activities; • Extent to which applicant will contribute more than the minimum 20% (<i>using following points: 25-29% = 1, 30-34% = 2, 35-39% = 3, and 40%+ = 4</i>); • Extent to which direct volunteer work hours or in-kind contributions support this or directly related projects 	10 total (4) (4) (2)
3. Enhances existing project: Does the project enhance a <i>concurrent</i> transportation project (for example, a road reconstruction project)?	5
4. Does the project demonstrate environmental and right-of-way readiness? -- 2 points for right-of-way readiness. (Right-of-way cleared) -- 3 points for environmental readiness. (Categorical exclusion C1)	5
5. Multiple enhancements: to what extent does project include more than one of the four enhancement categories? (For this criterion, Bike-Ped Facilities and Safe Routes for Non-Drivers constitute a single category.)	10 (up to 5 per category)
6. Environmental Justice: (<i>point system: Negative impact = 0, Neutral = 3, Positive = 5</i>) <ul style="list-style-type: none"> • To what extent does project serve minority and low-income persons? • Will adequate steps be taken to guard against disproportionately high and adverse effects on minority and low-income persons? • What percent of the membership of any planning or advisory body is or will be minority or low-income persons? 	5

The second criteria, as outlined in Table 2.17, addresses factors relating to community improvement activities.

Table 2.17: Community Improvement Activities Project Criteria		
		Max Points
Basic Eligibility	1. Professionally designed (as applicable). In transportation right-of-way (vegetation management) or relates to impacts from a qualifying transportation project (archaeological). Must be on or eligible for the National Register of Historic Places (historic transportation facilities): <i>letter attached from Ohio Historic Preservation Office</i> <i>a. yes b. no</i>	5
Significance	2. Significance: <ul style="list-style-type: none"> • To historic events or persons of historic importance; to preserving a historic facility that is unique, work of a master, a scarce resource; or to the protection or preservation of a regionally significant historic resource. • To environmental protection or improvement; • To roadway safety • To providing access to unique natural or historic features. 	8
Urgency	3. Threat to structure or site if not funded; severity of current problem.	5
Public Impact	4. Degree of visibility, public exposure, and/or public use.	5
Quality	5. Follows U.S. Secretary of Interior’s or other applicable professional standards or guidelines. Well-planned; innovative; aesthetically pleasing. Designed/implemented by professional staff.	5
Specific Criteria	6. Criteria for specific type of project:	5 Total
	a. Construction of turnouts, overlooks, and viewing areas as related to scenic or historic sites: <ul style="list-style-type: none"> • Effectiveness of overlook; • Importance and permanence of site to be viewed. 	
	b. Preservation or rehabilitation of historic transportation facilities: <ul style="list-style-type: none"> • Strength of the relationship to a mode of transportation. • Will it meet government road, bridge, or other applicable standards? • Does project improve a transportation corridor or district, as opposed to single site? • Based on historic documentation? • Current or realistic planned use of structure 	
	c. Archaeological planning and research related to impacts from a transportation project: <ul style="list-style-type: none"> • Well-designed research plan; meets federal standards (see Eligibility Guidelines section of TMACOG TAP packet); • Level of public involvement; • Need (amount of data already available in project area). 	
	d. Vegetation management in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control: <ul style="list-style-type: none"> • Extent of current problem; • Impact on site and surrounding area; • Long-term maintenance; • Use of appropriate native species. 	

Table 2.18 addresses factors relating to environmental mitigation activities.

Table 2.18: Environmental Mitigation Activities Project Criteria		
		Max Points
Basic Eligibility	1. Professionally designed (as applicable). In accordance with ODNR rainwater manual.	5
Significance	2. Significance: <ul style="list-style-type: none"> • To environmental protection or improvement • Unique quality of natural features • To other related efforts • To protection or preservation of a regionally significant resource 	8
Urgency	3. Threat to site if proposal not funded; severity of current problem	5
Public Impact	4. Degree of public exposure / public use. Use data as available.	5
Quality	5. Follows applicable program guidelines; well-planned; innovative; aesthetically pleasing	5
Specific Criteria	6. Criteria for specific type of project:	5 Total
	a. Activities to address stormwater management and control, and water pollution prevention or abatement, for existing transportation facilities: <ul style="list-style-type: none"> • Endorsement of the TMACOG Stormwater Coalition is required • Area/volume of impact. • Completeness of monitoring plan, including final report of results. • Cost vs. benefit. 	
	b. Reducing vehicle-caused wildlife mortality or providing connectivity between land or aquatic habitats: <ul style="list-style-type: none"> • Avoids, minimizes, or compensates for wildlife mortality. • Both reduces mortality and enhances wildlife in areas proximate to highway. • Adequate research. • Endorsement from appropriate agencies. 	

Table 2.19 addresses factors relating to bike/pedestrian and safe routes for non-drivers.

Table 2.19: Bike/Ped and Safe Routes for Non-Drivers Project Criteria		
		Max Points
Basic Eligibility	1. Meets ODOT and AASHTO standards; safety programs taught in accordance with appropriate guidelines	5
Significance	2. Significance: <ul style="list-style-type: none"> • To completion of regional bike & pedestrian goals/plans • To completion of or connection to an existing facility/network • Protects/preserves a regionally significant resource • Implements safe routes or other mobility plans • Remediates lack of existing facilities to accommodate bikes/peds • Improves safety or mobility 	8
Urgency	3. Threat to proposed route by development or competing land uses. Safety threat to potential users. Provide crash and injury data if available.	5
Public Impact	4. Current or expected level of use or number of people served. Number of transportation generators served by proposed facility. Include data as available.	5
Quality	5. Well-planned, follows current best practices; appropriate location; aesthetically pleasing; enhances natural or community environment	5
Specific Criteria	6. Criteria for specific type of project:	5 Total
	a. Provision of facilities for pedestrians and bicyclists AND safe routes for non-drivers: <ul style="list-style-type: none"> • Extent to which resolves physical barriers to non-motorized transportation • Effectiveness in providing increased mobility for non-drivers • Extent to which serves transportation (as compared to recreation only) • Population centers and scenic/historic/cultural/educational sites and other destinations served 	
	b. Conversion of abandoned railway corridors: <ul style="list-style-type: none"> • Length of corridor • Community support • Population centers, scenic/historic/ cultural/educational sites, and other destinations served 	
	c. Preservation of existing pedestrian/bicycle facilities: <ul style="list-style-type: none"> • Regional significance • Length • Popularity/level of use • Community support • Multi-agency/jurisdiction involvement and cooperation 	

Table 2.20 addresses factors relating to safe routes to school travel plans.

Table 2.20: Safe Routes to School Travel Plans Project Criteria		
		Max Points
Basic Eligibility	1. For K-8 schools; application for travel plan assistance submitted to ODOT and response received	5
Significance	2. Significance: <ul style="list-style-type: none"> • Addresses lack of existing facilities to accommodate bikes or pedestrians • Improves student mobility 	8
Urgency	3. Safety threat to potential users; provide crash /injury data if available. Threat to potential safe routes by development or competing land uses. Threat to program if not funded.	5
Public Impact	4. Number of schools and students (esp. those students within 2 miles of a school) to be included in the plan.	5
Quality	5. Plan process to follow ODOT guidelines; sufficient staffing and expertise to develop the plan.	5
Specific Criteria	6. Criteria for specific type of project: have commitment from key stakeholders (education, health, local government planning/engineering, law enforcement, etc.) to participate in the plan process	5 Total

RANKING RESULTS FOR TIP PROJECTS

Table 2.21 lists all STBG, TAP, and CMAQ projects that have been ranked and selected for funding within TMACOG’s FY 2018-2021 TIP Program and Pipeline for future funding beyond the four-year TIP.

Table 2.22 lists all TAP projects that have been ranked and selected for funding within TMACOG’s FY 2018-2021 TIP Program and Pipeline for future funding beyond the four-year TIP.

Table 2.23 lists all CMAQ projects that have been ranked and selected for funding within TMACOG’s FY 2018-2021 TIP Program and Pipeline for future funding beyond the four-year TIP.

Table 2.21: Ranking Results for STBG and CMAQ Projects

TMACOG	PID	SPONSOR	PROJECT	Funding Type	Total Score	Economic Development	Livability	Inter-Connectivity	Sustainability	System Use & Performance
ANNUAL PROJECTS NOT SCORED										
	99773, 99774, 104482, 104484	TMACOG	TIP Management	STBG						
	98939, 98941, 98944, 101916	TMACOG	Rideshare	CMAQ						
	98940, 98942, 98944, 101914	TMACOG	Air Quality Program	CMAQ						
PROJECTS BROUGHT FORWARD FROM PREVIOUS TIPs (FY 2008 - 2019) — NOT SCORED PER TMACOG POLICY										
	80995	TMACOG	SIB Loan Repayment - MLK Bridge	STBG						
	90674	Rossford	SR65/Lime City/Colony Intersection and Bike Path	CMAQ						
	90670	Perrysburg	Carrotade/Eckel Lime. Intersection	CMAQ						
	92088	Waterville	SR64/River Road	CMAQ						
	83312	Wood County	Buck/Lime City Roundabout	CMAQ						
	98999	Lucas County	Kilburn Road Bike Lanes	TA						
	99000	Toledo	Summit Street Enhancement	TA						
	95339	Lucas County	Toledo Harbor Light Restoration	TA						
	99001	Perrysburg	Maumee River Multiuse Path	TA						
	99004	N. Baltimore	Downtown Enhancement	TA						
	102155	Toledo	Chessie Circle Connector	TA						
	98993	Lucas County	McCord Road	STBG						
	98997	Toledo	Ottawa River Road	STBG						
	98998	Bowling Green	Manville Avenue	STBG						
	98953	Toledo	Woodruff Avenue	STBG						
	104297	Toledo	Central Avenue	STBG						
	104300	Lucas County	McCord Road	STBG						
	98910	Toledo	Douglas Road	STBG						
	98909	Toledo	Bennett Road	STBG						
	90701	Toledo	South Avenue	STBG						
	92584	Perrysburg	Fort Meigs Road	CMAQ						
	98929	Bowling Green	SR 25 @ SR 64	STBG						
	98930	Lucas County	Sylvania Avenue	STBG						
	95688	Toledo	Bancroft Street	STBG						
	104276	Toledo	Lagrange Street	STBG						
	104290	Toledo	York Street	STBG						
	104417	Toledo	Wenz Road	STBG						
	104422	Toledo	Front Street	STBG						
New Projects Selected for the FY2018-2021 TIP										
	103508	Toledo	Anthony Wayne Trail	STBG	76	6	6	8	12	44
	104428	Wood County	Oregon Road	STBG	52	8	4	7	11	22
	104438	Sylvania	Main Street	STBG	44	2	6	8	12	16
	104487	Toledo	Holland-Sylvania	STBG	44	2	3	6	10	23
	104498	Lucas County	Bancroft @ McCord	STBG	42	2	1	0	12	27
	104493	Perrysburg	SR25 @ Roachon	STBG	40	2	2	3	6	27
	104492	Toledo	Bancroft Street	STBG	40	2	4	4	10	20
	104496	Perrysburg	SR25 @ West South Boundary	STBG	39	2	2	3	6	26

Table 2.22: Ranking Results for Transportation Alternatives Projects

TMACOG			Type Funds	Total Score	General Criteria	Basic Eligibility	Significance	Urgency	Public Impact	Quality	Specific Criteria
PID	SPONSOR	PROJECT									
REGULAR PROJECTS FUND - SELECTED FOR TIP AND PIPELINE (TA)											
104273	Toledo	Overland Trail	TA	48.5	19	5	6	3.5	5	5	5
104274	Metroparks	Oak Openings Trail	TA	47.5	19.5	5	6.5	2	4.5	5	5
104479	Perrysburg	Roachton Rd Sidepath	TA	44.5	15.5	5	6.5	3	4.5	5	5
98999	Lucas County	Kilburn Rd Bike Lanes RW	TA	47.5	17	5	7	4.5	4	5	5

Table 2.23: Ranking Results for Ohio Statewide Urban CMAQ Committee

TMACOG			Fund Type	Total Score	Project Type	Cost Effectiveness	Other Benefits	Existing LOS	Positive Impact On LOS	Status Of Project	Non-Federal Match	Regional Priority
PID	SPONSOR	PROJECT										
Previously Ranked and Scored CMAQ Projects (FY 2016-2019 TIP)												
99869	Toledo	Central @ Talmadge	CMAQ	NOT SCORED								
99872	Toledo	Monroe Street Signalization	CMAQ									
99871	Toledo	Detroit – Copland To AWT	CMAQ									
99911	TARTA	Bus Replacement	CMAQ									
New Projects Selected for the FY 2018-2021 TIP												
103437	Toledo	Secor Road - Bancroft to Central	CMAQ	60	10	19	9	4	3	0	5	10
103417	Toledo	Chessie Circle Trail	CMAQ	72	4	20	6	15	15	8	2	2

CHAPTER 3: DEVELOPING THE DRAFT PROGRAM LISTING

As mandated by federal and state agencies, the TIP must be financially constrained. That is, the cost of projects selected in the overall program must be equal to or less than estimated funding available to the area to complete these projects. This means that not all projects that request TMACOG funding can be included in the TIP. It also means that not all capital projects proposed by the Toledo Area Regional Transit Agency (TARTA) or ODOT can be included.

This chapter presents the draft overall listing of projects proposed for inclusion in the FY 2018-2021 TIP and how this list was developed. For projects funded with TMACOG-managed funds (STBG, CMAQ, TAP) this involves balancing estimated available funding for each type of fund and for each year against the priority ranking (see Chapter 2 for how priority rank was developed), the sponsor's estimated schedule of when the project can be ready, and project costs.

The Capital Committee of the TARTA Board oversees this process for TARTA transit projects and TARTA staff provides the listing and fiscal analysis for TARTA. Bowling Green Transit and Lake Erie Transit-Bedford Township Dial-A-Ride similarly provide their fiscally constrained lists of capital and operating projects. ODOT District 2 staff provides the list of ODOT-sponsored projects in the transportation planning area. The fiscal constraint analysis for ODOT projects is accomplished on a statewide basis and is presented in the Statewide Transportation Improvement Program (STIP). The Monroe County Facilities Planning Committee oversees development of TIP projects in Monroe County and provides a list of projects in those southern three townships of Monroe County that are part of the TMACOG Transportation Planning Area. All of these project lists are then merged into the overall TIP for the TMACOG area.

A FINANCIALLY CONSTRAINED, REALISTICALLY SCHEDULED TMACOG TIP PROGRAM

During the FY 2018-2021 TIP period, TMACOG annually will receive approximately \$14 million of federal funding allocated for projects in this region. This funding is passed through from the U.S. DOT and overseen by ODOT. Each year ODOT receives its "mark" from U.S. DOT and sub-allocates the funding to TMACOG. Projected program fund amounts for FY 2018 through FY 2021 are thus provided by ODOT to use in development of the TMACOG TIP program. The amounts shown each year include the actual amounts estimated by ODOT to be available for spending authority in FY 2018-2021. These amounts are shown in **Table 3.3**. Additionally, ODOT has advised that the same funding amounts should be projected for the FY 2022 Pipeline.

Federal program requirements state that local project sponsors must provide a minimum of 20% of project costs. Local project sponsors are required as part of the project application process to demonstrate that local funds have been or will be committed. Local project sponsors are also required to indicate that they have sufficient reserved funds in their individual transportation budgets to provide for operation and maintenance of their respective portions of the overall transportation system. A level of priority is given to proposed TIP projects that are targeted to maintenance of the existing system. (See system use and performance in the selection criteria.)

This chapter summarizes highway and transit revenues anticipated to be available and compares them to project costs identified as needed to implement the FY 2018-2021 TIP. **Table 3.1** presents the 5-year Construction Cost Inflation Forecast. **Table 3.2** presents the TMACOG project lists by year. This is followed by **Table 3.3** that summarizes available program funds and total project costs for the program laid out in **Table 3.2**. **Table 3.3** is demonstrates the fiscal balance of the TMACOG-managed funds.

The fiscal constraint for TMACOG TIP projects financed with ODOT-controlled funding sources is in accordance with the ODOT FY 2018-2021 STIP.

Project cost estimates in the TIP were developed by individual project sponsors and are reviewed using ODOT’s cost inflation factors which account for year of expenditure dollars. **Table 3.1** shows the current ODOT projections for Construction Cost Inflation for CY2017 through CY 2021.

Table 3.1: July 2016 – 5-Year Construction Cost Inflation Forecast					
	CY 2017	CY 2018	CY 2019	CY 2020	CY 2021
High	7.0%	7.6%	6.8%	6.7%	6.5%
Most Likely	2.7%	3.7%	3.8%	3.7%	3.5%
Low	0.0%	0.5%	0.8%	0.7%	0.5%

Table 3.2: FY 2018 - 2021 TIP and Pipeline Projects With TMACOG-Managed Funds**As of March 24, 2017 (In Thousands of Dollars)**

FY 2018						
PID	Project Name	Project Limits	Type of Work	Sponsor	Funding Type	Federal \$ this Phase (\$000)
80995	SIB Loan Repayment	MLK Bridge	Loan Repayment	City of Toledo	STBG	484
99773	MPO Planning		Planning	TMACOG	STBG	80
98939	Rideshare		Planning	TMACOG	CMAQ	113
98940	Air Quality Planning		Planning	TMACOG	CMAQ	68
92088	SR 64/River Road	Intersection Improvement	Additional Turn Lanes	City of Waterville	CMAQ	247
95686	Bancroft Street	Secor to Parkside	Reconstruction	City of Toledo	STBG	8,281
99869	Central & Talmadge	Intersection	Intersection Improvements	City of Toledo	CMAQ	1,048
98997	Ottawa River Road	Suder to 290 th	Resurfacing	City of Toledo	STBG	338
98998	Manville Ave	Wooster to Napoleon	Resurfacing	City of Bowling Green	STBG	286
98993	McCord Rd	Angola to Hancock	Resurfacing	Lucas County	STBG	400
83312	Buck/Lime City	Intersection Improvements	Roundabouts	Wood County	CMAQ	2,640
99872	Monroe St	Cheltenham to Nantucket	Signalization	City of Toledo	CMAQ	640
104438	Main St	Monroe to Ten Mile Creek	Resurfacing	City of Sylvania	STBG	348
102155	Chessie Circle Connector	University Hills Sidepath	Sidepath Construction	City of Toledo	TAP	427
98999	Kilburn Rd Bike Lanes RW	Central to Sylvania-Met	RW for Bike Lanes	Lucas County	TAP	208
104274	Oak Openings Trail	Oak Openings Metropark	Multi-use Path Construction	Metroparks	TAP	158
104273	Overland Trail	Bancroft to Monroe	Multi-use Path Construction	City of Toledo	TAP	451
104479	Roachton Rd Sidepath	Ft Meigs to Hull Prairie	Sidepath Construction	City of Perrysburg	TAP	183
					FY 2018 TOTAL	16,400

Table 3.2: FY 2018 - 2021 TIP and Pipeline Projects With TMACOG-Managed Funds (Continued)**As of March 24, 2017 (In Thousands of Dollars)**

FY 2019						
PID	Project Name	Project Limits	Type of Work	Sponsor	Funding Type	Federal \$ this Phase (\$000)
99774	MPO Planning		Planning	TMACOG	STBG	80
98942	Air Quality Planning		Planning	TMACOG	CMAQ	68
98941	Rideshare		Planning	TMACOG	CMAQ	113
80995	SIB Loan Repayment MLK		Loan Repayment	City of Toledo	STBG	499
101863	Maumee River Multi-use Path	Phases 3 & 4	Bike Path Construction	City of Perrysburg	TAP	295
99000	Summit Street Enhancement	Lagrange to Chestnut	Streetscape	City of Toledo	TAP	610
99004	Downtown Enhancement	Broadway to CSX Railroad	Streetscape	Village of N. Baltimore	TAP	432
90674	SR 65/Lime City-Colony & Lime City Bike Path	Intersection Improvement & Marilyn to SR 65	Signalization & Bike Path Construction	City of Rossford	CMAQ	621
95339	Toledo Harbor Lighthouse		Restoration	Lucas County	TAP	500
99911	TARTA Buses		Bus Replacements	TARTA	CMAQ	1,800
98953	Woodruff Ave	Collingwood to Cherry	Resurfacing	City of Toledo	STBG	400
99871	Detroit Ave	AWT to Copland	Road Diet and Roundabout at Byrne	City of Toledo	CMAQ	2,507
90701	South Avenue	Reynolds to Byrne	Resurfacing	City of Toledo	STBG	3,717
98930	Sylvania Ave	Centennial to McCord	Resurfacing	Lucas County	STBG	2,042
98929	SR 25 and SR 64	Intersection	Reconstruct	City of Bowling Green	STBG	769
				FY 2019 TOTAL		14,453

Table 3.2: FY 2018 - 2021 TIP and Pipeline Projects With TMACOG-Managed Funds (Continued)

As of March 24, 2017 (In Thousands of Dollars)

FY 2020						
PID	Project Name	Project Limits	Type of Work	Sponsor	Funding Type	Federal \$ this Phase (\$000)
104482	MPO Planning		Planning	TMACOG	STBG	80
98944	Air Quality Planning		Planning	TMACOG	CMAQ	68
98933	Rideshare		Planning	TMACOG	CMAQ	113
98910	Douglas Rd	Alexis to Laskey	Resurfacing	City of Toledo	STBG	1,998
98909	Bennet Rd	Laskey to Alexis	Resurfacing	City of Toledo	STBG	1,821
104297	Central Ave	Brigham to Buckeye	Resurfacing	City of Toledo	STBG	400
104300	McCord Rd	Hancock to Dorr	Resurfacing	City of Toledo	STBG	400
104290	York St	Front to City Limit	Resurfacing	City of Toledo	STBG	1,409
104276	Lagrange St	Utica to Oakland	Resurfacing	City of Toledo	STBG	1,796
103437	Secor Rd RW	Bancroft to Central	RW Acquisition	City of Toledo	CMAQ	2,600
				FY 2020 TOTAL		10,685

Table 3.2: FY 2018 - 2021 TIP and Pipeline Projects With TMACOG-Managed Funds (Continued)**As of March 24, 2017 (In Thousands of Dollars)**

FY 2021						
PID	Project Name	Project Limits	Type of Work	Sponsor	Funding Type	Federal \$ this Phase (\$000)
104484	MPO Planning		Planning	TMACOG	STBG	80
101914	Air Quality Planning		Planning	TMACOG	CMAQ	68
101916	Rideshare		Planning	TMACOG	CMAQ	113
104422	Front St	I-280 to Millard	Resurfacing	City of Toledo	STBG	2,752
104417	Wenz Rd	Angola to Hill	Resurfacing	City of Toledo	STBG	1,829
104428	Oregon Rd	Owens Community College to Turnpike	Reconstruction	Wood County	STBG	1,287
103417	Chessie Circle Trail	Bowman Park to University Hills	Multi-use Path Construction	City of Toledo	CMAQ	1,418
104487	Holland-Sylvania Rd	Bancroft to Elmer	Resurfacing	City of Toledo	STBG	400
104498	Bancroft St and McCord Rd	Intersection	Intersection Improvements	Lucas County	STBG	307
104493	SR 25 and Roachton Rd	Intersection	Intersection Improvement	City of Perrysburg	STBG	395
104496	SR 25 and W S Boundary	Intersection	Intersection Improvement	City of Perrysburg	STBG	221
104492	Bancroft St	City Limit to Holland-Sylvania	Resurfacing	City of Toledo	STBG	400
					FY 2021 TOTAL	9,270
FY 2022						
PID	Project Name	Project Limits	Type of Work	Sponsor	Funding Type	Federal \$ this Phase
101915	Air Quality Planning		Planning	TMACOG	CMAQ	68
101917	Rideshare		Planning	TMACOG	CMAQ	113
	MPO Planning		Planning	TMACOG	STBG	80
98999	Kilburn Rd Bike Lanes	Sylvania-Met to Central	Bike Lanes	Lucas County	TAP	1,654
103437	Secor Rd	Bancroft to Central	Reconstruction and Roundabouts at Bancroft and Kenwood	City of Toledo	CMAQ	5,838
103508	Anthony Wayne Trail	Detroit to Glendale	Reconstruction	City of Toledo	STBG	8,500
					PIPELINE FY 2022 TOTAL	16,253

Table 3.3 demonstrates fiscal constraint for each of the three program areas over the four-year period of the TIP. The CMAQ allocations shown in the table still represent the historic annual allocation of funds previously provided to TMACOG, and the analysis shows a balance of zero for each year because of the statewide pool of funds that was described in Chapter 2.

There is a deficit in TAP for FY 2018. TMACOG will pursue a SAC (Spending Authority Code) transfer from STBG to TAP in the amount of \$196,117 in FY 2018 if that issue is still active. There is a deficit in TAP for FY 2019, and TMACOG will pursue a SAC Transfer from STBG to TAP for \$995,666 to cover the balance if that issue is still active. These SAC transfers total \$1,191,783, and the repayment will be done over the course of two years. In FY 2020, TMACOG will pursue a SAC transfer from TAP to STBG in the amount of \$746,190. In FY 2021, TMACOG will pursue a final SAC transfer from TAP to STBG in the amount of \$445,593. These actions bring the FY 2018-2021 TIP into fiscal balance.

Table 3.3: FY 2018 - 2021 TIP Fiscal Analysis Summary For TMACOG-Managed Funds**As of March 24, 2017 (In Dollars)**

Funding Action	STBG	CMAQ	TAP	TOTAL ALL
FY 2018				
Carry Forward from FY 2017	565,619	0	407,562	973,181
FY 2018 Allocation	8,966,035	4,410,497	896,604	14,273,136
FY 2018 Allocation Adjustments	1,517,879	0	-73,201	1,444,678
SAC Transfer	-196,117	0	196,117	0
Federal Funds Available FY 2018	10,853,416	4,410,497	1,427,082	16,690,995
Federal Funds Programmed FY 2018	10,243,639	4,410,497	1,427,082	16,081,218
FY 2019				
Carry Forward from FY 2018	609,777	0	0	609,777
FY 2019 Allocation	8,966,035	4,509,876	896,604	14,372,515
FY 2019 Allocation Adjustments	-346,101	0	-54,648	-400,749
SAC Transfer	-995,666	0	995,666	0
Federal Funds Available FY 2019	8,234,045	4,509,876	1,837,622	14,581,543
Federal Funds Programmed FY 2019	7,507,443	4,509,876	1,837,622	13,854,941
FY 2020				
Carry Forward From FY 2019	726,602	0	0	726,602
FY 2020 Allocation	8,966,035	4,509,876	896,604	14,372,515
FY 2020 Allocation Adjustments	-1,504,139	0	-150,414	-1,654,553
SAC Transfer	746,190	0	-746,190	0
Federal Funds Available FY 2020	8,934,688	4,509,876	0	13,444,564
Federal Funds Programmed FY 2020	7,904,297	4,509,876	0	12,414,173
FY 2021				
Carry Forward from FY 2020	1,030,391	0	0	1,030,391
FY 2021 Allocation	8,966,035	4,509,876	896,604	14,372,515
FY 2021 Allocation Adjustments	-1,504,139	0	-145,690	-1,649,829
SAC Transfer	468,379		-445,593	0
Federal Funds Available FY 2021	8,960,666	4,509,876	305,321	13,753,077
Federal Funds Programmed FY 2021	7,672,377	4,509,876	0	12,182,253
BALANCE	1,288,289	0	305,321	1,570,824

TRANSIT PROJECTS FOR THE OVERALL PROGRAM

In addition to the funds managed by TMACOG, the TIP is required to include the transit capital and operating programs for all transit agencies operating in the TMACOG Transportation Planning area. This includes three agencies: TARTA, BG Transit, and Bedford Dial-A-Ride (operated by Lake Erie Transit - LET) in Monroe. Each agency presents their program in a format dictated by their respective funding agencies. The program of transit projects is presented in **Appendix A**. Each program is fiscally constrained by the funding estimates provided to each agency.

The TIP includes a separate federal fiscal constraint analysis for TARTA, the largest transit provider in the region. The analysis, provided by TARTA, includes estimated funding from Section 5307 funds allocated to this area. A portion of the section 5307 funding is given to the Suburban Mobility Authority for Regional Transit (SMART, the Detroit-area transit agency) for distribution to Lake Erie Transit for capital funds for the Bedford Dial-A-Ride system that operates in our area. **Table 3.4** summarizes this analysis. **Table 3.5** summarizes the analysis for Bowling Green Transit.

Table 3.4: TARTA Financial Analysis FY 2018 - FY 2021	
Description	Amount
FY 2018 Allocation - less SMART	\$5,800,670
Total available for FY 2018	\$5,800,670
FY 2018 Program of Projects	\$5,800,670
Carryover to FY 2019	\$0
FY 2019 Allocation-less SMART	\$5,800,670
Total available for FY 2019	\$5,800,670
FY 2019 Program of Projects	\$5,800,670
Carryover to FY 2020	\$0
FY 2020 Allocation-less SMART	\$5,800,670
Total available for FY 2020	\$5,800,670
FY 2020 Program of Projects	\$5,800,670
Carryover to FY 2021	\$0
FY 2021 Allocation-less SMART	\$5,800,670
Total available for FY 2021	\$5,800,670
FY 2021 Program of Projects	\$5,800,670
Carryover to FY 2022	\$0

Table 3.5: Bowling Green Transit Fiscal Analysis CY 2017 - CY 2020				
Operating Funding Sources				
Source	CY 2017	CY 2018	CY 2019	CY 2020
City General Fund	\$250,000	\$290,512	\$299,227	\$308,204
FTA Funding	\$250,000	\$290,512	\$299,227	\$308,204
	-			-
Total	\$500,000	\$581,024	\$598,484	\$0
Capital & Cap Maintenance Funding Sources				
Source	CY 2017	CY 2018	CY 2019	CY 2020
City General Fund	\$5,125	\$10,557	\$10,874	\$11,900
FTA Funding	\$46,126	\$42,232	\$43,543	\$47,601
		-		
Total	\$18,881	\$11,356	\$20,046	\$0

ODOT/MDOT/OHIO COUNTY ENGINEERS ASSOCIATION PROJECTS FOR THE OVERALL PROGRAM

Finally, project listings from ODOT, MDOT, and the Ohio County Engineers Association are incorporated into the program. Each of these agencies manages funding programs that include projects in the TMACOG Transportation Planning Area. Generally, projects funded with these fund types are selected by the agency in cooperation with TMACOG. ODOT manages the Interstate (I), Interstate Maintenance (IM), National Highway System (NHS), Bridge – On Federal Aid System (BRx), and Ohio STP (OSTP), and Ohio Enhancement – rural area (ESTP) programs. MDOT has similar program responsibility in Michigan. The Ohio County Engineers Association manages the Bridge – Off Federal Aid System program (BRO) for the State of Ohio under contract with ODOT. As the program suggests they select bridge construction projects that use federal aid program funds for facilities that do not qualify for the federal aid system (local streets and minor collectors in rural areas). Lucas and Wood counties also have access to STP funds made available to the counties by ODOT that are categorized as County STP (CSTP) in this TIP.

These programs are all cost-constrained at the statewide level. The fiscal analysis is included in the STIP. The projects in these programs that are in the TMACOG Transportation Planning Area, however, are required to be included in the TMACOG-area TIP for coordination purposes.

Projects of all funding types included in the FY 2018-2021 TIP are consistent with the “On the Move: 2015-2045 Transportation Plan” projects, initiatives or policies. The final lists of funded projects are submitted to the TMACOG TIP Committee, Transportation Council, Executive Committee and the Board of Trustees.

THE FINAL VERSION OF THE FY 2018-2021 TIP

The draft overall program of projects for the TMACOG area is presented in **Table 3.6**. It includes all federal aid projects in the TMACOG Transportation Planning Area. All projects

come from programs that are fiscally constrained. It presents the overall program of projects that will be constructed by state and local agencies in state fiscal years 2018 through 2021.

Table 3.7 includes the Statewide Transportation Improvement Program (STIP) statewide line items. Projects that are not considered to be of appropriate scale for individual identification in a given program year may be added to the TIP via statewide line item. Projects that can be considered for statewide line item usage must meet the following criteria; not regionally significant, air quality exempt, environmental document type D1 or lower, non-capacity adding, and consistent between ODOT and MPO transportation plans.

This draft program was analyzed as required by federal regulation as to its environmental impact on the area. It will be presented to the public and local agencies for review and comment. The analyses and results are presented in **Chapters 4, 5, and 6**. The draft program listing and any modifications that resulted from this review process will be documented in **Chapter 7**.

TOTAL TIP REVENUES AND COSTS

Table 3.8 summarizes the total estimated revenue amount available by funding source and year and compares it to all highway and transit projects programmed in the TIP. **Table 3.8** does not incorporate the estimated carryover from FY 2017 into FY 2018, which will give a greater balance to STBG.

Table 3.6: FY 2018-2021 TIP Projects

PID	Project Name	Project Description	Project Location	Project Sponsor	Ph	Summary	STIP Phase Estimate	Total Phase Encumbered	STIP Phase Total	Project Total	SFY	SAC (F, S, B, O)	Fund Type	Primary Work Category	Obligation Description	SLM Miles	Air Quality Status	Alt - Qy XXX
98929	WOO SR 2564 in BG Pkw Rehab	Rehabilitation of Main St (SR-25) and Wooster St (SR-64) in downtown the City of Bowling Green. Perform necessary related work. FIELD REVIEW REQUIRED.	SR-25 from Ordway to Oak and on SR-64 from Church to Prospect	Bowling Green, City of	CO	CO Contr	\$769,320	\$0	\$1,000,150	\$1,004,994	2019	4TAV7	Federal	Major Rehabilitation	National Hwy Performance Prgm	0.67	Air Quality Exempt	
98929				Bowling Green, City of	CO	CO Contr	\$192,330				2019	LNTP	Local Match					
98929				Bowling Green, City of	CO	CO Engr	\$38,500				2019	LNTP	Local Match					
98929	WOO SR 2564 in BG Pkw Rehab	Rehabilitation of Main St (SR-25) and Wooster St (SR-64) in downtown the City of Bowling Green. Perform necessary related work. FIELD REVIEW REQUIRED.	SR-25 from Ordway to Oak and on SR-64 from Church to Prospect	Bowling Green, City of	PE	Dbl Dsgn	\$727	\$0	\$4,844	\$1,004,994	2019	LABR	State	Major Rehabilitation	Labor - State Match	0.67	Air Quality Exempt	
98929				Bowling Green, City of	PE	Env PE	\$4,117				2019	LABR	State		Labor - State Match			
98929				Bowling Green, City of	PE	Dbl Dsgn	\$2,500				2018	LABR	State		Labor - State Match			
98998	WOO Mainville Rd	THACO funded small project to resurface Mainville Ave; perform necessary related work. FIELD REVIEW REQUIRED.	East Wooster to Napoleon	Bowling Green, City of	CO	CO Contr	\$275,000	\$0	\$572,000	\$589,000	2018	4TAV7	Federal	Mill and Fill	STBG	0.76	Air Quality Exempt	
98998				Bowling Green, City of	CO	CO Contr	\$275,000				2018	LNTP	Local Match		Local Match			
98998				Bowling Green, City of	CO	CO Engr	\$11,000				2018	4TAV7	Federal		STBG			
98998				Bowling Green, City of	CO	CO Engr	\$11,000				2018	LNTP	Local Match		Local Match			
98998	WOO Mainville Rd	THACO funded small project to resurface Mainville Ave; perform necessary related work. FIELD REVIEW REQUIRED.	East Wooster to Napoleon	Bowling Green, City of	PE	Dbl Dsgn	\$2,500	\$0	\$14,500	\$589,000	2018	LABR	State	Mill and Fill	Labor - State Match	0.76	Air Quality Exempt	
98998				Bowling Green, City of	PE	Env PE	\$12,000				2018	LABR	State		Labor - State Match			
98998	WOO Mainville Rd	THACO funded small project to resurface Mainville Ave; perform necessary related work. FIELD REVIEW REQUIRED.	East Wooster to Napoleon	Bowling Green, City of	RW	RW Serv	\$2,500	\$0	\$2,500	\$589,000	2018	LABR	State	Mill and Fill	Labor - State Match	0.76	Air Quality Exempt	
98998				Bowling Green, City of														
81000	WOO SR 582 6 48 Mirror Widening	A project to allow for widening and reconstruction of SR-582 between I-75 and SR-199. This widening was to be completed with MD 25451 but was deleted since contractor refused to work outside the existing RW. This widening will take place to the north s	From I-75 to SR-199	District Two	CO	CO Contr	\$3,200,000	\$0	\$5,170,000	\$6,483,525	2019	4PR7	Federal	Major Widening	STBG	3.72	Air Quality Exempt	
81000				District Two	CO	CO Contr	\$800,000				2019	4PR7	State		State Funds (002)			
81000				District Two	CO	CO Contr	\$500,000				2019	4PR7	Federal		In-Assigned Federal			
81000				District Two	CO	CO Contr	\$125,000				2019	4PR7	State		State Funds (002)			
81000				District Two	CO	CO Contr	\$60,000				2019	4PR7	Federal		In-Assigned Federal			
81000				District Two	CO	CO Contr	\$15,000				2019	4PR7	State		State Funds (002)			
81000				District Two	CO	CO Engr	\$6,000				2019	4PR7	Federal		In-Assigned Federal			
81000				District Two	CO	CO Engr	\$1,500				2019	4PR7	State		State Funds (002)			
81000				District Two	CO	CO Engr	\$50,000				2019	4PR7	Federal		In-Assigned Federal			
81000				District Two	CO	CO Engr	\$12,500				2019	4PR7	State		State Funds (002)			
81000				District Two	CO	CO Engr	\$320,000				2019	LABR	Federal		STBG			
81000				District Two	CO	CO Engr	\$80,000				2019	LABR	State		Labor - State Match			
81000	WOO SR 582 6 48 Mirror Widening	A project to allow for widening and reconstruction of SR-582 between I-75 and SR-199. This widening was to be completed with MD 25451 but was deleted since contractor refused to work outside the existing RW. This widening will take place to the north s	From I-75 to SR-199	District Two	PE	Dbl Dsgn	\$20,000	\$231,025	\$97,025	\$6,483,525	2018	LABR	Federal	Major Widening	STBG	3.72	Air Quality Exempt	
81000				District Two	PE	Dbl Dsgn	\$5,000				2018	LABR	State		Labor - State Match			
81000				District Two	PE	Env PE	\$12,800				2018	LABR	Federal		STBG			
81000				District Two	PE	Env PE	\$28,200				2018	LABR	State		Labor - State Match			
81000				District Two	PE	Env PE	\$28,200				2018	LABR	State		Labor - State Match			
81000	WOO SR 582 6 48 Mirror Widening	A project to allow for widening and reconstruction of SR-582 between I-75 and SR-199. This widening was to be completed with MD 25451 but was deleted since contractor refused to work outside the existing RW. This widening will take place to the north s	From I-75 to SR-199	District Two	RW	RW Serv	\$198,000	\$0	\$198,000	\$6,483,525	2018	LABR	State	Major Widening	Labor - State Match	3.72	Air Quality Exempt	
81000				District Two														
81000				District Two														
92088	WOO IUC SR 64 1203/000 Bridge	A district allocation funded project to replace the existing Waterville bridge (SR-64) over the Maumee River with a new wider bridge; perform necessary related work. Improvement of intersection of SR-64/River Rd is funded with MPO CMAQ funds. (See cancellle	Waterville Bridge over Maumee River	District Two	CO	CO Contr	\$11,786,352	\$0	\$24,277,500	\$27,270,539	2018	4PR7	Federal	New Bridge	STBG	0.11	Air Quality Exempt	
92088				District Two	CO	CO Contr	\$2,946,588				2018	4PR7	State		State Funds (002)			
92088				District Two	CO	CO Contr	\$246,000				2018	4TAV7	Federal		CMAQ			
92088				District Two	CO	CO Contr	\$61,500				2018	4B67	Local Match		Local Match			
92088				District Two	CO	CO Contr	\$170,000				2018	4B67	Local Match		Local Match			
92088				District Two	CO	CO Contr	\$7,707,060				2018	4B67	Local Match		Local Match			
92088				District Two	CO	CO Contr	\$7,707,060				2018	4B67	Local Match		Local Match			
92088				District Two	CO	CO Engr	\$1,600,000				2018	4B67	Local Match		Local Match			
92088				District Two	CO	CO Engr	\$1,600,000				2018	4B67	Local Match		Local Match			

Table 3.6: FY 2018-2021 TIP Projects

PID	Project Name	Project Description	Project Location	Project Sponsor	Ph	Subphase	STTP Phase Estimate	Total Phase Encumbered	STTP Phase Total	Project Total	SEY	SMC (F, S, B, O)	Fund Type	Primary Work Category	Obligation Description	SLM Miles	Air Quality Status	Alt - Qty XXX
92088		A district allocation funded project to replace the existing Waterville bridge (SR-64) over the Maudine River with a new work. Improvement of intersection of SR-64/River Rd is funded with MPO CMAQ funds. (See cancelle		District Two	CO	CO Engr	\$400,000				2018	LABR	State		Labor - State Match			
92088		A district allocation funded project to replace the existing Waterville bridge (SR-64) over the Maudine River with a new work. Improvement of intersection of SR-64/River Rd is funded with MPO CMAQ funds. (See cancelle		District Two	PE	Env PE	\$150,000				2018	LABR	State		Labor - State Match			
92088	WOOL LC SR-64 12.03/0.00 Bridge		Waterville Bridge over Maudine River	District Two	PE	DM Dsgn	\$190,000	\$1,814,013	\$2,154,013	\$27,270,539	2018	LABR	State	New Bridge	Labor - State Match	0.11	Air Quality Exempt	
92088		A district allocation funded project to reduce the existing Waterville bridge (SR-64) over the Maudine River with a new wider bridge. Performance necessary related work. Improvement of Intersection of SR-64/River Rd is funded with MPO CMAQ funds. (See cancelle		District Two	RW	RW Serv	\$83,200	\$720,847	\$824,847	\$27,270,539	2018	LABR	Federal	New Bridge	STBG	0.11	Air Quality Exempt	
92088		A Major Bridge and Multi Lane funded project (project # 1) to perform major reconstruction and minor widening to rehabilitate/replace existing bridges. Performance necessary related work. See MID 93594 for project # 2 and MID 93604 to		District Two	RW	RW Serv	\$20,800				2018	LABR	State		Labor - State Match			
93592	WOOL LC IR75 30.7/0.00 Major		From Glenwood Rd to Segur Rd/South Ave	District Two	CO	CO Contr	\$42,000,000	\$30,000	\$196,855,000	\$220,404,665	2020	77M7	Bonds	Major Reconstruction	Garver Bond-Fund 045-Longm AC	3.28	Air Quality Exempt	
93592		A Major Bridge and Multi Lane funded project (project # 1) to perform major reconstruction and minor widening to rehabilitate/replace existing bridges. Performance necessary related work. See MID 93594 for project # 2 and MID 93604 to		District Two	CO	CO Contr	\$88,650,000				2020	48U7	Federal		National Hwy Performance Plan			
93592				District Two	CO	CO Contr	\$9,850,000				2020	48I7	State		State Funds (002)			
93592				District Two	CO	CO Contr	\$17,000,000				2020	78AB	Bonds		State Funds (002)			
93592				District Two	CO	CO Contr	\$23,850,000				2020	48C7	Federal		National Hwy Performance Plan			
93592				District Two	CO	CO Contr	\$2,650,000				2020	48A7	State		State Funds (002)			
93592				District Two	CO	CO Engr	\$278,000				2020	LABR	Federal		National Hwy Performance Plan			
93592				District Two	CO	CO Engr	\$8,865,000				2020	LABR	State		National Hwy Performance Plan			
93592				District Two	CO	CO Engr	\$985,000				2020	LABR	State		Labor - State Match			
93592				District Two	CO	CO Engr	\$40,500				2020	48I7	Federal		National Hwy Performance Plan			
93592				District Two	CO	CO Engr	\$4,500				2020	48I7	State		State Funds (002)			
93592				District Two	CO	RR Remb	\$50,000				2020	48A7	State		State Funds (002)			
93592				District Two	CO	RR Remb	\$100,000				2020	48A7	State		State Funds (002)			
93592	WOOL LC IR75 30.7/0.00 Major		From Glenwood Rd to Segur Rd/South Ave	District Two	RW	UI Remb	\$2,400,000	\$4,453,350	\$7,453,350	\$220,404,665	2018	48C7	Federal	Major Reconstruction	National Hwy Performance Prgm	3.28	Air Quality Exempt	
93592		A multi-lane & Major Bridge funded project (project # 2) to reconstruct the existing pavement and to rehabilitate/widen/replace existing bridges. Performance necessary related work. See MID 93592 for project # 1 and MID 93604 for project # 3. (UPDATE 12-25-13		District Two	RW	UI Remb	\$600,000				2018	48A7	State		State Funds (002)			
93594	LUC IR 75 1.10		From South Ave to north of Dort St	District Two	CO	CO Contr	\$60,000,000	\$30,000	\$170,903,206	\$187,595,728	2019	77M7	Bonds	Major Rehabilitation	Garver Bond-Fund 045-Longm AC	1.6	Air Quality Exempt	
93594				District Two	CO	CO Contr	\$2,500,000				2019	48I7	State		State Funds (002)			
93594				District Two	CO	CO Contr	\$37,000,000				2019	78I1B	Bonds		State Funds (002)			
93594				District Two	CO	CO Contr	\$27,200,000				2019	48C7	Federal		National Hwy Performance Plan			
93594				District Two	CO	CO Contr	\$6,800,000				2019	48A7	State		State Funds (002)			
93594				District Two	CO	CO Contr	\$6,000,000				2019	78AB	Bonds		State Funds (002)			
93594				District Two	CO	CO Contr	\$16,000,000				2019	77M7	Bonds		Garver Bond-Fund 045-Longm AC			
93594				District Two	CO	CO Engr	\$13,206				2019	48A7	State		State Funds (002)			
93594				District Two	CO	CO Engr	\$300,000				2020	48F7	State		National Hwy Performance Plan			
93594				District Two	CO	CO Engr	\$3,336,000				2019	LABR	Federal		State Funds (002)			
93594				District Two	CO	CO Engr	\$834,000				2019	LABR	State		Labor - State Match			
93594				District Two	CO	CO Engr	\$400,000				2021	48F7	Federal		National Hwy Performance Plan			
93594				District Two	CO	CO Engr	\$100,000				2021	48F7	State		State Funds (002)			
93594				District Two	CO	CO Engr	\$5,500,000				2019	LABR	State		Labor - State Match			
93594				District Two	CO	CO Engr	\$1,200,000				2019	48F7	Federal		National Hwy Performance Plan			

Table 3.6: FY 2018-2021 TIP Projects

PID	Project Name	Project Description	Project Location	Project Sponsor	Ph	Summary	STIP Phase Estimate	Total Phase Encumbered	STIP Phase Total	Project Total	SFY	SAC (F, S, B, O)	Fund Type	Primary Work Category	Obligation Description	SLM Miles	Air Quality Status	Alt - Qty XXX
93594				District Two	CO	CO Engr	\$300,000				2019	4PR7	State		State Funds (002)			
93594				District Two	CO	CO Engr	\$1,200,000				2019	4PR7	Federal		National Hwy Performance Pgm			
93594				District Two	CO	CO Engr	\$300,000				2019	4PR7	State		State Funds (002)			
93594				District Two	CO	RR Remb	\$560,000				2019	4RC7	Federal		National Hwy Performance Pgm			
93594				District Two	CO	RR Remb	\$140,000				2019	4RA7	State		State Funds (002)			
95437	HAN/WOO 75 19.29/0.00 Pav Widening	A major new funded project to widen 1.75 to three lanes in each direction; perform necessary related work.	From 2000' south of CR-99 in Hancock County to 3500' south of Oil Center Rd in Wood County	District Two	CO	CO Engr	\$1,000,000	\$69,296,950	\$70,546,950	\$79,929,208	2018	4BK7	Federal	Major Widening	National Hwy Performance Pgm	8.39	Air Quality Non-Exempt	
95437				District Two	CO	CO Engr	\$250,000				2018	4BD7	State		State Funds (002)			
99731	LIC IR 475 1.85 @20A Interchange	Build a new interchange in Lucas County at I-475 and US-20A; perform necessary related work. See PID 96484 for ABR.	I-475 & 20A new interchange	District Two	RW	Acquis	\$800,000	\$100,000	\$3,900,000	\$27,291,791	2018	4BK7	Federal	Interchange; New	National Hwy Performance Pgm	2.79	Air Quality Non-Exempt	
99731				District Two	RW	Acquis	\$200,000				2018	4BD7	State		State Funds (002)			
99731				District Two	RW	Acquis	\$2,800,000				2018	4BG7	Local Match		Local Match			
99731				District Two														
99737	LIC IR 475/Dor St Interchange	Build a new interchange in Lucas County on I-475 at Dor St; perform necessary related work. See PID 96484 for ABR. PE phase will be undertaken by local.	I-475/Dor St Interchange	District Two	RW	Acquis	\$1,440,000	\$60,000	\$2,810,000	\$29,400,508	2018	4BK7	Federal	Interchange; New	National Hwy Performance Pgm	0.02	Air Quality Non-Exempt	
99737				District Two	RW	Acquis	\$360,000				2018	4BD7	State		State Funds (002)			
99737				District Two	RW	Acquis	\$950,000				2018	1NTP	Local Match		Local Match			
101556	LIC SR2 1.8 62 Dehumidify	Install a dehumidification system for the existing cable with new round wire wrap at sections previously opened; new elastomeric wrap over the entire length of the cables and acoustic monitoring system; perform necessary related work.	High Level Bridge (AWT) over Maumee River	District Two	CO	CO Contr	\$6,320,000	\$0	\$8,453,000	\$9,654,402	2018	4BU7	Federal	Bridge Repair	Bridge	0	Air Quality Exempt	
101556				District Two	CO	CO Contr	\$1,580,000				2018	4BT7	State		State Funds (002)			
101556				District Two	CO	CO Engr	\$424,400				2018	LABR	Federal		Bridge - State Match			
101556				District Two	CO	CO Engr	\$110,600				2018	LABR	State		Labor - State Match			
102122	LIC SR 25 5.04 Reconstruct	Reconstruction of SR-25 (AWT) in Toledo; perform necessary related work.	From near City Park to I-75	District Two	CO	CO Contr	\$1,200,000	\$0	\$1,320,000	\$1,919,210	2018	4BG7	Local Match	Major Rehabilitation	Local Match	0.36	Air Quality Exempt	
102122				District Two	CO	CO Engr	\$120,000				2018	4BG7	Local Match		Local Match			
102791	LIC 280 3.47 VGCS lighting	Evaluate options for replacement or rehab of the existing VGCS lighting system; construct selected option; perform all necessary related work.	VGCS Bridge	District Two	CO	CO Contr	\$400,000	\$0	\$720,000	\$1,105,893	2018	4BU7	Federal	Lighting Maintenance	National Hwy Performance Pgm	0.01	Air Quality Exempt	
102791				District Two	CO	CO Contr	\$100,000				2018	4BT7	State		State Funds (002)			
102791				District Two	CO	CO Engr	\$56,000				2018	LABR	Federal		National Hwy Performance Pgm			
102791				District Two	CO	CO Engr	\$14,000				2018	LABR	State		Labor - State Match			
102791				District Two	CO	CO Engr	\$120,000				2018	4BU7	Federal		National Hwy Performance Pgm			
102791				District Two	CO	CO Engr	\$30,000				2018	4BT7	State		State Funds (002)			
103744	WOO US 20 8.87 Turn Lane Sily	Safety funded project to add left-turn lane on the east bound approach (US 20); widen existing pavement. no RW anticipated.	0.2 miles east and west of SR 163 on US 20 in Wood county	District Two	CO	CO Contr	\$765,000	\$0	\$925,000	\$1,129,853	2019	4H17	Federal	Turn Lane Addition	Highway Safety Imp Prog	0.35	Air Quality Exempt	
103744				District Two	CO	CO Contr	\$82,000				2019	4BC7	State		State Funds (002)			
103744				District Two	CO	CO Engr	\$76,500				2019	LABR	Federal		Highway Safety Imp Prog			
103744				District Two	CO	CO Engr	\$8,500				2019	LABR	State		Labor - State Match			
105306	SEN/WOO US 23 12.29/0.00 Resurf	Resurface US 23 in Fostoria (WOO & SEN) between Findlay St. (12.59) and SR 199 (0.35); perform necessary related work.	US 23 in Fostoria between Findlay St. & SR 199	District Two	PE	Dtl Dsgn	\$5,000	\$0	\$55,000	\$1,060,000	2018	LABR	State	Mill and Fill	Labor - State Match	1.11	Air Quality Exempt	
105306				District Two	PE	Env PE	\$50,000				2018	LABR	State		Labor - State Match			
105306	SEN/WOO US 23 12.29/0.00 Resurf	Resurface US 23 in Fostoria (WOO & SEN) between Findlay St. (12.59) and SR 199 (0.35); perform necessary related work.	US 23 in Fostoria between Findlay St. & SR 199	District Two	RW	RW Serv	\$5,000	\$0	\$5,000	\$1,060,000	2018	LABR	State	Mill and Fill	Labor - State Match	1.11	Air Quality Exempt	
105306				District Two														
95339	LIC Toledo Lighthouse Ph 1	ATFACOG funded phase 1 project to address exterior cleaning and stabilization of the masonry walls and structure of the Toledo Harbor lighthouse. Also, new replacement windows and shutters will be included in Phase 1; perform necessary related work.	Offshore at the western end of Lake Erie at the entrance to the Toledo Harbor channel in Maumee Bay	Lucas County Commissioners	CO	CO Contr	\$664,400	\$0	\$638,500	\$642,784	2019	4TC7	Federal	Facility Renovation	TAP Enhancements	0.01	Air Quality Exempt	

Table 3.6: FY 2018-2021 TIP Projects

PID	Project Name	Project Description	Project Location	Project Sponsor	Ph	Subphase	STIP Phase Estimate	Total Phase Encumbered	STIP Phase Total	Project Total	SEY	SAC (F, S, B, O)	Fund Type	Primary Work Category	Obligation Description	SLM Miles	Air Quality Status	Alt - Qy XXX
95339				Lucas County Commissioners	CO	CO Contr	\$116,100				2019	LNTP	Local Match		Local Match			
95339				Lucas County Commissioners	CO	CO Eng	\$46,400				2019	4TC7	Federal		TAP/Enhancements			
95339				Lucas County Commissioners	CO	CO Eng	\$11,600				2019	LNTP	Local Match		Local Match			
95339	LUC Toledo Lighthouse Ph 1	ATMAGOG funded phase 1 project to address exterior cleaning and stabilization of the masonry walls and structure of the Toledo Harbor lighthouse. Also, new replacement windows and shutters will be included in Phase 1; perform necessary related work.	Offshore at the western end of Lake Erie at the entrance to the Toledo Harbor channel in Maumee Bay	Lucas County Commissioners	PE	Dbl Dsgn	\$643	\$0	\$4,284	\$642,784	2018	LABR	State	Facility Renovation	Labor - State Match	0.01	Air Quality Exempt	
95339				Lucas County Commissioners	PE	Env PE	\$3,641				2018	LABR	State		Labor - State Match			
95339				Lucas County Commissioners														
98930	LUC Sylvania Ave Rehab in County	Rehabilitate the pavement of Sylvania Ave; perform necessary related work; FIELD REVIEW REQUIRED	Centennial Rd to McCord Rd	Lucas County Engineer	CO	CO Contr	\$2,041,600	\$0	\$2,627,000	\$2,640,000	2019	4T/A7	Federal	Major Rehabilitation	Bridge	1.87	Air Quality Exempt	
98930				Lucas County Engineer	CO	CO Contr	\$810,400				2019	LNTP	Local Match		Local Match			
98930				Lucas County Engineer	CO	CO Eng	\$75,000				2019	LNTP	Local Match		Local Match			
98930	LUC Sylvania Ave Rehab in County	Rehabilitate the pavement of Sylvania Ave; perform necessary related work; FIELD REVIEW REQUIRED	Centennial Rd to McCord Rd	Lucas County Engineer	PE	Dbl Dsgn	\$2,000	\$0	\$13,000	\$2,640,000	2018	LABR	State	Major Rehabilitation	Labor - State Match	1.87	Air Quality Exempt	
98930				Lucas County Engineer	PE	Env PE	\$11,000				2018	LABR	State		Labor - State Match			
98955				Lucas County Engineer	CO	CO Contr	\$400,000				2018	LNTP	Local Match		Local Match			
98955				Lucas County Engineer	CO	CO Contr	\$7,000				2018	LNTP	Local Match		Local Match			
98955				Lucas County Engineer	CO	CO Eng	\$80,000				2018	LNTP	Local Match		Local Match			
98955	LUC McCord Resurf	Mill existing pavement, perform spot full depth repairs; reconstruct failed catch basins; place 2 course asphalt overlay; sidewalk repair/addition; perform necessary related work; FIELD REVIEW REQUIRED	Angola Rd to Hancock Ave	Lucas County Engineer	PE	Dbl Dsgn	\$3,900	\$0	\$22,300	\$913,200	2018	LABR	State	Mill and Fill	Labor - State Match	0.99	Air Quality Exempt	
98955				Lucas County Engineer	PE	Env PE	\$18,400				2018	LABR	State		Labor - State Match			
98955	LUC McCord Resurf	Mill existing pavement, perform spot full depth repairs; reconstruct failed catch basins; place 2 course asphalt overlay; sidewalk repair/addition; perform necessary related work; FIELD REVIEW REQUIRED	Angola Rd to Hancock Ave	Lucas County Engineer	RW	RW Serv	\$3,900	\$0	\$3,900	\$913,200	2018	LABR	State	Mill and Fill	Labor - State Match	0.99	Air Quality Exempt	
98955				Lucas County Engineer														
98955	LUC Kithurn Rd Bike Lanes	ATMAGOG funded project to add bike lanes along Kithurn Rd; Perform necessary related work; FIELD REVIEW REQUIRED; Sponsor: Twp/County	Sylvania-Meinersen to Central	Lucas County Engineer	RW	Acquis	\$208,000	\$0	\$260,000	\$2,490,000	2018	4TC7	Federal	Bikeways	TAP/Enhancements	2.96	Air Quality Exempt	
98955				Lucas County Engineer	RW	Acquis	\$52,000				2018	LNTP	Local Match		Local Match			
104300	LUC CR 73 2.0 McCord Mill & Fill	Mill and Fill the existing pavement, performing spot full depth repairs, placing a two course asphalt concrete overlay (SMALL PROJECT)	Hancock Avenue to Dorf Street	Lucas County Engineer	CO	CO Contr	\$400,000	\$0	\$634,000	\$657,000	2020	4T/A7	Federal	Mill and Fill	Bridge	0.91	Air Quality Exempt	
104300				Lucas County Engineer	CO	CO Contr	\$100,000				2020	LNTP	Local Match		Local Match			
104300				Lucas County Engineer	CO	CO Contr	\$110,000				2020	LNTP	Local Match		Local Match			
104300				Lucas County Engineer	CO	CO Eng	\$24,000				2020	LNTP	Local Match		Local Match			
104300	LUC CR 73 2.0 McCord Mill & Fill	Mill and Fill the existing pavement, performing spot full depth repairs, placing a two course asphalt concrete overlay (SMALL PROJECT)	Hancock Avenue to Dorf Street	Lucas County Engineer	PE	Dbl Dsgn	\$5,000	\$0	\$20,000	\$657,000	2019	LABR	State	Mill and Fill	Labor - State Match	0.91	Air Quality Exempt	
104300				Lucas County Engineer	PE	Env PE	\$15,000				2019	LABR	State		Labor - State Match			
104300	LUC CR 73 2.0 McCord Mill & Fill	Mill and Fill the existing pavement, performing spot full depth repairs, placing a two course asphalt concrete overlay (SMALL PROJECT)	Hancock Avenue to Dorf Street	Lucas County Engineer	RW	RW Serv	\$3,000	\$0	\$3,000	\$657,000	2019	LABR	State	Mill and Fill	Labor - State Match	0.91	Air Quality Exempt	
104300				Lucas County Engineer														
104498	LUC CR 22 8.94 Bancroft & Mead W&F	The scope of work includes milling the existing pavement, performing spot full depth repairs, placing a two course asphalt concrete overlay, adjusting manholes and valves, tying down the shoulders, bringing drives to grade, repairing catch basins, placing	Bancroft - St. James Blvd to Willford Dr; McCord - 0.32 in south Bancroft to Regents Park Blvd	Lucas County Engineer	CO	CO Contr	\$307,500	\$0	\$637,000	\$641,750	2021	LNTP	Local Match	Mill and Fill	Local Match	1.12	Air Quality Exempt	

Table 3.6: FY 2018-2021 TIP Projects

PID	Project Name	Project Description	Project Location	Project Sponsor	Ph	Summary	STIP Phase Estimate	Total Phase Encumbered	STIP Phase Total	Project Total	SBY	SAC (F, S, B, O)	Fund Type	Primary Work Category	Obligation Description	STIP Miles	Air Quality Status	Alt - Qty XXX
104496				Lewis County Engineer	CO	CO Contr	\$307,500				2021	4T/7	Federal		Bridge			
104498	LUC CR 22.8.94 Barret & Mead MK&F	The scope of work includes milling the existing pavement, performing spot full depth repairs, placing a two course asphalt concrete overlay, adjusting manholes and valves, tying down the shoulders, bringing drives to grade, repairing catch basins, placing.	Barret-St. James Blvd to Willford Dr, McCord- 0.32 m south Barret to Kegons Park Blvd	Lewis County Engineer	PE	DI Dsgn	\$1,500	\$0	\$4,000	\$641,750	2020	LABR	State	Mill and Fill	Labor - State Match	1.12	Air Quality Exempt	
104498				Lewis County Engineer	PE	Env PE	\$2,500				2020	LABR	State		Labor - State Match			
104498	LUC CR 22.8.94 Barret & Mead MK&F	The scope of work includes milling the existing pavement, performing spot full depth repairs, placing a two course asphalt concrete overlay, adjusting manholes and valves, tying down the shoulders, bringing drives to grade, repairing catch basins, placing.	Barret-St. James Blvd to Willford Dr, McCord- 0.32 m south Barret to Kegons Park Blvd	Lewis County Engineer	RW	RW Serv	\$750	\$0	\$750	\$641,750	2020	LABR	State	Mill and Fill	Labor - State Match	1.12	Air Quality Exempt	
104498				Lewis County Engineer	PE	Env PE	\$2,500				2020	LABR	State		Labor - State Match			
104498				Lewis County Engineer	CO	CO Contr	\$93,449	\$0	\$870,389	\$900,389	2018	LNTP	Local Match	Bikeways	Local Match	0	Air Quality Exempt	
104274	LUC Oak Openings Trail	Construct 1.8 miles of new trail from Secor Road to Wiregrass Lake Metro park.	Secor Road to Wiregrass Lake Metropark	Metroparks	CO	CO Contr					2018	4T/7	Federal		Local Match			
104274				Metroparks	CO	CO Contr	\$158,252				2018	4T/7	Federal		T&P Enhancements			
104274				Metroparks	CO	CO Contr	\$39,563				2018	LNTP	Local Match		Local Match			
104274				Metroparks	CO	CO Eng	\$19,781				2018	LNTP	Local Match		Local Match			
104274				Metroparks	CO	CO Eng	\$59,344				2018	LNTP	Local Match		Local Match			
104274	LUC Oak Openings Trail	Construct 1.8 miles of new trail from Secor Road to Wiregrass Lake Metro park.	Secor Road to Wiregrass Lake Metropark	Metroparks	PE	DI Dsgn	\$2,500	\$0	\$27,500	\$900,389	2018	LABR	State	Bikeways	Labor - State Match	0	Air Quality Exempt	
104274				Metroparks	PE	Env PE	\$25,000				2018	LABR	State		Labor - State Match			
104274	LUC Oak Openings Trail	Construct 1.8 miles of new trail from Secor Road to Wiregrass Lake Metro park.	Secor Road to Wiregrass Lake Metropark	Metroparks	RW	RW Serv	\$2,500	\$0	\$2,500	\$900,389	2018	LABR	State	Bikeways	Labor - State Match	0	Air Quality Exempt	
104274				Metroparks	RW	RW Serv	\$2,500				2018	LABR	State		Labor - State Match			
99004	WOON N. Ballinore C&B Esh	Downtown North Ballinore enhancement; perform necessary related work. FIELD REVIEW REQUIRED	Downtown North Ballinore	North Ballinore	CO	CO Contr	\$432,080	\$0	\$600,100	\$600,100	2019	4T/7	Federal	Landscaping	T&P Enhancements	0.62	Air Quality Exempt	
99004				North Ballinore	CO	CO Contr	\$108,020				2019	4B/7	Local Match		Local Match			
99004				North Ballinore	CO	CO Eng	\$48,000				2019	LABR	Federal		T&P Enhancements			
99004				North Ballinore	CO	CO Eng	\$172,000				2019	LABR	Local Match		Labor - Local Match			
77254				ODOI	CO	CO Eng	\$348,000				2018	4B/7	State		State Funds (002)			
77254				ODOI	CO	CO Eng	\$50,000				2018	4B/7	State		State Funds (002)			
100394	LUC Old Millland Ave Bridge	Replace the deteriorated concrete beam bridge on Old Millland Ave over Otter Creek in the City of Oregon; perform necessary related work.	Old Millland Ave bridge over Otter Creek	Oregon, City of	CO	CO Contr	\$504,000	\$0	\$700,000	\$930,900	2019	4B/7	Federal	Bridge Replacement	Bridge	0	Air Quality Exempt	
100394				Oregon, City of	CO	CO Contr	\$126,000				2019	LNTP	Local Match		Local Match			
100394				Oregon, City of	CO	CO Eng	\$56,000				2019	4B/7	Federal		STRIG			
100394				Oregon, City of	CO	CO Eng	\$14,000				2019	LNTP	Local Match		Local Match			
100394	LUC Old Millland Ave Bridge	Replace the deteriorated concrete beam bridge on Old Millland Ave over Otter Creek in the City of Oregon; perform necessary related work.	Old Millland Ave bridge over Otter Creek	Oregon, City of	PE	DI Dsgn	\$34,600	\$0	\$196,300	\$930,900	2019	LABR	State	Bridge Replacement	Labor - State Match	0	Air Quality Exempt	
100394				Oregon, City of	PE	Env PE	\$161,700				2019	LABR	State		Labor - State Match			
100394	LUC Old Millland Ave Bridge	Replace the deteriorated concrete beam bridge on Old Millland Ave over Otter Creek in the City of Oregon; perform necessary related work.	Old Millland Ave bridge over Otter Creek	Oregon, City of	RW	RW Serv	\$34,600	\$0	\$34,600	\$930,900	2019	LABR	State	Bridge Replacement	Labor - State Match	0	Air Quality Exempt	
100394				Oregon, City of	RW	RW Serv	\$34,600				2019	LABR	State		Labor - State Match			
100394				Oregon, City of	CO	CO Contr	\$449,056	\$0	\$868,028	\$993,028	2019	LNTP	Local Match	Bikeways	Local Match	1	Air Quality Exempt	
100394	WOO Maunee River MUP Ph.3&4	Maunee River Multi-use path Phase 3 & 4; perform necessary related work. See PID 99001 for Ph.2.	Future phases, 3 & 4	Perryshburg, City of	CO	CO Contr	\$295,178				2019	4T/7	Federal		T&P Enhancements			
100394				Perryshburg, City of	CO	CO Contr	\$73,794				2019	LNTP	Local Match		Local Match			
100394				Perryshburg, City of	CO	CO Eng	\$50,000				2019	LNTP	Local Match		Local Match			
100394	WOO Maunee River MUP Ph.3&4	Maunee River Multi-use path Phase 3 & 4; perform necessary related work. See PID 99001 for Ph.2.	Future phases, 3 & 4	Perryshburg, City of	PE	DI Dsgn	\$25,000	\$0	\$75,000	\$993,028	2018	LABR	State	Bikeways	Labor - State Match	1	Air Quality Exempt	
100394				Perryshburg, City of	PE	Env PE	\$50,000				2018	LABR	State		Labor - State Match			
100394	WOO Maunee River MUP Ph.3&4	Maunee River Multi-use path Phase 3 & 4; perform necessary related work. See PID 99001 for Ph.2.	Future phases, 3 & 4	Perryshburg, City of	RW	RW Serv	\$50,000	\$0	\$50,000	\$993,028	2018	LABR	State	Bikeways	Labor - State Match	1	Air Quality Exempt	

Table 3.6: FY 2018-2021 TIP Projects

PID	Project Name	Project Description	Project Location	Project Sponsor	Ph	Subphase	STIP Phase Estimate	Total Phase Encumbered	STIP Phase Total	Project Total	SBY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Obligation Description	SLM Miles	Air Quality Status	Alt - Qty XXX
104863		A TMA/COG enhancement funded project to construct a one-half mile long 10 foot wide multi-use path along the south side of Reauchen Road from 2500' east of Hull Prairie Road to Fort Meigs Road		Perryshurg, City of														
104479	WOO CR 103 1.92 Reauchen MUP		2500' east of Hull Prairie Road to Fort Meigs Road	Perryshurg, City of	CO	CO Contr	\$108,996	\$0	\$371,971	\$374,721	2018	LNTTP	Local Match	New Construction	Local Match	0.5	Air Quality Exempt	
104479				Perryshurg, City of	CO	CO Contr	\$182,830				2018	4TAV7	Federal		TAP/Enhancements			
104479				Perryshurg, City of	CO	CO Contr	\$45,707				2018	LNTTP	Local Match		Local Match			
104479				Perryshurg, City of	CO	CO Contr	\$34,438				2018	LNTTP	Local Match		Local Match			
104493	WOO CR 103 3.20 SR25 & Reauchen	Add a through/ right lane on the east approach, add a through onbound lane on the west approach, from SR-25 to Doug Guest Drive. Extend the storage length for the east approach left-turn lane. Upgrade pavement markings, signage and signalization. Prov	State Route 25 / Reauchen Road Intersection	Perryshurg, City of	CO	CO Contr	\$395,000	\$0	\$841,000	\$844,000	2021	LNTTP	Local Match	New Construction	Local Match	0.2	Air Quality Exempt	
104493				Perryshurg, City of	CO	CO Contr	\$395,000				2021	4TAV7	Federal		Bridge			
104493				Perryshurg, City of	CO	CO Contr	\$51,000				2021	LNTTP	Local Match		Local Match			
104493	WOO CR 103 3.20 SR25 & Reauchen	Add a through/ right lane on the east approach, add a through onbound lane on the west approach, from SR-25 to Doug Guest Drive. Extend the storage length for the east approach left-turn lane. Upgrade pavement markings, signage and signalization. Prov	State Route 25 / Reauchen Road Intersection	Perryshurg, City of	PE	Env PE	\$2,000	\$0	\$500	\$844,000	2020	LABRR	State	New Construction	Labor - State Match	0.2	Air Quality Exempt	
104493				Perryshurg, City of	PE	Env PE	\$3,500				2020	LABRR	State		Labor - State Match			
104496	WOO CR 802 0.0 SR25 & W. Sh Blvd	Add a second left turn lane for the east approach and a right turn lane for the south for the 20 years horizon. Upgrade pavement markings, signage, and signalization. Provide facilities for water quality. Add street	State Route 25 / West South Boundary St	Perryshurg, City of	CO	CO Contr	\$221,000	\$0	\$478,000	\$483,750	2021	LNTTP	Local Match	New Construction	Local Match	0.1	Air Quality Exempt	
104496				Perryshurg, City of	CO	CO Contr	\$36,000				2021	LNTTP	Local Match		Local Match			
104496	WOO CR 802 0.0 SR25 & W. Sh Blvd	Add a second left turn lane for the east approach and a right turn lane for the south for the 20 years horizon. Upgrade pavement markings, signage, and signalization. Provide facilities for water quality. Add street	State Route 25 / West South Boundary St	Perryshurg, City of	PE	Env PE	\$750	\$0	\$4,250	\$483,750	2020	LABRR	State	New Construction	Labor - State Match	0.1	Air Quality Exempt	
104496				Perryshurg, City of	PE	Env PE	\$3,500				2020	LABRR	State		Labor - State Match			
104496	WOO CR 802 0.0 SR25 & W. Sh Blvd	Add a second left turn lane for the east approach and a right turn lane for the south for the 20 years horizon. Upgrade pavement markings, signage, and signalization. Provide facilities for water quality. Add street	State Route 25 / West South Boundary St	Perryshurg, City of	RW	RW Serv	\$1,500	\$0	\$1,500	\$483,750	2020	LABRR	State	New Construction	Labor - State Match	0.1	Air Quality Exempt	
104496				Perryshurg, City of	RW	RW Serv	\$1,500				2019	4TAV7	Federal					
104496				Perryshurg, City of	CO	CO Contr	\$561,480	\$0	\$775,650	\$1,105,650	2019	4TAV7	Federal	Intersection Improvement	CMAQ	0.02	Air Quality Non-Exempt	
104496				Perryshurg, City of	CO	CO Contr	\$140,370				2019	LNTTP	Local Match		Local Match			
104496				Perryshurg, City of	CO	CO Contr	\$59,040				2019	4TAV7	Federal		CMAQ			
104496				Perryshurg, City of	CO	CO Contr	\$14,760				2019	LNTTP	Local Match		Local Match			
104438	LLC CR 1572 8.69 Main St	Full-depth reconstruction of Main Street including storm sewer replacement, remove and replace sidewalks on both sides including widening on the east side to be a 10' wide multi-paint to better connect the Sylvania River Trail with Downtown Sylvania.	from Monroe St to Bridge Over Ten Mile Creek	Sylvania, City of	CO	CO Contr	\$347,650	\$0	\$749,500	\$794,500	2018	4TAV7	Federal	Major Reconstruction	Local Match	0.09	Air Quality Exempt	
104438				Sylvania, City of	CO	CO Contr	\$347,650				2018	4TAV7	Federal		Bridge			
104438				Sylvania, City of	CO	CO Contr	\$20,325				2018	LNTTP	Local Match		Local Match			

Table 3.6: FY 2018-2021 TIP Projects

PID	Project Name	Project Description	Project Location	Project Sponsor	Ph	Summary	STTP Phase Estimate	Total Phase Encumbered	STTP Phase Total	Project Total	SFY	SAC (F, S, B, O)	Fund Type	Primary Work Category	Obligation Description	STIP Miles	Air Quality Status	Alt - Qty XXX
90125	TARTA Downtown Transit Hub	Downtown Transit Hub	Toledo	TARTA	Admin/Design	Dbl Dsgn	\$638,349	\$362,445	\$1,060,381	\$13,104,567	2018	FYAD	Federal	Transit	5339 / 0002 - Bus & Bus Facil	0	Air Quality Exempt	11.31.02 FTY14
90125	TARTA			TARTA	Admin/Design	Dbl Dsgn	\$159,587				2018	TOTH	Local Match		Local Match-002-Local Debt-Tax			11.31.02 FTY14
94921	TARTA Enhanced Mobility	Enhanced Mobility for Seniors and Individuals with Disabilities FY16, FY17, and FY18	Toledo	TARTA	Capital	Oh Remb	\$423,000	\$0	\$1,726,856	\$1,726,856	2018	FYAD	Federal	Transit	5310 - Enhanced Mobility	0	Air Quality Exempt	11.7L.00 FTY16
94921	TARTA			TARTA	Capital	Oh Remb	\$105,750				2018	LNTP	Local Match		Local Match			11.7L.00 FTY16
94921	TARTA			TARTA	Capital	Oh Remb	\$423,000				2018	FYAD	Federal		5310 - Enhanced Mobility			11.7L.00 FTY17
94921	TARTA			TARTA	Capital	Oh Remb	\$105,750				2018	LNTP	Local Match		Local Match			11.7L.00 FTY17
94921	TARTA			TARTA	Capital	Oh Remb	\$423,000				2018	FYAD	Federal		5310 - Enhanced Mobility			11.7L.00 FTY18
94921	TARTA			TARTA	Capital	Oh Remb	\$105,750				2018	LNTP	Local Match		Local Match			11.7L.00 FTY18
94921	TARTA			TARTA	Capital	Oh Remb	\$46,606				2018	FYAD	Federal		5310 - Enhanced Mobility			11.80.00 FTY16
94921	TARTA			TARTA	Capital	Oh Remb	\$47,000				2018	FYAD	Federal		5310 - Enhanced Mobility			11.80.00 FTY17
94921	TARTA			TARTA	Capital	Oh Remb	\$47,000				2018	FYAD	Federal		5310 - Enhanced Mobility			11.80.00 FTY18
94921	TARTA			TARTA	Capital	Oh Remb	\$47,000				2018	FYAD	Federal		5310 - Enhanced Mobility			11.80.00 FTY18
94922	TARTA FY2018 OTPPP Buses	Vehicles as a flex fund transfer for the FY2018 Ohio Transit Preservation Partnership Program	Toledo	TARTA	Capital	Oh Remb	\$1,200,000	\$4,050,000	\$7,050,000	\$7,050,000	2018	4TP7	Federal	FTA Transfer	CMAQ	0	Air Quality Exempt	11.12.02 OTPPP-Qty 12
94922	TARTA			TARTA	Capital	Oh Remb	\$300,000				2018	LNTP	Local Match		Local Match			11.12.02 OTPPP-Qty 12
94922	TARTA			TARTA	Capital	Oh Remb	\$1,200,000				2018	4TP7	Federal		CMAQ			11.12.04 OTPPP-Qty 12
94922	TARTA			TARTA	Capital	Oh Remb	\$300,000				2018	LNTP	Local Match		Local Match			11.12.04 OTPPP-Qty 12
94922	TARTA			TARTA	Capital	Oh Remb	\$300,000				2018	LNTP	Local Match		Local Match			11.12.04 OTPPP-Qty 12
94926	TARTA ADA Service 2017	ADA Service FY17	Toledo	TARTA	Capital	Oh Remb	\$1,182,378	\$1,477,973	\$2,955,946	\$2,955,946	2018	FYAD	Federal	Transit	5307 - Urban Formula Program	0	Air Quality Exempt	11.7C.00 FTY2017
94926	TARTA			TARTA	Capital	Oh Remb	\$295,595				2018	LNTP	Local Match		Local Match			11.7C.00 FTY2017
94928	TARTA Capitalized Maintenance	Capitalized Maintenance FY2017	Toledo	TARTA	Capital	Oh Remb	\$1,596,060	\$1,997,575	\$3,995,150	\$3,995,150	2018	FYAD	Federal	Transit	5307 - Urban Formula Program	0	Air Quality Exempt	11.7A.00 FTY2017
94928	TARTA			TARTA	Capital	Oh Remb	\$399,515				2018	LNTP	Local Match		Local Match			11.7A.00 FTY2017
94928	TARTA			TARTA	Capital	Oh Remb	\$58,000	\$0	\$72,500	\$72,500	2018	FYAD	Federal	Transit	5307 - Urban Formula Program	0	Air Quality Exempt	11.92.05
94928	TARTA			TARTA	Capital	Oh Remb	\$14,500				2018	LNTP	Local Match		Local Match			11.92.05
94929	TARTA Transit Improvements	Associated Transit Improvements FY17	Toledo	TARTA	Capital	Oh Remb	\$58,000	\$0	\$72,500	\$72,500	2018	FYAD	Federal	Transit	5307 - Urban Formula Program	0	Air Quality Exempt	11.92.05
94929	TARTA			TARTA	Capital	Oh Remb	\$14,500				2018	LNTP	Local Match		Local Match			11.92.05
94940	TARTA Bus Replacement	Purchase <30 Buses using 5339 funds from FY2017 and <30 Buses using CMAQ funds. CMAQ funds only are flex fund transfers.	Toledo	TARTA	Capital	Oh Remb	\$750,000	\$0	\$2,652,500	\$2,652,500	2018	FYAD	Federal	FTA Transfer	5339 / 0002 - Bus & Bus Facil	0	Air Quality Exempt	11.12.04 5339 FTY17 - Qty 8
94940	TARTA			TARTA	Capital	Oh Remb	\$187,500				2018	LNTP	Local Match		Local Match			11.12.04 5339 FTY17 - Qty 8
94940	TARTA			TARTA	Capital	Oh Remb	\$1,372,000				2019	4TP7	Federal		CMAQ			11.12.04 2019 OTPPP - Qty 12
94940	TARTA			TARTA	Capital	Oh Remb	\$343,000				2019	LNTP	Local Match		Local Match			11.12.04 2019 OTPPP - Qty 12
94940	TARTA			TARTA	Capital	Oh Remb	\$300,000	\$0	\$375,000	\$375,000	2018	FYAD	Federal	Transit	5307 - Urban Formula Program	0	Air Quality Exempt	11.42.08
94940	TARTA			TARTA	Capital	Oh Remb	\$75,000				2018	LNTP	Local Match		Local Match			11.42.08
94940	TARTA			TARTA	Capital	Oh Remb	\$586,623	\$0	\$733,279	\$733,279	2018	4A17	Federal	FTA Transfer	STBG	0	Air Quality Exempt	11.7A.00 STP-S FY17
94940	TARTA			TARTA	Capital	Oh Remb	\$146,656				2018	LNTP	Local Match		Local Match			11.7A.00 STP-S FY17
99268	TARTA Capitalized Maintenance	Capitalized maintenance as a flex fund transfer for the Urban Transit Program FY18	Toledo	TARTA	Capital	Oh Remb	\$640,000	\$0	\$800,000	\$800,000	2018	4A17	Federal	FTA Transfer	STBG	0	Air Quality Exempt	11.7A.00 STP-S FY18
99268	TARTA			TARTA	Capital	Oh Remb	\$160,000				2018	TOTH	Local Match		Local Match-002-Local Debt-Tax			11.7A.00 STP-S FY18

Table 3.6: FY 2018-2021 TIP Projects

PID	Project Name	Project Description	Project Location	Project Sponsor	Ph	Supp/ase	STTP Phase Estimate	Total Phase Encumbered	STTP Phase Total	Project Total	SBY	SAC (F, S, B, O)	Fund Type	Primary Work Category	Obligation Description	STIP Milestones	At-Qty Status	At-Qty XXXX
99268	TARTA ADA Service	ADA Service FFY18	Toledo	TARTA	Capital	OH Remb	\$3,650,000	\$0	\$4,800,000	\$4,800,000	2018	LNTF	Local Match	Transit	Local Match	0	At-Qty Exempt	11.7C.00
99282	TARTA ADA Service	ADA Service FFY18	Toledo	TARTA	Capital	OH Remb	\$1,170,000	\$0	\$1,466,250	\$1,466,250	2018	FTAD	Federal	Transit	Local Match	0	At-Qty Exempt	11.7C.00
99283	TARTA ADA Service	ADA Service FFY18	Toledo	TARTA	Capital	OH Remb	\$1,172,000	\$0	\$1,466,250	\$1,466,250	2018	FTAD	Federal	Transit	Local Match	0	At-Qty Exempt	11.7A.00
99284	TARTA ADA Service	ADA Service FFY18	Toledo	TARTA	Capital	OH Remb	\$293,250	\$0	\$0	\$0	2018	LNTF	Local Match	Transit	Local Match	0	At-Qty Exempt	11.7C.00
99284	TARTA ADA Service	ADA Service FFY18	Toledo	TARTA	Capital	OH Remb	\$58,000	\$0	\$72,500	\$72,500	2018	FTAD	Federal	Transit	Local Match	0	At-Qty Exempt	11.92.05
99284	TARTA ADA Service	ADA Service FFY18	Toledo	TARTA	Capital	OH Remb	\$14,500	\$0	\$0	\$0	2018	LNTF	Local Match	Transit	Local Match	0	At-Qty Exempt	11.92.05
99296	TARTA ADA Service	ADA Service FFY19	Toledo	TARTA	Capital	OH Remb	\$280,000	\$0	\$1,050,000	\$1,050,000	2018	FTAD	Federal	Transit	Local Match	0	At-Qty Exempt	11.42.08 FFY18
99296	TARTA ADA Service	ADA Service FFY19	Toledo	TARTA	Capital	OH Remb	\$70,000	\$0	\$0	\$0	2018	LNTF	Local Match	Transit	Local Match	0	At-Qty Exempt	11.42.08 FFY18
99296	TARTA ADA Service	ADA Service FFY19	Toledo	TARTA	Capital	OH Remb	\$280,000	\$0	\$0	\$0	2019	FTAD	Federal	Transit	Local Match	0	At-Qty Exempt	11.42.08 FFY19
99296	TARTA ADA Service	ADA Service FFY19	Toledo	TARTA	Capital	OH Remb	\$280,000	\$0	\$0	\$0	2019	LNTF	Local Match	Transit	Local Match	0	At-Qty Exempt	11.42.08 FFY19
99296	TARTA ADA Service	ADA Service FFY19	Toledo	TARTA	Capital	OH Remb	\$70,000	\$0	\$0	\$0	2020	FTAD	Federal	Transit	Local Match	0	At-Qty Exempt	11.42.08 FFY20
99296	TARTA ADA Service	ADA Service FFY19	Toledo	TARTA	Capital	OH Remb	\$280,000	\$0	\$0	\$0	2020	LNTF	Local Match	Transit	Local Match	0	At-Qty Exempt	11.42.08 FFY20
99361	TARTA ADA Service	ADA Service FFY19	Toledo	TARTA	Capital	OH Remb	\$3,650,000	\$0	\$4,800,000	\$4,800,000	2019	LNTF	Local Match	Transit	Local Match	0	At-Qty Exempt	11.7C.00 2019
99361	TARTA ADA Service	ADA Service FFY19	Toledo	TARTA	Capital	OH Remb	\$1,170,000	\$0	\$0	\$0	2019	FTAD	Federal	Transit	Local Match	0	At-Qty Exempt	11.7C.00 2019
99422	TARTA ADA Service	ADA Service FFY19	Toledo	TARTA	Capital	OH Remb	\$58,000	\$0	\$72,500	\$72,500	2019	FTAD	Federal	Transit	Local Match	0	At-Qty Exempt	11.92.04 2019
99422	TARTA ADA Service	ADA Service FFY19	Toledo	TARTA	Capital	OH Remb	\$14,500	\$0	\$0	\$0	2019	TOH	Local Match	Transit	Local Match	0	At-Qty Exempt	11.92.04 2019
99422	TARTA ADA Service	ADA Service FFY19	Toledo	TARTA	Capital	OH Remb	\$58,000	\$0	\$0	\$0	2020	FTAD	Federal	Transit	Local Match	0	At-Qty Exempt	11.92.04 2019
99422	TARTA ADA Service	ADA Service FFY19	Toledo	TARTA	Capital	OH Remb	\$14,500	\$0	\$0	\$0	2020	LNTF	Local Match	Transit	Local Match	0	At-Qty Exempt	11.92.04 2019
99426	TARTA ADA Service	ADA Service FFY19	Toledo	TARTA	Capital	OH Remb	\$640,000	\$0	\$800,000	\$800,000	2019	4A17	Federal	FTA Transfer	Local Match	0	At-Qty Exempt	11.7A.00 STP-S
99426	TARTA ADA Service	ADA Service FFY19	Toledo	TARTA	Capital	OH Remb	\$160,000	\$0	\$0	\$0	2019	LNTF	Local Match	Transit	Local Match	0	At-Qty Exempt	11.7A.00 STP-S
99767	TARTA ADA Service	ADA Service FFY19	Toledo	TARTA	Capital	OH Remb	\$1,172,000	\$0	\$1,466,250	\$1,466,250	2019	FTAD	Federal	Transit	Local Match	0	At-Qty Exempt	11.7A.00
99767	TARTA ADA Service	ADA Service FFY19	Toledo	TARTA	Capital	OH Remb	\$293,250	\$0	\$0	\$0	2019	TOH	Local Match	Transit	Local Match	0	At-Qty Exempt	11.7A.00
99767	TARTA ADA Service	ADA Service FFY19	Toledo	TARTA	Capital	OH Remb	\$293,250	\$0	\$0	\$0	2019	TOH	Local Match	Transit	Local Match	0	At-Qty Exempt	11.7A.00
99911	TARTA ADA Service	ADA Service FFY19	Toledo	TARTA	Capital	OH Remb	\$1,800,000	\$0	\$2,250,000	\$2,250,000	2019	4TB7	Federal	FTA Transfer	Local Match	0	At-Qty Exempt	11.12.02 - Qy 5
99911	TARTA ADA Service	ADA Service FFY19	Toledo	TARTA	Capital	OH Remb	\$450,000	\$0	\$0	\$0	2019	LNTF	Local Match	Transit	Local Match	0	At-Qty Exempt	11.12.02 - Qy 5
99911	TARTA ADA Service	ADA Service FFY19	Toledo	TARTA	Capital	OH Remb	\$450,000	\$0	\$0	\$0	2019	LNTF	Local Match	Transit	Local Match	0	At-Qty Exempt	11.12.02 - Qy 5
104497	TARTA ADA Service	ADA Service FFY18	Toledo	TARTA	Operating	Trans/Av	\$3,100,000	\$0	\$6,200,000	\$6,200,000	2018	FTAD	Federal	Transit	Local Match	0	At-Qty Exempt	30.09.04 FFY18
104497	TARTA ADA Service	ADA Service FFY18	Toledo	TARTA	Operating	Trans/Av	\$3,100,000	\$0	\$0	\$0	2018	LNTF	Local Match	Transit	Local Match	0	At-Qty Exempt	30.09.04 FFY18
104499	TARTA ADA Service	ADA Service FFY20	Toledo	TARTA	Capital	OH Remb	\$105,750	\$0	\$1,727,250	\$1,727,250	2019	FTAD	Federal	Transit	Local Match	0	At-Qty Exempt	11.7L.00 FFY19
104499	TARTA ADA Service	ADA Service FFY20	Toledo	TARTA	Capital	OH Remb	\$105,750	\$0	\$0	\$0	2019	LNTF	Local Match	Transit	Local Match	0	At-Qty Exempt	11.7L.00 FFY19
104499	TARTA ADA Service	ADA Service FFY20	Toledo	TARTA	Capital	OH Remb	\$47,000	\$0	\$0	\$0	2019	FTAD	Federal	Transit	Local Match	0	At-Qty Exempt	11.80.00 FFY19
104499	TARTA ADA Service	ADA Service FFY20	Toledo	TARTA	Capital	OH Remb	\$423,000	\$0	\$0	\$0	2020	FTAD	Federal	Transit	Local Match	0	At-Qty Exempt	11.7L.00 FFY20
104499	TARTA ADA Service	ADA Service FFY20	Toledo	TARTA	Capital	OH Remb	\$105,750	\$0	\$0	\$0	2020	LNTF	Local Match	Transit	Local Match	0	At-Qty Exempt	11.7L.00 FFY20
104499	TARTA ADA Service	ADA Service FFY20	Toledo	TARTA	Capital	OH Remb	\$47,000	\$0	\$0	\$0	2020	FTAD	Federal	Transit	Local Match	0	At-Qty Exempt	11.80.00 FFY20
104499	TARTA ADA Service	ADA Service FFY21	Toledo	TARTA	Capital	OH Remb	\$105,750	\$0	\$0	\$0	2021	FTAD	Federal	Transit	Local Match	0	At-Qty Exempt	11.7L.00 FFY21
104499	TARTA ADA Service	ADA Service FFY21	Toledo	TARTA	Capital	OH Remb	\$105,750	\$0	\$0	\$0	2021	LNTF	Local Match	Transit	Local Match	0	At-Qty Exempt	11.7L.00 FFY21
104499	TARTA ADA Service	ADA Service FFY21	Toledo	TARTA	Capital	OH Remb	\$47,000	\$0	\$0	\$0	2021	FTAD	Federal	Transit	Local Match	0	At-Qty Exempt	11.80.00 FFY21
104499	TARTA ADA Service	ADA Service FFY21	Toledo	TARTA	Capital	OH Remb	\$47,000	\$0	\$0	\$0	2021	FTAD	Federal	Transit	Local Match	0	At-Qty Exempt	11.80.00 FFY21
104500	TARTA ADA Service	ADA Service FFY19	Toledo	TARTA	Operating	Trans/Av	\$3,100,000	\$0	\$6,200,000	\$6,200,000	2019	LNTF	Local Match	Transit	Local Match	0	At-Qty Exempt	30.09.04

Table 3.6: FY 2018-2021 TIP Projects

PID	Project Name	Project Description	Project Location	Project Sponsor	Ph	Summary	STIP Phase Estimate	Total Phase Encumbered	STIP Phase Total	Project Total	SEY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Obligation Description	STIP Miles	Air Quality Status	Alt - Qty XXX
104500			TARTA		Operating	Trans/Av	\$3,100,000				2019	FYAD	Federal		5307 - Urban Formula Program	0	Air Quality Exempt	30.00.04
104503	TARTA ADA Service	ADA Service FY20	Toledo	TARTA	Capital	Ohn Remb	\$3,650,000	\$0	\$4,800,000	\$4,800,000	2020	LNTF	Local Match	Transit	Local Match	0	Air Quality Exempt	11.7C.00
104503			Toledo	TARTA	Capital	Ohn Remb	\$1,170,000				2020	FYAD	Federal		5307 - Urban Formula Program	0	Air Quality Exempt	11.7C.00
104503			Toledo	TARTA	Capital	Ohn Remb	\$58,000	\$0	\$72,500	\$72,500	2020	FYAD	Federal	Transit	5307 - Urban Formula Program	0	Air Quality Exempt	11.92.05
104505	TARTA Transit Improvements	Associated Transit Improvements FY20	Toledo	TARTA	Capital	Ohn Remb	\$14,500				2020	LNTF	Local Match		Local Match	0	Air Quality Exempt	11.92.05
104506	TARTA Operating Assistance	Operating Assistance FY20	Toledo	TARTA	Operating	Trans/Av	\$3,100,000	\$0	\$6,200,000	\$6,200,000	2020	FYAD	Federal	Transit	5307 - Urban Formula Program	0	Air Quality Exempt	30.09.04
104506			Toledo	TARTA	Operating	Trans/Av	\$3,100,000				2020	LNTF	Local Match		Local Match	0	Air Quality Exempt	30.09.04
104507	TARTA Bus Replacement	<30 Bus Replacement CMAQ funds only are flex fund transfers.	Toledo	TARTA	Capital	Ohn Remb	\$1,972,000	\$0	\$1,715,000	\$1,715,000	2020	41P7	Federal	FITA Transfer	CMAQ	0	Air Quality Exempt	11.12.04 - Qty 17
104507			Toledo	TARTA	Capital	Ohn Remb	\$343,000				2020	LNTF	Local Match		Local Match	0	Air Quality Exempt	11.12.04 - Qty 17
104507			Toledo	TARTA	Capital	Ohn Remb	\$1,173,000	\$0	\$2,266,250	\$2,266,250	2020	FYAD	Federal	FITA Transfer	5307 - Urban Formula Program	0	Air Quality Exempt	11.7A.00 5307
104508	TARTA Preventive Maintenance	Preventive maintenance using 5307 funds; Capitalized maintenance using STP funds as a flex fund transfer for the Urban Transit Program	Toledo	TARTA	Capital	Ohn Remb	\$293,250				2020	LNTF	Local Match		Local Match	0	Air Quality Exempt	11.7A.00 5307
104508			Toledo	TARTA	Capital	Ohn Remb	\$640,000				2020	4A17	Federal		STBG	0	Air Quality Exempt	11.7A.00 STP-S
104508			Toledo	TARTA	Capital	Ohn Remb	\$160,000				2020	LNTF	Local Match		Local Match	0	Air Quality Exempt	11.7A.00 STP-S
104508			Toledo	TARTA	Capital	Ohn Remb	\$293,250				2020	LNTF	Local Match		Local Match	0	Air Quality Exempt	11.7A.00 5307
104511	TARTA Preventive Maintenance	Capitalized maintenance using STP funds as a flex fund transfer for the Urban Transit Program	Toledo	TARTA	Capital	Ohn Remb	\$1,173,000	\$0	\$2,266,250	\$2,266,250	2021	FYAD	Federal	FITA Transfer	5307 - Urban Formula Program	0	Air Quality Exempt	11.7A.00 5307
104511			Toledo	TARTA	Capital	Ohn Remb	\$293,250				2021	LNTF	Local Match		Local Match	0	Air Quality Exempt	11.7A.00 5307
104511			Toledo	TARTA	Capital	Ohn Remb	\$640,000				2021	4A17	Federal		STBG	0	Air Quality Exempt	11.7A.00 STP-S
104511			Toledo	TARTA	Capital	Ohn Remb	\$160,000				2021	LNTF	Local Match		Local Match	0	Air Quality Exempt	11.7A.00 STP-S
104512	TARTA Adv ADP Hardware/Software	Advanced ADP Hardware & Software	Toledo	TARTA	Capital	Ohn Remb	\$280,000	\$0	\$350,000	\$350,000	2021	FYAD	Federal	Transit	5307 - Urban Formula Program	0	Air Quality Exempt	11.42.08
104512			Toledo	TARTA	Capital	Ohn Remb	\$70,000				2021	LNTF	Local Match		Local Match	0	Air Quality Exempt	11.42.08
104514	TARTA ADA Service	ADA Service FY21	Toledo	TARTA	Capital	Ohn Remb	\$3,650,000	\$0	\$4,800,000	\$4,800,000	2021	LNTF	Local Match	Transit	Local Match	0	Air Quality Exempt	11.7C.00
104514			Toledo	TARTA	Capital	Ohn Remb	\$1,170,000				2021	FYAD	Federal		5307 - Urban Formula Program	0	Air Quality Exempt	11.7C.00
104514			Toledo	TARTA	Capital	Ohn Remb	\$58,000	\$0	\$72,500	\$72,500	2021	FYAD	Federal	Transit	5307 - Urban Formula Program	0	Air Quality Exempt	11.92.05
104515	TARTA Transit Improvements	Associated Transit Improvements FY21	Toledo	TARTA	Capital	Ohn Remb	\$14,500				2021	LNTF	Local Match		Local Match	0	Air Quality Exempt	11.92.05
104516	TARTA Operating Assistance	Operating Assistance FY21	Toledo	TARTA	Operating	Trans/Av	\$3,100,000	\$0	\$6,200,000	\$6,200,000	2021	FYAD	Federal	Transit	5307 - Urban Formula Program	0	Air Quality Exempt	30.09.04
104516			Toledo	TARTA	Operating	Trans/Av	\$3,100,000				2021	LNTF	Local Match		Local Match	0	Air Quality Exempt	30.09.04
104517	TARTA Bus Replacement	Bus Replacement CMAQ funds only are flex fund transfers.	Toledo	TARTA	Capital	Ohn Remb	\$1,972,000	\$0	\$1,715,000	\$1,715,000	2021	41P7	Federal	FITA Transfer	CMAQ	0	Air Quality Exempt	11.12.02 - Qty 3
104517			Toledo	TARTA	Capital	Ohn Remb	\$343,000				2021	LNTF	Local Match		Local Match	0	Air Quality Exempt	11.12.02 - Qty 3
104517			Toledo	TARTA	Capital	Ohn Remb	\$58,000	\$0	\$72,500	\$72,500	2021	FYAD	Federal	Transit	5307 - Urban Formula Program	0	Air Quality Exempt	11.92.05
104517			Toledo	TARTA	Capital	Ohn Remb	\$14,500				2021	LNTF	Local Match		Local Match	0	Air Quality Exempt	11.92.05
104787	TARTA Operating Assistance	Operating Assistance FY17	Toledo	TARTA	Operating	Trans/Av	\$3,100,000	\$0	\$6,200,000	\$6,200,000	2018	FYAD	Federal	Transit	5307 - Urban Formula Program	0	Air Quality Exempt	30.09.04 FY17
104787			Toledo	TARTA	Operating	Trans/Av	\$3,100,000				2018	LNTF	Local Match		Local Match	0	Air Quality Exempt	30.09.04 FY17
105268	TARTA Operating Assistance	FY2017 Operating Assistance	Toledo	TARTA	Operating	Ohn Remb	\$3,131,482	\$6,262,904	\$12,525,808	\$12,525,808	2018	FYAD	Local Match	Transit	Local Match	0	Air Quality Exempt	30.09.01 FY2017
105268			Toledo	TARTA	Operating	Ohn Remb	\$3,131,482				2018	FYAD	Federal		Program	0	Air Quality Exempt	30.09.01 FY2017
80995	LTC MLCOC SIB Rehabilitation	Phase II rehabilitation of the MLK Bridge		TMACOG	OTH	DH Serv	\$251,268	\$0	\$983,012	\$0	2019	41A7	Federal	SIB	STBG	0	Air Quality Exempt	
80995				TMACOG	OTH	DH Serv	\$340,202				2018	41A7	Federal		STBG	0	Air Quality Exempt	
80995				TMACOG	OTH	DH Serv	\$341,255				2019	41A7	Federal		STBG	0	Air Quality Exempt	
80995				TMACOG	OTH	DH Serv	\$243,897				2018	41A7	Federal		STBG	0	Air Quality Exempt	
80995				TMACOG	OTH	DH Serv	\$243,897				2018	41A7	Federal		STBG	0	Air Quality Exempt	

Table 3.6: FY 2018-2021 TIP Projects

PID	Project Name	Project Description	Project Location	Project Sponsor	Ph	Summary	STIP Phase Estimate	Total Phase Encumbered	STIP Phase Total	Project Total	SFY	SMC (F, S, B, O)	Fund Type	Primary Work Category	Obligation Description	STIP Miles	Air Quality Status	Alt - Qty XXX
98939	LUC TMACOG FY 18 Rideshare	TMACOG FY 18 Rideshare Program		0 TMACOG	SPR	Planning	\$95,800	\$0	\$95,800	\$95,800	2018	41E7	Federal	Rideshare	CMAQ	0	Air Quality Exempt	
98940	LUC TMACOG FY 18 AQ Program	TMACOG FY 18 AQ Program		0 TMACOG	SPR	Planning	\$85,000	\$0	\$85,000	\$85,000	2018	41E7	Federal	Air Quality Planning	CMAQ	0	Air Quality Exempt	
98941	LUC TMACOG FY 19 Rideshare	TMACOG FY 19 Rideshare Program		0 TMACOG	SPR	Planning	\$95,800	\$0	\$95,800	\$95,800	2019	41E7	Federal	Rideshare	CMAQ	0	Air Quality Exempt	
98942	LUC TMACOG FY 19 AQ Program	TMACOG FY 19 AQ Program		0 TMACOG	SPR	Planning	\$85,000	\$0	\$85,000	\$85,000	2019	41E7	Federal	Air Quality Planning	CMAQ	0	Air Quality Exempt	
98943	LUC TMACOG FY 20 Rideshare	TMACOG FY 20 Rideshare Program		0 TMACOG	SPR	Planning	\$112,800	\$0	\$112,800	\$112,800	2020	41E7	Federal	Rideshare	CMAQ	0	Air Quality Exempt	
98944	LUC TMACOG FY 20 AQ Program	TMACOG FY 20 AQ Program		0 TMACOG	SPR	Planning	\$68,000	\$0	\$68,000	\$68,000	2020	41E7	Federal	Air Quality Planning	CMAQ	0	Air Quality Exempt	
99773	TMACOG SFY18 TIP Management	SPY 18 TMACOG TIP Management		0 TMACOG	SPR	Planning	\$80,000	\$0	\$100,000	\$100,000	2018	41D7	Federal	Planning & Research	STBG	0	Air Quality Exempt	
99774	TMACOG SFY19 TIP Management	TMACOG SFY19 TIP Management		0 TMACOG	SPR	Planning	\$80,000	\$0	\$100,000	\$100,000	2019	41D7	Federal	Planning & Research	STBG	0	Air Quality Exempt	
99774	TMACOG SFY21 AQ Program	TMACOG FY 21 Air Quality Program		0 TMACOG	SPR	Planning	\$68,000	\$0	\$85,000	\$85,000	2021	41E7	Federal	Air Quality Planning	CMAQ	0	Air Quality Exempt	
101914	LUC TMACOG FY 21 Rideshare	TMACOG FY 21 Rideshare Program		0 TMACOG	SPR	Planning	\$112,800	\$0	\$112,800	\$112,800	2021	41E7	Federal	Air Quality Planning	CMAQ	0	Air Quality Exempt	
104482	TMACOG SFY20 TIP Management	TMACOG SFY20 TIP Management		0 TMACOG	SPR	Planning	\$80,000	\$0	\$100,000	\$100,000	2020	41D7	Federal	Planning & Research	Bridge	0	Air Quality Exempt	
104484	TMACOG SFY21 TIP Management	TMACOG SFY21 TIP Management		0 TMACOG	SPR	Planning	\$80,000	\$0	\$100,000	\$100,000	2021	41D7	Federal	Planning & Research	Bridge	0	Air Quality Exempt	
90701	LUC South Ave Reconstruct	A TMACOG funded project to reconstruct South Ave from Reynolds Rd to Byrne Rd. perform necessary related work. FIELD REVIEW Required.	City of Toledo, Reynolds Rd to Byrne Rd	Toledo, City of	CO	CO Contr	\$3,171,700	\$0	\$5,240,000	\$5,554,000	2019	41A7	Federal	Major Reconstruction	STBG	2.23	Air Quality Exempt	
90701	LUC South Ave Reconstruct	A TMACOG funded project to reconstruct South Ave from Reynolds Rd to Byrne Rd. perform necessary related work. FIELD REVIEW Required.	City of Toledo, Reynolds Rd to Byrne Rd	Toledo, City of	PE	Eav PE	\$220,000	\$0	\$47,000	\$5,554,000	2018	LABR	State	Major Reconstruction	Labor - State Match	2.23	Air Quality Exempt	
90701	LUC South Ave Reconstruct	A TMACOG funded project to reconstruct South Ave from Reynolds Rd to Byrne Rd. perform necessary related work. FIELD REVIEW Required.	City of Toledo, from Secor Rd to Parkside Blvd. Perform necessary related work. FIELD REVIEW conducted on 6/21/15	Toledo, City of	CO	CO Contr	\$2,070,200	\$0	\$10,938,500	\$11,172,500	2018	41A7	Federal	Mill and Fill	STBG	1.4	Air Quality Exempt	
95686	LUC Bennett Rd Pw Reconst	Reconstruction of Bennett Rd in Toledo. perform necessary related work. FIELD REVIEW REQUIRED	Laskey to Alexis	Toledo, City of	CO	CO Contr	\$1,821,040	\$0	\$2,476,300	\$2,487,775	2020	41A7	Federal	Major Rehabilitation	Bridge	1.02	Air Quality Exempt	
98909	LUC Bennett Rd Pw Reconst	Reconstruction of Bennett Rd in Toledo. perform necessary related work. FIELD REVIEW REQUIRED	Laskey to Alexis	Toledo, City of	CO	CO Contr	\$455,260	\$0	\$11,475	\$2,487,775	2018	LABR	State	Major Rehabilitation	Labor - State Match	1.02	Air Quality Exempt	
98909	LUC Bennett Rd Pw Reconst	Reconstruction of Bennett Rd in Toledo. perform necessary related work. FIELD REVIEW REQUIRED	Laskey to Alexis	Toledo, City of	PE	Eav PE	\$9,750	\$0	\$11,475	\$2,487,775	2018	LABR	State	Major Rehabilitation	Labor - State Match	1.02	Air Quality Exempt	

Table 3.6: FY 2018-2021 TIP Projects

PID	Project Name	Project Description	Project Location	Project Sponsor	Ph	Supphase	STTP Phase Estimate	Total Phase Encumbered	STTP Phase Total	Project Total	SBY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Obligation Description	SLM Miles	Air Quality Status	Alt - Qty XXX
98909				Toledo, City of														
98910	LIC Douglas Rd Reconst	Reconstruct Douglas Rd from Laskey to Alexis in the City of Toledo; perform necessary related work; FIELD REVIEW REQUIRED	Laskey to Alexis	Toledo, City of	CO	CO Contr	\$1,997,896	\$0	\$2,697,370	\$2,709,970	2020	4FA7	Federal	Major Rehabilitation	Bridge	1.12	Air Quality Exempt	
98910				Toledo, City of	CO	CO Contr	\$499,474				2020	LNTP	Local Match		Local Match			
98910				Toledo, City of	CO	CO Contr	\$200,000				2020	LNTP	Local Match		Local Match			
98910	LIC Douglas Rd Reconst	Reconstruct Douglas Rd from Laskey to Alexis in the City of Toledo; perform necessary related work; FIELD REVIEW REQUIRED	Laskey to Alexis	Toledo, City of	PE	DI Dsgn	\$1,900	\$0	\$12,600	\$2,709,970	2019	LABR	State	Major Rehabilitation	Labor - State Match	1.12	Air Quality Exempt	
98910				Toledo, City of	PE	Env PE	\$10,700				2019	LABR	State		Labor - State Match			
98910				Toledo, City of														
98932	LIC Glendale Resurf	Mill and resurface existing asphalt pavement including full depth pavement repairs; perform necessary related work; FIELD REVIEW REQUIRED	AWT to Broadway St	Toledo, City of	PE	DI Dsgn	\$500	\$0	\$3,000	\$400,716	2018	LABR	State	Mill and Fill	Labor - State Match	0.36	Air Quality Exempt	
98932				Toledo, City of	PE	Env PE	\$2,500				2018	LABR	State		Labor - State Match			
98932	LIC Glendale Resurf	Mill and resurface existing asphalt pavement including full depth pavement repairs; perform necessary related work; FIELD REVIEW REQUIRED	AWT to Broadway St	Toledo, City of	RW	RW Serv	\$300	\$0	\$300	\$400,716	2018	LABR	State	Mill and Fill	Labor - State Match	0.36	Air Quality Exempt	
98932				Toledo, City of														
98933	LIC Woodruff Ave Resurf	Mill and resurface existing asphalt pavement including full depth pavement repairs; minor work upgrades; minor drainage improvements; and curb repairs as needed; perform necessary related work; FIELD REVIEW REQUIRED	Collingswood Blvd to Cherry St	Toledo, City of	CO	CO Contr	\$400,000	\$0	\$1,240,000	\$1,240,000	2019	LNTP	Local Match	Resurfacing - Undivided System	Local Match	1.23	Air Quality Exempt	
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	4FA7	Federal		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTP	Local Match		Local Match			
98933				Toledo, City of	CO	CO Contr	\$400,000											

Table 3.6: FY 2018-2021 TIP Projects

PID	Project Name	Project Description	Project Location	Project Sponsor	Ph	Summary	STTP Phase Estimate	Total Phase Encumbered	STTP Phase Total	Project Total	SEY	SA-C (F, S, B, O)	Fund Type	Primary Work Category	Obligation Description	SLM Miles	Air Quality Status	All - Qty XXX
99871	LUC US 24 18.56 Narrow	Narrow Detroit Ave from an existing 4/5 lanes to 3 lanes with street parking. Signalized intersections changed to single lane roundabouts. perform necessary related work. FIELD REVIEW REQUIRED	AWT to Copland in Toledo	Toledo, City of	PE	Dtl Dsgn	\$8,000	\$0	\$106,000	\$3,561,400	2018	LABR State	Federal	Intersection Improvement	Labor - State Match	0.67	Air Quality Exempt	
99871	LUC US 24 18.56 Narrow	Narrow Detroit Ave from an existing 4/5 lanes to 3 lanes with street parking. Signalized intersections changed to single lane roundabouts. perform necessary related work. FIELD REVIEW REQUIRED	AWT to Copland in Toledo	Toledo, City of	RW	RW Serv	\$8,000	\$0	\$8,000	\$3,561,400	2018	LABR State	LABR State	Intersection Improvement	Labor - State Match	0.67	Air Quality Exempt	
99871				Toledo, City of	PE	Env PE	\$98,000					2018	LABR State		Labor - State Match			
99872	LUC SR 31 8.36 Signals	Purchase and install a Central Traffic System for 507 signalized intersections in the City of Toledo and an Adaptive Traffic System for 13 signals to improve travel time and reduce congestion. perform necessary related work.	Monroe St corridor-Cheltenham to Nantucket	Toledo, City of	CO	CO Contr	\$640,000	\$0	\$880,000	\$880,000	2018	Federal	Federal	Signals	CMAQ	2.64	Air Quality Exempt	
99872				Toledo, City of	CO	CO Contr	\$160,000					2018	LABR State		Labor - State Match			
99872				Toledo, City of	CO	CO Contr	\$80,000					2018	LABR State		Labor - State Match			
99872				Toledo, City of	CO	CO Contr	\$80,000					2018	LABR State		Labor - State Match			
100194	LUC US 24 20.07 Urban Pav	An urban paving project on US24 in Toledo to perform reconstruction of the pavement. UFD/ATE (4-28-15) deleted piece from City limit (18.59) to Copland (19.25) which is funded by TMAOCQ, MD 99871.	Sherwood to Glendale	Toledo, City of	CO	CO Contr	\$320,000	\$0	\$550,000	\$550,000	2019	49F7 Federal	Federal	Major Rehabilitation	STBG	0.54	Air Quality Exempt	
100194				Toledo, City of	CO	CO Contr	\$80,000				2019	LABR State	LABR State		Labor - State Match			
100194				Toledo, City of	CO	CO Contr	\$100,000				2019	LABR State	LABR State		Labor - State Match			
100194				Toledo, City of	CO	CO Contr	\$50,000				2019	LABR State	LABR State		Labor - State Match			
102155	LUC Cheshire Circle Connector	Construct a blue path along the northeast side of University Hills Blvd, perform necessary related work. This project will connect the Cheshire Circle Trail from Douglas Rd to Baneroff/Prentiss Trail.	From Douglas to Baneroff	Toledo, City of	CO	CO Contr	\$388,400	\$0	\$534,000	\$614,000	2018	41C7 Federal	Federal	Bike path Relocation	TAE/Enhancements	0.02	Air Quality Exempt	
102155				Toledo, City of	CO	CO Contr	\$97,100				2018	LABR State	LABR State		Labor - State Match			
102155				Toledo, City of	CO	CO Contr	\$38,800				2018	LABR State	LABR State		Labor - State Match			
102155				Toledo, City of	CO	CO Contr	\$9,700				2018	LABR State	LABR State		Labor - State Match			
102155				Toledo, City of	CO	CO Contr	\$97,100				2018	LABR State	LABR State		Labor - State Match			
10417	LUC Cheshire Circle Trail Paving	This 3.0 mile CMAQ project will provide a 16' paved surface on the existing Cheshire Circle Trail from Bowman park to University Hills.	Bowman Park to University Hills	Toledo, City of	CO	CO Contr	\$354,600	\$0	\$1,773,000	\$1,782,350	2021	LABR State	LABR State		Labor - State Match			
10417				Toledo, City of	PE	Env PE	\$7,500				2021	LABR State	LABR State		Labor - State Match			
10417				Toledo, City of	PE	Env PE	\$1,350				2021	LABR State	LABR State		Labor - State Match			
10417				Toledo, City of	PE	Env PE	\$7,500				2021	LABR State	LABR State		Labor - State Match			
10417				Toledo, City of	PE	Env PE	\$1,350				2021	LABR State	LABR State		Labor - State Match			
10417				Toledo, City of	PE	Env PE	\$7,500				2021	LABR State	LABR State		Labor - State Match			
10417				Toledo, City of	PE	Env PE	\$1,350				2021	LABR State	LABR State		Labor - State Match			
10437	LUC Secor Rd Wdn (Ban-Cen)	This project will widen Secor Rd between Baneroff St and Central Ave and install 2 roundabouts. NHS Waiver Required	Baneroff St or Central Ave	Toledo, City of	PE	Dtl Dsgn	\$25,000	\$0	\$125,000	\$10,722,000	2019	LABR State	Federal	Major Widening	Labor - State Match	1.01	Air Quality Exempt	
10437				Toledo, City of	PE	Env PE	\$100,000				2019	LABR State	LABR State		Labor - State Match			
10437				Toledo, City of	PE	Env PE	\$25,000				2019	LABR State	LABR State		Labor - State Match			
10437				Toledo, City of	PE	Env PE	\$100,000				2019	LABR State	LABR State		Labor - State Match			
10437				Toledo, City of	PE	Env PE	\$25,000				2019	LABR State	LABR State		Labor - State Match			
10437				Toledo, City of	PE	Env PE	\$100,000				2019	LABR State	LABR State		Labor - State Match			
10437				Toledo, City of	PE	Env PE	\$25,000				2019	LABR State	LABR State		Labor - State Match			
10437				Toledo, City of	PE	Env PE	\$100,000				2019	LABR State	LABR State		Labor - State Match			
103789	LUC SR 25 9.15 Sply Improv	Upgrade pedestrian markings, install back plates and upgrade signaling at the intersection of Erie St and Monroe St in Downtown Toledo. PERFORMANCE NECESSARY RELATED WORK. UFD/ATE: Work moved to PID 95817	TOLEDO, SR 25 (Erie St) at SR 51 (Monroe St)	Toledo, City of	PE	Dtl Dsgn	\$2,000	\$0	\$7,000	\$7,500	2018	LABR State	Federal	Intersection Improvement	Labor - State Match	0	Air Quality Exempt	
103789				Toledo, City of	PE	Env PE	\$5,000				2018	LABR State	LABR State		Labor - State Match			
103789				Toledo, City of	PE	Env PE	\$5,000				2018	LABR State	LABR State		Labor - State Match			
103789				Toledo, City of	PE	Env PE	\$5,000				2018	LABR State	LABR State		Labor - State Match			
103789				Toledo, City of	PE	Env PE	\$5,000				2018	LABR State	LABR State		Labor - State Match			

Table 3.6: FY 2018-2021 TIP Projects

PID	Project Name	Project Description	Project Location	Project Sponsor	Ph	Summary	STTP Phase Estimate	Total Phase Encumbered	STTP Phase Total	Project Total	SEY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Obligation Description	SLM Miles	Air Quality Status	Alt - Qty XXX
104273	LUC Overland Trail	This 9 mile project would replace the pavement on the old Ottawa Park trail. The project begins at Bancroft St and runs to Monroe St along Ottawa Hwy & Southcove Blvd.	from Bancroft St to Monroe St along Ottawa Hwy & Southcove Blvd.	Toldeo, City of	CO	CO Contr	\$112,700	\$0	\$619,850	\$649,850	2018	4TAV7	Federal	Bikeways	TAV Enhancements	0.54	Air Quality Exempt	
104273	LUC Overland Trail	This 9 mile project would replace the pavement on the old Ottawa Park trail. The project begins at Bancroft St and runs to Monroe St along Ottawa Hwy & Southcove Blvd.	from Bancroft St to Monroe St along Ottawa Hwy & Southcove Blvd.	Toldeo, City of	CO	CO Contr	\$56,350	\$0	\$27,500	\$649,850	2018	4TAV7	Local Match	Bikeways	Labor - State Match	0.54	Air Quality Exempt	
104273	LUC Overland Trail	This 9 mile project would replace the pavement on the old Ottawa Park trail. The project begins at Bancroft St and runs to Monroe St along Ottawa Hwy & Southcove Blvd.	from Bancroft St to Monroe St along Ottawa Hwy & Southcove Blvd.	Toldeo, City of	PE	Env PE	\$25,000	\$0	\$2,500	\$649,850	2018	4TAV7	Local Match	Bikeways	Labor - State Match	0.54	Air Quality Exempt	
104273	LUC Overland Trail	This 9 mile project would replace the pavement on the old Ottawa Park trail. The project begins at Bancroft St and runs to Monroe St along Ottawa Hwy & Southcove Blvd.	from Bancroft St to Monroe St along Ottawa Hwy & Southcove Blvd.	Toldeo, City of	CO	CO Contr	\$436,000	\$0	\$2,245,400	\$2,296,400	2020	4TAV7	Federal	Minor Rehabilitation - Pavement Crnt Sys	Bridge	1.27	Air Quality Exempt	
104276	LUC CR 506 0.7 Lagrange St Resurf	Milling and resurfacing of the existing asphalt pavement, including full depth pavement repairs, walk improvements, minor drainage improvements and curb repairs as needed.	From Utrca St. to Oakland St.	Toldeo, City of	CO	CO Contr	\$52,320	\$0	\$1,500	\$2,296,400	2020	4TAV7	Local Match	Minor Rehabilitation - Pavement Crnt Sys	Labor - State Match	1.27	Air Quality Exempt	
104276	LUC CR 506 0.7 Lagrange St Resurf	Milling and resurfacing of the existing asphalt pavement, including full depth pavement repairs, walk improvements, minor drainage improvements and curb repairs as needed.	From Utrca St. to Oakland St.	Toldeo, City of	CO	CO Contr	\$13,080	\$0	\$49,500	\$2,296,400	2020	4TAV7	Local Match	Minor Rehabilitation - Pavement Crnt Sys	Labor - State Match	1.27	Air Quality Exempt	
104276	LUC CR 506 0.7 Lagrange St Resurf	Milling and resurfacing of the existing asphalt pavement, including full depth pavement repairs, walk improvements, minor drainage improvements and curb repairs as needed.	From Utrca St. to Oakland St.	Toldeo, City of	PE	Env PE	\$45,000	\$0	\$1,500	\$2,296,400	2020	4TAV7	Local Match	Minor Rehabilitation - Pavement Crnt Sys	Labor - State Match	1.27	Air Quality Exempt	
104290	LUC CR 2231 0.00 York St Recon	Full Depth Reconstruction of the 0.86 mile of the existing roadway including curb replacement, walk improvements, and drainage improvements as needed.	From Front St. to City Limit	Toldeo, City of	CO	CO Contr	\$1,287,300	\$33,000	\$1,287,300	\$1,480,300	2020	4TAV7	Federal	Major Reconstruction	Local Match	0.28	Air Quality Exempt	
104290	LUC CR 2231 0.00 York St Recon	Full Depth Reconstruction of the 0.86 mile of the existing roadway including curb replacement, walk improvements, and drainage improvements as needed.	From Front St. to City Limit	Toldeo, City of	CO	CO Contr	\$42,000	\$0	\$1,761,300	\$1,761,300	2020	4TAV7	Local Match	Major Reconstruction	Bridge	0.9	Air Quality Exempt	
104290	LUC CR 2231 0.00 York St Recon	Full Depth Reconstruction of the 0.86 mile of the existing roadway including curb replacement, walk improvements, and drainage improvements as needed.	From Front St. to City Limit	Toldeo, City of	CO	CO Contr	\$41,040	\$0	\$1,500	\$2,296,400	2020	4TAV7	Local Match	Major Reconstruction	Labor - State Match	1.27	Air Quality Exempt	
104290	LUC CR 2231 0.00 York St Recon	Full Depth Reconstruction of the 0.86 mile of the existing roadway including curb replacement, walk improvements, and drainage improvements as needed.	From Front St. to City Limit	Toldeo, City of	CO	CO Contr	\$10,260	\$0	\$1,500	\$2,296,400	2020	4TAV7	Local Match	Major Reconstruction	Labor - State Match	1.27	Air Quality Exempt	
104297	LUC CR 573 1.45 Central Recon	Full Depth Reconstruction of the existing roadway and ramps to Buckeye including curb replacement, walk improvements, and drainage improvements as needed. (SMALL PROJECT)	Brigham St. to Buckeye St.	Toldeo, City of	PE	Env PE	\$15,000	\$0	\$20,000	\$1,480,300	2019	LABR State	Major Reconstruction	Labor - State Match	Labor - State Match	0.28	Air Quality Exempt	
104297	LUC CR 573 1.45 Central Recon	Full Depth Reconstruction of the existing roadway and ramps to Buckeye including curb replacement, walk improvements, and drainage improvements as needed. (SMALL PROJECT)	Brigham St. to Buckeye St.	Toldeo, City of	RW	RW Serv	\$5,000	\$0	\$3,000	\$1,480,300	2019	LABR State	Major Reconstruction	Labor - State Match	Labor - State Match	0.28	Air Quality Exempt	
104417	LUC CR 2232 0.00 Wenz Rd FDR	Full Depth Reclamation of the existing roadway including widening for asphalt shoulders, new walk, new bike facilities, and water quality drainage improvements.	from Angella Rd to Hill Ave	Toldeo, City of	CO	CO Contr	\$1,776,000	\$0	\$2,286,600	\$2,319,600	2021	4TAV7	Federal	Minor Rehabilitation - Pavement Crnt Sys	Bridge	1.04	Air Quality Exempt	
104417	LUC CR 2232 0.00 Wenz Rd FDR	Full Depth Reclamation of the existing roadway including widening for asphalt shoulders, new walk, new bike facilities, and water quality drainage improvements.	from Angella Rd to Hill Ave	Toldeo, City of	CO	CO Contr	\$442,000	\$0	\$2,286,600	\$2,319,600	2021	4TAV7	Local Match	Minor Rehabilitation - Pavement Crnt Sys	Labor - State Match	1.04	Air Quality Exempt	
104417	LUC CR 2232 0.00 Wenz Rd FDR	Full Depth Reclamation of the existing roadway including widening for asphalt shoulders, new walk, new bike facilities, and water quality drainage improvements.	from Angella Rd to Hill Ave	Toldeo, City of	CO	CO Contr	\$53,280	\$0	\$2,286,600	\$2,319,600	2021	4TAV7	Local Match	Minor Rehabilitation - Pavement Crnt Sys	Labor - State Match	1.04	Air Quality Exempt	
104417	LUC CR 2232 0.00 Wenz Rd FDR	Full Depth Reclamation of the existing roadway including widening for asphalt shoulders, new walk, new bike facilities, and water quality drainage improvements.	from Angella Rd to Hill Ave	Toldeo, City of	CO	CO Contr	\$13,320	\$0	\$2,286,600	\$2,319,600	2021	4TAV7	Local Match	Minor Rehabilitation - Pavement Crnt Sys	Labor - State Match	1.04	Air Quality Exempt	
104417	LUC CR 2232 0.00 Wenz Rd FDR	Full Depth Reclamation of the existing roadway including widening for asphalt shoulders, new walk, new bike facilities, and water quality drainage improvements.	from Angella Rd to Hill Ave	Toldeo, City of	PE	Env PE	\$5,000	\$0	\$2,286,600	\$2,319,600	2021	4TAV7	Local Match	Minor Rehabilitation - Pavement Crnt Sys	Labor - State Match	1.04	Air Quality Exempt	

Table 3.6: FY 2018-2021 TIP Projects

PID	Project Name	Project Description	Project Location	Project Sponsor	Ph	Summary	STTP Phase Estimate	Total Phase Encumbered	STTP Phase Total	Project Total	SEY	SA-C (F, S, B, O)	Fund Type	Primary Work Category	Obligation Description	STIP Miles	Air Quality Status	Alt - Qry XXX	
104417	LUC CR 2232 0.00 Weinz Rd FDR	Full Depth Reclamation of the existing roadway including widening for asphalt shoulders, new walk, new bike facilities, and water quality drainage improvements.	from Angala Rd to Hill Ave	Taldeo, City of	RW	RW Serv	\$3,000	\$0	\$3,000	\$2,319,600	2020	LABR State	Federal	Minor Rehabilitation - Pavement Crnt Sys	Labor - State Match	1.04	Air Quality Exempt		
104417				Taldeo, City of															
104422	LUC CR 508 1.85 From St	Milling and resurfacing of the existing asphalt pavement, including full depth pavement repairs, walk improvements, minor drainage improvements and curb curbs as needed.	from I-280 to Millard Ave	Taldeo, City of	CO	CO Contr	\$2,672,000	\$0	\$3,440,200	\$3,505,200	2021	4TAV7	Federal	Mill and Fill	Bridge	1.79	Air Quality Exempt		
104422				Taldeo, City of															
104422	LUC CR 508 1.85 Front St	Milling and resurfacing of the existing asphalt pavement, including full depth pavement repairs, walk improvements, minor drainage improvements and curb curbs as needed.	from I-280 to Millard Ave	Taldeo, City of	PE	Dtl Dsgn	\$10,000	\$0	\$60,000	\$3,505,200	2020	LABR State	Local Match	Mill and Fill	Labor - State Match	1.79	Air Quality Exempt		
104422				Taldeo, City of															
104422	LUC CR 508 1.85 From St	Milling and resurfacing of the existing asphalt pavement, including full depth pavement repairs, walk improvements, minor drainage improvements and curb curbs as needed.	from I-280 to Millard Ave	Taldeo, City of	RW	RW Serv	\$5,000	\$0	\$5,000	\$3,505,200	2020	LABR State	Local Match	Mill and Fill	Labor - State Match	1.79	Air Quality Exempt		
104422				Taldeo, City of															
104422	LUC CR 1572 4.71 Holland-Syl M&F	This project will resurface Holland-Sylvania Road, from Bancroft to Elmer and also install sidewalk south of Bancroft.	Bancroft to Elmer	Taldeo, City of	CO	CO Contr	\$400,000	\$0	\$1,060,240	\$1,067,240	2021	4TAV7	Federal	Mill and Fill	Bridge	0.55	Non-Exempt		
104422				Taldeo, City of															
104422	LUC CR 1572 4.71 Holland-Syl M&F	This project will resurface Holland-Sylvania Road, from Bancroft to Elmer and also install sidewalk south of Bancroft.	Bancroft to Elmer	Taldeo, City of	CO	CO Contr	\$400,000	\$0	\$1,060,240	\$1,067,240	2021	4TAV7	Federal	Mill and Fill	Local Match	0.55	Non-Exempt		
104422				Taldeo, City of															
104422	LUC CR 1572 4.71 Holland-Syl M&F	This project will resurface Holland-Sylvania Road, from Bancroft to Elmer and also install sidewalk south of Bancroft.	Bancroft to Elmer	Taldeo, City of	CO	CO Contr	\$27,820				2021	LNTF	Local Match		Local Match				
104422				Taldeo, City of															
104422	LUC CR 1572 4.71 Holland-Syl M&F	This project will resurface Holland-Sylvania Road, from Bancroft to Elmer and also install sidewalk south of Bancroft.	Bancroft to Elmer	Taldeo, City of	PE	Dtl Dsgn	\$1,000	\$0	\$6,000	\$1,067,240	2020	LABR State	Local Match	Mill and Fill	Labor - State Match	0.55	Non-Exempt		
104422				Taldeo, City of															
104422	LUC CR 1572 4.71 Holland-Syl M&F	This project will resurface Holland-Sylvania Road, from Bancroft to Elmer and also install sidewalk south of Bancroft.	Bancroft to Elmer	Taldeo, City of	RW	RW Serv	\$1,000	\$0	\$1,000	\$1,067,240	2020	LABR State	Local Match	Mill and Fill	Labor - State Match	0.55	Non-Exempt		
104422				Taldeo, City of															
104422	LUC CR 22 9.54 Bancroft M&F	This project will resurface the length of Bancroft, from the Western City Limits to Holland-Sylvania Road and install sidewalk along the North side of the street where there are currently gaps.	City Limit to Holland-Sylvania Rd	Taldeo, City of	CO	CO Contr	\$265,590	\$0	\$1,093,880	\$1,100,080	2021	LNTF	Local Match	Mill and Fill	Local Match	0.6	Non-Exempt		
104422				Taldeo, City of															
104422	LUC CR 84 1.18 Safety	A safety funded project to install medians to prohibit left turns into and out of Manley Road, Knights Hill Lane and Pine Trace Drive, widen Pertsburg-Holland to allow an additional through lane in each direction, and improve signal visibility at the intersection.	From I80/90 to Heimbrowns Blvd	Taldeo, City of	CO	CO Contr	\$2,604,130	\$0	\$2,893,500	\$2,943,300	2019	4H17	Federal	Intersection Improvement	Highway Safety Imp Prog		0.66	Air Quality Exempt	
104730				Taldeo, City of															
104730				Taldeo, City of															
83312	WOO BackLime Ciry Intersection	Improve the intersection of Buck Rd and Lane City Rd in Wood County. Based on the preferred alternative of the PDP process, this project could be a signalized intersection with dedicated turn lanes or roundabouts. The option with 2 roundabouts was selected.	Wood County, the intersection Buck Rd and Lime City Rd	Wood County Engineer	CO	CO Contr	\$2,376,000	\$0	\$3,300,000	\$5,044,000	2018	4TAV7	Federal	Intersection Improvement	CMAQ	0.57	Air Quality Exempt		
83312				Wood County Engineer															
83312				Wood County Engineer															
83312				Wood County Engineer															
83312	WOO BackLime Ciry Intersection	Improve the intersection of Buck Rd and Lane City Rd in Wood County. Based on the preferred alternative of the PDP process, this project could be a signalized intersection with dedicated turn lanes or roundabouts. The option with 2 roundabouts was selected.	Wood County, the intersection Buck Rd and Lime City Rd	Wood County Engineer	PE	Dtl Dsgn	\$237,000	\$42,000	\$1,379,000	\$5,044,000	2018	LABR State	Local Match	Intersection Improvement	Labor - State Match	0.57	Air Quality Exempt		
83312				Wood County Engineer															

Table 3.6: FY 2018-2021 TIP Projects

PID	Project Name	Project Description	Project Location	Project Sponsor	Ph	Supphase	STIP Phase Estimate	Total Phase Encumbered	STIP Phase Total	Project Total	SEY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Obligation Description	SLM Miles	Air Quality Status	All - Qty XXX
83312	WOO BackLime City Intersection	Improve the intersection of Back Rd and Lime City Rd in Wood County. Based on the preferred alternative of the PDP process, this project could be a signalized intersection with dedicated turn lanes or roundabouts. The option with 2 roundabouts was selected.	Wood County, the intersection Back Rd and Lime City Rd	Wood County Engineer	RW	RW Serv	\$237,000	\$43,000	\$280,000	\$5,044,000	2018	LABR	State	Intersection Improvement	Labor - State Match	0.57	Air Quality Exempt	
104428	WOO CR 107 1.73 Oregon Rd	This project consists of 2" of pavement planning, 1.5" of Intermediate course and 1.5" of Surface course. A 5' stone berm and all appropriate pavement markings and casting adjustments will also be included. When completed, the stretch of Oregon Road from	from Ohio Turnpike to Binker Rd	Wood County Engineer	CO	CO Contr	\$1,267,438	\$0	\$1,609,297	\$1,674,297	2021	4TAV	Federal	Mill and Fill	Bridge	2.9	Air Quality Exempt	
104428				Wood County Engineer	CO	CO Contr	\$316,859				2021	LNTP	Local Match		Local Match			
104428				Wood County Engineer	CO	CO Engr	\$20,000				2021	4TAV	Federal		Bridge			
104428				Wood County Engineer	CO	CO Engr	\$5,000				2021	LNTP	Local Match		Local Match			
104428	WOO CR 107 1.73 Oregon Rd	This project consists of 2" of pavement planning, 1.5" of Intermediate course and 1.5" of Surface course. A 5' stone berm and all appropriate pavement markings and casting adjustments will also be included. When completed, the stretch of Oregon Road from	from Ohio Turnpike to Binker Rd	Wood County Engineer	PE	Dtl Dsgn	\$15,000	\$0	\$50,000	\$1,674,297	2020	LABR	State	Mill and Fill	Labor - State Match	2.9	Air Quality Exempt	
104428				Wood County Engineer	PE	Env PE	\$35,000				2020	LABR	State		Labor - State Match			
104428	WOO CR 107 1.73 Oregon Rd	This project consists of 2" of pavement planning, 1.5" of Intermediate course and 1.5" of Surface course. A 5' stone berm and all appropriate pavement markings and casting adjustments will also be included. When completed, the stretch of Oregon Road from	from Ohio Turnpike to Binker Rd	Wood County Engineer	RW	RW Serv	\$15,000	\$0	\$15,000	\$1,674,297	2020	LABR	State	Mill and Fill	Labor - State Match	2.9	Air Quality Exempt	
104428				Wood County Engineer														

Table 3.7: Statewide Transportation Improvement Program (STIP)

State Fiscal Years 2018-2021 Statewide Line Items (TMACOG TIP Listings)

Note: Missing Reference IDs are no longer active.

STIP REFERENCE ID	STATEWIDE LINE ITEMS	DEFINITION	TOTAL PROJECT COST PER SFY FOR TIPS (000'S)
STW Line Item 000002	APPALACHIAN DEVELOPMENT LOCAL ACCESS	Local governments in eligible Appalachian Regional Council counties may apply for funding for local access roads serving industrial, commercial, residential, recreational, and educational areas; funds may pay for preliminary engineering, right-of-way and/or construction which will improve economic development opportunities.	\$0
STW Line Item 000006	CEAO PROGRAM ADMINISTRATION	ODOT allocates federal funds to the counties for safety and preservation programs. This covers the County Engineers Association of Ohio's costs for administrating the program.	\$0
STW Line Item 000007	EMERGENCY RELIEF PROJECTS	ODOT emergency category A, B, or C projects; these projects are usually weather-related and require prompt action.	\$0
STW Line Item 000009	FEDERAL DISCRETIONARY PROGRAMS AND EARMARKS	Programs funded on the national level by discretionary award and/or earmarks (e.g. interstate maintenance, covered bridge, ferry boat, innovative bridge).	\$2,495,641
STW Line Item 000010	FOREST HIGHWAYS/ PUBLIC LANDS	This program is administered and funded through the Eastern Federal Lands Highways Division (EFLHD) of FHWA. The program emphasis is on high-use recreation sites and economic generators. Projects are cooperatively selected and managed by ODOT, EFLHD, and the County Engineers Associations of Ohio (CEAO). Funds may be used for planning, research, engineering, design, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of highways, roads, parkways, transit facilities, adjacent vehicular parking areas, provisions for pedestrians and bicycles, acquisition of scenic easements, environmental mitigation and rest areas. See Line Item #30	\$0
STW Line Item 000011	GEOLOGIC SITE ASSESSMENT	ODOT provides construction funding for the remediation of landslide, rock fall, underground mine, erosion, and sinkhole sites. Eligible activities include both preventive site mitigation and reactive repair. To be eligible, a project must be identified on the District Geologic Site Inventory and have undergone a Cost to Benefit analysis to determine if the site is a viable project.	\$0
STW Line Item 000012	HIGHWAY MAINTENANCE ACTIVITIES	ODOT completes numerous small projects which are planned, designed, and constructed quickly to maintain the highway system (e.g., mowing, lighting, signing, guardrail, city maintenance contracts, spot safety improvements, traffic signals, patching and pavement markings, shoulder work, spot pavement repair).	\$1,277,300
STW Line Item 000015	HIGHWAY SAFETY PROGRAM	Highway Safety - ODOT targets specific safety concerns for hazard elimination (e.g., vertical and horizontal alignment, signalizations, intersection channelization)	\$10,245,197

Table 3.7: Statewide Transportation Improvement Program (STIP) Continued**State Fiscal Years 2018-2021 Statewide Line Items (TMACOG TIP Listings)***Note: Missing Reference IDs are no longer active.*

STIP REFERENCE ID	STATEWIDE LINE ITEMS	DEFINITION	TOTAL PROJECT COST PER SFY FOR TIPS (000'S)
STW Line Item 000016	LOCAL GOVERNMENT PROGRAMS	Local Government Programs - numerous small projects which are planned, designed, and constructed quickly to maintain the local systems (includes eligible Ohio Bridge Partnership Program projects and CEAO task order funded projects).	\$4,339,794
STW Line Item 000017	LOCAL PLANNING AGENCIES	ODOT and Local Planning Agencies sponsor transportation planning studies and programs financed consistent with the provisions of 23 USC 133. Planning studies and programs may be within Ohio Metropolitan Planning Organizations and Regional Transportation Planning Organizations. Includes Rideshare and Air Quality Awareness Programs.	\$0
STW Line Item 000018	RECREATIONAL TRAILS PROGRAM	Recreational Trails Program is a federally funded program coordinated by the Ohio Department of Natural Resources. Funding goes to projects that create and maintain trails and trail support facilities, improve access for people with disabilities, and provide education about trail safety and the environment.	\$0
STW Line Item 000021	RAIL HIGHWAY CROSSING SAFETY	The Rail Highway Crossing Safety program funds rail grade crossing protection improvements. Projects are selected by Ohio Rail Development Commission and the Ohio Public Utilities Commission with the work being performed by the railroad companies.	\$0
STW Line Item 000023	RIGHT-OF-WAY HARDSHIP AND PROTECTIVE BUYING	Right-of-way Hardship and Protective Buying - Prior to the completion of a transportation system improvement environmental assessment which would determine exactly which properties need to be purchased under the right-of-way phase, an individual property becomes available. When ODOT is reasonably certain the property will be required for the planned improvement the property may be purchased ahead of the complete right-of-way plan approval.	\$0
STW Line Item 000024	SAFE ROUTES TO SCHOOL	This program includes activities which improve the ability of primary and middle school students to walk and bicycle to school safely. Projects can be either engineering (e.g., improve crossings, sidewalks) or non-engineering (education and encouraging programs).	\$878,177
STW Line Item 000025	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES (5310)	ODOT provides funding, vehicles, and related equipment for special services for the elderly and people with disabilities. The local agencies which participate in this program operate on calendar year basis and the federal program funding appropriations are made on an annual basis. (Rural & Small Urban)	\$0
STW Line Item 000026	TRANSPORTATION ALTERNATIVES PROGRAM	The Transportation Alternatives Program (TAP) provides funds for projects that support transportation by improving non-motorized transportation facilities, historic preservation, scenic and environmental aspects.	\$0
STW Line Item 000027	DEISEL EMISSIONS REDUCTION GRANT PROGRAM	Ohio EPA administers the DERG program. This is a biennium budget focused on reducing mobile source diesel emissions. Phase Type Other.	\$0

Table 3.7: Statewide Transportation Improvement Program (STIP) Continued**State Fiscal Years 2018-2021 Statewide Line Items (TMACOG TIP Listings)***Note: Missing Reference IDs are no longer active.*

STIP REFERENCE ID	STATEWIDE LINE ITEMS	DEFINITION	TOTAL PROJECT COST PER SFY FOR TIPS (000'S)
STW Line Item 000028	NOISE WALL PROGRAM	ODOT allocates design and construction funding for Type II noise walls (new noise walls for communities that predate the freeway and desire a noise wall) and noise wall maintenance/replacement projects.	\$6,053,283
STW Line Item 000029	BUS & BUS FACILITIES (5339)	Capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities for both small urban and rural transit systems (Rural & Small Urban)	\$0
STW Line Item 000030	FEDERAL LANDS ACCESS PROGRAM	The Federal Lands Access Program (Access Program) improves transportation facilities that provide access to, are adjacent to, or are located within federal lands. Eligible facilities must be owned or maintained by a state, tribal, or local government. Facilities owned by a federal agency are not eligible. FLAP funds can be used for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. Eligible activities include planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction.	\$100,000
STW Line Item 000031	RURAL TRANSIT PROGRAM (5311)	Federal funds provided for the purpose of supporting public transportation in rural areas with population of less than 50,000. ODOT applies for these funds on behalf of the rural transit systems. (Rural Line Item)	\$0
STW Line Item 000032	PRESERVATION	ODOT completes numerous vital projects to maintain Ohio's transportation system (e.g., pavement rehabilitation, resurfacing, bridge replacement, bridge inspections and maintenance, bridge and pavement repair, bridge painting and sealing, culverts, raised pavement markers, striping)	\$94,945,027
STW Line Item 000033	STATE OF GOOD REPAIR - HIGH INTENSITY MOTOR BUS (5337)	This program is dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). These funds ensure public transit operates safely, efficiently, reliably, and sustainably.	\$0
STW Line Item 000034	OHIO RAIL FIXED GUIDEWAY SYSTEM SAFETY & SECURITY OVERSIGHT PROGRAM (5329)	The ODOT Rail Fixed Guideway Safety and Security Oversight (SSO) Program is required by FTA in 49 CFR Part 659 to provide safety and security oversight for Ohio passenger rail systems not regulated by FRA. The ODOT SSO program is designed to be cooperative with the Ohio Regional Transit Authorities and with the FTA SSO program in order to encourage the efficient and effective management of safety and security risk.	\$0
STW Line Item 000036	BUS & BUS FACILITIES 5339(b)	Discretionary funding to replace buses for 33 of Ohio's rural transit systems.	\$0
STW Line Item 000037	FREIGHT RAIL DEVELOPMENT	The Ohio Rail Development Commission (ORDC) provides assistance to railroads, companies and communities for rail and rail-related infrastructure. The goal of this program is to promote the retention and development of Ohio companies through the use of effective rail transportation.	\$0
STW Line Item 000099	State Funded Programs	Miscellaneous state funded programs: parks, geological site management equipment, unrestricted state revenue, unmanned aerial, stormwater mitigation, and lands & buildings.	\$15,144,163

Table 3.8: FY 2018-2021 TIP Fiscal Analysis As of March 24, 2017

SFY's for Formulas-->			2018			2019			2020			2021					
Note: Analysis only includes projects indicated as Primary MPO/Large City/RTPO.																	
Includes Line Item Projects			SFY 2018			SFY 2019			SFY 2020			SFY 2021			4 Year STIP		
Line #	Type		Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates
Federal Flexible																	
1	STBG		\$17,757,375	\$0	\$17,757,375	\$7,439,072	\$0	\$7,439,072	\$2,228,720	\$0	\$2,228,720	\$12,585,672	\$0	\$12,585,672	\$40,010,839	\$0	\$40,010,839
--	STBG/Safe Routes to School		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	National Hwy Performance Prgm		\$16,277,400	\$0	\$16,277,400	\$48,712,783	\$0	\$48,712,783	\$138,491,384	\$0	\$138,491,384	\$9,045,190	\$0	\$9,045,190	\$212,526,758	\$0	\$212,526,758
3	Interstate Maintenance		\$0	\$0	\$0	\$0	\$0	\$0	\$5,521,500	\$0	\$5,521,500	\$0	\$0	\$0	\$5,521,500	\$0	\$5,521,500
4	National Highway System		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$897,600	\$0	\$897,600	\$897,600	\$0	\$897,600
5	Bridge		\$15,260,150	\$0	\$15,260,150	\$2,238,626	\$0	\$2,238,626	\$1,035,500	\$0	\$1,035,500	\$0	\$0	\$0	\$18,534,276	\$0	\$18,534,276
6	CMAQ		\$2,664,000	\$0	\$2,664,000	\$1,372,000	\$0	\$1,372,000	\$1,372,000	\$0	\$1,372,000	\$1,372,000	\$0	\$1,372,000	\$6,780,000	\$0	\$6,780,000
7	Highway Safety Imp Prog		\$2,534,108	\$0	\$2,534,108	\$7,556,969	\$0	\$7,556,969	\$0	\$0	\$0	\$0	\$0	\$0	\$10,091,077	\$0	\$10,091,077
8	Garvee Bond-Fund 045-Longtm AC		\$0	\$0	\$0	\$76,000,000	\$0	\$76,000,000	\$42,000,000	\$0	\$42,000,000	\$0	\$0	\$0	\$118,000,000	\$0	\$118,000,000
9	SIB Loan-Fund 212-Longterm AC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Redistributed Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Appropriation Changes Needed																	
11	Un-Assigned Federal		\$2,832,000	\$0	\$2,832,000	\$1,543,603	\$0	\$1,543,603	\$1,916,400	\$0	\$1,916,400	\$2,006,384	\$0	\$2,006,384	\$8,298,387	\$0	\$8,298,387
12	Un-Assigned Federal Labor		\$0	\$0	\$0	\$0	\$0	\$0	\$43,200	\$0	\$43,200	\$54,158	\$0	\$54,158	\$97,358	\$0	\$97,358
13	Non-Federal		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
56	Not Grouped		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sub-Totals Federal Flexible			\$57,325,034	\$0	\$57,325,034	\$144,863,054	\$0	\$144,863,054	\$192,608,704	\$0	\$192,608,704	\$25,961,005	\$0	\$25,961,005	\$420,757,796	\$0	\$420,757,796
MPO Sub-allocated budgets for SFY 2016 include estimated SFY budget balance carryforward from SFY 2015.																	
MPO Sub-allocated STP Funds - SAC 4TA7																	
TM02	4TA7	STBG	\$10,403,914	\$614,925	\$9,788,989	\$8,539,935	\$3,923,411	\$4,616,523	\$7,381,896	\$7,381,896	\$0	\$7,381,896	\$7,381,896	\$0	\$33,707,641	\$19,302,129	\$14,405,512
		CMAQ	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		Bridge	N/A	-\$374,750	\$374,750	N/A	-\$2,041,600	\$2,041,600	N/A	-\$7,824,296	\$7,824,296	N/A	-\$7,592,378	\$7,592,378	N/A	-\$17,833,024	\$17,833,024
		National Hwy Performance Prgm	N/A	\$0	\$0	N/A	-\$769,320	\$769,320	N/A	\$0	\$0	N/A	\$0	\$0	N/A	-\$769,320	\$769,320
		TAP/Enhancements	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		Un-Assigned Federal	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
4TA7 MPO Sub-Total			\$10,403,914	\$240,175	\$10,163,739	\$8,539,935	\$1,112,491	\$7,427,443	\$7,381,896	-\$442,400	\$7,824,296	\$7,381,896	-\$210,482	\$7,592,378	\$33,707,641	\$699,785	\$33,007,856
MPO "Statewide" CMAQ Funds - SAC 4TB7																	
TM02	4TB7	CMAQ	\$3,670,000	\$0	\$3,670,000	\$4,927,720	\$0	\$4,927,720	\$3,240,000	\$0	\$3,240,000	\$1,418,400	\$0	\$1,418,400	\$13,256,120	\$0	\$13,256,120
		National Hwy Performance Prgm	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		5307 - Urban Formula Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STBG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Un-Assigned Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4TB7 MPO Sub-Total			\$3,670,000	\$0	\$3,670,000	\$4,927,720	\$0	\$4,927,720	\$3,240,000	\$0	\$3,240,000	\$1,418,400	\$0	\$1,418,400	\$13,256,120	\$0	\$13,256,120
MPO Sub-allocated Enhancement Funds - SAC 4TC7																	
TM02	4TC7	TAP/Enhancements	\$823,403	-\$603,679	\$1,427,082	\$841,956	-\$1,028,102	\$1,870,058	\$746,190	\$746,190	\$0	\$746,190	\$746,190	\$0	\$3,157,739	-\$139,400	\$3,297,139
		Un-Assigned Federal	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
4TC7 MPO Sub-Total			\$823,403	-\$603,679	\$1,427,082	\$841,956	-\$1,028,102	\$1,870,058	\$746,190	\$746,190	\$0	\$746,190	\$746,190	\$0	\$3,157,739	-\$139,400	\$3,297,139
MPO Sub-allocated Planning STP Funds - SAC 4TD7																	
TM02	4TD7	STBG	\$80,000	\$0	\$80,000	\$80,000	\$0	\$80,000	\$80,000	\$80,000	\$0	\$80,000	\$80,000	\$0	\$320,000	\$160,000	\$160,000
		Bridge	N/A	\$0	\$0	N/A	\$0	\$0	N/A	-\$80,000	\$80,000	N/A	-\$80,000	\$80,000	N/A	-\$160,000	\$160,000
		Highway Planning (2%)	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		Metro Planning	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		Un-Assigned Federal	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
4TD7 MPO Sub-Total			\$80,000	\$0	\$80,000	\$80,000	\$0	\$80,000	\$80,000	\$0	\$80,000	\$80,000	\$0	\$80,000	\$320,000	\$0	\$320,000
MPO Sub-allocated Planning CMAQ Funds - SAC 4TE7																	
TM02	4TE7	CMAQ	\$180,800	\$0	\$180,800	\$180,800	\$0	\$180,800	\$180,800	\$0	\$180,800	\$180,800	\$0	\$180,800	\$723,200	\$0	\$723,200
		National Hwy Performance Prgm	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		Un-Assigned Federal	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
4TE7 MPO Sub-Total			\$180,800	\$0	\$180,800	\$180,800	\$0	\$180,800	\$180,800	\$0	\$180,800	\$180,800	\$0	\$180,800	\$723,200	\$0	\$723,200

Table 3.8: FY 2018-2021 TIP Fiscal Analysis As of March 24, 2017

SFY's for Formulas-->		2018			2019			2020			2021					
Note: Analysis only includes projects indicated as Primary MPO/Large City/RTPO.																
Includes Line Item Projects		SFY 2018			SFY 2019			SFY 2020			SFY 2021			4 Year STIP		
Line #	Type	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates
	MPO Sub-Total	\$15,158,117	-\$363,503	\$15,521,620	\$14,570,411	\$84,390	\$14,486,021	\$11,628,886	\$303,790	\$11,325,096	\$9,807,286	\$535,708	\$9,271,578	\$51,164,700	\$560,385	\$50,604,315
State/Local Match Program 002/042/Labor/Local Match																
14	State Funds (002)	\$19,170,634	\$0	\$19,170,634	\$15,371,921	\$0	\$15,371,921	\$17,198,800	\$0	\$17,198,800	\$5,747,528	\$0	\$5,747,528	\$57,488,882	\$0	\$57,488,882
15	State Bonds	\$7,067,060	\$0	\$7,067,060	\$43,000,000	\$0	\$43,000,000	\$17,000,000	\$0	\$17,000,000	\$0	\$0	\$0	\$67,067,060	\$0	\$67,067,060
16	Labor - State Match	\$10,221,699	\$0	\$10,221,699	\$8,268,927	\$0	\$8,268,927	\$1,914,101	\$0	\$1,914,101	\$673,723	\$0	\$673,723	\$21,078,450	\$0	\$21,078,450
17	Labor - Local Match	\$133,850	\$0	\$133,850	\$12,000	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$145,850	\$0	\$145,850
18	Local Match	\$18,835,541	\$0	\$18,835,541	\$15,829,252	\$0	\$15,829,252	\$4,603,374	\$0	\$4,603,374	\$4,245,439	\$0	\$4,245,439	\$43,513,607	\$0	\$43,513,607
	Grand Totals State/Local/GRF	\$55,428,784	\$0	\$55,428,784	\$82,482,100	\$0	\$82,482,100	\$40,716,275	\$0	\$40,716,275	\$10,666,691	\$0	\$10,666,691	\$189,293,849	\$0	\$189,293,849
	Sub-Totals Fed Flex/State/Local Match (Above)	\$112,753,817	\$0	\$112,753,817	\$227,345,154	\$0	\$227,345,154	\$233,324,979	\$0	\$233,324,979	\$36,627,695	\$0	\$36,627,695	\$610,051,645	\$0	\$610,051,645
Other Federal																
19	Earmarks / High Priority	\$0	\$0	\$0	\$1,732,000	\$0	\$1,732,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,732,000	\$0	\$1,732,000
20	Appalachian Hwys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
21	Other Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
22	Tiger Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
23	Highway Planning (2%)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
24	TAP/Enhancements	\$0	\$0	\$0	\$48,000	\$0	\$48,000	\$0	\$0	\$0	\$0	\$0	\$0	\$48,000	\$0	\$48,000
25	TAP/Safe Routes to School	\$197,177	\$0	\$197,177	\$246,400	\$0	\$246,400	\$0	\$0	\$0	\$0	\$0	\$0	\$443,577	\$0	\$443,577
26	Forest Highways	\$72,000	\$0	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72,000	\$0	\$72,000
27	Metro Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
28	RR Hazard Elimination	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
29	Trans & Com Sys Pres (TCSP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
30	Nat'l Historic Covered Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
31	National Corridor Boarder	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
32	Natl Cor Planning & Dev (NCPD)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
33	LTAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Sub-Totals	\$269,177	\$0	\$269,177	\$2,026,400	\$0	\$2,026,400	\$0	\$0	\$0	\$0	\$0	\$0	\$2,295,577	\$0	\$2,295,577
Federal Discretionary																
34	Emergency Relief	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
35	Scenic Byway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
36	Ferry Boat	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Sub-Totals Discretionary Programs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Grand Totals FHWA	\$128,181,111	-\$363,503	\$128,544,614	\$243,941,965	\$84,390	\$243,857,575	\$244,953,865	\$303,790	\$244,650,075	\$46,434,981	\$535,708	\$45,899,273	\$663,511,922	\$560,385	\$662,951,537

Table 3.8: FY 2018-2021 TIP Fiscal Analysis As of March 24, 2017

SFY's for Formulas-->		2018			2019			2020			2021					
Note: Analysis only includes projects indicated as Primary MPO/Large City/RTPO.																
Includes Line Item Projects		SFY 2018			SFY 2019			SFY 2020			SFY 2021			4 Year STIP		
Line #	Type	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates
Transit Funding by Line Item																
5307 - Urban Formula Program																
37	5307 - Urban Formula Program	\$18,067,690	\$0	\$18,067,690	\$6,989,600	\$0	\$6,989,600	\$6,566,600	\$0	\$6,566,600	\$6,566,600	\$0	\$6,566,600	\$38,190,490	\$0	\$38,190,490
5309 Bus & Bus Facil																
38	5309 / 0003 - New Starts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
39	5309 / 0004 - Small Starts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5309 - Capital Investment Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310 - Enhanced Mobility																
40	5310 - Enhanced Mobility	\$1,409,606	\$0	\$1,409,606	\$47,000	\$0	\$47,000	\$470,000	\$0	\$470,000	\$470,000	\$0	\$470,000	\$2,396,606	\$0	\$2,396,606
41	5310 - Enhanced Mobility Small Urban	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
42	5310 - Enhanced Mobility Rural	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5310 - Enhanced Mobility	\$1,409,606	\$0	\$1,409,606	\$47,000	\$0	\$47,000	\$470,000	\$0	\$470,000	\$470,000	\$0	\$470,000	\$2,396,606	\$0	\$2,396,606
5311 - Rural Transit Program																
43	5311 - Rural Transit Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5312 - Natl Res & Techlgy Prgm																
44	5312 - Natl Res & Techlgy Prgm	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5329 - "State Safety Security Oversight"																
45	5329 State Safety Security Ovr	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5337 - "Fixed Guideway Modernization"																
46	5337 / 0001 - Fixed Guidwy Mod	\$101,473	\$0	\$101,473	\$20,000	\$0	\$20,000	\$20,000	\$0	\$20,000	\$20,000	\$0	\$20,000	\$161,473	\$0	\$161,473
48	5337 / 0003-High Int Mtr Bus	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
48	5337 / 0001-State of Good Rpr	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5337 - "State of Good Repair"	\$101,473	\$0	\$101,473	\$20,000	\$0	\$20,000	\$20,000	\$0	\$20,000	\$20,000	\$0	\$20,000	\$161,473	\$0	\$161,473
5339 - "Bus & Bus Facilities"																
49	5339 / 0002 - Bus & Bus Facil	\$3,338,465	\$0	\$3,338,465	\$750,000	\$0	\$750,000	\$750,000	\$0	\$750,000	\$750,000	\$0	\$750,000	\$5,588,465	\$0	\$5,588,465
50	5339 - Bus & Bus Fac Sm Urb	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
51	5339 - Bus & Bus Fac Rural	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Sub-Totals	\$3,338,465	\$0	\$3,338,465	\$750,000	\$0	\$750,000	\$750,000	\$0	\$750,000	\$750,000	\$0	\$750,000	\$5,588,465	\$0	\$5,588,465
Transit State/Local Match																
52	Local Match-0001-Farbx Rev-Lcl	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
53	Local Match-0002-Local Ded-Tax	\$324,587	\$0	\$324,587	\$307,750	\$0	\$307,750	\$0	\$0	\$0	\$0	\$0	\$0	\$632,337	\$0	\$632,337
54	Local Match - 0003 - Local Oth	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
55	FTA Local Match	\$16,612,315	\$0	\$16,612,315	\$8,247,650	\$0	\$8,247,650	\$8,105,400	\$0	\$8,105,400	\$8,105,400	\$0	\$8,105,400	\$41,070,765	\$0	\$41,070,765
55	GRF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transit Local Match	\$16,936,902	\$0	\$16,936,902	\$8,555,400	\$0	\$8,555,400	\$8,105,400	\$0	\$8,105,400	\$8,105,400	\$0	\$8,105,400	\$41,703,102	\$0	\$41,703,102
	Sub-Totals	\$39,854,136	\$0	\$39,854,136	\$16,362,000	\$0	\$16,362,000	\$15,912,000	\$0	\$15,912,000	\$15,912,000	\$0	\$15,912,000	\$88,040,136	\$0	\$88,040,136

Line # Legend

11-etc. "Un-Assigned Federal" - Federal SAC codes but no Federal billing fund yet assigned (ie SACs 4PF7, 4BK7, TRAN, TRTR, etc.)

17-18 "Local Match" = Budget matches estimates in that the local guarantees the source of funding based on the entire revenue sources for specific projects. (SACs LNTP, 4BG6, 4BG7, & 4BG9)

Note: Garvee Bond, State Bond used Business Plan for Budgets. Also used Business Plan for Garvee Debt Service Estimates.

Table 3.9: Projects – Codes and Abbreviations FY 2018-2021 TIP

<u>MPO Number</u>	Number identifying project as assigned by TMACOG
<u>PID Number</u>	The Project Identification Number assigned to a project by ODOT
<u>Co-Rte-Section</u>	ODOT’s official project title consists of a three-letter county abbreviation, the route number or street name, and for state routes, the straight line mileage from the county line to the project beginning point.
<u>Length</u>	Where known, the project length to the nearest hundredth of a mile.
<u>Location and Termini</u>	Contains the name of the city, township or village in which a project begins. Termini are described in terms of prominent intersecting streets or county lines.
<u>Type of Work</u>	A brief description of the type of work.
<u>FY</u>	Fiscal Year (FY 2018 is July 1, 2017 through June 30, 2018).
<u>Funding Type</u>	

BR – Bridge Replacement / Rehabilitation	NPS – National Park System
CMAQ – Congestion Mitigation / Air Quality	OTC – Ohio Turnpike & Infrastructure Commission
DISC – Discretionary Funding / High Priority	RR – Railroad Company
GR – Transit General Revenue	SPR – State Planning and Research
GSP – Railroad Grade Separation Program	SRS – Safe Routes to Schools
ENH – Transportation Enhancement Program	STBG – Surface Transportation Program
HSP – Highway Safety Program	STATE – ODOT Funding
IM – Interstate Maintenance	TAP – Transportation Alternatives Program
LOC – Local Funding	TRAC – Transportation Review Advisory Council
NHS – National Highway System	

Suffixes Accompanying Funding Type

- T – TMACOG Federal Funding Allocation
- C – County Engineer Federal Funding Allocation
- S – ODOT Federal Funding Allocation

Other Codes

- N/A – Not in Analysis Area
- NF – No Funding Specified
- X – Funds Obligated or Spent
- PP – Pipeline Project

Phase

- PE – Preliminary Engineering
- R/W – Right-of-Way Acquisition
- CO – Construction

Total Cost (\$000s)

Total cost of all project phases in current dollars and rounded off to the nearest thousand.

Project Sponsor

Government agency that initiated the project, implementation responsibility and assigned local share.

CHAPTER 4: ENVIRONMENTAL JUSTICE AND TITLE VI

Beginning with the Intermodal Surface Transportation Efficiency Act (ISTEA) and continuing with the TEA-21, SAFETEA-LU, MAP-21, and FAST, the law requires an evaluation of the effect of transportation programs, projects, and policies on low-income and minority populations. This evaluation has three main thrusts: 1) to insure that adequate investment is being made to meet the transportation needs of these populations; 2) to insure that they are not disproportionately affected in an adverse way by transportation projects; and, 3) to insure that these populations have meaningful input into the planning and programming process.

To complete this analysis, TMACOG has conducted an analysis of 2015 American Community Survey five-year data to determine environmental justice target areas. Target areas are determined by review of Census block groups. Areas that fall below the poverty level for median household income are identified as low-income areas. The low-income areas are determined by the poverty level that has been set for a family of four by the US Department of Health and Human Services. The overall average of minority populations in the Toledo metro area is utilized in determining the areas that include higher than average minority populations. The minority populations include Black, Hispanic or Latino, Asian American, American Indian and Alaskan Native, and Native Hawaiian and other Pacific Islander. The combination of minority and low-income target areas are shown in **Map 4.1** as the environmental justice areas of the TMACOG-area.

The proportion of project costs proposed to be invested in the low-income and minority target neighborhoods versus the total transportation investment was utilized to address investment in improvements in target neighborhoods. The results of this analysis are presented in **Table 4.1**.

Table 4.1: Investment In Target Neighborhoods (\$ 000's)					
	% of Population	Dollars Programmed*	% of Program	# of Projects	% of Projects
Environmental Justice area	26.2%	\$25,845	54.6%	18	46.2%
Non-Environmental Justice area	73.8%	\$21,509	45.4%	21	53.8%
* Total federal funding for all TMACOG-funded projects in the TIP					

TIP projects can also have adverse impacts on the quality of life within the target area neighborhoods. Adverse effects include destruction of both neighborhoods and communities. One surrogate measure of negative impact on an area is the amount of real estate actions that are imposed upon the area. The following analysis includes only projects that require significant right-of-way. This gives a cursory estimation of the adverse effect that the TIP projects may have upon the areas in which they are proposed. Detailed environmental analyses will be prepared as required for all these projects through the project development process.

Table 4.2 represents projects that require significant right-of-way actions. Table 4.2 shows the amount of dollars programed, both within and outside of environmental justice areas that require significant right-of-way actions. It also gives a percentage of dollars as well as percentage of total projects that require significant right-of-way in relation to all of TMACOG's allocated

federal funds. The analysis shows that 76% of TMACOG-managed dollars requiring significant right-of-way is not within the identified EJ areas, which indicates that homes within those areas will not be significantly altered.

	% of Population	Total Project Cost Programmed with Sig R/W**	% of Program with Sig R/W**	# of Projects with Sig R/W**	% of Projects with Sig R/W**
Environmental Justice area	26.2%	\$5,554	23.7%	1	20%
Non-Environmental Justice area	73.8%	\$17,897	76.3%	4	80%
** Total project costs of only TMACOG-funded projects requiring significant right-of-way actions.					

Notes for Tables 4.1 and 4.2:

1. For both analyses, projects were determined to be within an Environmental Justice Area if the project was within or adjacent to that area.
2. Projects that did not include construction within the 2018-2021 timeframe were not included.

Table 4.3 lists the TMACOG-funded projects that are within or adjacent to a low-income / minority area.

Map 4.1 identifies project locations as well as the low-income / minority areas.

Map 4.2 identifies the median household income for the TMACOG Planning Area.

Map 4.3 identifies the minority areas within the TMACOG Planning Area.

Map 4.4 identifies the limited English proficiency percentages for the TMACOG Planning Area.

Map 4.5 identifies the no-vehicle household percentages for the TMACOG Planning Area.

The third part of Environmental Justice is the opportunity for meaningful public involvement. In an effort to obtain both early and meaningful input to the planning process, the TMACOG has sought representation from low-income and minority populations. The project list is also presented for public input and comment at the Transportation Council representing the area. Finally, the project list is part of the joint TMACOG TIP/ODOT STIP public involvement process (see public involvement section). Meetings are held in Wood and Lucas counties at accessible locations, with the Lucas County meeting held in an EJ target area. TMACOG acknowledges the need to include the EJ populations and reaches out to thirteen local organizations that are advocates for minority and low-income populations.

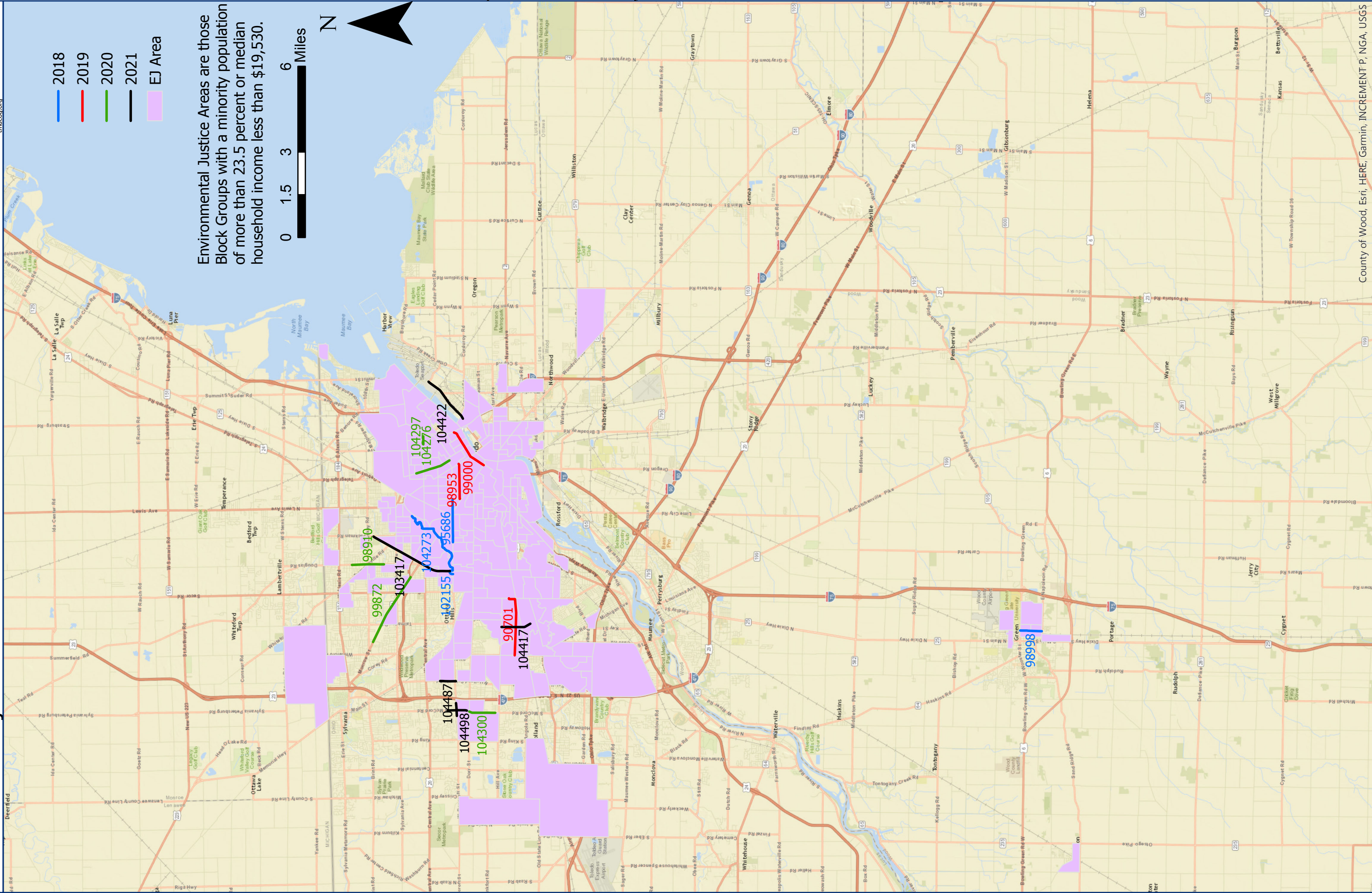
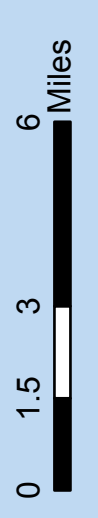
TMACOG also has a [Title VI Policy](#) that indicates that no person is excluded from participation in TMACOG's transportation planning programs and operations, and TMACOG takes positive steps to include all members of the community – specifically including representatives of low-income neighborhoods, people with disabilities, minority populations, and people with low English proficiency. TMACOG does not discriminate on the basis of race, color, religion, sex, national origin, age, disability, military/veteran status, sexual orientation, gender identity, genetic information, or any other characteristic protected by law. TMACOG has provided maps for reference that include limited English proficiency in **Map 4.4** and no-vehicle households in **Map 4.5**.

Transportation Improvement Program FY 2018-2021 Projects in Environmental Justice Areas

Toledo Metropolitan Area
Council of Governments
TMACOG
300 Martin Luther King, Jr. Drive, Suite 300
Toledo, Ohio 43604 419-241-9155
tmacog.org

- 2018
- 2019
- 2020
- 2021
- EJ Area

Environmental Justice Areas are those
Block Groups with a minority population
of more than 23.5 percent or median
household income less than \$19,530.



County of Wood, Esri, HERE, Garmin, INCREMENT P, NGA, USGS

Table 4.3: Projects Within or Adjacent to Low-Income and Minority Areas

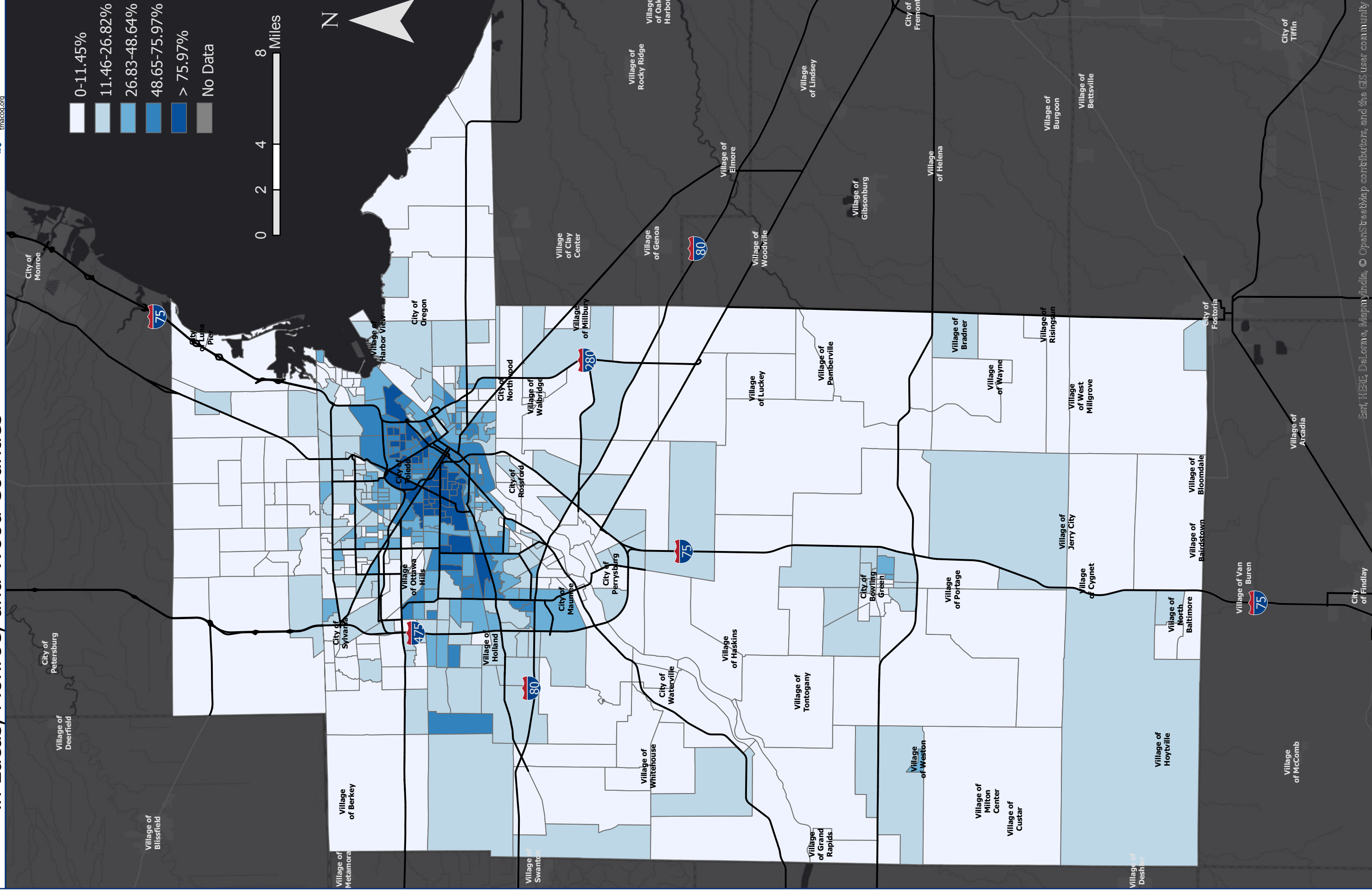
PID	Project Name	Project Limits	Type of Work	Sponsor	Funding Type	Federal \$ this Phase (\$000's)
FY 2018						
104273	Overland Trail	Bancroft to Monroe	Multi-use Path	City of Toledo	TAP	451
102155	Chessie Circle Connector	Bancroft to Douglas	Multi-use Path	City of Toledo	TAP	427
99872	Monroe St Signalization	Cheltenham to Nantucket	Signalization	City of Toledo	CMAQ	640
98998	Manville Ave	Wooster to Napoleon	Resurfacing	City of Bowling Green	STBG	275
95686	Bancroft Street	Secor to Parkside	Reconstruction	City of Toledo	STBG	6,234
FY 2018 TOTAL						8,027
FY 2019						
90701	South Avenue	Reynolds to Byrne	Resurfacing	City of Toledo	STBG	3,708
99000	Summit Street Enhancement	Lagrange to Chestnut	Streetscape	City of Toledo	TAP	610
98953	Woodruff Ave	Collingwood to Cherry	Resurface	City of Toledo	STBG	400
99911	TARTA Buses	TARTA Area	Bus Replacements	TARTA	CMAQ	1,800
FY 2019 TOTAL						6,518
FY 2020						
98910	Douglas Rd	Alexis to Laskey	Resurfacing	City of Toledo	STBG	1,998
104300	McCord Rd	Dorr to Hancock	Resurfacing	Lucas County	STBG	400
104276	Lagrange St	Utica to Oakland	Resurfacing	City of Toledo	STBG	1,796
104297	Central Ave	Brigham to Buckeye	Resurfacing	City of Toledo	STBG	400
FY 2020 TOTAL						4,594

Table 4.3: Projects Within or Adjacent to Low-Income and Minority Areas Continued

PID	Project Name	Project Limits	Type of Work	Sponsor	Funding Type	Federal \$ this Phase (\$000's)
FY 2021						
103417	Chessie Circle Trail	University Hills to Bowman Park	Multi-use Path	City of Toledo	CMAQ	1,418
104417	Wenz Rd	Angola to Hill	Resurfacing	City of Toledo	STBG	1,829
104422	Front St	I-280 to Millard	Reconstruction	City of Toledo	STBG	2,752
104487	Holland-Sylvania Rd	Bancroft to Elmer	Resurfacing	City of Toledo	STBG	400
104498	Bancroft St and McCord Rd	Intersection	Intersection Improvements	Lucas County	STBG	307
FY 2021 TOTAL						6,706

2015 ACS 5-Year Estimates of Minority Populations in Lucas, Monroe, and Wood Counties

TMA COG
 Toledo Metropolitan Area
 Council of Governments
 300 Martin Luther King, Jr. Drive, Suite 300
 Toledo, Ohio 43604 419-241-9155
 tmacog.org



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2015 ACS 5-Year Estimates of Median Household Income in Lucas, Monroe, and Wood Counties

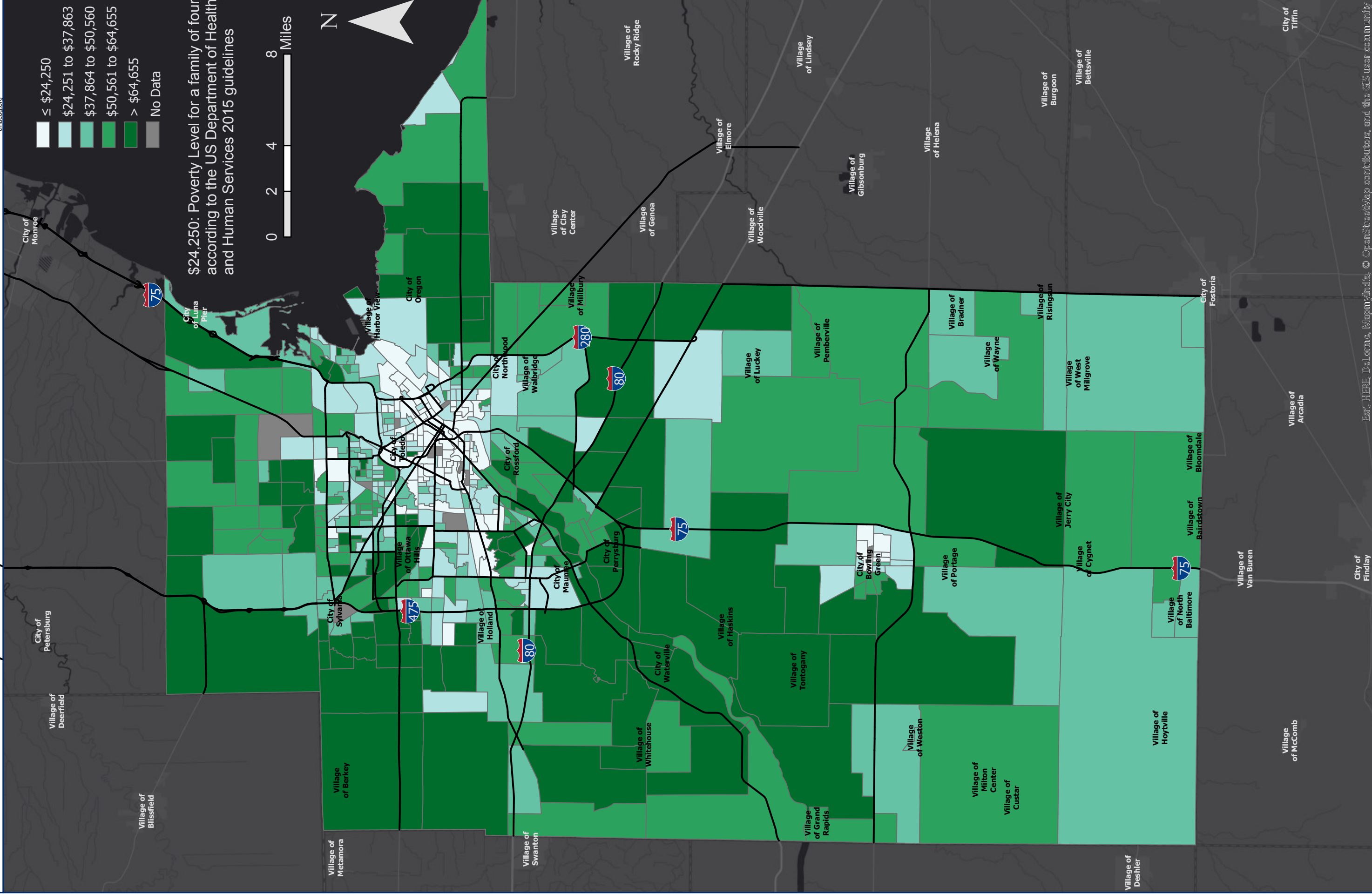
Toledo Metropolitan Area
Council of Governments
TMA COG
300 Martin Luther King, Jr. Drive, Suite 300
Toledo, Ohio 43604 419-241-9155
tmacog.org



\$24,250: Poverty Level for a family of four according to the US Department of Health and Human Services 2015 guidelines



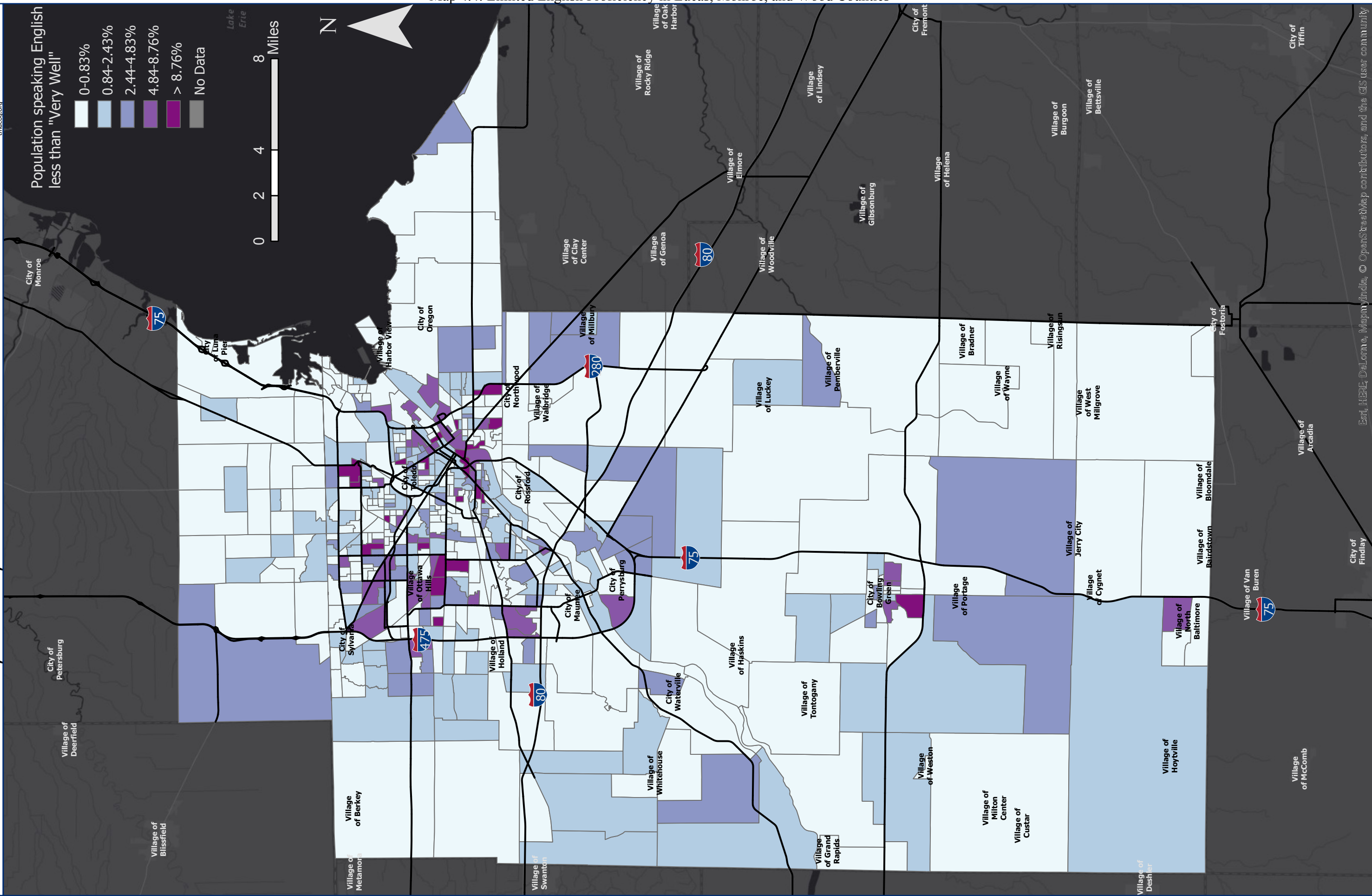
Map 4.2: Median Household Income in Lucas, Monroe, and Wood Counties



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2015 ACS 5-Year Estimates of Limited English Proficiency in Lucas, Monroe, and Wood Counties

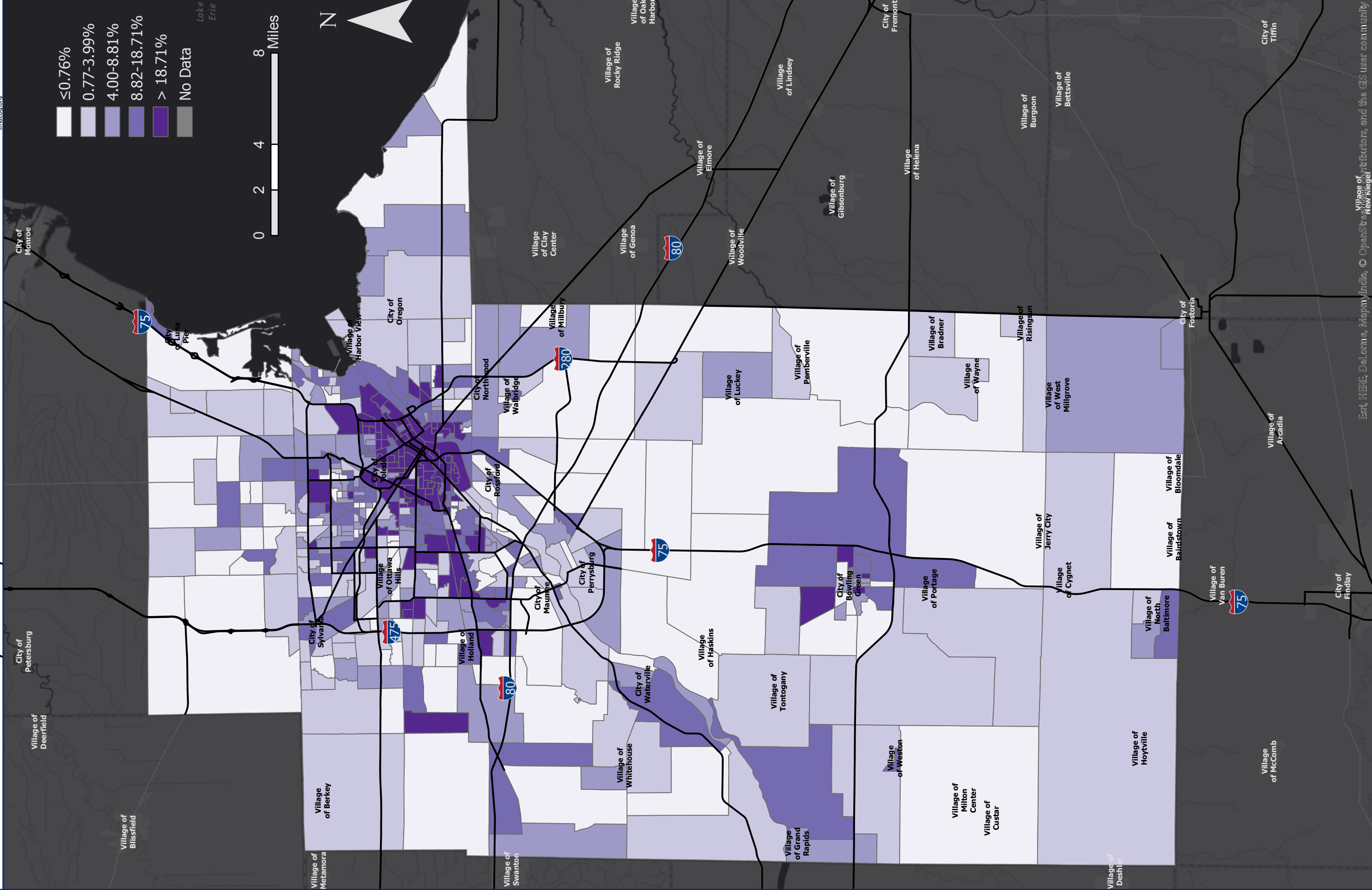
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2015 ACS 5-Year Estimates of No-Vehicle Household Percentage in Lucas, Monroe, and Wood Counties

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Date 4/12/2017 5:18 PM

CHAPTER 5: AIR QUALITY EVALUATION - TRANSPORTATION CONFORMITY

This chapter summarizes the air quality conformity analysis for the current TIP (FY 2018-2021) for TMACOG—in accordance with the requirements of the Clean Air Act Amendments of 1990. It specifically addresses paragraph 182(b)(1) and paragraph 187(a)(7) of the act that requires that the TIP satisfy the requirements of the act. Also included for conformity is adherence to the regulations issued November 24, 1993 by the Environmental Protection Agency; 40 CFR Parts 51 and 93, Air Quality: Transportation Plans, Programs, and Projects; Federal or State Implementation Plan Conformity.

Transportation conformity is required by the Clean Air Act section 176(c) (42 U.S.C. 7506(c)) to ensure that federal funding and approval are given to highway and transit projects that are consistent with (“conform to”) the air quality goals established by a state air quality implementation plan (SIP). Conformity, to the purpose of the SIP, means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards.

The following message indicates that TMACOG is in attainment for all criteria pollutants (including ozone and PM_{2.5}). This means that TMACOG does not have perform air quality analysis for transportation conformity.

AIR QUALITY ATTAINMENT

From: Andy.Johns@dot.gov [<mailto:Andy.Johns@dot.gov>]

Sent: Monday, April 13, 2015 1:24 PM

To: Andrew.Shepler@dot.state.oh.us; David Gedeon

Subject: RE: INFORMATION: Update on the 1997 ozone and 2008 ozone standards

Andrew:

Our records indicate adoption of the 2011 Plan Update on 6.8.2011

Please confirm that the date of Board Resolution of 6.8.2011 is the official action of TMACOG Plan adoption.

Therefore, the 5 year cycle would be on 6.8.2016.

Thank you.

Please see this weblink for where I found resolution on 2011 Plan update -

<http://tmacog.org/Transportation/2035/2035%20Plan%20Update%202011/Appendix%20H.pdf>

From: Shepler, Andrew [<mailto:Andrew.Shepler@dot.state.oh.us>]

Sent: Monday, April 13, 2015 12:39 PM

To: 'DGedeon'

Cc: Johns, Andy (FHWA)

Subject: FW: INFORMATION: Update on the 1997 ozone and 2008 ozone standards

Importance: High

Dave:

See below. The 1997 ozone standard has now been fully revoked, which puts TMACOG in attainment for all standards. As such, your plan update is due every 5 years instead of every four. As of April 6, 2015, TMACOG now only needs a plan update every 5 years. The 5 year update applies to the date of the most recent plan adoption, which my records indicate was 5/9/2011. Assuming that date is correct, your plan update is not due until 5/9/2016, which is different from the 7/1/2015 which you have been planning towards.

Thanks,
Andrew

Andrew Shepler
Ohio Department of Transportation
Office of Statewide Planning & Research
Mail Stop 3280
(614) 466-2348
Andrew.Shepler@dot.state.oh.us

From: Andy.Johns@dot.gov [<mailto:Andy.Johns@dot.gov>]
Sent: Monday, April 13, 2015 12:02 PM
To: Moore, Dave
Cc: Hurst, Andrew; Rapp, Vincent; Shepler, Andrew; Oesterling, Leigh; Burkett, Frank; carmen.stemen@dot.gov
Subject: FW: INFORMATION: Update on the 1997 ozone and 2008 ozone standards

Dave:

Good morning.

Please see the information below on 1997 and 2008 ozone standards from our Headquarters air quality specialists.

Have a great day.

Respectfully,
Andy Johns
FHWA - Ohio Division
614.280.6850

The purpose of this email is provide you with an update on 2 major implementation issues related to the 1997 and 2008 ozone standards that will have transportation conformity impacts.

- (1) **Full revocation of the 1997 ozone standard.** As you may recall, on December 23, 2014, the Court of Appeals for the DC Circuit vacated that portion of the regulation which had revoked transportation conformity requirements for the 1997 ozone standard. As a result of the Court's vacatur of the partial revocation provision, transportation conformity for the 1997 ozone NAAQS again applied in any areas that were nonattainment or maintenance for the 1997 ozone NAAQS. On April 6, 2015, EPA's final 2008 ozone NAAQS SIP requirements rule (80 FR 12264) became effective; this rule revoked the

1997 ozone NAAQS for all purposes. Therefore, transportation conformity for the 1997 ozone standard no longer applies in 1997 ozone nonattainment/maintenance areas after April 6, 2015. For an MPO that has previously been nonattainment or maintenance for the 1997 8-hour standard and subject to the 4-year plan/conformity update requirement, when the 1997 standard was fully revoked on April 6, 2015, the 5-year plan update cycle applies from the date of the most recent MPO plan adoption (not, the most recent FHWA/FTA conformity determination). The transition to the 5-year plan update cycle only applies to the previous 1997 ozone nonattainment and maintenance areas that are now attainment for all transportation-related pollutants.

- (2) **Attainment year for the 2008 ozone standard.** In the same decision, the Court also vacated the regulations that established attainment dates for areas designated nonattainment for the 2008 ozone standard. In EPA’s final 2008 ozone NAAQS SIP requirements rule, EPA addressed the attainment dates for the 2008 ozone NAAQS in light of the DC Circuit Court decision. The table below lists the maximum attainment dates for each 2008 ozone NAAQS classification. The attainment dates may affect transportation conformity determinations in the following situations.
- a. Areas using budgets to determine conformity must be aware of their attainment year and perform a regional emissions analysis for the attainment year if it is still in the future. The attainment year for 2008 ozone areas will be, at the latest, the calendar year of the ozone season immediately preceding a nonattainment area’s maximum attainment date (e.g., no later than 2017 for Moderate areas).
 - b. An MPO (or isolated rural areas) in a 2008 ozone nonattainment area that demonstrated all conformity requirements and completed a conformity determination that addressed the maximum attainment year (as opposed to the preceding calendar year) before the Court’s December 23, 2014 decision can submit that determination to FHWA and FTA for review and a conformity determination.
 - c. The attainment date for marginal areas (2014) is no longer in the timeframe of the Plan/TIP conformity determination as of January 1, 2015. Marginal areas should remain mindful of any actions by EPA that may affect their attainment date such as reclassification or attainment date extension.

2008 Ozone NAAQS Classification	Maximum 2008 Ozone NAAQS Attainment Date	Attainment Year Associated with Maximum Attainment Date for Purposes of Transportation Conformity Determinations
Marginal	July 20, 2015	2014
Moderate	July 20, 2018	2017
Serious	July 20, 2021	2020
Severe 15	July 20, 2027	2026
Severe 17	July 20, 2029	2028
Extreme	July 20, 2032	2031

CHAPTER 6: PUBLIC INVOLVEMENT AND OTHER FEDERAL REQUIREMENTS

PUBLIC INVOLVEMENT THROUGH THE MANAGEMENT TEAM CONCEPT

TMACOG has traditionally sought to involve interested citizens and business people in transportation planning through the management team process. Central to this methodology is a team of people drawn from a broad-based constituency who share ideas, concepts, and concerns and offer questions, comments, and suggestions. This team, known as the Transportation Improvement Program (TIP) Committee, includes both elected and appointed members. Elected members are nominated and selected for staggered terms at the Transportation Council meeting held in February. The chair of the TIP Committee serves on the Transportation Council and makes monthly reports to that Council.

The TIP Committee membership is drawn from stakeholders and the chairman of the TIP Committee is a citizen representative. The members represent diverse interests and different outlooks. They review and comment on the TIP program as it is developed and managed. Membership of the committee is listed in **Table 6.1** on the following page.

Table 6.1: TIP Committee Membership			
Membership Category	Members	Membership Category	Members
Annual Appointed Positions (Terms Expire 12/2017)			
City of Toledo	Stephanie Bartlett	T.-L.C. Port Authority	Joe Cappel
Lucas County Eng.	Jeff Lohse	TAGNO	Tom Kovacik
Wood County Eng.	John Musteric	Air Quality Task Force	Bill Kelly
ODOT	Aaron Behrman	City of Bowling Green	Brian Craft
TARTA	Jim Gee / Bill Kelly	Ped. & Bikeway Comm.	Ed O'Reilly
Chamber of Commerce	Lyle Snyder		
Annual Appointments By Tip Committee (Terms Expire 12/2017)			
At Large Member	Molly Maguire	Lucas County Plan Commission	
At Large Member	Tom Uhler	Wood County Port Authority	
At Large Member	Joe Camp	City of Maumee	
At Large Member	Mark Chovan	West Erie Realty Solutions	
Elected Positions (Selected at the February Transportation Council)			
Representing	Member	Term	
County Plan Commissions (Monroe, Wood, Lucas)	Ryan Simmons	(term expires 03/2018)	
Suburban Cities in Wood County	Douglas Dariano	(term expires 03/2019)	
Suburban Cities in Lucas County	Paul Roman	(term expires 03/2020)	
Other Trans. Committees	Pete Bick	(term expires 03/2018)	
Other Trans. Committees	David Zenk	(term expires 03/2019)	
Other Trans. Committees	Patrick Etchie	(term expires 03/2020)	
Members At Large	Jeremy Hurst	(term expires 03/2018)	
Members At Large	Neil Munger	(term expires 03/2019)	
Members At Large	Laurie Adams	(term expires 03/2020)	

PUBLIC INVOLVEMENT THROUGH OTHER OUTREACH ACTIVITIES

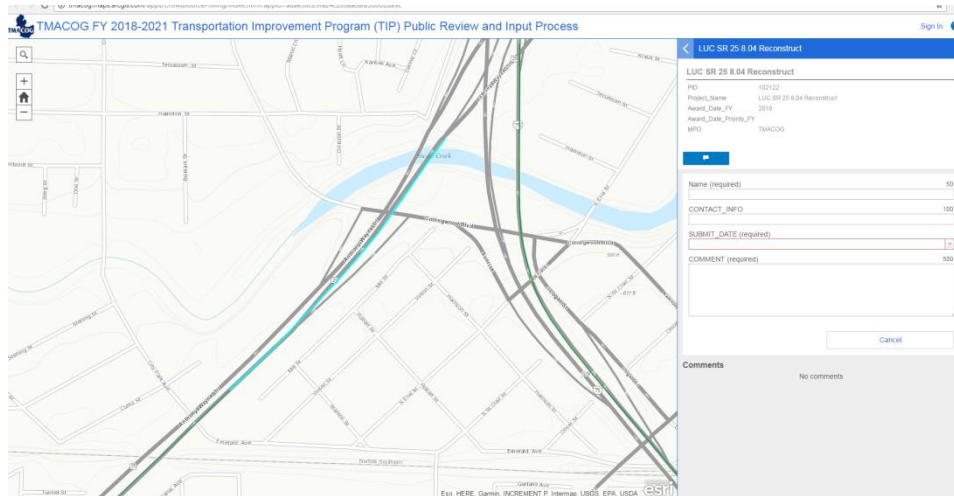
In addition to the active involvement of the community stakeholders and citizens overseeing TIP activities, the TIP also undergoes a more typical public involvement process composed of public meetings, making the document accessible at local offices throughout the region, and by posting on the TMACOG Web page. Notice of availability and public review opportunity is done jointly by ODOT District Two and TMACOG. Several means of communication are used. A legal notice was printed in the region's major newspaper (Toledo Blade) informing the public of the two public meetings. Press releases were also distributed to the publications of record in Lucas and Wood Counties. The public notice that appeared in the Toledo Blade and Sentinel Tribune, and the public comment form is shown in **Appendix C**. TMACOG has an adopted [Public Involvement Policy](#), and as part of that policy, TMACOG involves low-income advocacy groups, minority organizations, and other transportation-challenged populations in the transportation planning process. The Environmental Justice analysis conducted in **Chapter 4** emphasized a need to inform and engage the previously mentioned groups. TMACOG has contacted the groups and invited them to participate in the scheduled public meetings.

Invitations to the public meetings are sent to community leaders. The public review draft of the TIP document was distributed to all sponsoring agencies with the understanding that the document would be available for review at their offices during the public review period. The first meeting was held at the Toledo Metropolitan Area Council of Governments, 300 Martin Luther King Jr., Dr., Suite 300, Toledo, in the Amtrak Station Building, upper level, on Thursday, March 30, 2017 from 3:00 p.m. to 6:00 p.m. The second meeting was held at the Ohio Department of Transportation, District Two office located at 317 E. Poe Rd. in Bowling Green, Ohio on Tuesday, April 4, 2017 from 3:00 p.m. to 6:00 p.m. Interested parties were invited to share their questions, comments, and reactions at each of these meetings. Persons requiring special accommodations for disabilities of language, mobility, or other handicap were invited to contact TMACOG's Accessibility Coordinator for assistance.

To accommodate people with low English proficiency, maps and descriptive materials about the program of projects were made available to interested persons at the meetings. In addition to spoken comments and/or discussion at public sessions, persons who want to do so were invited to submit written comments and/or reactions during the 14-day period prior to the final submission of the document. The TIP was posted to the TMACOG Web page and its availability highlighted in the TMACOG newsletter, the "Big Picture." The newsletter is sent to over 6,000 persons representing local governments, neighborhood organizations, public groups, and social media.

To better accommodate our members and the public, an interactive map was created to provide another way to comment on TIP projects. People using the [interactive map](#) can click on a specific project and leave comments in a pop-up form. This map will be posted on our website prior to our public involvement and a link will be included in all public information materials.

Figure 6.1: Screenshot of the interactive map



The public meetings were attended by approximately 30 people.

PUBLIC COMMENTS

Two public comments were received during the public comment period through the interactive map. TMACOG reviewed and responded to the comments and determined that no adjustments were necessary to be made to the FY 2018-2021 TIP. The comments and responses are documented in **Appendix J**.

RELATIONSHIP TO THE CONGESTION MANAGEMENT PROCESS

SAFETEA-LU required that metropolitan transportation planning processes include a Congestion Management Process (CMP). The CMP is a reworking of the previous requirements of the Congestion Management System (CMS). The SAFETEA-LU legislation for the most part kept the CMS/CMP regulation. The main changes were to rename it to CMP, to emphasize that it was to be part of the planning process rather a separate activity, and to emphasize management of the existing infrastructure. In 2015, the FAST Act legislation was approved and retained the CMP language.

The federal definition of CMP is a systematic process for managing traffic congestion and providing information on transportation system performance. The CMP is to be an information-processing system to support decision-making. It will identify and monitor congestion, both currently existing and anticipated to occur in the future. Secondly, the CMP will evaluate the effectiveness of a number of transportation alternatives or strategies that might alleviate that congestion. Finally, after strategies are implemented, the CMP will examine the implemented strategies to measure how successful they were in alleviating congestion. If they have not proven successful, new or additional solution may be explored.

At TMACOG, results of the CMP and subsequent congestion analyses have been reported to decision-makers, and contribute to development of regional plans and policy. The first CMS report, TMACOG's "Status Report on Transportation System Congestion for the Toledo Metropolitan Area," was completed in November 1998. The initial CMP was completed and approved in September, 2008 and the update was approved in August, 2013.

While not documented as a separate CMP, results of traffic forecasts, congestion analysis and information on transportation system performance were completed by TMACOG staff and were utilized in the process of creating the region’s Long Range Regional Transportation Plan “On the Move: 2015-2045 Transportation Plan ” and in evaluating projects for this TIP.

RELATIONSHIP TO THE REGIONAL TRANSPORTATION PLAN AND PERFORMANCE MEASURES

Implementation of the Regional Transportation Plan (RTP) is coordinated by TMACOG’s committees through the TIP. Projects recommended in the TIP must be consistent with the goals of the RTP to be eligible for federal funding for construction. Thus, a close relationship exists between the TIP and the status of efforts to implement the RTP. All major new projects included in the “FY 2018-2021 Transportation Improvement Program” are derived from the adopted RTP ([“On the Move: 2015-2045 Transportation Plan”](#)) and, as required, all TIP projects come from either the Regional Transportation Plan or the short-range planning activities of local project sponsors.

Prior to the establishment of federal and state performance measures and targets, TMACOG incorporated regionally developed measures and targets into the transportation plan. The TIP helps to achieve the performance measures and targets set forth in the “On the Move: 2015-2045 Transportation Plan”. TMACOG and ODOT are working on how to measure the goals, but TMACOG has developed targets for each of the measures. TMACOG will continue to work with the FHWA and state DOT’s as other performance measures are developed and incorporate changes into future plans. Listed below are each measure’s goals followed by their targets that TMACOG developed. After that is a short description on how the TIP will help achieve those goals/targets.

Safety

Goal: Reduce traffic-related fatalities and serious injuries across all modes.

Targets:

1. Reduce number and rate of fatalities by 20% by 2045.
2. Reduce number and rate of serious injuries by 20% by 2045.

All projects that have TMACOG-managed funds attached to them have been scored and ranked as part of a competitive process, and within that process are safety points. Project sponsors are required to look at the crash statistics and provide documentation as necessary to show how their project will improve safety.

Infrastructure Condition

Goal: Maintain and improve the transportation system to a state of good repair.

Targets:

1. Bridge Ratings: achieve greater than 70% sufficiency rating on bridges.
2. Road Ratings: Maintain a steady state of road condition.
 - a. Average weighted Pavement Condition Rating (PCR) greater than 80 on priority system (functional class 1-3), and average weighted PCR greater than 75 on general system (functional class 4-6 urban and 4-5 rural).

3. Ride-ability: good ride-ability is desired; no specific target set.

The purpose of the TMACOG-managed Surface Transportation Block Grant (STBG) dollars is to maintain the infrastructure, and all STBG dollars are used to help preserve the current system.

Congestion reduction

Goal: Reduce congestion on the National Highway System (NHS)

Targets:

1. Major highway traffic moves at posted speed 88% of the time. (This is ODOT's Travel Time Reliability Index target)
2. Reduce congestion – as measured by V/C (volume/capacity) -- on the NHS (National Highway System) by 5% by 2045.
3. Reduce intersection delay by 5% by 2045.
4. Reduce vehicle miles travelled by 5% by 2045.*

**Strategies include increased non-motorized transportation use and reducing number of single-occupant vehicle trips*

The purpose of the OSUCC-managed Congestion Mitigation and Air Quality (CMAQ) dollars is to reduce congestion and improve air quality, and all CMAQ-funded projects in the TMACOG area are reducing congestion.

Personal Mobility

Goal: Improve the quality, accessibility, and efficiency of the multimodal personal transportation system.

Targets:

1. Increase access to public transit: By 2045, increase percent of population within transit-served areas by 10%.
2. Increase access to ped/bike transportation: Increase % of population served by bikeways by 30% by 2045.
3. Increase connectivity of personal mobility transportation modes: Reduce miles of gaps in bike network by 20% by 2045.
4. Increase *per capita* transit ridership by 2.25% by 2045.
5. Increase bike ridership by 10% by 2045.*

**Once a counting system is in place*

TMACOG manages the Transportation Alternatives (TA) dollars for Lucas and Wood counties. This funding source is primarily used for bikeway and pedestrian facilities. The STBG-funded projects also have to submit a Complete Streets checklist that is included in TMACOG's [Complete Streets Policy](#) to indicate that the project sponsors have looked at all means possible to incorporate all users of the road right-of-way. The CMAQ funding is providing funding for a major multi-use path, the [Chessie Circle Trail](#).

Freight movement

Goal: Strengthen freight access to national and international trade markets to support economic development.

Targets:

1. Improve connectivity between freight generators and major highways (“5 to 55”).
2. Increase freight transportation capacity.
3. Improve connectivity between freight modes.

All highway projects in the TIP will help improve the movement of freight in the TMACOG region.

Environmental sustainability

Goal: Protect and enhance the community and natural environments.

Targets:

1. Improve, protect and mitigate impacts to environmentally sensitive areas (prime farmland, wetlands, etc.).
2. Air quality: reduce transportation-related greenhouse gas and other air pollutant emissions
3. Use transportation investments to incentivize infill in, and redevelopment of, existing communities and brownfields.
4. Reduce pollution from stormwater runoff.
5. EJ area impacts:
 - a. Distribute transportation investment benefits equitably to Environmental Justice areas (low-income, minority & other transportation-challenged populations);
 - b. Prevent disproportionate negative impacts on EJ areas.

All of the projects included in the TIP have to go through an environmental approval process through ODOT District Two. This is an intense review of all aspects of the projects to ensure that the impacts on environmental justice populations will be held at a minimum. This process also protects the natural environments such as wetlands and prime farmland.

RELATIONSHIP TO ADA COMPLIANCE

The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination and ensures equal opportunity and access for persons with disabilities. The TIP helps provide projects to make the transportation system ADA compliant. All federally funded projects need to have certain ADA components to them in order to achieve the environmental clearance necessary to move the projects forward. Some examples would include the curb cuts for ramps onto sidewalks, transit bus purchases that accommodate persons with disabilities, and pedestrian push button signalization at a certain height so all users can access the signalization to use the crosswalk. All aspects of a project within the project limits have to incorporate ADA compliance.

RELATIONSHIP TO THE PROGRAM FOR PRIVATE ENTERPRISE PARTICIPATION IN THE PROVISION OF PUBLIC TRANSPORTATION SERVICES

According to the FTA’s “Notice of Rescission of Private Enterprise Participation Guidance” in the April 26, 1994 Federal Register, its 1984 “Policy Statement” (49 FR 41310, October 22, 1984), “Circular 7005.1”, Chapter X of “Circular 9040.1C”, and Chapter IV of “Circular 9070.1C” have been rescinded effective May 26, 1994. Private enterprise participation is now to be guided by the Section 8 planning requirements and the Section 9(f) process.

LISTING OF FEDERALLY FUNDED PROJECTS IMPLEMENTED PRIOR TO FY 2018 AND SIGNIFICANT CONCERNS/DELAYS

The projects listed in **Appendix D** were included in previous TIPs and have either been sold or are expected to be sold prior to the effective date of this document. Any concerns or delays are noted in the appendix.

OPERATIONS AND MAINTENANCE

Federal law requires communities to consider the amount of funds being expended on new construction as compared to operations and maintenance. This is to ensure that sufficient investment is being made to protect and preserve the existing system. TMACOG addresses this requirement by collecting data regarding capital and O&M expenditures from the larger jurisdictions in the area. This information shows that for the past year the region has been spending 92% of its transportation resources on operating, maintaining and rebuilding the existing system. Relevant information is contained in **Appendix E**.

A summary of the expenditure levels for local jurisdictions that were surveyed is shown in Table 6.2.

Table 6.2: System Maintenance And Capacity Improvements	
Type of Expenditure	Total Expenditures
Maintenance and operation of the system	\$37,100,615
Capital investment for preservation of the system	\$21,437,247
Capital investment for new capacity	\$5,351,369

CHAPTER 7: FINAL TIP PROJECT LIST

Table 7.2 in this chapter and **Appendix G** will present the listings of projects officially included in the “FY 2018-2021 TIP.” In addition to the official federal four-year TIP program, this chapter also documents the TMACOG area “Pipeline” projects and “Other Needs” projects (i.e. Ranked Projects Not Funded). Pipeline projects have a local TMACOG commitment that they will be funded if and when funds are available over the next four years or included within the upcoming TIPs at or before the indicated fiscal years for the projects. It is generally the intention to fund projects from the Pipeline prior to incorporating any newly ranked projects (see TMACOG Policies in **Chapter 1**), but fiscal constraint or development timelines may result in some smaller new projects moving into an active TIP prior to certain Pipeline projects reaching active TIP status.

The final project lists and the results of the analyses of the program are then reviewed by the Transportation Council and the Board of Trustees of TMACOG. Their approval of the TIP will be documented in a TMACOG Resolution to be presented to the two groups on April 5 and April 12, 2017 respectively. A draft of the resolution is included in **Appendix F**.

The TIP list (**Table 7.2**) includes all federally assisted projects in our area and lists the type of program funding involved in the project. These federal programs are administered by different agencies and are designed to meet different needs in the area. A brief description of these federal aid transportation programs is included in the next section of this chapter to aid in understanding the overall TIP listing in **Table 7.2**.

DESCRIPTION OF FEDERAL AID PROGRAM FUNDS

Under the Fixing America’s Surface Transportation Act (FAST), the federal aid highway program had six basic funding components (I, IM, NH, STBG, BR and CMAQ), plus demonstration project funding. Additionally, the state of Ohio received separate Donor State Bonus (DSB) and Minimum Guarantee (MA) equity adjustment apportionments. These are received in Ohio because Ohio taxpayers contribute more to the Highway Trust Fund than they would receive through normal distribution formulae and federal law guaranteed a minimum return of contributions to the fund.

The Interstate (I), Interstate Maintenance (IM), National Highway (NH), and the Bridge (BR) programs are under the control of the Ohio Department of Transportation (ODOT). Projects funded with these fund types are selected by ODOT in cooperation with TMACOG. In addition, Surface Transportation Block Grant (STBG) Program funds are divided into a portion under the control of ODOT (OSTP) and a portion for this area is controlled by TMACOG.

The Surface Transportation Block Grant (STBG) Program essentially combines the old federal aid secondary and urban system programs and a portion of the former Primary Program into a flexible, intermodal program. TMACOG has programming control over the allocated STBG-funded projects. These projects are selected by TMACOG in consultation with ODOT. Projects using OSTP funds, which are primarily on the NHS System, are selected by ODOT in cooperation with TMACOG. Lucas and Wood counties also have access to STBG funds made available to counties by ODOT. These funds are categorized as CSTP (County STP) within this report.

As established under the Intermodal Surface Transportation Efficiency Act (ISTEA) and continued under TEA-21, SAFETEA-LU, MAP-21, and the FAST Act, the CMAQ Program was designed to substantially expand the focus and purpose of federal transportation funding assistance to include air quality improvement as a specific objective. These funds are to assist areas designated as non-attainment and maintenance under the Clean Air Act Amendments (CAAA) of 1990 to develop improvement projects and programs that will reduce transportation emissions to achieve healthful levels of air quality. These funds are not for projects that expand or maintain existing transportation networks.

Transportation projects and programs are eligible for CMAQ program funds only if they meet certain criteria spelled out in the TEA-21 as amended. In determining project eligibility under these criteria, priority is given to implementing those projects and programs that are included in an approved State Implementation Plan (SIP), or as a transportation control measure (TCM), and which will have air quality benefits. The activity must be eligible under the law and this guidance, even if it is included as a TCM in the SIP, before CMAQ funds may be used for it. Any reference to improving air quality contained in this guidance means reducing ozone precursors in ozone areas, Carbon Monoxide (CO) emissions in CO areas or, if applicable, transportation-related Particulate Matter (PM) pollution in PM areas.

In general, most projects and programs eligible for CMAQ funds must also come from a conforming transportation plan and transportation improvement program (TIP), and be consistent with the conformity provisions contained in Section 176 of the Clean Air Act. Projects also need to complete the National Environment Policy Act (NEPA) requirements, and be included in the appropriate statewide program, and meet basic eligibility requirements for funding under titles 23 and 49 of the United States Code.

Table 7.1: Fund Source Designations and Abbreviations		
TIP Designation	Federal Program Name	Programmed By
Federal Transit Funds		
5307	Urbanized Area Formula funds	TARTA
5310	Enhanced Mobility	TARTA
5311	Rural Transit Assistance Program	ODOT
5329	State Safety Security Oversight	ODOT
5337	Fixed Guide-Way Modernization	ODOT
5339	Bus and Bus Facilities	ODOT
Highway Funds Programmed By ODOT		
I, IR, IM	Interstate Funds	ODOT
NH	National Highway System	ODOT
DEMO	Special federal demonstration funds	ODOT
ESTP	Enhancement Surface Transportation Program	ODOT
OSTP	State of Ohio Surface Transportation Program	ODOT
OCMAQ	State of Ohio Congestion Mitigation Air Quality Program	ODOT
BR	Bridge Replacement funds, for projects on the federal aid system	ODOT
GRSEP	Ohio Grade Separation Program	ODOT
Highway Funds Programmed By TMACOG		
CMAQ	Congestion Mitigation Air Quality funds	TMACOG
TAP	Transportation Alternative Program funds	TMACOG
STBG	Urban Surface Transportation Block Grant Program incl. MA	TMACOG
MA	Minimum Allocation	TMACOG
Highway Funds Programmed By Others		
BRO	Bridge Replacement funds for projects off the federal aid system	County Engineers Assoc.
CSTP	County Surface Transportation Program	County Engineers Assoc.

THE FINAL FY 2016-2019 TIP PROGRAM

Table 7.2 and **Table 7.3** include all four-year TIP projects including the funding and development phase. The table presents the overall program of projects sorted by project sponsor. The first three columns present identifying information on the project – the PID (Project Identification Number assigned by ODOT at time of programming). The project name (name in ODOT databases) is the next column. The next column is the project description from the ODOT database. The next columns identify the project location and the project sponsor. The programmed fiscal year is next, which is from July 1st of the previous year to June 30th of the identified year. The following column is the phase of the project, which include construction (CO), preliminary engineering (PE), and right-of-way (RW). The Spending Authority Code (SAC) is in the next column, and this is how to identify the source of the funding. The ALI identifies the project number for FTA-funded projects which is in **Table 7.3**. The total project cost inclusive of all local, state, and federal funds is shown in the final column.

Appendix A shows the transit projects presented using forms required by ODOT.

Appendix G shows the exact same projects and same basic information about the projects but is sorted by the “PID” code.

Map 7.1, at the end of this section, shows the location of TMACOG-funded TIP projects for FY 2018-2021 and the pipeline year of FY 2022.

OTHER SIGNIFICANT PROJECTS NOT FUNDED

Table 7.4 includes the “Pipeline” projects. These are other significant projects for which federal funding has not been identified during the four-year TIP period. It is organized by the Pipeline year the project has been programmed in.

OTHER SIGNIFICANT PROJECTS FUNDED BY NON-FEDERAL FUNDS

Section 450.324(f)(3-5) requires the listing of regionally significant projects that are not otherwise included in the TIP. This may include projects that are not currently proposed to use federal funds, or projects that are beyond the time frames of the constrained TIP. Projects of this nature are included in **Appendix H** for review and information purposes.

Table 7.2: FY 2018-2021 FHWA TIP Projects

PID	Project Name	Project Description	Project Location	Project Sponsor	SFY	Phase	SAC	Total Project Cost
98929	WOO SR 25/64 in BG Pav Rehab	Rehabilitation of Main St (SR-25) and Wooster St (SR-64) in downtown the City of Bowling Green; Perform necessary related work. FIELD REVIEW REQUIRED.	SR-25 from Ordway to Oak and on SR-64 from Church to Prospect	Bowling Green, City of	2019	CO/PE	4TA7	\$1,004,994
98998	WOO Manville Rd	TMACO funded small project to resurface Manville Ave; perform necessary related work; FIELD REVIEW REQUIRED	East Wooster to Napoleon	Bowling Green, City of	2019	CO/RW/PE	4TA7	\$589,000
81000	WOO SR 582 6.48 Minor Widen	A project to allow for widening and reconstruction of SR-582 between I-75 and SR-199. This widening was to be completed with PID 25451 but was deleted since contractor refused to work outside the existing RW.	From I-75 to SR-199	DISTRICT 2 PRODUCTION	2019	CO/RW/PE	4PF7	\$6,483,525
92088	WOO/LUC SR 64 12.03/0.00 Bridge	A district allocation funded project to replace the existing Waterville bridge (SR-64) over the Maumee River with a new wider bridge; perform necessary related work. Improvement of intersection of SR-64/River Rd is funded with MPO CMAQ funds.	Waterville Bridge over Maumee River	DISTRICT 2 PRODUCTION	2018	CO/RW/PE	4PF7	\$27,270,539
93592	WOO/LUC IR75 30.70/0.00 Major	A Major Bridge and Multi Lane funded project (project # 1) to perform major reconstruction and minor widening to existing pavement; rehabilitate/widen/replace existing bridges; perform necessary related work.	From Glenwood Rd to Segur Rd/South Ave	DISTRICT 2 PRODUCTION	2020	CO/RW	7PM7	\$220,404,665
93594	LUC IR 75 1.10	A multi-Lane & Major Bridge funded project (project # 2) to reconstruct the existing pavement and to rehabilitate/widen/replace existing bridges; perform necessary related work.	From South Ave to north of Dorr St	DISTRICT 2 PRODUCTION	2019	CO	7PM7	\$187,595,728
95437	HAN/WOO 75 19.22/0.00 Pav Widen	A major new funded project to widen I-75 to three lanes in each direction; perform necessary related work.	From 2000' south of CR-99 in Hancock County to 3500' south of Oil Center Rd in Wood County	DISTRICT 2 PRODUCTION	2018	CO	4BK7	\$79,929,308
99731	LUC IR 475 1.85 @20A Interchnge	Build a new interchange in Lucas County at I-475 and US-20A; perform necessary related work. See PID 96484 for AER.	I-475 & 20A new interchange	DISTRICT 2 PRODUCTION	2018	RW	4BK7	\$27,291,791
99737	LUC IR 475/Dorr St Interchange	Buid a new inetrchnage in Lucas County on i-475 at Dorr St; perform necessary related work. See PID 96484 for AER. PE phase will be undertaken by local.	I-475/Dorr St Interchange	DISTRICT 2 PRODUCTION	2018	RW	4BK7	\$20,400,508
101556	LUC SR2 18.62 Dehumidify	Install a dehumidification system for the existing cable with new round wire wrap at sections previously opened, new elastomeric wrap over the entire length of the cables and acoustic monitoring system; perform necessary related work. See PID 80551 for re	High Level Bridge (AWT) over Maumee River	DISTRICT 2 PRODUCTION	2019	CO	4BU7	\$9,654,402
102122	LUC SR 25 8.04 Reconstruct	Reconstruction of SR-25 (AWT) in Toledo; perform necessary related work.	From near City Park to I-75	DISTRICT 2 PRODUCTION	2018	CO	4BG7	\$1,919,210
102791	LUC 280 3.47 VGCS lighting	Evaluate options for replacement or rehab of the existing VGCS lighting system; Construct selected option and perform all necessary related work.	VGCS Bridge	DISTRICT 2 PRODUCTION	2018	CO	4BU7	\$1,105,893
103744	WOO US 20 8.87 Turn Lane Sfty	Safety funded project to add left-turn lane on the east bound approach (US 20); widen existing pavement , no RW anticipated.	0.2 miles east and west of SR 163 on US 20 in Wood county	DISTRICT 2 PRODUCTION	2019	CO	4HJ7	\$1,129,853
105306	SEN/WOO US 23 12.59/0.00 Resurf	Resurface US 23 in Fostoria (WOO & SEN) between Findlay St. (12.59) and SR 199 (0.35); perform necessary related work.	US 23 in Fostoria between Findlay St. & SR 199.	DISTRICT 2 PRODUCTION	2018	PE/RW	LABR	\$1,060,000
95339	LUC Toledo Lighthouse Ph 1	A TMACOG funded phase 1 project to address exterior cleaning and stabilization of the masonry walls and structure of the the Toledo Harbor lighthouse; Also, new replacement windows and shutters will be included in Phase 1; perform necessary related work.	Offshore at the western end of Lake Erie at the entrance to the Toledo Harbor channel in Maumee Bay	Lucas County Commissioners	2019	CO/PE	4TC7	\$642,784

Table 7.2: FY 2018-2021 FHWA TIP Projects

PID	Project Name	Project Description	Project Location	Project Sponsor	SFY	Phase	SAC	Total Project Cost
98930	LUC Sylvania Ave Rehab in County	Rehabilitate the pavement of Sylvania Ave; perform necessary related work. FIELD REVIEW REQUIRED.	Centennial Rd to McCord Rd	LUCAS COUNTY ENGINEER	2019	CO/PE	4TA7	\$2,640,000
98955	LUC McCord Resurf	Mill existing pavement, perform spot full depth repairs; reconstruct failed catch basins; place 2 course asphalt overlay; sidewalk repair/addition; perform necessary related work. FIELD REVIEW REQUIRED	Angola Rd to Hancock Ave	LUCAS COUNTY ENGINEER	2018	CO/RW/PE	LNTF	\$913,200
98999	LUC Kilburn Rd Bike Lanes	A TMACOG funded project to add bike lanes along Kilburn Rd; Perform necessary related work; FIELD REVIEW REQUIRED; Spponsor Twp/County?	Sylvania-Metamora to Central	LUCAS COUNTY ENGINEER	2018	RW	4TC7	\$2,490,000
104300	LUC CR 73 2.0 McCord Mill & Fill	Mill and Fill the existing pavement, performing spot full depth repairs, placing a two course asphalt concrete overlay (SMALL PROJECT)	Hancock Avenue to Dorr Street	LUCAS COUNTY ENGINEER	2020	CO/RW/PE	4TA7	\$657,000
104498	LUC CR 22 8.94 Bancft & Mcrd M&F	The scope of work includes milling the existing pavement, performing spot full depth repairs, placing a two course asphalt concrete overlay, adjusting manholes and valves, tying down the shoulders, bringing drives to grade, repairing catch basins, placing	Bancroft- St. James Blvd to Wilford Dr; McCord-0.32 m. south Bancroft to Regents Park Blvd.	LUCAS COUNTY ENGINEER	2021	CO/RW/PE	4TA7	\$641,750
99004	WOO N. Baltimore CBD Enh	Downtown North Baltimore enhancement; perform necessary related work; FIELD REVIEW REQUIRED	Downtown North Baltimore	North Baltimore, Village of	2019	CO	4TC7	\$600,100
77254	LUC-75-4.52 Ph 2	Detail Design (Stage 2 on), R/W and Construction of the I-75 stretch between Detroit Ave and Lagrange. Widen and upgrade existing facility and modify existing (including system interchange by old Jeep plant) and/or add new interchanges to provide better an	Toledo. From Detroit Ave (US-24) to Lagrange	ODOT Sponsoring Agency	2018	CO	4BK7	\$161,207,907
100394	LUC Old Millard Ave Bridge	Replace the deteriorated concrete beam bridge on Old Millard Ave over Otter Creek in the City of Oregon; perform necessary related work.	Old Millard Ave bridge over Otter Creek	Oregon, City of	2019	CO/RW/PE	4R87	\$930,900
101863	WOO Maumee River MUP Ph 3&4	Maumee River Multi-use path Phase 3 & 4; perform neccasry related work. See PID 99001 for Ph 2.	Future phases, 3 & 4	Perrysburg, City of	2019	CO/RW/PE	LNTF	\$993,028
104479	WOO CR 103 1.92 Roachton MUP	A TMACOG enhancement funded project to construct a one half mile long 10 foot wide multi-use path along the south side of Roachton Road from 2500' east of Hull Prairie Road to Fort Meigs Road	2500' east of Hull Prairie Road to Fort Meigs Road	Perrysburg, City of	2019	CO	LNTF	\$374,721
104493	WOO CR 103 3.20 SR25 & Roachton	Add a through / right lane on the east approach; add a through outbound Lane on the west approach, from SR-25 to Doug Guest Drive. Extend the storage length for the east approach left-turn lane. Upgrade pavement markings, signage and signalization. Prov	State Route 25 / Roachton Road Intersection	Perrysburg, City of	2021	CO/RW/PE	4TA7	\$844,000
104496	WOO CR 802 0.0 SR25 & W. Sth Bnd	Add a second left turn lane for the east approach and a right turn lane forThe south approach to achieve a Level of Service D for the 20 years horizon. Upgrade pavement markings, signage, and signalization. Provide facilities for water quality.	State Route 25 / West South Boundary St	Perrysburg, City of	2021	CO/RW/PE	LNTF	\$483,750
90674	WOO SR 65/Lime City/Colony	A TMACOG funded project to improve the intersection of State Route 65 with Lime City Rd/Colony Rd; perform necessary related work; FIELD REVIEW Required. Signal Warrants.	City of Rossford, intersection of SR-65/Lime City/Colony	Rossford, City of	2020	CO	4TB7	\$1,105,650
104438	LUC CR 1572 8.69 Main St	Full-depth reconstruction of Main Street including storm sewer replacement. Remove and replacesidewalks on both sides including widening on the east side to be a 10' wide multi-path to better connect the Sylvania River Trail with Downtown Sylvania.	from Monroe St to Bridge Over Ten Mile Creek	Sylvania, City of	2018	CO	LNTF	\$794,500
80995	LUC TMACOG SIB loan repayment	Phase II rehabilitation of the MLK bridge	SIB loan repayment for PID 78325	TMACOG	2019	OTH	4TA7	\$983,012

Table 7.2: FY 2018-2021 FHWA TIP Projects

PID	Project Name	Project Description	Project Location	Project Sponsor	SFY	Phase	SAC	Total Project Cost
98939	LUC TMACOG FY 18 Rideshare	TMACOG FY 18 Rideshare Program	0	TMACOG	2018	SPR	4TE7	\$95,800
98940	LUC TMACOG FY 18 AQ Program	TMACOG FY 18 AQ Program	0	TMACOG	2018	SPR	4TE7	\$85,000
98941	LUC TMACOG FY 19 Rideshare	TMACOG FY 19 Rideshare Program	0	TMACOG	2019	SPR	4TE7	\$95,800
98942	LUC TMACOG FY 19 AQ Program	TMACOG FY 19 AQ Program	0	TMACOG	2019	SPR	4TE7	\$85,000
98943	LUC TMACOG FY 20 Rideshare	TMACOG FY 20 Rideshare Program	0	TMACOG	2020	SPR	4TE7	\$112,800
98944	LUC TMACOG FY 20 AQ Program	TMACOG FY 20 AQ Program	0	TMACOG	2020	SPR	4TE7	\$85,000
99773	TMACOG SFY18 TIP Management	SFY18 TMACOG TIP Management	0	TMACOG	2018	SPR	4TD7	\$100,000
99774	TMACOG SFY19 TIP Management	TMACOG SFY19 TIP Management	0	TMACOG	2019	SPR	4TD7	\$100,000
101914	LUC TMACOG FY 21 AQ Program	TMACOG FY 21 Air Quality Program	0	TMACOG	2021	SPR	4TE7	\$85,000
101916	LUC TMACOG FY 21 Rideshare	TMACOG FY 21 Rideshare Program	0	TMACOG	2021	SPR	4TE7	\$112,800
104482	TMACOG SFY20 TIP Management	TMACOG SFY20 TIP Management	0	TMACOG	2020	SPR	4TD7	\$100,000
104484	TMACOG SFY21 TIP Management	TMACOG SFY21 TIP Management	0	TMACOG	2021	SPR	4TD7	\$100,000
104274	LUC Oak Openings Trail	Construct 1.8 miles of new trail from Secor Road to Wiregrass Lake Metro park.	Secor Road to Wiregrass Lake Metropark	Toledo Area Metroparks	2018	CO/RW/PE	LNTF	\$900,389
90701	LUC South Ave Reconstruct	A TMACOG funded project to reconstruct South Ave from Reynolds Rd to Byrne Rd; perform necessary related work; FIELD REVIEW Required.	City of Toledo, Reynolds Rd to Byrne Rd	Toledo, City of	2019	CO/RW/PE	4TA7	\$5,554,000
95686	LUC Bancroft St Reconst	A TMACOG funded project to rehabilitate the pavement Bancroft St from Secor Rd to Parkside Blvd; Perform necessary related work. FIELD REVIEW conducted on 6/2/15.	City of Toledo, from Secor to Parkside	Toledo, City of	2018	CO	4TA7	\$11,172,500
98909	LUC Bennett Rd Pav Reconst	Reconstruction of Bennett Rd in Toledo; perform necessary related work; FIELD REVIEW REQUIRED.	Laskey to Alexis	Toledo, City of	2020	CO/PE	4TA7	\$2,487,775
98910	LUC Douglas Rd Reconst	Reconstruct Douglas Rd from Laskey to Alexis in the City of Toledo; perform necessary related work; FIELD REVIEW REQUIRED.	Laskey to Alexis	Toledo, City of	2020	CO/PE	4TA7	\$2,709,970
98953	LUC Woodruff Ave Resurf	Mill and resurface existing asphalt pavement including full depth pavement repairs, minor walk upgrades, minor drainage improvements, and curb repairs as needed; perform necessary related work. FIELD REVIEW REQUIRED.	Collingwood Blvd to Cherry St	Toledo, City of	2019	CO	LNTF	\$1,240,000
98997	LUC Ottawa River Rd Resurf	Resurface Ottawa River Rd in the City of Toledo; perform necessary related work; small project designated by TMACOG. FIELD REVIEW REQUIRED.	Suder to 290th	Toledo, City of	2018	CO/RW/PE	LNTF	\$696,100
99000	LUC Summit St Enh	Summit St enhancement; perform necessary related work; FIELD REVIEW REQUIRED.	Lagrange to Chestnut	Toledo, City of	2019	CO	4TC7	\$790,000
99869	LUC SR 120 11.96 Central/Talmdg	A CMAQ funded project to improve the intersection by adding turn lanes; perform necessary related work.	Intersection of Central Ave and Talmadge St in Toledo	Toledo, City of	2018	CO/RW/PE	4TB7	\$2,131,000

Table 7.2: FY 2018-2021 FHWA TIP Projects

PID	Project Name	Project Description	Project Location	Project Sponsor	SFY	Phase	SAC	Total Project Cost
99871	LUC US 24 18.56 Narrow	Narrow Detroit Ave from an existing 4/5 lanes to 3 lanes with street parking; Signalized intersections changed to single lane roundabouts; perform necessary related work; FIELD REVIEW REQUIRED.	AWT to Copland in Toledo	Toledo, City of	2019	CO	4TB7	\$3,561,400
99872	LUC SR 51 8.36 Signals	Purchase and install a Central Traffic System for 507 signalized intersections in the City of Toledo and an Adaptive Traffic System for 13 signals to improve travel time and reduce congestion; perform necessary related work.	Monroe St corridor-Cheltenham to Nantucket	Toledo, City of	2020	CO	4TB7	\$880,000
100194	LUC US 24 20.07 Urban Pav	An urban paving project on US24 in Toledo to perform reconstruction of the pavement. UPDATE (4-28-15): deleted piece from City limit (18.59) to Copland (19.23) which is funded by TMACOG, PID 99871.	Sherwood to Glendale	Toledo, City of	2019	CO	4PF7	\$550,000
102155	LUC Chessie Circle Connector	Construct a bike path along the northeast side of University Hills Blvd; perform necessary related work. This project will connect the Chessie Circle Trail from Douglas Rd to Bancroft-Promenade Trail.	From Douglas to Bancroft	Toledo, City of	2018	CO	4TC7	\$614,000
103417	LUC Chessie Circle Trail Paving	This 3.0 mile CMAQ project will provide a 16' paved surface on the existing Chessie Circle Trail from Bowman park to University Hills.	Bowman Park to University Hills	Toledo, City of	2021	CO/RW/PE	4TB7	\$1,782,350
103437	LUC Secor Rd Wdn (Ban-Cen)	This project will widen Secor Rd between Bancroft St and Central Ave and install 2 roundabouts.; NHS Waiver Required	Bancroft St or Central Ave	Toledo, City of	2020	RW/PE	LABR	\$10,722,000
103789	LUC SR 25 9.15 Sfty Improv	Upgrade pedestrian markings, install back plates and upgrade signing at the intersection of Erie ST and Monroe St in Downtown Toledo; PERFORM NECESSARY RELTD WORK.	TOLEDO. SR 25 (Erie St) at SR 51 (Monroe St)	Toledo, City of	2018	RW/PE	LABR	\$7,500
104273	LUC Overland Trail	This .9 mile project would replacement the pavement on the old Ottawa Park trail. The project begins at Bancroft St and runs to Monroe St along Ottawa Pky & Southcove Blvd.	from Bancroft St to Monroe St along Ottawa Pky & Southcove Blvd.	Toledo, City of	2018	CO/RW/PE	4TC7	\$649,850
104276	LUC CR 506 0.7 Lagrance St Resf	Milling and resurfacing of the existing asphalt pavement, including full depth pavement repairs, walk improvements, minor drainage improvements and curb repairs as needed.	From Utica St. to Oakland St.	Toledo, City of	2020	CO/RW/PE	4TA7	\$2,296,400
104290	LUC CR 2231 0.00 York St Recon	Full Depth Reconstruction of the 0.86 mile of the existing roadway including curb replacement, walk improvements, and drainage improvements as needed.	From Front St. to City Limit	Toledo, City of	2020	CO	4TA7	\$1,761,300
104297	LUC CR 573 1.45 Central Recon	Full Depth Reconstruction of the existing roadway and ramps to Buckeye including curb replacement, walk improvements, and drainage improvements as needed. (SMALL PROJECT)	Brigham St. to Buckeye St.	Toledo, City of	2020	CO/RW/PE	LNTF	\$1,480,300
104417	LUC CR 2232 0.00 Wenz Rd FDR	Full Depth Reclamation of the existing roadway including widening for asphalt shoulders, new walk, new bike facilities, and water quality drainage improvements.	from Angola Rd to Hill Ave	Toledo, City of	2021	CO/RW/PE	4TA7	\$2,319,600
104422	LUC CR 508 1.85 Front St	Milling and resurfacing of the existing asphalt pavement, including full depth pavement repairs, walk improvements, minor drainage improvements and curb repairs as needed.	from I-280 to Millard Ave	Toledo, City of	2021	CO/RW/PE	4TA7	\$3,505,200
104487	LUC CR 1572 4.71 Holand-Syl M&F	This project will resurface Holland-Sylvania Road, from Bancroft to Elmer and also install sidewalk south of Bancroft.	Bancroft to Elmer	Toledo, City of	2021	CO/RW/PE	LNTF	\$1,067,240
104492	LUC CR 22 9.54 Bancroft M&F	This project will resurface the length of Bancroft, from the Western City Limits to Holland-Sylvania Road and install sidewalk along the North side of the street where there are currently gaps.	City Limit to Holland-Sylvania Rd	Toledo, City of	2021	CO	LNTF	\$1,100,080

Table 7.2: FY 2018-2021 FHWA TIP Projects

PID	Project Name	Project Description	Project Location	Project Sponsor	SFY	Phase	SAC	Total Project Cost
104750	LUC CR 84 1.18 Safety	A safety funded project to install medians to prohibit left turns into and out of Manley Road, Knightshill Lane and Pine Trace Drive; widen Perrysburg-Holland to allow an additional through lane in each direction; and improve signal visibility at the inte	From I80/90 to Heatherdowns Blvd	Toledo, City of	2019	CO	4HJ7	\$2,943,500
83312	WOO Buck/Lime City Intersection	Improve the intersection of Buck Rd and Lime City Rd in Wood County. Based on the preferred alternative of the PDP process, this project could be a signalized intersection with dedicated turn lanes or rounabouts. The option with 2 roundabouts was selecte	Wood County, the intersection Buck Rd and Lime City Rd	WOOD COUNTY ENGINEER	2019	CO/RW/PE	4TB7	\$5,044,000
104428	WOO CR 107 1.73 Oregon Rd	This project consists of 2" of pavement planning, 1.5" of Intermediate course and 1.5" of Surface course. A 5' stone berm and all appropriate pavement markings and casting adjustments will also be included. When completed, the stretch of Oregon Road from	from Ohio Turnpike to Binker Rd	WOOD COUNTY ENGINEER	2021	CO/RW/PE	4TA7	\$1,674,297

Table 7.3: FY 2018-2021 FTA TIP Projects

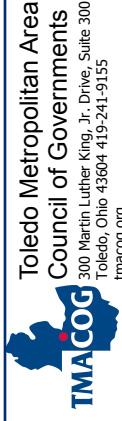
PID	Project Name	Project Description	Project Location	Project Sponsor	Phase	SFY	SAC	ALI - Qty XXX	Total Project Cost
90125	TARTA Downtown Transit Hub	Downtown Transit Hub	Toledo	TARTA	Capital/Admin/Design	2018	FTAD	11.33.02 5307 FFY15	\$13,104,367
94921	TARTA Enhanced Mobility	Enhanced Mobility for Seniors and Individuals with Disabilities FFY16, FFY17, and FFY18	Toledo	TARTA	Capital	2018	FTAD	11.7L.00 FFY16	\$1,726,856
94922	TARTA FY2018 OTPPP Buses	Vehicles as a flex fund transfer for the FY2018 Ohio Transit Preservation Partnership Program	Toledo	TARTA	Capital	2018	4TP7	11.12.02 OTPPP - Qty 12	\$7,050,000
94926	TARTA ADA Service	ADA Service FFY17	Toledo	TARTA	Capital	2018	LNTF	11.7C.00	\$2,955,946
94928	TARTA Preventive Maintenance	Preventive Maintenance	Toledo	TARTA	Capital	2018	FTAD	11.7A.00 FFY2017	\$3,995,150
94929	TARTA Transit Improvements	Associated Transit Improvements FFY17	Toledo	TARTA	Capital	2018	FTAD	11.92.05	\$72,500
94940	TARTA Bus Replacement	Purchase <30' Buses using 5339 funds from FFY2017 and <30' Buses using CMAQ funds. CMAQ funds only are flex fund transfers.	Toledo	TARTA	Capital	2018	FTAD	11.12.04 5339 FFY17 - Qty 8	\$2,652,500
94945	TARTA ADP Hardware/Software	Advanced ADP Hardware/Software	Toledo	TARTA	Capital	2018	FTAD	11.42.08	\$375,000
94950	TARTA Capitalized Maintenance	Capitalized Maintenance - STP funds only are a flex fund transfer for the Urban Transit Program FY17	Toledo	TARTA	Capital	2018	4AT7	11.7A.00 STP-S FY17	\$733,279
99268	TARTA Capitalized Maintenance	Capitalized maintenance as a flex fund transfer for the Urban Transit Program FY18	Toledo	TARTA	Capital	2018	4AT7	11.7A.00 STP-S FY18	\$800,000
99282	TARTA ADA Service	ADA Service FFY18	Toledo	TARTA	Capital	2018	LNTF	11.7C.00	\$4,800,000
99283	TARTA Preventive Maintenance	Preventive Maintenance FFY18	Toledo	TARTA	Capital	2018	FTAD	11.7A.00	\$1,466,250
99284	TARTA Transit Improvements	Associated Transit Improvements FFY18	Toledo	TARTA	Capital	2018	FTAD	11.92.05	\$72,500
99296	TARTA Adv ADP Hardware/Software	Adv HDP Hardware & Software	Toledo	TARTA	Capital	2018	FTAD	11.42.08 FFY18	\$1,050,000
99361	TARTA ADA Service	ADA Service FFY19	Toledo	TARTA	Capital	2019	LNTF	11.7C.00 2019	\$4,800,000
99422	TARTA Transit Improvements	Associated Transit Improvements FFY19	Toledo	TARTA	Capital	2019	FTAD	11.92.04 2019	\$72,500
99426	TARTA Capitalized Maintenance	Capitalized maintenance as an STP flex fund transfer for the Urban Transit Program	Toledo	TARTA	Capital	2019	4AT7	11.7A.00 STP-S	\$800,000
99767	TARTA Preventive Maintenance	Preventive Maintenance	Toledo	TARTA	Capital	2019	FTAD	11.7A.00	\$1,466,250
99911	TARTA Bus Replacement	Purchase replacing buses using TMACOG CMAQ funds as a flex fund transfer	Toledo	TARTA	Capital	2019	4TB7	11.12.02 - Qty 5	\$2,250,000
104497	TARTA Operating Assistance	Operating Assistance FFY18	Toledo	TARTA	Operating	2018	LNTF	30.09.04 FFY18	\$6,200,000
104499	TARTA Enhanced Mobility	Enhanced Mobility for Seniors and Individuals with Disabilities FFY19, FFY20, and FFY21	Toledo	TARTA	Capital	2019	FTAD	11.7L.00 FFY19	\$1,727,250
104500	TARTA Operating Assistance	Operating Assistance FFY19	Toledo	TARTA	Operating	2019	FTAD	30.09.04	\$6,200,000
104503	TARTA ADA Service	ADA Service FFY20	Toledo	TARTA	Capital	2020	LNTF	11.7C.00	\$4,800,000
104505	TARTA Transit Improvements	Associated Transit Improvements FFY20	Toledo	TARTA	Capital	2020	FTAD	11.92.05	\$72,500
104506	TARTA Operating Assistance	Operating Assistance FFY20	Toledo	TARTA	Operating	2020	LNTF	30.09.04	\$6,200,000
104507	TARTA Bus Replacement	<30' Bus Replacement. CMAQ funds only are flex fund transfers.	Toledo	TARTA	Capital	2020	4TP7	11.12.04 - Qty 17	\$1,715,000
104508	TARTA Preventive Maintenance	Preventive maintenance funds using 5307; Capitalized maintenance is STP funds as a flex fund transfer for the Urban Transit Program	Toledo	TARTA	Capital	2020	FTAD	11.7A.00 5307	\$2,266,250
104511	TARTA Preventive Maintenance	Preventive maintenance using 5307 funds; Capitalized maintenance using STP funds as a flex fund transfer for the Urban Transit Program	Toledo	TARTA	Capital	2021	FTAD	11.7A.00 5307	\$2,266,250
104512	TARTA Adv ADP Hardware/Software	Advanced ADP Hardware & Software	Toledo	TARTA	Capital	2021	FTAD	11.42.08	\$350,000
104514	TARTA ADA Service	ADA Service FFY21	Toledo	TARTA	Capital	2021	LNTF	11.7C.00	\$4,800,000
104515	TARTA Transit Improvements	Associated Transit Improvements FFY21	Toledo	TARTA	Capital	2021	FTAD	11.92.05	\$72,500
104516	TARTA Operating Assistance	Operating Assistance FFY21	Toledo	TARTA	Operating	2021	FTAD	30.09.04	\$6,200,000
104517	TARTA Bus Replacement	Bus Replacement. CMAQ funds only are flex fund transfers.	Toledo	TARTA	Capital	2021	4TP7	11.12.02 - Qty 3	\$1,715,000
104787	TARTA Operating Assistance	Operating Assistance FFY17	Toledo	TARTA	Operating	2018	LNTF	30.09.04 FFY17	\$6,200,000
105268	TARTA Operating Assistance	FFY 2017 Operating Assistance	Toledo	TARTA	Operating	2018	LNTF	30.09.01 FFY17	\$12,525,808

Table 7.4: Pipeline Projects for TMACOG Managed Federal Funding

(local commitment after 2021 or as additional funds are available)

PID	Project Name	Project Limits	Type of Work	Sponsor	Funding Type	Federal \$ this Phase
101915	Air Quality Planning		Planning	TMACOG	CMAQ	68
101917	Rideshare		Planning	TMACOG	CMAQ	113
	MPO Planning		Planning	TMACOG	STBG	80
98999	Kilburn Rd Bike Lanes	Sylvania-Met to Central	Bike Lanes	Lucas County	TAP	1,654
103437	Secor Rd	Bancroft to Central	Reconstruction and Roundabouts at Bancroft and Kenwood	City of Toledo	CMAQ	5,838
103508	Anthony Wayne Trail	Detroit to Glendale	Reconstruction	City of Toledo	STBG	8,500
				PIPELINE FY 2022 TOTAL		16,253

Transportation Improvement Program FY 2018-2021 All Projects in Lucas and Wood Counties

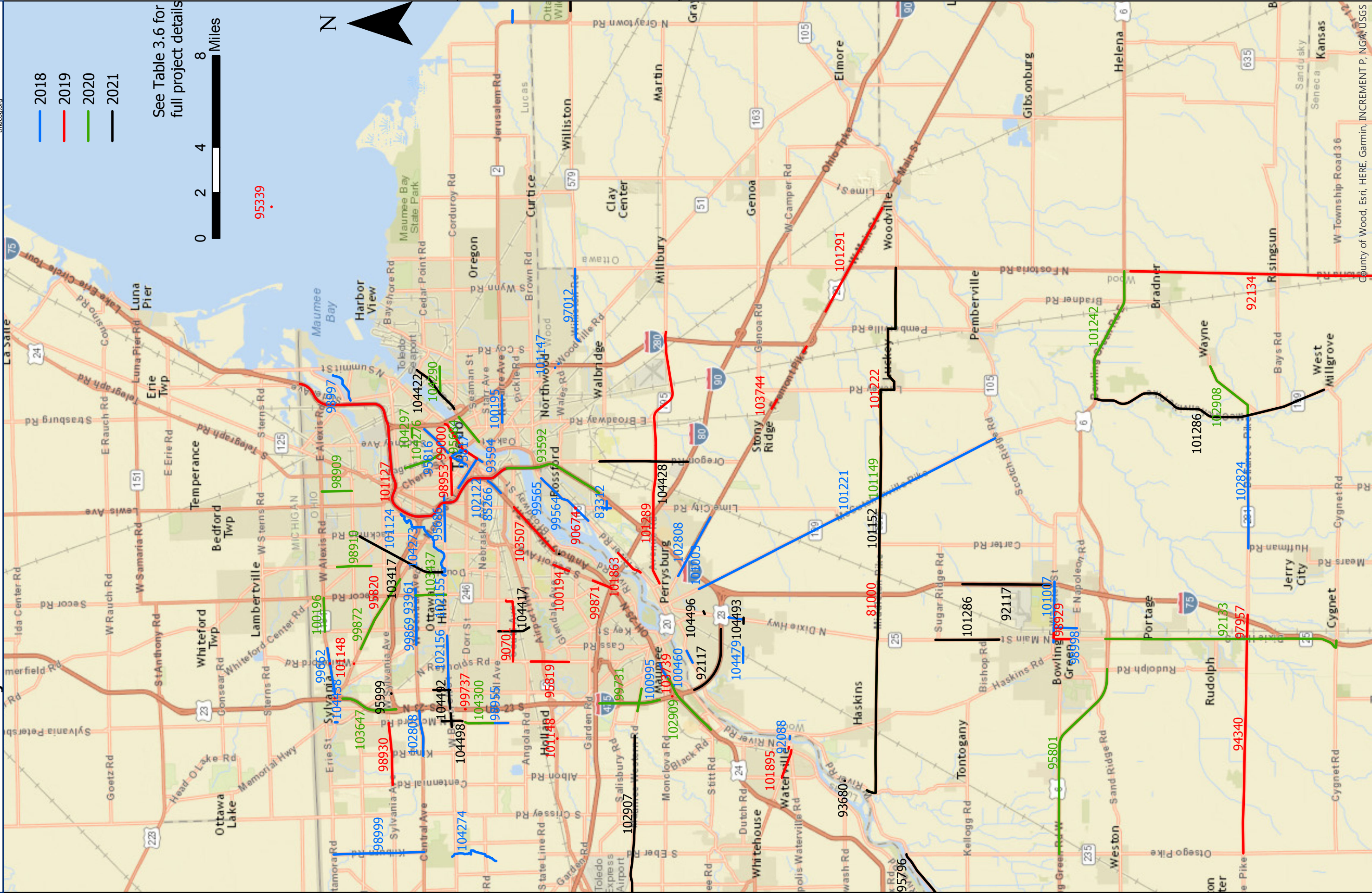


- 2018
- 2019
- 2020
- 2021

See Table 3.6 for full project details



Map 7.2: FY 2018-2021 TIP All TIP Projects in Lucas and Wood Counties



APPENDIX A

Transit Projects

PID	Project Name	Project Description	Project Location	Project Sponsor	Ph	Subphase	STP Phase Estimate	Total Phase Encumbered	STP Phase Total	Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Obligation Description	Air Quality Status	ALI - Qty XXX
90125	TARTA Downtown Transit Hub	Downtown Transit Hub	Toledo	TARTA	Capital	Oth Remb	\$1,065,600	\$0	\$12,043,986	\$13,104,367	2018	FTAD	Federal	Transit	5307 - Urban Formula Program	Air Quality Exempt	11.33.02 5307 FFY15
90125				TARTA	Capital	Oth Remb	\$266,400				2018	LNTF	Local Match		Local Match		11.33.02 5307 FFY15
90125				TARTA	Capital	Oth Remb	\$1,065,600				2018	FTAD	Federal		5307 - Urban Formula Program		11.33.02 5307 FFY17
90125				TARTA	Capital	Oth Remb	\$266,400				2018	LNTF	Local Match		Local Match		11.33.02 5307 FFY17
90125				TARTA	Capital	Oth Remb	\$785,600				2018	FTAD	Federal		5307 - Urban Formula Program		11.33.02 5307 FFY18
90125				TARTA	Capital	Oth Remb	\$196,400				2018	LNTF	Local Match		Local Match		11.33.02 5307 FFY18
90125				TARTA	Capital	Oth Remb	\$20,000				2018	FTAD	Federal		5337 / 0001 - Fixed Guidway Mod		11.33.02 5337 FFY15
90125				TARTA	Capital	Oth Remb	\$5,000				2018	TOTI	Local Match		Local Match-0002-Local Ded-Tax		11.33.02 5337 FFY15
90125				TARTA	Capital	Oth Remb	\$41,473				2018	FTAD	Federal		5337 / 0001 - Fixed Guidway Mod		11.33.02 5337 FFY16
90125				TARTA	Capital	Oth Remb	\$10,368				2018	LNTF	Local Match		Local Match		11.33.02 5337 FFY16
90125				TARTA	Capital	Oth Remb	\$20,000				2018	FTAD	Federal		5337 / 0001 - Fixed Guidway Mod		11.33.02 5337 FFY17
90125				TARTA	Capital	Oth Remb	\$5,000				2018	LNTF	Local Match		Local Match		11.33.02 5337 FFY17
90125				TARTA	Capital	Oth Remb	\$20,000				2018	FTAD	Federal		5337 / 0001 - Fixed Guidway Mod		11.33.02 5337 FFY18
90125				TARTA	Capital	Oth Remb	\$5,000				2018	LNTF	Local Match		Local Match		11.33.02 5337 FFY18
90125				TARTA	Capital	Oth Remb	\$622,956				2018	FTAD	Federal		5339 / 0002 - Bus & Bus Facil		11.33.02 5339 FFY15
90125				TARTA	Capital	Oth Remb	\$155,739				2018	LNTF	Local Match		Local Match		11.33.02 5339 FFY15
90125				TARTA	Capital	Oth Remb	\$577,160				2018	FTAD	Federal		5339 / 0002 - Bus & Bus Facil		11.33.02 5339 FFY16
90125				TARTA	Capital	Oth Remb	\$144,290				2018	LNTF	Local Match		Local Match		11.33.02 5339 FFY16
90125				TARTA	Capital	Oth Remb	\$750,000				2018	FTAD	Federal		5339 / 0002 - Bus & Bus Facil		11.33.02 5339 FFY18
90125				TARTA	Capital	Oth Remb	\$187,500				2018	LNTF	Local Match		Local Match		11.33.02 5337 FFY18
90125				TARTA	Capital	Oth Remb	\$785,600				2019	FTAD	Federal		5307 - Urban Formula Program		11.33.02 5307 FFY19
90125				TARTA	Capital	Oth Remb	\$196,400				2019	LNTF	Local Match		Local Match		11.33.02 5307 FFY19
90125				TARTA	Capital	Oth Remb	\$20,000				2019	FTAD	Federal		5337 / 0001 - Fixed Guidway Mod		11.33.02 5337 FFY19
90125				TARTA	Capital	Oth Remb	\$5,000				2019	LNTF	Local Match		Local Match		11.33.02 5337 FFY19
90125				TARTA	Capital	Oth Remb	\$750,000				2019	FTAD	Federal		5339 / 0002 - Bus & Bus Facil		11.33.02 5339 FFY19
90125				TARTA	Capital	Oth Remb	\$187,500				2019	LNTF	Local Match		Local Match		11.33.02 5339 FFY19
90125				TARTA	Capital	Oth Remb	\$785,600				2020	FTAD	Federal		5307 - Urban Formula Program		11.33.02 5307 FFY20
90125				TARTA	Capital	Oth Remb	\$196,400				2020	LNTF	Local Match		Local Match		11.33.02 5307 FFY20
90125				TARTA	Capital	Oth Remb	\$20,000				2020	FTAD	Federal		5337 / 0001 - Fixed Guidway Mod		11.33.02 5337 FFY20
90125				TARTA	Capital	Oth Remb	\$5,000				2020	LNTF	Local Match		Local Match		11.33.02 5337 FFY20
90125				TARTA	Capital	Oth Remb	\$750,000				2020	FTAD	Federal		5339 / 0002 - Bus & Bus Facil		11.33.02 5339 FFY20
90125				TARTA	Capital	Oth Remb	\$187,500				2020	LNTF	Local Match		Local Match		11.33.02 5339 FFY20
90125				TARTA	Capital	Oth Remb	\$785,600				2021	FTAD	Federal		5307 - Urban Formula Program		11.33.02 5307 FFY21
90125				TARTA	Capital	Oth Remb	\$196,400				2021	LNTF	Local Match		Local Match		11.33.02 5307 FFY21
90125				TARTA	Capital	Oth Remb	\$20,000				2021	FTAD	Federal		5337 / 0001 - Fixed Guidway Mod		11.33.02 5337 FFY21
90125				TARTA	Capital	Oth Remb	\$5,000				2021	LNTF	Local Match		Local Match		11.33.02 5337 FFY21
90125				TARTA	Capital	Oth Remb	\$750,000				2021	FTAD	Federal		5339 / 0002 - Bus & Bus Facil		11.33.02 5339 FFY21
90125				TARTA	Capital	Oth Remb	\$187,500				2021	LNTF	Local Match		Local Match		11.33.02 5339 FFY21
90125	TARTA Downtown Transit Hub	Downtown Transit Hub	Toledo	TARTA	Admin/Design	Dtd Dsgn	\$638,349	\$262,445	\$1,060,381	\$13,104,367	2018	FTAD	Federal	Transit	5339 / 0002 - Bus & Bus Facil	Air Quality Exempt	11.31.02 FFY14
90125				TARTA	Admin/Design	Dtd Dsgn	\$159,587				2018	TOTI	Local Match		Local Match-0002-Local Ded-Tax		11.31.02 FFY14
90125				TARTA													
94921	TARTA Enhanced Mobility	Enhanced Mobility for Seniors and Individuals with Disabilities FFY16, FFY17, and FFY18	Toledo	TARTA	Capital	Oth Remb	\$423,000	\$0	\$1,726,856	\$1,726,856	2018	FTAD	Federal	Transit	5310 - Enhanced Mobility	Air Quality Exempt	11.7L.00 FFY16
94921				TARTA	Capital	Oth Remb	\$105,750				2018	LNTF	Local Match		Local Match		11.7L.00 FFY16
94921				TARTA	Capital	Oth Remb	\$423,000				2018	FTAD	Federal		5310 - Enhanced Mobility		11.7L.00 FFY17
94921				TARTA	Capital	Oth Remb	\$105,750				2018	LNTF	Local Match		Local Match		11.7L.00 FFY17
94921				TARTA	Capital	Oth Remb	\$423,000				2018	FTAD	Federal		5310 - Enhanced Mobility		11.7L.00 FFY18
94921				TARTA	Capital	Oth Remb	\$105,750				2018	LNTF	Local Match		Local Match		11.7L.00 FFY18
94921				TARTA	Capital	Oth Remb	\$46,606				2018	FTAD	Federal		5310 - Enhanced Mobility		11.80.00 FFY16
94921				TARTA	Capital	Oth Remb	\$47,000				2018	FTAD	Federal		5310 - Enhanced Mobility		11.80.00 FFY17
94921				TARTA	Capital	Oth Remb	\$47,000				2018	FTAD	Federal		5310 - Enhanced Mobility		11.80.00 FFY18
94921				TARTA													
94922	TARTA FY2018 OTPPP Buses	Vehicles as a flex fund transfer for the FY2018 Ohio Transit Preservation Partnership Program	Toledo	TARTA	Capital	Oth Remb	\$1,200,000	\$4,050,000	\$7,050,000	\$7,050,000	2018	4TP7	Federal	FTA Transfer	CMAQ	Air Quality Exempt	11.12.02 OTPPP - Qty 12
94922				TARTA	Capital	Oth Remb	\$300,000				2018	LNTF	Local Match		Local Match		11.12.02 OTPPP - Qty 12
94922				TARTA	Capital	Oth Remb	\$1,200,000				2018	4TP7	Federal		CMAQ		11.12.04 OTPPP - Qty 12
94922				TARTA	Capital	Oth Remb	\$300,000				2018	LNTF	Local Match		Local Match		11.12.04 OTPPP - Qty 12
94922				TARTA													
94926	TARTA ADA Service 2017	ADA Service FFY17	Toledo	TARTA	Capital	Oth Remb	\$1,182,378	\$1,477,973	\$2,955,946	\$2,955,946	2018	FTAD	Federal	Transit	5307 - Urban Formula Program	Air Quality Exempt	11.7C.00 FFY2017
94926				TARTA	Capital	Oth Remb	\$295,595				2018	LNTF	Local Match		Local Match		11.7C.00 FFY2017
94926				TARTA													
94928	TARTA Capitalized Maintenance	Capitalized Maintenance FFY2017	Toledo	TARTA	Capital	Oth Remb	\$1,598,060	\$1,997,575	\$3,995,150	\$3,995,150	2018	FTAD	Federal	Transit	5307 - Urban Formula Program	Air Quality Exempt	11.7A.00 FFY2017
94928				TARTA	Capital	Oth Remb	\$399,515				2018	LNTF	Local Match		Local Match		11.7A.00 FFY2017
94928				TARTA													
94929	TARTA Transit Improvements	Associated Transit Improvements FFY17	Toledo	TARTA	Capital	Oth Remb	\$58,000	\$0	\$72,500	\$72,500	2018	FTAD	Federal	Transit	5307 - Urban Formula Program	Air Quality Exempt	11.92.05
94929				TARTA	Capital	Oth Remb	\$14,500				2018	LNTF	Local Match		Local Match		11.92.05
94929				TARTA													
94940	TARTA Bus Replacement	Purchase <30' Buses using 5339 funds from FFY2017 and <30' Buses using CMAQ funds. CMAQ funds only are flex fund transfers.	Toledo	TARTA	Capital	Oth Remb	\$750,000	\$0	\$2,652,500	\$2,652,500	2018	FTAD	Federal	FTA Transfer	5339 / 0002 - Bus & Bus Facil	Air Quality Exempt	11.12.04 5339 FFY17 - Qty 8
94940				TARTA	Capital	Oth Remb	\$187,500				2018	LNTF	Local Match		Local Match		11.12.04 5339 FFY17 - Qty 8
94940				TARTA	Capital	Oth Remb	\$1,372,000				2019	4TP7	Federal		CMAQ		11.12.04 2019 OTPPP - Qty 12
94940				TARTA	Capital	Oth Remb	\$343,000				2019	LNTF	Local Match		Local Match		11.12.04 2019 OTPPP - Qty 12
94940				TARTA													
94945	TARTA ADP Hardware/Software	Advanced ADP Hardware/Software	Toledo	TARTA	Capital	Oth Remb	\$300,000	\$0	\$375,000	\$375,000	2018	FTAD	Federal	Transit	5307 - Urban Formula Program	Air Quality Exempt	11.42.08
94945				TARTA	Capital	Oth Remb	\$75,000				2018	LNTF	Local Match		Local Match		11.42.08
94945				TARTA													
94950	TARTA Capitalized Maintenance	Capitalized Maintenance STP funds only are a flex fund transfer for the Urban Transit Program FFY17	Toledo	TARTA	Capital	Oth Remb	\$586,623	\$0	\$733,279	\$733,279	2018	4AT7	Federal	FTA Transfer	STBG	Air Quality Exempt	11.7A.00 STP-S FFY17

APPENDIX B
Air Quality Conformance
Report

From: Andy.Johns@dot.gov [<mailto:Andy.Johns@dot.gov>]
Sent: Monday, April 13, 2015 1:24 PM
To: Andrew.Shepler@dot.state.oh.us; David Gedeon
Subject: RE: INFORMATION: Update on the 1997 ozone and 2008 ozone standards

Andrew:

Our records indicate adoption of the 2011 Plan Update on 6.8.2011
Please confirm that the date of Board Resolution of 6.8.2011 is the official action of TMACOG Plan adoption.
Therefore, the 5 year cycle would be on 6.8.2016.
Thank you.

Please see this weblink for where I found resolution on 2011 Plan update -
<http://tmacog.org/Transportation/2035/2035%20Plan%20Update%202011/Appendix%20H.pdf>

From: Shepler, Andrew [<mailto:Andrew.Shepler@dot.state.oh.us>]
Sent: Monday, April 13, 2015 12:39 PM
To: 'DGedeon'
Cc: Johns, Andy (FHWA)
Subject: FW: INFORMATION: Update on the 1997 ozone and 2008 ozone standards
Importance: High

Dave:

See below. The 1997 ozone standard has now been fully revoked, which puts TMACOG in attainment for all standards. As such, your plan update is due every 5 years instead of every four. As of April 6, 2015, TMACOG now only needs a plan update every 5 years. The 5 year update applies to the date of the most recent plan adoption, which my records indicate was 5/9/2011. Assuming that date is correct, your plan update is not due until 5/9/2016, which is different from the 7/1/2015 which you have been planning towards.

Thanks,
Andrew

Andrew Shepler
Ohio Department of Transportation
Office of Statewide Planning & Research
Mail Stop 3280
(614) 466-2348
Andrew.Shepler@dot.state.oh.us

From: Andy.Johns@dot.gov [<mailto:Andy.Johns@dot.gov>]
Sent: Monday, April 13, 2015 12:02 PM
To: Moore, Dave
Cc: Hurst, Andrew; Rapp, Vincent; Shepler, Andrew; Oesterling, Leigh; Burkett, Frank; carmen.stemen@dot.gov
Subject: FW: INFORMATION: Update on the 1997 ozone and 2008 ozone standards

Dave:

Good morning.

Please see the information below on 1997 and 2008 ozone standards from our Headquarters air quality specialists.

Have a great day.

Respectfully,
Andy Johns
FHWA - Ohio Division
614.280.6850

The purpose of this email is provide you with an update on 2 major implementation issues related to the 1997 and 2008 ozone standards that will have transportation conformity impacts.

- (1) **Full revocation of the 1997 ozone standard.** As you may recall, on December 23, 2014, the Court of Appeals for the DC Circuit vacated that portion of the regulation which had revoked transportation conformity requirements for the 1997 ozone standard. As a result of the Court's vacatur of the partial revocation provision, transportation conformity for the 1997 ozone NAAQS again applied in any areas that were nonattainment or maintenance for the 1997 ozone NAAQS. On April 6, 2015, EPA's final 2008 ozone NAAQS SIP requirements rule (80 FR 12264) became effective; this rule revoked the 1997 ozone NAAQS for all purposes. Therefore, transportation conformity for the 1997 ozone standard no longer applies in 1997 ozone nonattainment/maintenance areas after April 6, 2015. For an MPO that has previously been nonattainment or maintenance for the 1997 8-hour standard and subject to the 4-year plan/conformity update requirement, when the 1997 standard was fully revoked on April 6, 2015, the 5-year plan update cycle applies from the date of the most recent MPO plan adoption (not, the most recent FHWA/FTA conformity determination). The transition to the 5-year plan update cycle only applies to the previous 1997 ozone nonattainment and maintenance areas that are now attainment for all transportation-related pollutants.

- (2) **Attainment year for the 2008 ozone standard.** In the same decision, the Court also vacated the regulations that established attainment dates for areas designated nonattainment for the 2008 ozone standard. In EPA's final 2008 ozone NAAQS SIP requirements rule, EPA addressed the attainment dates for the 2008 ozone NAAQS in light of the DC Circuit Court decision. The table below lists the maximum attainment dates for each 2008 ozone NAAQS classification. The attainment dates may affect transportation conformity determinations in the following situations.
 - a. Areas using budgets to determine conformity must be aware of their attainment year and perform a regional emissions analysis for the attainment year if it is still in the future. The attainment year for 2008 ozone areas will be, at the latest, the calendar year of the ozone season immediately preceding a nonattainment area's maximum attainment date (e.g., no later than 2017 for Moderate areas).
 - b. An MPO (or isolated rural areas) in a 2008 ozone nonattainment area that demonstrated all conformity requirements and completed a conformity determination that addressed the maximum attainment year (as opposed to the preceding calendar year) before the Court's December 23, 2014 decision can

submit that determination to FHWA and FTA for review and a conformity determination.

- c. The attainment date for marginal areas (2014) is no longer in the timeframe of the Plan/TIP conformity determination as of January 1, 2015. Marginal areas should remain mindful of any actions by EPA that may affect their attainment date such as reclassification or attainment date extension.

2008 Ozone NAAQS Classification	Maximum 2008 Ozone NAAQS Attainment Date	Attainment Year Associated with Maximum Attainment Date for Purposes of Transportation Conformity Determinations
Marginal	July 20, 2015	2014
Moderate	July 20, 2018	2017
Serious	July 20, 2021	2020
Severe 15	July 20, 2027	2026
Severe 17	July 20, 2029	2028
Extreme	July 20, 2032	2031

APPENDIX C
Public Notice Documentation

THE BLADE

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I, Sisa Berg being first duly sworn, make oath and say that I am an Advertising Clerk in the employ of The TOLEDO BLADE CO., the publishers of THE BLADE, that I personally know the facts herein stated, that said BLADE is a daily newspaper printed, and of general circulation in excess of 15,000, in said County, and in said State, and that the notice of which the below is a true copy of the text, was published in said Daily BLADE according to the above run schedule.

Subscribed in my presence and sworn to before me this 10 day of February, A.D. 2017

Ann M. Martinez
Notary Public, State of Ohio



ANN M. MARTINEZ
Notary Public, State of Ohio
My Commission Expires 01-13-2020

**PUBLIC MEETINGS -
TRANSPORTATION IMPROVEMENT
PROGRAM**

Two meetings are scheduled to invite public review and comment on the Transportation Improvement Program (the TIP) for Lucas and Wood counties in Ohio.

The regional TIP provides project funding and scheduling information for federally obligated projects with the Ohio Department of Transportation (ODOT), Toledo Metropolitan Area Council of Governments (TMACOG), and Toledo Area Regional Transit Authority (TARTA). Both the statewide and the regional capital improvement programs will be part of the open house public meetings.

- March 30, 2017, 3-6 p.m., at TMACOG offices, 300 Martin Luther King, Jr. Drive, Toledo, OH 43604, or
- April 4, 2017, 3-6 p.m., at ODOT District Two offices in Bowling Green, 317 E. Poe Rd., Bowling Green, OH 43402

The public comment period is **March 27 through April 7, 2017**. Comments can be submitted at the meetings, to TMACOG by mail (PO Box 9508, Toledo, OH 43697-9508), by phone (419.241.9155 ext. 1151), or by e-mail to dasher@tmacog.org.

The public review draft of the 2018-2021 TIP can be reviewed at the TMACOG office during the public comment period, at http://www.tmacog.org/Transportation/TIP/DRAFT_FY2018-2021_TIP and at the public meetings.

People requiring special accommodations for language or mobility disabilities may request assistance: 419.241.9155 ext. 107 or alien@tmacog.org. #451885

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(419)352-4611

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Total LEG 7.25
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Affidavits: 1

Contact:

Phone: (419)241-9155ext
Fax#: (419)241-9116
Email: best@tmacog.org
Agency:

Ad Descrpt: PUBLIC MTGS - TIP
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ORDER CONFIRMATION (CONTINUED)

Salesperson: JOY HOBSON

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Acct #: 50009

Ad #: 96761

Status: N

Public Meetings-

Transportation
Improvement Program

Two meetings are scheduled to invite public review and comment on the Transportation Improvement Program (the TIP) for Lucas and Wood counties in Ohio.

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- April 4, 2017, 3-6 p.m., at ODOT District Two offices in Bowling Green, 317 E. Poe Rd., Bowling Green, OH 43402

The public comment period is **March 27 through April 7, 2017**. Comments can be submitted at the meetings, to TMACOG by mail (PO Box 9508, Toledo, OH 43697-9508), by phone (419.241.9155 ext. 115), or by e-mail to **dasher@tmacog.org**.

The public review draft of the 2018-2021 TIP can be reviewed at the TMACOG office during the public comment period, at **http://www.tmacog.org/Transportation/TIP/DRAFT_FY2018-2021_TIP** and at the public meetings.

People requiring special accommodations for language or mobility disabilities may request assistance: 419.241.9155 ext. 107 or **allen@tmacog.org**.
February 8, 2017

**FY 2018-2021 Transportation Improvement Program (TIP)
Public Review and Input Process**

The Toledo Metropolitan Area Council of Governments (TMACOG) is the federally authorized Metropolitan Planning Organization for transportation planning for Lucas and Wood Counties in Ohio and as such is responsible for the development of a Transportation Improvement Program (TIP). The TIP is the four-year program of locally administered, federally funded transportation projects. The TIP currently under development and review covers Fiscal Years 2018 through 2021 (July 1, 2017 through June 30, 2021).

Public review and input is encouraged of the projects incorporated into the TIP. The Public Review period is March 27th through April 7th, 2017. Your comments will be reviewed and considered for the TIP with modifications to the plan as appropriate.

You may submit your comments at the meeting or send them to TMACOG.

By email: dasher@tmacog.org
Or by mail: Lance Dasher
Toledo Metropolitan Area Council of Governments
300 Martin Luther King Jr. Drive, Suite 300
Toledo, OH 43604

Please submit all comments by April 7, 2017. Thank you for your participation.

PLEASE GIVE US YOUR INPUT:

Name: _____

Contact Information: _____

Comment: _____

APPENDIX D
Previous TIP Projects
Contracted

Previous TIP Projects Contracted

Projects shown in following table are those contracted from State FY 2016 through State FY 2017.

There were no significant delays in the projects listed in the FY 2016 - 2019 TIP.

<i>PID</i>	<i>Project Name</i>	<i>Project Description</i>	<i>Project Location</i>	<i>Sold or Obligated Fiscal Year</i>	<i>Funding Amount</i>
89264	LUC Miami St Bridge over NS Railroad	A Municipal Bridge Program funded project to replace the superstructure of the existing Miami St bridge over NS RR, rehabilitate existing substructure, and reconstruct bridge roadway approaches; perform necessary related work.	Miami St over NS	2016	\$2,122,254
98992	LUC Shipyard Access Road	A small TMACOG funded project to resurface shipyard access road in the Port of Toledo; perform necessary related work.	Access to Toledo Shipyard	2016	\$125,411
86589	LUC Middlegrounds Metropark	Building an access road and a parking lot at the middlegrounds located in the southeast corner of the intersection of Ottawa St and Clayton St in downtown Toledo near the MLK Plaza; perform necessary related work.	Middlegrounds located in the southeast corner of the intersection of Ottawa St and Clayton St in downtown Toledo.	2016	\$577,778
94279	LUC E. Circle Lane Bridge	A municipal bridge program funded project to address the East Circle Lane bridge over Ottawa River by replacing its superstructure, rehabilitating its substructure, painting structural steel, and reconstructing approaches.	East Circle Lane bridge over Ottawa River in the City of Toledo	2016	\$859,872
99447	LUC Olander Park Roadway/Parking Lots	An OPRA funded project to resurface roadway and parking lots in Olander Park, Sylvania Park System; perform necessary related work.	Roadway & parking lots in Olander Park	2016	\$191,377
97127	LUC Sylvania/Centennial Roundabout	Construct a modern roundabout at the intersection of Sylvania Ave and Centennial Rd; perform necessary related work. CEAO funded project.	Intersection of Sylvania Ave & Centennial Rd	2016	\$1,328,827
93958	LUC US 20 15.76 Urban Paving	Resurface Reynolds Rd (US-20) and perform improvements to traffic median; perform necessary related work.	From Glendale to Toledo City Limits	2016	\$1,209,295
98918	WOO Bradner Presrv Drive/Prk Lot	Addition of a stone drive and 50 car parking lot to allow public access to new park land; perform necessary related work.	Wood County Metroparks, Bradner Preserve off US-23	2016	\$53,826
93918	LUC SR 120 13.28 Urban Paving	An Urban Paving funded project to resurface Central Ave (SR-120) from Secor Rd to Upton Ave in the City of Toledo; perform necessary related work, FIELD REVIEW conducted 5/14/14. NHS waiver required.	From Secor Rd to Upton Ave	2016	\$1,747,364
95674	LUC Douglas Rd Reconstruct/Widen	A TMACOG funded project to widen & reconstruct Douglas Rd from Sylvania Ave to Laskey Rd in the City of Toledo; perform necessary related work.	City of Toledo, from Sylvania Ave to Laskey Rd	2016	\$5,377,349
93960	LUC US 24 21.45 Urban Paving	An urban paving funded project to resurface Detroit/Fearing (US-24) from Arlington to I-75 in Toledo; perform necessary related work. NHS waiver required.	From Arlington to I-75 in Toledo	2016	\$2,854,955
95675	WOO SR25/Gypsy Lane Intersection	A TMACOG funded project to realign intersection of S. Main St (SR25) and Gypsy Lane and add a left turn lane for WB Gypsy Lane traffic in the City of Bowling Green, perform necessary related work.	City of Bowling Green, intersection of Haskins (SR-64) and W. Poe Rd	2016	\$860,792
95677	LUC Indiana Ave Resurface	A TMACOG funded "small project" to reconstruct Indiana Ave from I-75 to Washington St; perform necessary related work.	City of Toledo, I-75 to Washington	2016	\$480,219
94339	WOO SR 235 2.48/13.11 Resurface	A 2-Lane district allocation funded project to resurface SR-235, perform necessary related work.	From North of SR18/Deshler Rd to Maplewood Rd, from north of RR to SR-65	2016	\$3,721,918
97642	WOO CR321/TR102 Var Gp5FY15	OBPP funded project to rehab/replace various bridges in Wood County; perform necessary related work.	Various locations in Wood County	2016	\$666,305
99552	LUC VGCS/Craig Maint FY2016	A contract to address various outstanding issues of the VGCS bridge; perform necessary related work.	VGCS Bridge	2016	\$615,730
101901	LUC SR246 5.84 Brdg Patch Emrgey	An emergency project to perform full depth patching to the Dorr ST bridge deck over I-75; perform necessary related work.	Dorr St (SR-246) bridge over I-75	2016	\$75,000
88525	LUC SR 2 4.50 Resurface	A multi-lane district allocation funded project to resurface SR-2 in Lucas County from near the Turnpike to near Holloway; perform necessary related work.	From near Turnpike to near Holloway	2016	\$3,252,998
90127	WOO SR 51 0.42/1.78/2.16/3.03	A district allocation funded project to replace 4 existing structures. Investigate prefabricated structure with safety grading; perform necessary related work.	4 structures --over Crane Creek, over Ayers Creek, over Little Cedar Creek, over Dry Creek	2016	\$1,628,663

<i>PID</i>	<i>Project Name</i>	<i>Project Description</i>	<i>Project Location</i>	<i>Sold or Obligated Fiscal Year</i>	<i>Funding Amount</i>
97644	WOO CR9/TR92/TR111 Var Gp 7 FY16	An OBPP funded project to replace various bridges in Wood County; perform necessary related work.	Various bridges in Wood County	2016	\$1,476,200
90112	LUC IR 75 4.34 Redeck	A district allocation funded project to redeck existing 2 span steel girder bridge with sidewalks and vandal fences on each side of the bridge; patch substructure; perform necessary related work.	City of Toledo, Delaware Ave bridge over I-75	2016	\$1,384,850
90120	LUC IR 475 12.83 Redeck	A district allocation funded project to redeck the existing 4 span steel bridge with sidewalks and vandal fences on each side of the bridge; perform necessary related work.	City of Toledo, Woodley Rd bridge over I-475	2016	\$1,080,760
97643	HEN/WOO Keyser/CR46 Var Gp6 FY16	An OBPP funded project to repair/replace various bridges in Wood County and one bridge in Village of Deshler in Henry County; perform necessary related work.	Various bridges in Wood County	2016	\$1,587,400
79902	LUC SR 51 06.65 Bridge Rehab	Rehab structure by performing a deck overlay, semi-integral abutments, and paint, perform necessary related work.	Over Ottawa River/Ten Mile Creek.	2016	\$1,474,926
87943	LUC IR 75 3.64 Bancroft Ovrhead	A project to redeck the Bancroft St bridge over I-75 in the City of Toledo; perform necessary related work.	Bancroft St bridge over I-75 in Lucas County	2016	\$2,344,167
97594	WOO/LUC 280/475 6.47/0.00/9.63	A project to resurface I-475 from US-23 to Douglas Rd; perform necessary related work.	US-23 to Douglas Rd; Part 2 WOO/LUC 280 inlets	2016	\$9,522,505
88524	OTT/WOO 51/105/199 0/8.81/6.24	A 2-lane district allocation funded project to resurface; perform necessary related work.	Thru Elmore, thru Pemberville and thru West Millgrove	2016	\$1,385,921
100342	OTT/WOO SR 51 4.91/0.00 Resurface	Resurface pieces of SR-51 in Ottawa and Wood Counties; perform necessary related work.	OTT-51 from SR-163 to Wood Co.; WOO-51 from Ott Co to Northwood	2016	\$1,871,640
92747	WOO US 20 4.63 Resurf/Bridge	A district allocation funded project to resurface from near Lime City Rd to Lemoyne Access and to replace/rehab 3 bridges; perform necessary related work.	From near Lime City Rd to near Lemoyne Access	2016	\$302,084
100339	LUC US20A/SR2 0.30/2.23 Resurface	A project to resurface US-20A and SR-2, all in Lucas County; perform necessary related work.	US20A from Turtle Creek to SR-295; SR2 from US20A to Turnpike	2016	\$1,447,703
100369	WOO/SEN 105/162 1.13/0.00 Resurface	Resurface SR-105 in Wood County and SR-162 in Seneca County; perform necessary related work	On SR105 from BG to SR-199; On SR-162 from State Route 18 in Republic to Huron Co Line	2016	\$1,316,286
96355	WOO SR 199 27.97 Roundabout	Constructing a roundabout at SR 199 and Roachton Road	Wood SR 199 at SLM 27.91 Roachton Road	2016	\$1,404,282
100470	WOO SR 795 7.45 L/R Bridges	Remove existing micro silica concrete wearing surface & replace with SDC wearing surface; replace existing drip seals	over CSX RR Walbridge yard	2016	\$1,295,217
92331	LUC SR 2 18.62 Bridge Paint	A major bridge funded project to paint the structural steel of the high level bridge over the Maumee River in Toledo, perform necessary related work.	High level (AWT) bridge over Maumee River in Toledo	2016	\$12,606,745
79991	LUC IR 475 14.18 Redeck 3 Brdg	A district allocation funded project to redeck and paint the structural steel of 3 bridges over I-475 in the City of Toledo, perform necessary related work.	Monroe St bridge over I-475, Bowen Rd over I-475, Rushland Ave over I-475.	2016	\$6,070,630
97649	LUC Crabb Rd Gp 5 Muni FY16	An OBPP funded project to replace/Rehab bridge on Crabb Rd over Shantee Creek in Toledo; perform necessary related work.	Over Shantee Creek	2016	\$775,750
85271	WOO US 6 0.00 Resurf	Resurface US-6 in Wood County from Henry County Line to SR-235; Perform necessary related work.	from Henry County Line to SR-235	2016	\$2,457,290
92127	LUC US 20 0.00 Resurf	A district allocation funded program to resurface US-20 from Fulton County Line to near King Rd; perform necessary related work.	From Fulton County line to near King Rd	2016	\$3,756,518
80735	OTT SR 2 25.33	Rehabilitation of 2bridges. OTT-2-27.25 (SFN 6200729): Replace latex wearing surface with new micro-silica, remove and replace backwall and expansion joints, replace abutment bearings, replace end cross-frames, repair paint system.	2 bridges, one over NSRR and the other over Gypsum Rd	2017	\$933,526
86885	WIL/FUL US20 20.20/0.00 Resurf	A 2-lane district allocation funded project to resurface US-20; perform necessary related work.	From Pleasant in Williamns County to SR-108 north in Fulton County	2017	\$3,626,283
88516	FUL 20A/64 23.94/0.25 Resurf	A 2-lane district allocation funded project to resurface US-20A and SR-64 in Fulton County; perform necessary related work.	On US-20A from near CR-3 to Lucas County line; on SR-64 in Swanton from US-20A to near the Turnpike	2017	\$3,108,519

<i>PID</i>	<i>Project Name</i>	<i>Project Description</i>	<i>Project Location</i>	<i>Sold or Obligated Fiscal Year</i>	<i>Funding Amount</i>
90670	WOO Eckel Jcnct/Carronade Intrs	A TMACOG funded project to improve the intersection of Eckel Junction and Carronade in the City of Perrysburg by constructing a roundabout; perform necessary related work; FIELD REVIEW conducted on 5/27/14.	City of Perrysburg, Intersaection of Eckel Junction and Carronade	2017	\$605,539
92364	LUC SR 2 27.80 Resurf	A 2 lane district allocation funded project to resurface SR-2 in eastern Lucas County from N. Curtice Rd to near Ottawa County Line; perform necessary related work.	From about N. Curtice Rd to near Ottawa County Line.	2017	\$1,892,062
92368	OTT SR 53 0.00 Resurf	A 2 lane district allocation funded project to resurface SR-53 in Ottawa County from Sandusky County Line to Helendale; perform necessary related work.	From Sandusky County Line to Helendale	2017	\$2,738,470
92584	WOO Fort Meigs Rd Widening	A TMACOG funded project to widen Fort Meigs Road, in the City of Perrysburg, from a narrow 2 lane to a standard 2 lane, from Five Point Rd to High School Drive; perform necessary related work.	City of Perrysburg, from Five Point Rd to High School Drive	2017	\$1,816,482
93416	LUC IR 475 0.00 Resurf	A district allocation funded project to resurface I-475 from Monclova Rd to Central Ave overhead; perform necessary related work.	From Monclova Rd to Central Ave overhead	2017	\$3,017,605
95515	LUC-Chessie Circle Trail	Remove the former CSX RR bridge over the Maumee River and construct a bike/hike trail on abandoned RR track, owned by Toledo Metroparks; perform necessary related work.	Former CSX RR Bridge over Maumee River near the Turnpike Bridge and Bike/hike trail from River Rd to Glanzman Rd	2017	\$918,173
95673	LUC Douglas/Dorr Intersection	Improve the intersection of Douglas & Dorr St in the City of Toledo by providing 2 EB left turn lanes, lengthen SB right turn lane, realign lanes & striping, upgrade traffic signal & signage; perform necessary related work.	City of Toledo, intersection of Douglas and Dorr St	2017	\$1,540,219
96249	WOO SR 25 20.70 DDI	Install a Diverging Diamond Interchange at IR-475 ramps with SR-25 in Perrysburg, provide pedestrian access across interchange, and provide highway lighting in the corridor; perform necessary related work	SR-25 bridge over I-475 in Perrysburg	2017	\$7,990,729
96295	LUC SR 2 21.24 Safety	Various intersection safety improvements on SR 2 in Lucas county from I-280/Dearborn to Isaac Drive in the City of Oregon; perform necessary related work. Safety Funded PE, RW and Const.	Various intersection improvements on SR 2 from I-280/Dearborn to Isaac Drive	2017	\$3,642,400
96898	LUC IR 75 9.23 Noisewall Maint	A project to patch and paint noisewall on I-75 from I-280 to the state line; perform necessary related work.	From I-280 to State Line	2017	\$867,808
99001	WOO Maumee River MUP Ph 2	Maumee River Multi-Use path in Perrysburg; perform necessary related work.	Phase 2	2017	\$70,401
99519	D02 GR FY2017	A district wide guardrail maintenance contract; perform necessary related work.	District wide	2017	\$506,852
99656	D02 LG FY2017	Lighting maintenance contract	District wide	2017	\$369,745
99658	D02 PM FY2017	Pavement marking maintenance contract	District wide	2017	\$2,026,220
99659	D02 RPM FY2017	A Raised Pavement Marking (RPM) maintenance contract	District wide	2017	\$151,852
99660	LUC/OTT 280/65/163 FY17 Elec Mnt	A maintenance contract for 3 bridges.	VGCS, Craig and Port Clinton Bridges	2017	\$159,204
100170	D02 Maj Bridges Deck Seal	Seal decks of major bridges in D-2; perform necessary related work.	Various major bridges.	2017	\$1,660,982
100661	LUC US 20 18.66 Maumee Urban Pav	Resurafce US-20 in the City of Maumee; perform necessary related work.	AWT to north approach slab of Maumee-Perrysburg bridge	2017	\$662,848
100785	D02 PS FY2017(A)	Chip Seal segments of HEN-SR109, HEN-SR18, and LUC-SR295; perform necessary related work.	Various Locations.	2017	\$608,056
100941	WOO Kramer Rd Bridge	Replace existing bridge on Kramer Rd over north branch of Portage River; Perform necessary related work.	North branch of Portage River	2017	\$537,183
102066	LUC IR280 Fire Repair	Repair damage due to truck fire accident on the VGCS; perform necessary related work.	VGCS Bridge	2017	\$402,632
92158	LUC Maumee Ave Bridge Repl	A Municipal bridge funded project to replace the Maumee Ave bridge over NS RR in Toledo; perform necessary related work.	Over NS RR in Toledo	2017	\$2,000,000
95297	LUC SR 51 5.38 Bridge	A district allocation funded project to replace existing deck of Monroe St bridge over I-75 in Toledo; perform necessary related work.	Monroe St (SR-51) bridge over I-75 in Toledo	2017	\$2,231,010
95751	LUC SR 295 2.47 Resurf	A district allocation funded project to resurface SR-295; perform necessary related work.	From Toledo_Napoleon Rd to US-20A	2017	\$1,366,353

<i>PID</i>	<i>Project Name</i>	<i>Project Description</i>	<i>Project Location</i>	<i>Sold or Obligated Fiscal Year</i>	<i>Funding Amount</i>
98747	WOO Jerry City Rd Bridge	Replace Jerry City Road bridge over Jackson Cut-off located at the border between Milton & Jackson townships; perform necessary related work.	over Jackson cut-off	2017	\$465,093
100386	WOO Latcha Rd Bridge	A project to rehab/replace Latcha Rd bridge in Wood County; perform necessary related work.	Latcha Rd Bridge over Cedar Creek	2017	\$503,000
102118	LUC/OTT-65/163 FY17 Opert	A contract to operate the Craig and Port Clinton lift bridges; perform necessary related work.	Craig bridge and Port Clinton lift bridge	2017	\$387,972
102529	D02 Landscape FY2017	A district wide landscaping contract; perform necessary related work.	District wide	2017	\$177,790
103900	LUC SR 64 0.00 Demo	A district allocation funded project to Demolish buildings for the Waterville bridge (SR-64) over the Maumee River with a new wider bridge; perform necessary related work.	Demo Buildings for Waterville Bridge over Maumee River	2017	\$171,218
104675	LUC 75 1.68 Emer. A Brdg Patch	Emergency A project to patch the NB I-75 Collingwood Bridge and then to apply an asphalt overlay on the bridge before winter.	NB I-75 Collingwood Bridge	2017	\$300,000

APPENDIX E
Maintenance of Effort

Maintenance of Effort

Each year the TIP is required to demonstrate that existing transportation facilities are being adequately operated and maintained by showing that funds are being provided at appropriate levels. The following table provides data regarding the level of funding for operation, maintenance and reconstruction of the existing transportation infrastructure as provided by the larger jurisdictions in the region. The survey shows that the region is spending approximately 92% of its total roadway funding on operations, maintenance and reconstruction, and approximately 8% on new facilities.

One-Year Level of Local Expenditures for Maintenance, Operations, and Capital Improvement							
Jurisdiction	Maintenance and Operations		Capital Expenditures for Reconstruction		Capital Expenditures for New Facilities		Total
	Amount	%	Amount	%	Amount	%	
Bowling Green							
Lucas County	\$11,439,560	56%	\$6,158,006	30%	\$2,974,992	14%	\$20,572,558
Maumee	\$1,998,909	61%	\$1,277,669	39%	\$0		\$3,276,578
Northwood	\$522,450	36%	\$793,572	54%	\$142,377	10%	\$1,458,399
Oregon							
Perrysburg	\$550,000	14%	\$1,500,000	39%	\$1,794,000	47%	\$3,844,000
Rossford							
Sylvania							
Toledo	\$21,762,000	71%	\$9,020,000	29%	\$0	0%	\$30,782,000
Whitehouse	\$277,696	27%	\$188,000	22%	\$440,000	51%	\$855,969
Waterville							
Wood County	\$550,000	18%	\$2,500,000	82%	\$0	0%	\$3,050,000
Totals	\$37,100,615	58%	\$21,437,247	34%	\$5,351,369	8%	\$63,839,504

APPENDIX F
FY 2018-2021 TIP Resolution

FY 2018-2021 Transportation Improvement Program Approval Resolution – **STAFF REPORT**

TOLEDO METROPOLITAN AREA COUNCIL OF GOVERNMENTS
BOARD OF TRUSTEES MEETING AGENDA
APRIL 12, 2017

This resolution approves the FY 2018-2021 Transportation Improvement Program (TIP). Federal law requires a new TIP is developed every two years. The updated report will replace the FY2016-2019 TIP. The four-year TIP programs around \$50 million of TMACOG managed funds within Lucas and Wood Counties and includes a total of \$750,991,637 in federal funding to transportation projects within the MPO area. The TIP lists all projects with federal and state transportation funding envisioned for the area over the four years by ODOT and others to allow for coordination among all transportation stakeholders.

This resolution affirms that the FY 2018-2021 TIP was developed consistent with the goals, policies, transportation system improvement projects and strategies, and the fiscal constraints of the “On the Move: 2015-2045 Transportation Plan” (2045 Plan).

Further this resolution affirms that the TIP and 2045 Plan are in agreement and also agree with the state SIP.

These actions are required in accordance with the Fixing America’s Surface Transportation (FAST) Act and associated federal regulations that establish procedures for transportation planning by the MPOs such as TMACOG.

This resolution also authorizes the Vice President of Transportation, after consultation with the TIP Committee, to act on TMACOG’s behalf (without separate resolution) in the event that it becomes beneficial to move forward a later year TIP project into FY 2018 or FY 2019 for sale if doing so does not negatively impact implementation of the program as approved.

**A RESOLUTION OF THE
TOLEDO METROPOLITAN AREA COUNCIL OF GOVERNMENTS
AFFIRMING THAT THE FISCAL YEAR 2018-2021 TRANSPORTATION
IMPROVEMENT PROGRAM CONFORMS TO THE “ON THE MOVE: 2015-2045
TRANSPORTATION PLAN”; APPROVING THE FISCAL YEAR 2018-2021
TRANSPORTATION IMPROVEMENT PROGRAM; AUTHORIZING THE VICE
PRESIDENT OF TRANSPORTATION, IN CONSULTATION WITH THE TIP
COMMITTEE, TO MOVE FORWARD PROJECTS IN THE TIP TO FISCAL YEARS
2018 AND 2019 UNDER CERTAIN CONDITIONS; AFFIRMING THE CONSISTENCY
BETWEEN THE “ON THE MOVE: 2015-2045 TRANSPORTATION PLAN” AND THE
FISCAL YEAR 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM WITH
THE STATE IMPLEMENTATION PLAN; AND AFFIRMING THAT THE FISCAL
YEAR 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM CONFORMS TO
THE ADOPTED ELDERLY AND HANDICAPPED TRANSPORTATION PLAN**

WHEREAS, the Toledo Metropolitan Area Council of Governments (TMACOG) is a voluntary association of local governments and non-governmental partners in northwest Ohio and southeast Michigan, organized on May 31, 1968, and established under Chapter 167 of the Ohio Revised Code and the Michigan Public Act No. 7 (EX-SESS), and has carried out comprehensive metropolitan and regional planning since that date; and

WHEREAS, the Toledo Metropolitan Area Council of Governments (TMACOG) is designated as the Metropolitan Planning Organization (MPO) by the Governor through the Ohio Department of Transportation in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive transportation planning process (Process) for the Toledo Metropolitan Planning Area that results in plans and programs that consider all transportation modes and supports community development and social goals; and

WHEREAS, the MPO has been designated by the United States Department of Transportation (USDOT) and the Ohio Department of Transportation (ODOT) to direct, coordinate, and administer the Process in the Toledo Metropolitan Planning Area as mandated by the Congress in Titles 23 and 49 U.S.C.; and

WHEREAS, The USDOT allocates to the Toledo Metropolitan Planning Organization through ODOT certain Federal-Aid funds for transportation-related projects and activities; and

WHEREAS, the Fixing America’s Surface Transportation (FAST) Act, enacted by Congress in 2015, and the Code of Federal Regulations governing MPOs (23 C.F.R. 450) require that a Transportation Improvement Plan (TIP) be updated every two years and cover at least a four year time period; and

WHEREAS, the FY 2018-2021 TIP was prepared in cooperation with the States of Ohio and Michigan and with transit operators;

WHEREAS, under the FAST Act, TMACOG, as the MPO, selects projects for federal funding in consultation with the states, except for Interstate (I), Bridge (BR), and National Highway System (NHS) projects; and

WHEREAS, under the FAST Act, the states must select Interstate, Bridge, and National Highway System projects in consultation with TMACOG as the MPO; and

WHEREAS, the TMACOG TIP Committee has developed a proposed FY 2018-2021 Transportation Improvement Program that was reviewed through cooperation between TMACOG and ODOT at public meetings on March 30, 2017 at TMACOG, and on April 4, 2017 at ODOT District 2 in Bowling Green and further, the 2018-2021 TIP was subject to a public review and comment period from March 27 through April 7, 2017; and

WHEREAS, the FY 2018-2021 Transportation Improvement Program was prepared consistent with the goals, policies, transportation system improvement projects and strategies, and the fiscal constraints of the “On the Move: 2015-2045 Transportation Plan”; and

WHEREAS, the FY 2018-2021 TIP has been recommended for approval by the TIP Committee on March 27, 2017, and by the Transportation Council on April 5, 2017.

NOW, THEREFORE, BE IT RESOLVED BY THE TOLEDO METROPOLITAN AREA COUNCIL OF GOVERNMENTS:

Section 1

THAT it affirms that the FY 2018-2021 Transportation Plan has been prepared in accordance with the goals, policies, transportation system improvement projects and strategies, and the fiscal constraints of the “On the Move: 2015-2045 Transportation Plan” (2045 Plan) and recommends that its members incorporate the 2045 Plan into their own planning improvements; and

Section 2

THAT it adopts the “Fiscal Year 2018-2021 Transportation Improvement Program (TIP)” and certifies that projects identified therein are consistent with the goals, policies, transportation system improvement projects and strategies, and the fiscal constraints of the “On the Move: 2015-2045 Transportation Plan” (2045 Plan); and

Section 3

THAT, should a project not listed in the first two years of the TIP become eligible for sale during FY 2018 or FY 2019, the Vice President of Transportation, in consultation with the TIP Committee, is hereby authorized to review the project to determine the effect of the sale on other annual element projects, and if he or she determines that the project will not negatively impact the implementation of the program, he or she is authorized to notify ODOT of TMACOG’s concurrence in the advanced sale; and

Section 4

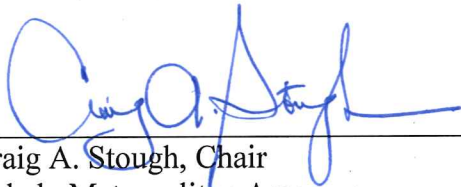
THAT it affirms the consistency between the FY 2018-2021 TIP, the 2045 Plan and the State Implementation Plan; and

Section 5

THAT the FY 2018-2021 TIP is hereby certified as compatible with the adopted Elderly and Handicapped Transportation Plan.

Adopted by the Board of Trustees on April 12, 2017.

Yea 28, Nay 0, Abstain 0



Craig A. Stough, Chair
Toledo Metropolitan Area
Council of Governments (TMACOG)



Tim W. Brown, President
Toledo Metropolitan Area
Council of Governments (TMACOG)

APPENDIX G
TIP Projects Sorted by PID
Number

PID	Project Name	Project Description	Project Location	Project Sponsor	Ph	Subphase	STIP Phase Estimate	Total Phase Encumbered	STIP Phase Total	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Obligation Description	SLM Miles	Air Quality Status	ALI - Qty XXX
98930	LUC Sylvania Ave Rehab in County	Rehabilitate the pavement of Sylvania Ave; perform necessary related work. FIELD REVIEW REQUIRED.	Centennial Rd to McCord Rd	Lucas County Engineer	CO	CO Contr	\$2,041,600	\$0	\$2,627,000	\$2,640,000	2019	4TA7	Federal	Major Rehabilitation	Bridge	1.87	Air Quality Exempt	
98930				Lucas County Engineer	CO	CO Contr	\$510,400				2019	LNTF	Local Match		Local Match			
98930				Lucas County Engineer	CO	CO Engr	\$75,000				2019	LNTF	Local Match		Local Match			
98930	LUC Sylvania Ave Rehab in County	Rehabilitate the pavement of Sylvania Ave; perform necessary related work. FIELD REVIEW REQUIRED.	Centennial Rd to McCord Rd	Lucas County Engineer	PE	Df Dgn	\$2,000	\$0	\$13,000	\$2,640,000	2018	LABR	State	Major Rehabilitation	Labor - State Match	1.87	Air Quality Exempt	
98930				Lucas County Engineer	PE	Env PE	\$11,000				2018	LABR	State		Labor - State Match			
98930				Lucas County Engineer														
98932	LUC Glendale Resurf	Mill and resurface existing asphalt pavement including full depth pavement repairs; perform necessary related work. FIELD REVIEW REQUIRED.	AWT to Broadway St	Toledo, City of	PE	Df Dgn	\$500	\$0	\$3,000	\$400,716	2018	LABR	State	Mill and Fill	Labor - State Match	0.36	Air Quality Exempt	
98932				Toledo, City of	PE	Env PE	\$2,500				2018	LABR	State		Labor - State Match			
98932	LUC Glendale Resurf	Mill and resurface existing asphalt pavement including full depth pavement repairs; perform necessary related work. FIELD REVIEW REQUIRED.	AWT to Broadway St	Toledo, City of	RW	RW Serv	\$300	\$0	\$300	\$400,716	2018	LABR	State	Mill and Fill	Labor - State Match	0.36	Air Quality Exempt	
98932				Toledo, City of														
98939	LUC TMACOG FY 18 Rideshare	TMACOG FY 18 Rideshare Program		0 TMACOG	SPR	Planning	\$95,800	\$0	\$95,800	\$95,800	2018	4TE7	Federal	Rideshare	CMAQ	0	Air Quality Exempt	
98939				TMACOG														
98940	LUC TMACOG FY 18 AQ Program	TMACOG FY 18 AQ Program		0 TMACOG	SPR	Planning	\$85,000	\$0	\$85,000	\$85,000	2018	4TE7	Federal	Air Quality Planning	CMAQ	0	Air Quality Exempt	
98940				TMACOG														
98941	LUC TMACOG FY 19 Rideshare	TMACOG FY 19 Rideshare Program		0 TMACOG	SPR	Planning	\$95,800	\$0	\$95,800	\$95,800	2019	4TE7	Federal	Rideshare	CMAQ	0	Air Quality Exempt	
98941				TMACOG														
98942	LUC TMACOG FY 19 AQ Program	TMACOG FY 19 AQ Program		0 TMACOG	SPR	Planning	\$85,000	\$0	\$85,000	\$85,000	2019	4TE7	Federal	Air Quality Planning	CMAQ	0	Air Quality Exempt	
98942				TMACOG														
98943	LUC TMACOG FY 20 Rideshare	TMACOG FY 20 Rideshare Program		0 TMACOG	SPR	Planning	\$112,800	\$0	\$112,800	\$112,800	2020	4TE7	Federal	Rideshare	CMAQ	0	Air Quality Exempt	
98943				TMACOG														
98944	LUC TMACOG FY 20 AQ Program	TMACOG FY 20 AQ Program		0 TMACOG	SPR	Planning	\$68,000	\$0	\$85,000	\$85,000	2020	4TE7	Federal	Air Quality Planning	CMAQ	0	Air Quality Exempt	
98944				TMACOG	SPR	Planning	\$17,000				2020	LNTF	Local Match		Local Match			
98944				TMACOG														
98953	LUC Woodruff Ave Resurf	Mill and resurface existing asphalt pavement including full depth pavement repairs, minor walk upgrades, minor drainage improvements, and curb repairs as needed; perform necessary related work. FIELD REVIEW REQUIRED.	Collingwood Blvd to Cherry St	Toledo, City of	CO	CO Contr	\$400,000	\$0	\$1,240,000	\$1,240,000	2019	LNTF	Local Match	Resurfacing, Undivided System	Local Match	1.23	Air Quality Exempt	
98953				Toledo, City of	CO	CO Contr	\$400,000				2019	4TA7	Federal		STBG			
98953				Toledo, City of	CO	CO Contr	\$400,000				2019	LNTF	Local Match		Local Match			
98953				Toledo, City of	CO	CO Engr	\$40,000				2019	LNTF	Local Match		Local Match			
98953				Toledo, City of														
98955	LUC McCord Resurf	Mill existing pavement, perform spot full depth repairs; reconstruct failed catch basins, place 2 course asphalt overlay; sidewalk repair/addition; perform necessary related work. FIELD REVIEW REQUIRED.	Angola Rd to Hancock Ave	Lucas County Engineer	CO	CO Contr	\$400,000	\$0	\$887,000	\$913,200	2018	4TA7	Federal	Mill and Fill	STBG	0.99	Air Quality Exempt	
98955				Lucas County Engineer	CO	CO Contr	\$400,000				2018	LNTF	Local Match		Local Match			
98955				Lucas County Engineer	CO	CO Contr	\$7,000				2018	LNTF	Local Match		Local Match			
98955				Lucas County Engineer	CO	CO Engr	\$80,000				2018	LNTF	Local Match		Local Match			
98955	LUC McCord Resurf	Mill existing pavement, perform spot full depth repairs; reconstruct failed catch basins; place 2 course asphalt overlay; sidewalk repair/addition; perform necessary related work. FIELD REVIEW REQUIRED.	Angola Rd to Hancock Ave	Lucas County Engineer	PE	Df Dgn	\$3,900	\$0	\$22,300	\$913,200	2018	LABR	State	Mill and Fill	Labor - State Match	0.99	Air Quality Exempt	
98955				Lucas County Engineer	PE	Env PE	\$18,400				2018	LABR	State		Labor - State Match			
98955	LUC McCord Resurf	Mill existing pavement, perform spot full depth repairs; reconstruct failed catch basins; place 2 course asphalt overlay; sidewalk repair/addition; perform necessary related work. FIELD REVIEW REQUIRED.	Angola Rd to Hancock Ave	Lucas County Engineer	RW	RW Serv	\$3,900	\$0	\$3,900	\$913,200	2018	LABR	State	Mill and Fill	Labor - State Match	0.99	Air Quality Exempt	
98955				Lucas County Engineer														
98997	LUC Ottawa River Rd Resurf	Resurface Ottawa River Rd in the City of Toledo; perform necessary related work; small project designated by TMACOG. FIELD REVIEW REQUIRED.	Suder to 290th	Toledo, City of	CO	CO Contr	\$325,000	\$0	\$676,000	\$696,100	2018	4TA7	Federal	Mill and Fill	STBG	1.13	Air Quality Exempt	
98997				Toledo, City of	CO	CO Contr	\$325,000				2018	LNTF	Local Match		Local Match			
98997				Toledo, City of	CO	CO Engr	\$13,000				2018	LNTF	Local Match		Local Match			
98997				Toledo, City of	CO	CO Engr	\$13,000				2018	4TA7	Federal		STBG			
98997	LUC Ottawa River Rd Resurf	Resurface Ottawa River Rd in the City of Toledo; perform necessary related work; small project designated by TMACOG. FIELD REVIEW REQUIRED.	Suder to 290th	Toledo, City of	PE	Df Dgn	\$3,000	\$0	\$17,100	\$696,100	2018	LABR	State	Mill and Fill	Labor - State Match	1.13	Air Quality Exempt	
98997				Toledo, City of	PE	Env PE	\$14,100				2018	LABR	State		Labor - State Match			
98997	LUC Ottawa River Rd Resurf	Resurface Ottawa River Rd in the City of Toledo; perform necessary related work; small project designated by TMACOG. FIELD REVIEW REQUIRED.	Suder to 290th	Toledo, City of	RW	RW Serv	\$3,000	\$0	\$3,000	\$696,100	2018	LABR	State	Mill and Fill	Labor - State Match	1.13	Air Quality Exempt	
98997				Toledo, City of														
98998	WOO Manville Rd	TMACO funded small project to resurface Manville Ave; perform necessary related work; FIELD REVIEW REQUIRED.	East Wooster to Napoleon	Bowling Green, City of	CO	CO Contr	\$275,000	\$0	\$572,000	\$589,000	2018	4TA7	Federal	Mill and Fill	STBG	0.76	Air Quality Exempt	
98998				Bowling Green, City of	CO	CO Contr	\$275,000				2018	LNTF	Local Match		Local Match			
98998				Bowling Green, City of	CO	CO Engr	\$11,000				2018	4TA7	Federal		STBG			
98998				Bowling Green, City of	CO	CO Engr	\$11,000				2018	LNTF	Local Match		Local Match			
98998	WOO Manville Rd	TMACO funded small project to resurface Manville Ave; perform necessary related work; FIELD REVIEW REQUIRED.	East Wooster to Napoleon	Bowling Green, City of	PE	Df Dgn	\$2,500	\$0	\$14,500	\$589,000	2018	LABR	State	Mill and Fill	Labor - State Match	0.76	Air Quality Exempt	
98998				Bowling Green, City of	PE	Env PE	\$12,000				2018	LABR	State		Labor - State Match			
98998	WOO Manville Rd	TMACO funded small project to resurface Manville Ave; perform necessary related work; FIELD REVIEW REQUIRED.	East Wooster to Napoleon	Bowling Green, City of	RW	RW Serv	\$2,500	\$0	\$2,500	\$589,000	2018	LABR	State	Mill and Fill	Labor - State Match	0.76	Air Quality Exempt	

PID	Project Name	Project Description	Project Location	Project Sponsor	Ph	Subphase	STIP Phase Estimate	Total Phase Encumbered	STIP Phase Total	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Obligation Description	SLM Miles	Air Quality Status	ALI - Qty XXX
104300	LUC CR 73 2.0 McCord Mill & Fill	Mill and Fill the existing pavement, performing spot full depth repairs, placing a two course asphalt concrete overlay (SMALL PROJECT)	Hancock Avenue to Dorr Street	Lucas County Engineer	CO	CO Contr	\$400,000	\$0	\$634,000	\$657,000	2020	4TA7	Federal	Mill and Fill	Bridge	0.91	Air Quality Exempt	
104300				Lucas County Engineer	CO	CO Contr	\$100,000				2020	LNTF	Local Match		Local Match			
104300				Lucas County Engineer	CO	CO Contr	\$110,000				2020	LNTF	Local Match		Local Match			
104300				Lucas County Engineer	CO	CO Engr	\$24,000				2020	LNTF	Local Match		Local Match			
104300	LUC CR 73 2.0 McCord Mill & Fill	Mill and Fill the existing pavement, performing spot full depth repairs, placing a two course asphalt concrete overlay (SMALL PROJECT)	Hancock Avenue to Dorr Street	Lucas County Engineer	PE	Dtl Dsgn	\$5,000	\$0	\$20,000	\$657,000	2019	LABR	State	Mill and Fill	Labor - State Match	0.91	Air Quality Exempt	
104300				Lucas County Engineer	PE	Env PE	\$15,000				2019	LABR	State		Labor - State Match			
104300	LUC CR 73 2.0 McCord Mill & Fill	Mill and Fill the existing pavement, performing spot full depth repairs, placing a two course asphalt concrete overlay (SMALL PROJECT)	Hancock Avenue to Dorr Street	Lucas County Engineer	RW	RW Serv	\$3,000	\$0	\$3,000	\$657,000	2019	LABR	State	Mill and Fill	Labor - State Match	0.91	Air Quality Exempt	
104300				Lucas County Engineer														
104417	LUC CR 2232 0.00 Wenz Rd FDR	Full Depth Reclamation of the existing roadway including widening for asphalt shoulders, new walk, new bike facilities, and water quality drainage improvements.	from Angola Rd to Hill Ave	Toledo, City of	CO	CO Contr	\$1,776,000	\$0	\$2,286,600	\$2,319,600	2021	4TA7	Federal	Minor Rehabilitation - Pavement Grnl Sys	Bridge	1.04	Air Quality Exempt	
104417				Toledo, City of	CO	CO Contr	\$444,000				2021	LNTF	Local Match		Local Match			
104417				Toledo, City of	CO	CO Engr	\$53,280				2021	4TA7	Federal		Bridge			
104417				Toledo, City of	CO	CO Engr	\$13,520				2021	LNTF	Local Match		Local Match			
104417	LUC CR 2232 0.00 Wenz Rd FDR	Full Depth Reclamation of the existing roadway including widening for asphalt shoulders, new walk, new bike facilities, and water quality drainage improvements.	from Angola Rd to Hill Ave	Toledo, City of	PE	Dtl Dsgn	\$5,000	\$0	\$30,000	\$2,319,600	2020	LABR	State	Minor Rehabilitation - Pavement Grnl Sys	Labor - State Match	1.04	Air Quality Exempt	
104417				Toledo, City of	PE	Env PE	\$25,000				2020	LABR	State		Labor - State Match			
104417	LUC CR 2232 0.00 Wenz Rd FDR	Full Depth Reclamation of the existing roadway including widening for asphalt shoulders, new walk, new bike facilities, and water quality drainage improvements.	from Angola Rd to Hill Ave	Toledo, City of	RW	RW Serv	\$3,000	\$0	\$3,000	\$2,319,600	2020	LABR	State	Minor Rehabilitation - Pavement Grnl Sys	Labor - State Match	1.04	Air Quality Exempt	
104417				Toledo, City of														
104422	LUC CR 508 1.85 Front St	Milling and resurfacing of the existing asphalt pavement, including full depth pavement repairs, walk improvements, minor drainage improvements and curb repairs as needed.	from I-280 to Millard Ave	Toledo, City of	CO	CO Contr	\$2,672,000	\$0	\$3,440,200	\$3,505,200	2021	4TA7	Federal	Mill and Fill	Bridge	1.79	Air Quality Exempt	
104422				Toledo, City of	CO	CO Contr	\$668,000				2021	LNTF	Local Match		Local Match			
104422				Toledo, City of	CO	CO Engr	\$80,160				2021	4TA7	Federal		Bridge			
104422				Toledo, City of	CO	CO Engr	\$20,040				2021	LNTF	Local Match		Local Match			
104422	LUC CR 508 1.85 Front St	Milling and resurfacing of the existing asphalt pavement, including full depth pavement repairs, walk improvements, minor drainage improvements and curb repairs as needed.	from I-280 to Millard Ave	Toledo, City of	PE	Dtl Dsgn	\$10,000	\$0	\$60,000	\$3,505,200	2020	LABR	State	Mill and Fill	Labor - State Match	1.79	Air Quality Exempt	
104422				Toledo, City of	PE	Env PE	\$50,000				2020	LABR	State		Labor - State Match			
104422	LUC CR 508 1.85 Front St	Milling and resurfacing of the existing asphalt pavement, including full depth pavement repairs, walk improvements, minor drainage improvements and curb repairs as needed.	from I-280 to Millard Ave	Toledo, City of	RW	RW Serv	\$5,000	\$0	\$5,000	\$3,505,200	2020	LABR	State	Mill and Fill	Labor - State Match	1.79	Air Quality Exempt	
104422				Toledo, City of														
104428	WOO CR 107 1.73 Oregon Rd	This project consists of 2" of pavement planning, 1.5" of Intermediate course and 1.5" of Surface course. A 5' stone berm and all appropriate pavement markings and casting adjustments will also be included. When completed, the stretch of Oregon Road from	from Ohio Turnpike to Binkler Rd	Wood County Engineer	CO	CO Contr	\$1,267,438	\$0	\$1,609,297	\$1,674,297	2021	4TA7	Federal	Mill and Fill	Bridge	2.9	Air Quality Exempt	
104428				Wood County Engineer	CO	CO Contr	\$316,859				2021	LNTF	Local Match		Local Match			
104428				Wood County Engineer	CO	CO Engr	\$20,000				2021	4TA7	Federal		Bridge			
104428				Wood County Engineer	CO	CO Engr	\$5,000				2021	LNTF	Local Match		Local Match			
104428	WOO CR 107 1.73 Oregon Rd	This project consists of 2" of pavement planning, 1.5" of Intermediate course and 1.5" of Surface course. A 5' stone berm and all appropriate pavement markings and casting adjustments will also be included. When completed, the stretch of Oregon Road from	from Ohio Turnpike to Binkler Rd	Wood County Engineer	PE	Dtl Dsgn	\$15,000	\$0	\$50,000	\$1,674,297	2020	LABR	State	Mill and Fill	Labor - State Match	2.9	Air Quality Exempt	
104428				Wood County Engineer	PE	Env PE	\$35,000				2020	LABR	State		Labor - State Match			
104428	WOO CR 107 1.73 Oregon Rd	This project consists of 2" of pavement planning, 1.5" of Intermediate course and 1.5" of Surface course. A 5' stone berm and all appropriate pavement markings and casting adjustments will also be included. When completed, the stretch of Oregon Road from	from Ohio Turnpike to Binkler Rd	Wood County Engineer	RW	RW Serv	\$15,000	\$0	\$15,000	\$1,674,297	2020	LABR	State	Mill and Fill	Labor - State Match	2.9	Air Quality Exempt	
104428				Wood County Engineer														
104438	LUC CR 1572 8.69 Main St	Full-depth reconstruction of Main Street including storm sewer replacement. Remove and replaces sidewalks on both sides including widening on the east side to be a 10' wide multi-path to better connect the Sylvania River Trail with Downtown Sylvania. Vehi	from Monroe St to Bridge Over Ten Mile Creek	Sylvania, City of	CO	CO Contr	\$347,650	\$0	\$749,500	\$794,500	2018	LNTF	Local Match	Major Reconstruction	Local Match	0.09	Air Quality Exempt	
104438				Sylvania, City of	CO	CO Contr	\$347,650				2018	4TA7	Federal		Bridge			
104438				Sylvania, City of	CO	CO Engr	\$20,325				2018	LNTF	Local Match		Local Match			
104438				Sylvania, City of	CO	CO Engr	\$27,100				2018	4TA7	Federal		Bridge			
104438				Sylvania, City of	CO	CO Engr	\$6,775				2018	LNTF	Local Match		Local Match			
104438				Sylvania, City of														
104479	WOO CR 103 1.92 Roachton MUP	A TMACOG enhancement funded project to construct a one half mile long 10 foot wide multi-use path along the south side of Roachton Road from 2500' east of Hull Prairie Road to Fort Meigs Road	2500' east of Hull Prairie Road to Fort Meigs Road	Perryburg, City of	CO	CO Contr	\$108,996	\$0	\$371,971	\$374,721	2018	LNTF	Local Match	New Construction	Local Match	0.5	Air Quality Exempt	
104479				Perryburg, City of	CO	CO Contr	\$182,830				2018	4TC7	Federal		TAP/Enhancements			
104479				Perryburg, City of	CO	CO Contr	\$45,707				2018	LNTF	Local Match		Local Match			
104479				Perryburg, City of	CO	CO Engr	\$34,438				2018	LNTF	Local Match		Local Match			
104479				Perryburg, City of														
104482	TMACOG SFY20 TIP Management	TMACOG SFY20 TIP Management		0 TMACOG	SPR	Planning	\$80,000	\$0	\$100,000	\$100,000	2020	4TD7	Federal	Planning & Research	Bridge	0	Air Quality Exempt	
104482				TMACOG	SPR	Planning	\$20,000				2020	LNTF	Local Match		Local Match			
104482				TMACOG														
104484	TMACOG SFY21 TIP Management	TMACOG SFY21 TIP Management		0 TMACOG	SPR	Planning	\$80,000	\$0	\$100,000	\$100,000	2021	4TD7	Federal	Planning & Research	Bridge	0	Air Quality Exempt	

PID	Project Name	Project Description	Project Location	Project Sponsor	Ph	Subphase	STIP Phase Estimate	Total Phase Encumbered	STIP Phase Total	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Obligation Description	SLM Miles	Air Quality Status	ALI - Qty XXX
104517	TARTA Bus Replacement	Bus Replacement. CMAQ funds only are flex fund transfers.	Toledo	TARTA	Capital	Oh Remb	\$1,372,000	\$0	\$1,715,000	\$1,715,000	2021	4TP?	Federal	FTA Transfer	CMAQ	0	Air Quality Exempt	11.12.02 - Qty 3
104517				TARTA	Capital	Oh Remb	\$343,000				2021	LNTF	Local Match		Local Match			11.12.02 - Qty 3
104517				TARTA														
104750	LUC CR 84 1.18 Safety	A safety funded project to install medians to prohibit left turns into and out of Manley Road, Knightshill Lane and Pine Trace Drive; widen Perrysburg-Holland to allow an additional through lane in each direction; and improve signal visibility at the inte	From 180/90 to Heatherdowns Blvd	Toledo, City of	CO	CO Contr	\$2,604,150	\$0	\$2,893,500	\$2,943,500	2019	4HJ7	Federal	Intersection Improvement	Highway Safety Imp Prog	0.66	Air Quality Exempt	
104750				Toledo, City of	CO	CO Contr	\$289,350				2019	LNTF	Local Match		Local Match			
104750				Toledo, City of														
104787	TARTA Operating Assistance	Operating Assistance FFY17	Toledo	TARTA	Operating	Trnst/Av	\$3,100,000	\$0	\$6,200,000	\$6,200,000	2018	FTAD	Federal	Transit	5307 - Urban Formula Program	0	Air Quality Exempt	30.09.04 FFY17
104787				TARTA	Operating	Trnst/Av	\$3,100,000				2018	LNTF	Local Match		Local Match			30.09.04 FFY17
104787				TARTA														
105268	TARTA Operating Assistance	FFY 2017 Operating Assistance	Toledo	TARTA	Operating	Oh Remb	\$3,131,452	\$6,262,904	\$12,525,808	\$12,525,808	2018	LNTF	Local Match	Transit	Local Match	0	Air Quality Exempt	30.09.01 FFY2017
105268				TARTA	Operating	Oh Remb	\$3,131,452				2018	FTAD	Federal		5307 - Urban Formula Program			30.09.01 FFY2017
105268				TARTA														
105306	SEN/WOO US 23 12.59/0.00 Resurf	Resurface US 23 in Fostoria (WOO & SEN) between Findlay St. (12.59) and SR 199 (0.35); perform necessary related work.	US 23 in Fostoria between Findlay St. & SR 199.	District Two	PE	Dtl Dsgn	\$5,000	\$0	\$55,000	\$1,060,000	2018	LABR	State	Mill and Fill	Labor - State Match	1.11	Air Quality Exempt	
105306				District Two	PE	Eav PE	\$50,000				2018	LABR	State		Labor - State Match			
105306	SEN/WOO US 23 12.59/0.00 Resurf	Resurface US 23 in Fostoria (WOO & SEN) between Findlay St. (12.59) and SR 199 (0.35); perform necessary related work.	US 23 in Fostoria between Findlay St. & SR 199.	District Two	RW	RW Serv	\$5,000	\$0	\$5,000	\$1,060,000	2018	LABR	State	Mill and Fill	Labor - State Match	1.11	Air Quality Exempt	

APPENDIX H
Other Projects of Regional
Significance

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

PROJECT NAME PROJECT SPONSOR

Ohio Turnpike Improvement Ohio Turnpike Commission

In 1996, the Ohio Turnpike Commission began construction of a third travel lane along most of the Ohio Turnpike. This construction will be accomplished within the existing right-of-way for most of its length. Construction of the total project has been broken into smaller projects that are being performed over a period of years. Work east of the IR-280 interchange has been completed. Work to construct the third lane west of I-280 to Reynolds Rd (Exit 59) has been completed.

In addition to the third lane initiative, the Turnpike Commission will also begin a program to replace the roadway base over the next 25 years.

APPENDIX I
Ohio Statewide Urban CMAQ
Committee Program
Guidance

**Ohio Statewide Urban
Congestion Mitigation/Air Quality (CMAQ) Program
Revised June, 2015**

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PREFACE

In November 2012, the Director of the Ohio Department of Transportation (ODOT) announced the creation of an Ohio Statewide Urban Congestion Mitigation and Air Quality (CMAQ) Program. The intent of the program is to more quickly advance eligible projects that improve air quality, reduce congestion, and eliminate delay/improve safety, in addition to utilizing statewide CMAQ funding in the year funds are allocated.

The Ohio Association of Regional Councils (OARC) Executive Directors established an Ohio Statewide Urban CMAQ Committee (OSUCC) charged with developing protocols for managing the program. The CMAQ Program provides approximately \$60 plus million annually; although this amount may vary for each application round. In concert with ODOT, Ohio's eight largest Metropolitan Planning Organizations (MPOs) with populations larger than 200,000 have collaboratively established a set of funding policy guidelines to be used in selecting and managing projects using federal CMAQ funding. The OSUCC consists of representatives from the following agencies:

Akron Metropolitan Area Transportation Study (AMATS)
Eastgate Regional Council of Governments (Eastgate)
Miami Valley Regional Planning Commission (MVRPC)
Mid-Ohio Regional Planning Commission (MORPC)
Northeast Ohio Areawide Coordinating Agency (NOACA)
Ohio-Kentucky-Indiana Regional Council of Governments (OKI)
Stark County Area Transportation Study (SCATS)
Toledo Metropolitan Area Council of Governments (TMACOG)

This document describes program policies and procedures and is structured to administer the program efficiently while providing flexibility with respect to eligible activities and the type of projects that can be funded as defined under § 23 CFR Part 450 and § 23 USC 149.

BACKGROUND AND PURPOSE

The Congestion Mitigation and Air Quality (CMAQ) improvement program was established by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The CMAQ program provides a flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for areas that were out of compliance but have now met the standards (maintenance areas).

The CMAQ program supports **two important goals of the Department of Transportation: improving air quality and relieving congestion**. This program was particularly designed to help states and metropolitan areas meet their Clean Air Act obligations in nonattainment and maintenance areas and to prevent areas from falling into nonattainment. Additionally, the current federal transportation bill Moving Ahead for Progress in the 21st Century (MAP-21) puts an increased focus on addressing PM_{2.5}.

Generally, projects eligible under the CMAQ program prior to enactment of MAP-21 remain eligible. All CMAQ projects must demonstrate three primary elements of eligibility: 1.) transportation identity as described within the programmatic parameters in the CMAQ Final Program Guidance Section VII – Project Eligibility Provisions – D. Eligible Projects and Programs; 2.) emissions reduction; and 3.) location in or benefitting a nonattainment or maintenance area. While project eligibilities are continued, there is some modification with new language placing considerable emphasis on select project types

including electric and natural gas vehicle infrastructure and diesel retrofits. As in past authorizations of the program, projects must be included in a MPO transportation plan and transportation improvement program (TIP), or the current Statewide TIP in areas that are not part of an MPO. The MPO plans and programs must also have a transportation conformity determination in place, where applicable.

The following assumptions were used in the development of the Ohio Statewide Urban CMAQ Program:

1. CMAQ over-programming and reservoir: ODOT will allow 5% [maximum] of the committed CMAQ Program to be over programmed and a total amount of reservoir projects equal to 25% of the fiscal year funds apportioned. Reservoir projects are identified from existing projects with CMAQ commitments based on funding availability, individual project schedules, and consistency with the statewide CMAQ project evaluation process.
2. Rideshare and Air Quality Planning through the Unified Planning Work Program (UPWP): Prior to the beginning of each FY, UPWP budgets for Rideshare and Air Quality Planning would be revisited based on per capita adjustments. Rideshare and AQ would not be subject to the statewide CMAQ application and evaluation process. Funding of up to 1 dollar per CMAQ eligible population based on the most recent US Census will be made available to each large MPO for Rideshare and Air Quality planning programs.
3. CMAQ projects programmed in the FY2014- FY2017 TIP: CMAQ projects identified in the FY 2014-FY 2017 TIP as of July 1, 2013, were not subject to the new statewide evaluation process and were “held harmless.” This includes projects having an active phase (regardless of funding source) such as PE-Environmental, PE Detail Design, and Right-of-Way, scheduled in the FY 2014 – FY 2017 STIP/TIP, with the final RW clearance and construction dates being in a fiscal year beyond 2017.

The Executive Directors of the eight large Ohio MPOs designated the OSUCC consisting of the MPO transportation directors, or their designees, to manage the CMAQ program including project monitoring, project selection, and identification and advancement of reservoir projects. The OSUCC shall recommend to the Executive Directors of the eight large Ohio MPOs the agreed upon program of projects for their approval. If the OSUCC cannot come to an agreement on an issue, it will be brought to the Executive Directors for resolution. An agreement is defined as consensus by five (5) MPOs.

GENERAL GUIDELINES

The purpose of this section is to describe policy guidelines, which are grouped into the following categories: eligibility, policies, administration, solicitation and selection process, and project evaluation criteria.

ELIGIBILITY

1. Regional Transportation Plan – All projects implemented with federal funds must be included in or be consistent with the applicable MPO approved Regional Transportation Plan.
2. Submitting Projects for Funding – Biennially or as determined by OSUCC, the OSUCC will initiate a new solicitation and selection cycle in accordance with the process presented in the Solicitation and Selection Process section.
3. Project Sponsors - Applicants are limited to qualified government entities that are members of one of the large MPOs located within the metropolitan planning area. Projects located within the boundaries of a non-member jurisdiction are not eligible for Federal CMAQ funds unless the

member jurisdiction applying for funds would be the owner or maintainer of the facility being constructed.

Projects may also be advanced and implemented through a Public-Private-Partnership (PPP), as defined in Section VII.C of the most current CMAQ program guidance from FHWA. A PPP must include a legal, written agreement between an eligible Public Entity and a Private Entity project sponsor that specifies the roles and responsibilities of the participating parties. The Local Public Agency (LPA) serves as the responsible agent for the project to ODOT for purposes of the Federal Project Agreement.

4. Application Legislation - Local commitment, in the form of specific legislation, is required of sponsors and co-sponsor(s) of CMAQ funded projects. This ensures that Councils, Boards, and Commissions recognize that the project is being submitted for federal funding and that a local funding match is required, with the exception of those projects that are eligible for 100% federal reimbursement. Legislation must include the following: project name, description and cost, an acknowledgement that the sponsor and co-sponsor(s) have read and understand the Ohio Statewide Urban CMAQ Guidelines, and that the sponsor and co-sponsor(s) are aware of the local match being pledged. Sample legislation will be included with project applications when they are given to project sponsors. Failure to submit legislation by the established due date may result in cancellation of project application.
5. Eligible Project Phases –All phases of a project beyond planning including, environmental, preliminary engineering, detailed design, right of way and construction plan development costs are eligible for CMAQ reimbursement. However, to expedite the process the OSUCC encourages sponsors to finance and develop preliminary engineering and detailed design phases with local funds. It is important to note that any federal funds used for preliminary or final engineering of a project that does not advance to construction within a time period of ten years may be subject to payback.
6. Logical Termini and Independent Utility – Projects submitted for federal funds must have logical termini and independent utility. This means a project must have rational end points and stand alone when completed. For example, a project may be one phase in a multi-phase project, but each phase must have immediate benefit and use to the public in case additional phases are never funded.
7. Project Programming– Project sponsors must initiate the programming process with ODOT within 60 days of notification of approved funding for the project by the OSUCC. Failure to do so may result in cancellation of project.
8. Review Meetings - Project sponsors are required to attend quarterly project review meetings with their respective ODOT district to monitor the status of programmed projects.

POLICIES

Description

The Congestion Mitigation/Air Quality Program (CMAQ) provides funding for projects and programs in air quality non-attainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM₁₀, PM_{2.5}) which reduce transportation related emissions. All eight large MPOs in Ohio are classified as non-attainment or maintenance for ozone and/or PM_{2.5}.

In determining project eligibility, only projects that have documented ozone precursor emissions and/or PM_{2.5} reductions can be considered. These projects may include signalization and operational highway improvements including roundabouts, replacement or retrofit of older diesel buses, alternative fuel programs, rideshare projects and park-and-ride projects. A complete list of eligible activities is available in Appendix A. CMAQ funds cannot be used for projects such as the addition of through lanes or a new highway.

Program Policies

1. Federal Participation
 - a. The maximum federal share for projects under the CMAQ Program is 80% of total eligible project costs, with the exception of those projects eligible for 100% federal reimbursement (excluding 100% local items). Projects may also be advanced at a higher federal participation rate utilizing Toll Credits (TCs). ODOT has made TC available to the statewide CMAQ program through 2020. Application of TCs may be considered for projects subject to funding availability and OSUCC approval. Federal funding participation for CMAQ projects is either the federal participation rate approved for the project, or the total federal funds approved for the project, whichever is less.
2. Local Participation
 - a. The minimum local share is 20% of total eligible project costs (excluding 100% local items or possible TC use).
 - b. The local share for CMAQ projects may be from local, state, or other non-federal sources. Cost associated with a non-CMAQ funded phase are not considered as local share.
 - c. Projects federally eligible for 100% federal reimbursement do not require a local match.
3. Preliminary Engineering, Environmental, Detailed Design – All are eligible for CMAQ reimbursement. However to expedite the process the OSUCC encourages sponsors to finance such phases with local funds and projects will benefit in the evaluation process. If CMAQ funds are used for these types of activities, the sponsor must be committed to the construction phase and right of way - if applicable.
4. Right-of-Way - The right-of-way funding may be adjusted from the original amount approved as long as the project's total cap is not increased. These projects have a combined cap inclusive of all project phases. However, to expedite the process the OSUCC encourages sponsors to finance and complete right-of-way with local funds and projects will benefit in the evaluation process.
5. Construction/Capital Purchases - the construction funding may be adjusted from the original amount approved as long as the project's total cap is not increased. These projects have a combined cap inclusive of all project phases.

6. Project Delays – Funding for CMAQ projects that are delayed or cancelled will be reevaluated based on the following principles:
 - a. If a project is delayed due to the lack of programmed federal funds, the project will be rescheduled as soon as funds become available.
 - b. If a project is delayed due to the project sponsor, the project may be cancelled or rescheduled at a later time as not to impact or jeopardize other projects that have met their schedules.
 - c. If a project is delayed due to circumstances beyond the control of the project sponsor, the project will be rescheduled as soon as the issue is resolved and funds become available. The sponsor should provide written justification.
7. Project Cost Increases – CMAQ projects will be continually monitored and updated in the Statewide CMAQ program to reflect the latest estimates.
 - a. If the revised project cost estimate is lower than the original estimate, the federal funding will be adjusted using the match percentage that was originally approved for the project.
 - b. The federal share will be capped at the original approved amount. Adjustments to the funding cap may be considered subject to funding availability and OSUCC approval.

ADMINISTRATION

1. Responsibility - The OSUCC is responsible for monitoring the federal CMAQ program funding made available to the eight largest MPOs in Ohio by the Ohio Department of Transportation. These responsibilities include the evaluation and selection of new projects; monitoring the scope, schedule and sale of projects funded toward successful delivery; and ensuring that the overall program is fiscally responsible, with the goal to maximize expenditure of the annual available budget.
2. Program Cycle – The program cycle and solicitation procedures will be administered on a biennial basis or as determined by OSUCC
3. Project Review Meetings – Tri-annual project review meetings of the OSUCC are scheduled to monitor the status of programmed projects. An MPO representative is required to attend.
4. Project Lockdown – Sponsors must have their associated project milestone dates finalized by December of each year for projects that are scheduled in the next two fiscal years.
5. Reservoir Projects – The OSUCC will review CMAQ projects from the current TIP and consult with MPOs to select projects for the fiscal year “reservoir.” These are projects whose development schedule will lead to readiness for obligation six months prior to the fiscal year for which they are programmed. The amount of these reservoir projects will be approximately 25% of the fiscal year obligation ceiling. If a project slips or is cancelled, the OSUCC will identify an existing reservoir project from the current TIP to be advanced. The MPO area from which the project was delayed or cancelled will be given the first opportunity to fill the funding need. If the MPO has no suitable project, the OSUCC committee will review the reservoir list and select a project or projects based on project readiness, LPA delivery history, and project quality.
6. Funds Management – After a project is programmed, the use of CMAQ federal funds in a project may not increase more than the OSUCC approved federal amount without committee approval.
7. Funding Availability - The OSUCC receives sub-allocated funds at the discretion of ODOT. If ODOT’s current funding policy changes in regards to amount of funds sub-allocated or the elimination of a funding program, the OSUCC assumes no liability in funding projects that have

been affected by these changes, and/or commitments jointly approved between a MPO and sponsor.

8. ODOT Support – Close coordination between the MPOs and ODOT is essential. The following items of support from ODOT are requested to assist in the administration of the Ohio Statewide CMAQ Program:
 - A status report of CMAQ projects should be provided at least monthly which includes schedule, cost estimate, and milestone dates.
 - The report should include the CMAQ commitment (CAPs) for each project by year.
 - A commitment that Ellis information matches the MPO TIP's.
 - A commitment that Ellis information matches the OSUCC approved amounts and funding years.
 - Coordinate the availability of SFY carry forward budget to accommodate project commitments.
9. Statewide CMAQ Program Review- This process will be reviewed annually. Adjustments will be made, as needed, prior to the next application submission cycle.

SOLICITATION AND SELECTION PROCESS

The project solicitation and selection process will be conducted biennially or as the committee determines appropriate. Prior to projects being submitted to the OSUCC, the committee will review existing funding commitments to identify the specific funding available by year for new projects.

The solicitation process for projects will consist of two parts.

- First, each of the eight large MPO will solicit projects from their area. Each MPO shall conduct the solicitation process in whatever manner that best meets their local circumstances.
- Second, each MPO will then provide the OSUCC the application form for each project from their area, including the MPO ranking, and the project scoring table.

Following this solicitation the OSUCC will review the scoring provided by the MPO's. They may adjust project scores to ensure the scoring criterion was applied uniformly across all of the projects. This will lead to a listing of projects ranked by score.

The OSUCC will then review available CMAQ funding, ranked list of projects and develop a draft program of recommended projects to receive CMAQ funding. In developing the list OSUCC will to the best of its ability, match quality projects and available funding to optimize Ohio transportation investments throughout the state.

The recommended program will be forwarded to the eight large MPO Executive Directors for their approval and submission to ODOT. Following that approval and ODOT concurrence, project sponsors will be notified and those selected for funding will be required to program their projects with ODOT.

The recommended program shall be provided to ODOT for inclusion in its public outreach process.

Schedule of OSUCC biennial solicitation activities

- May : Identify total amount by year of CMAQ funding to be available for new projects.

- May – August: Each MPO solicits projects or otherwise identifies projects to be submitted to the OSUCC.
- Early September: Projects submitted to OSUCC.
- Early September – November: OSUCC review of projects and project scoring.
- November: OSUCC identifies the recommended program of projects for funding.
- December: Executive Directors approve projects for funding. All projects will follow the individual MPO public involvement policies in accordance with the standard STIP/TIP public involvement processes.

PROJECT EVALUATION CRITERIA

Scoring Criteria for Ohio CMAQ Program

Criteria	Measure	Points
1. Project Type (Maximum Points =10)	Regional rideshare/vanpool programs	10
	Congestion Reduction, Traffic Flow Improvements & ITS	10
	Transit Vehicle Replacement	8
	Freight/Intermodal including diesel engine retrofits	7
	Public Education and Outreach	6
	Transit Service Upgrades	5
	Pedestrian/Bicycle	4
	Alternative Fuels and Vehicles- Non transit	4
	Employer-based Programs	4
	Travel Demand Management	3
	Modal Subsidies and Vouchers	3
	Transit Facility Upgrades	2
Other TCM's and Misc	2	
2. Cost Effectiveness (Maximum Points =20) *Sliding scale	High emissions reduced per dollar cost; Low dollar cost per kilogram reduced	20
	Medium	*
	Low	*
3. Other Benefits (Maximum Points =15)	<i>Score up to 3 points for each additional project benefit</i>	
	Improved safety	0 – 2
	Fixed Route Transit	0 – 2
	Bicycle/Pedestrian	0 – 2
	Improved freight movement	0 – 2
	Benefits environmental justice population	0 – 2
4. Existing Modal Quality of Service (QOS)	Very Low	15
	Low	10
	Medium	4
	High	0

5. Positive Impact on LOS (Maximum Points =15)	High impact Medium impact Low impact No impact	15 10 3 0																								
6. Status of Project (Maximum Points =10)	Construction plans complete Non construction activity ready for authorization ROW clear and complete Environmental document complete Environmental document underway	10 8 8 6 2																								
7. Non-CMAQ Funding of the phase(s) cost (Maximum Points =10)	<table border="1"> <tr> <td>Above 40%</td> <td>5</td> <td>Greater than \$2.0 m</td> <td>5</td> </tr> <tr> <td>>35 to 40%</td> <td>4</td> <td>\$1.0 m to \$2.0 m</td> <td>4</td> </tr> <tr> <td>>30 to 35%</td> <td>3</td> <td>>\$500,000 to \$1.0 m</td> <td>3</td> </tr> <tr> <td>>25 to 30%</td> <td>2</td> <td>\$150,000 to \$500,000</td> <td>2</td> </tr> <tr> <td>>20 to 25%</td> <td>1</td> <td>\$50,000 to \$150,000</td> <td>1</td> </tr> <tr> <td>Up to 20%</td> <td>0</td> <td>\$0 to \$50,000</td> <td>0</td> </tr> </table>	Above 40%	5	Greater than \$2.0 m	5	>35 to 40%	4	\$1.0 m to \$2.0 m	4	>30 to 35%	3	>\$500,000 to \$1.0 m	3	>25 to 30%	2	\$150,000 to \$500,000	2	>20 to 25%	1	\$50,000 to \$150,000	1	Up to 20%	0	\$0 to \$50,000	0	
Above 40%	5	Greater than \$2.0 m	5																							
>35 to 40%	4	\$1.0 m to \$2.0 m	4																							
>30 to 35%	3	>\$500,000 to \$1.0 m	3																							
>25 to 30%	2	\$150,000 to \$500,000	2																							
>20 to 25%	1	\$50,000 to \$150,000	1																							
Up to 20%	0	\$0 to \$50,000	0																							
8. Regional Priority (Maximum Points =10) determined by each MPO)	First Priority Project Second Priority Project Third Priority Project Fourth Priority Project All Other	10 7 4 2 0																								
9. History of Project Delivery By Project Sponsor in the previous 2 years	One project slipped past programmed year Two or more projects slipped past programmed year One or more projects cancelled	-5 -10 -10																								
Maximum Points		100																								

Criteria, Measures and Scoring Description

- Project Type** – CMAQ funds can be used on a variety of project types designed to address congestion mitigation and/or emissions reductions. A project will be awarded up to 10 points based on the type of project. (Refer to Example of Project Type Descriptions.) Some projects may involve multiple project types. The score will be based on the primary project type.
- Cost Effectiveness** is a measure of the project’s ability to reduce emissions (HC, NO_x, and PM_{2.5}) per dollar invested (\$ per kg). The OSUCC will apply standard methodologies to estimate the emissions reduction and award up to 15 points on a sliding scale relative to the applications received. The following formula will be used to estimate the cost effectiveness:
$$CE = (\text{CMAQ\$ Request/Useful Life})/\text{Annual Emissions Reduction}$$

See Appendix B for useful life guidance.
- Other Benefits** - Many projects have ancillary or additional benefits beyond the primary goals of the CMAQ program. This criterion allows for a range of points based on several categories including safety, fixed route transit service, bike/pedestrian, improved freight movement and benefits to environmental justice populations. Up to 3 points may be awarded for projects that demonstrate high positive impacts from any or all of the categories up to a maximum of 15 points. Other Benefits

points will not be awarded for the primary mode/purpose (e.g. a multiuse path project will not be awarded additional other benefit points for the Bicycle/Pedestrian component of this element.

4. **The Quality of Service (QOS)** documents the existing modal service quality in the project area. A project may be awarded up to 15 points depending upon the current QOS. No points will be awarded to projects to improve modes currently operating at a high level. The applicant must provide documentation and data showing how the quality of service was determined.
 - For roadways the traditional level of service (LOS) will be the measure (F=very low, E=Low, D=medium).
 - For transit projects, the applicant is to provide information to assess the “quality of service.” This should be appropriate to the need the transit project is fulfilling. For a transit vehicle replacement project, the % of fleet over useful life should be provided. For a project that would provide more frequent service, the load factor (peak or off peak as appropriate) of the impacted route should be used. For geographic or service hour expansion a more qualitative rationale must be provided to assess the existing QOS.
 - Similarly, for bike or pedestrian projects, information is to be provided to demonstrate the poor quality of service being provided for users of those modes.

Please note: for transit, bike and pedestrian projects, lack of service or absence of a facility alone does not equate to poor level of service. Information must be provided that demonstrates there is demand for the service or facility that is not being met. The calculation of demand should relate to demand used in the cost effectiveness calculations.

5. The **Positive Project Impact on Quality of Service (QOS)** assesses the impact the proposal will have on the existing situation, ranging from 0 to 15 points. Some examples of Positive Impacts for QOS for Roads, Transit, and Bicycle and Pedestrian, are shown below.

ROAD QOS IMPACTS

HIGH	MEDIUM	LOW
The project will improve the LOS from F to C	The project will improve the LOS from F to D or from E to C	The project will improve the LOS from F, E or D by one level or substantially reduce delay if resulting LOS remains F.

TRANSIT QOS IMPACTS¹

HIGH	MEDIUM	LOW
Significantly increases service and reliability. Interconnect or fare coordination project, bus turnouts at major intersections, intermodal facility accommodating major transfers, reduces travel time. Fleet expansion will be considered high impact.	Increases service and reliability in a minor capacity, interconnect or fare coordination project, general bus turnouts, intermodal facility accommodating major transfers. Vehicle replacement will be considered a medium impact.	Increases passenger comfort or convenience, bike racks.

BICYCLE and PEDESTRIAN QOS IMPACTS²

HIGH	MEDIUM	LOW
Facility that will primarily serve commuters and/or school sites, sidewalks where none exist. Completes final pieces of a significant regional route.	Mixed use bicycle/pedestrian facility (recreation & commuter), usable sidewalk segments including upgrades and new installations and signage.	Public educational, promotional, and safety programs that promote and facilitate increased use of non-motorized modes of transportation.

FREIGHT QOS IMPACTS³

HIGH	MEDIUM	LOW
Facility or equipment that will improve the movement or processing of freight by 50% above existing conditions or other qualitative assessment	Facility or equipment that will improve the movement or processing of freight by 25% above existing conditions or other qualitative assessment	Facility or equipment that will improve the movement or processing of freight by 15% above existing conditions or other qualitative assessment

- The **Status of Project** points reflect the existing status of the project. The closer a project is to the construction/implementation phase, the more points it will receive. Those that are early in the project development process with environmental studies underway will receive 2 points. Projects with completed environmental status earn 6 points; those with right-of-way cleared and complete will be awarded 8 points. Non construction projects that do not require right-of-way and are ready for authorization such as a bus purchase also earn 8 points. Projects with construction plans complete earn 10 points. ELLIS should be used when evaluating Project Status.
- Non-CMAQ Funding** – The criteria rewards applicants that leverage additional funding above the required rate for local participation. The standard match rate for federal CMAQ funds is 20 percent (although there are exceptions). The applicant can gain up to a maximum of 10 points through leveraging non CMAQ resources towards the CMAQ eligible project cost for the phase(s) requesting

¹ Council of Fresno County Governments, January 2006 CMAQ Call for Projects

² Council of Fresno County Governments, January 2006 CMAQ Call for Projects

³ Council of Fresno County Governments, January 2006 CMAQ Call for Projects

CMAQ funding. Up to 5 points awarded based on percent of funding non-CMAQ funding and up to 5 points for amount of non-CMAQ funding. The non-CMAQ funding can be local, private, state or other federal provided it is not federal funding controlled by the submitting MPO.

8. **Regional Priority** – MPO’s will be responsible for collecting, reviewing for completeness and ranking CMAQ applications from the eligible recipients in their regions. Top ranking projects from each region will receive 10 points, second highest receives 7 points, third highest receives 4 points, fourth highest receives 2 points. All others receive 0 points. Each MPO will develop their own approach to determining their regional priority. In cases where a project is in more than one MPO an average point score will be used.
9. **History of Project Delivery** – It is critical that projects that compete for and receive Ohio CMAQ dollars be delivered on time and within budget in order to fully realize the user benefits for Ohio citizens. Therefore, an applicant who has accepted CMAQ dollars in FY 2015 or later and allows the project to slip beyond the programmed year of obligation will be penalized 5 points on all subsequent applications for a period of two years. Applicants that allow two or more projects to slip will be penalized 10 points on subsequent applications for a period of two years. Project cancellation will also be cause for a 10 points reduction for a period of two years. Exceptions may be granted by the OSUCC for circumstances beyond the control of the applicant.

Example of Project Type Descriptions

Regional Rideshare/Vanpool Programs: Programs operated by MPO or other regional agency in coordination with the MPO to advance ridesharing and vanpooling. This includes ridematching and vanpool organization, vanpool capital costs, marketing, oversight and funding.

Congestion Reduction, Traffic Flow Improvements & ITS: access management, freeway management, traveler information improvements, variable message signs, roundabouts, signal upgrades /optimization/interconnectivity, new turn lanes and/or geometry intersection improvements than have demonstrated emission benefits.

Freight/Intermodal including diesel engine retrofits: includes school bus, diesel truck and locomotive engine retrofits, and intermodal transfer facilities.

Travel Demand Management: activity, programs and projects that reduce single occupant vehicle travel such as parking reduction programs, congestion pricing programs, telecommuting, etc.

Transit Vehicle Replacement: new public transit vehicles to replace existing vehicles.

Alternative Fuels and Vehicles- Non transit: Publically-owned alternative fuel vehicles and fueling facilities, certain hybrid vehicles.

Public Education and Outreach: Ozone /Clean Air Programs and other activities designed to educate about connection between transportation choices and air quality.

Employer-based programs: Employer-sponsored programs to permit flexible work schedules, expand site-specific rideshare programs and other transportation management plans.

Transit Service Upgrades: Operational transit improvements such as reduced headways, bus rapid transit, park and ride facilities, and new or extended service.

Transit Facility Upgrades: Infrastructure transit improvements such as new or rehabilitated rail cars, new or rehabilitated tracks or stations, bus shelters, and other amenities.

Modal subsidies and vouchers: subsidized parking for HOV, employer transit passes, etc.

Bicycle/Pedestrian: bicycle and pedestrian facilities that are not exclusively recreational and reduce vehicle trips. Includes on road and separate side path facilities for bikes including wide shoulders, marked bike lanes, cycle paths, share the road treatments and any other bike treatment that can improve conditions to encourage increased bike usage. Includes pedestrian facilities that enable pedestrian mobility, such as ADA compliance on any public space, sidewalks and access to bus stops.

Other TCM's and Misc: other transportation control measures and activities that are CMAQ eligible.

Sources:

1. FHWA Congestion Mitigation and Air Quality (CMAQ) Program Interim Guidance

APPLICATION

Each MPO will develop their own method to obtain project information from their applicants. The OSUCC will use a standard template for submittal to the OSUCC.

APPENDIX A – CMAQ Eligible Activities

- Transportation activities in an approved State Implementation Plan
- Transportation control measures to assist areas designated as non-attainment under the Clean Air Act Amendments (CAAA) of 1990
- Pedestrian/bicycle facilities
- Traffic management/monitoring/congestion relief strategies
- Transit (new system/service expansion or operations)
- Transit vehicle replacement
- Alternative fuel projects (including vehicle refueling infrastructure)
- Inspection and maintenance (I/M) programs
- Intermodal freight
- Telecommunications
- Travel demand management
- Project development activities for new services and programs with air quality benefits
- Public education and outreach activities
- Rideshare programs
- Establishing/contraction with transportation management associations (TMAs)
- Fare/fee subsidy programs
- HOV programs
- Diesel retrofits
- Truck-stop electrification
- Experimental pilot projects
- Other Transportation projects with air quality benefits

NOTE: Ineligible CMAQ projects include construction of projects which add new capacity for single-occupancy vehicles.

The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of clean air standards. The primary eligibility requirement is that they will demonstrably contribute to attainment or maintenance of clean air standards.

For a complete listing of eligible projects, please visit the following link to review FHWA's Final CMAQ Program Guidance: <http://www.fhwa.dot.gov/environment/cmaqpgs/cmaq08gd.pdf>.

Upon the OSUCC initial project approval, sponsors may be asked to provide more detailed project information in order for MPO staff to conduct the required emissions reduction analysis. Assuming the analysis is favorable it will be forwarded to ODOT in a request for concurrence of the use of CMAQ funds. Following ODOT's determination of concurrence, ODOT will forward the analysis and a letter of concurrence to the FHWA and request final approval of the use of CMAQ funds.

APPENDIX B –Emission Estimation and Cost Effectiveness Procedures

CMAQ Project Useful Life Guidance

The design life of a project is utilized in the cost effectiveness section of the application. This section calculates the emission benefits compared to the cost of the project over that project’s expected life span, or ‘useful life.’ A project’s expected useful life is the time (years) the project is expected to provide these benefits. The applicant should use verified information and reference it or provide an experienced estimate with explanation. The table below provides an estimated useful life for typical CMAQ eligible projects.

<u>Project Type</u>	<u>Useful Life</u>
Regional Rideshare / Vanpool Programs	# of year(s) for proposed program
Park and Ride Lots	12 years
Parking Structures	30 years
Congestion Reduction, Traffic Flow Improvements, ITS	
Signal Upgrades and Timing	10 years
HOV Lanes	25 years
Roundabouts / Intersection Improvements	25 years
Turn Lanes / Access Management Improvements	25 years
Grade Separation	50 years
Freight/Intermodal Projects	
Intermodal Facilities	20 years
Travel Demand Management	# of year(s) for proposed program
Transit Vehicle Replacements	
Heavy Duty Large Bus	12 years / 500,000 miles
Heavy Duty Small Bus	10 years / 350,000 miles
Medium Duty Bus	7 years / 200,000 miles
Light Duty Transit Vehicle	5 years / 100,000 miles
Alternative Fuels and Vehicles	
Fueling Facilities	20 years
Vehicles	5 years / 100,000 miles
Diesel Engine Retrofit	New Vehicle/Equipment Useful Life -Current Years/Mileage in Operation
Service Vehicle - Light Heavy Duty Diesel	8 years / 110,000 miles
Service Vehicle - Medium Heavy Duty Diesel	8 years / 185,000 miles
Service Vehicle - Heavy Heavy Duty Diesel	10 years / 435,000 miles
Locomotive - Line Haul	10 years / 750,000 miles
Locomotive - Switcher	10 years / 750,000 miles
Diesel Engine Anti-Idle Auxiliary Heaters	5 years

Busses / Transit Vehicles	See Transit Vehicle Replacements above for New Useful Life
Truck Electrification Facilities	10 years
Public Education and Outreach	# of year(s) for proposed program
Employer-based Programs	# of year(s) for proposed program
Transit Service Upgrades	# of year(s) for proposed program
Transit Facility Upgrades	
New or Rehabilitated Rail Cars	20 years
New or Rehabilitated Tracks or Stations	30 years
Bus Shelters/Platforms	10 years
Amenities	2 years
Operating / Modal Subsidies and Vouchers	# of year(s) for proposed program
Bicycle/Pedestrian	
On-road / Off-road facilities	15 years
Bridge	25 years
Other TCMs and Misc.	Determined by Committee Review

Sources:

1. US Department of Transportation, Federal Transit Administration, Useful Life of Transit Buses and Vans, Report No. FTA VA-26-7229-07.1, April 2007
http://www.fta.dot.gov/documents/Useful_Life_of_Buses_Final_Report_4-26-07_rv1.pdf
2. The National Academies Press, Review of 21st Century Truck Partnership (2008)
http://www.nap.edu/openbook.php?record_id=12258&page=110
3. DieselNet: Emission Standards >> United States Locomotives
<http://www.dieselnet.com/standards/us/loco.php>
4. Clean Fuels Ohio contact with Fyda Freightliner, a heavy duty truck parts company
<http://www.fydafreightliner.com/Default.aspx>
5. SAFETEA-LU 1808: Congestion Mitigation and Air Quality Improvement Program Evaluation and Assessment - Phase 1 Final Report, 2008
http://www.fhwa.dot.gov/environment/air_quality/cmaq/research/safetea-lu_phase_1/
6. Costs and Emissions Impacts of CMAQ Project Types, Prepared for: US Environmental Protection Agency Office of Policy, 1999
http://www.fhwa.dot.gov/environment/air_quality/cmaq/research/cmaq_cost.cfm
7. US Department of Transportation, Federal Highway Administration, Roundabouts: An informational Guide, Publication No. FHWA-RD-00-067
<http://www.fhwa.dot.gov/publications/research/safety/00067/index.cfm>

APPENDIX J
PUBLIC COMMENTS

Public Comments and Responses

TMACOG received two written public comments through the interactive map that was produced for the public comment period. Below are the two comments followed by the respective email responses that TMACOG provided.

Comment #1

“We should have an interchange built at the cross section of I-475 and Ohio Route 65. The thousands of people living south of the Maumee River that have easy access to Route 65 cannot access I-475 at the juncture. This would save time for thousands daily and result in less cars not on the roads in that area at all hours and therefore increase safety dramatically. It would also reduce area exhaust emissions. If you do not understand this logic, you can contact me for further explanation.”

Response #1

Dear Mr. Butwin,

Thank you for taking the time to comment on the Fiscal Year 2018-2021 Transportation Improvement Program. Your concern has been documented, and TMACOG will work with the Ohio Department of Transportation to evaluate if there is a need for an interchange at State Route 65 and Interstate 475 with the next Long Range Transportation Plan update. The next update will start in 2018.

If you have any further questions, please feel free to contact me at 419-241-9155 ext. 115.

Thank you,

Lance Dasher
Transportation Planner
Toledo Metropolitan Area Council of Governments
300 Martin Luther King, Jr. Drive
Suite 300
Toledo, OH 43604
419.241.9155 ext. 115
www.tmacog.org

Comment #2

“I am disappointed to see resurfacing on a stretch of road that really isn't that bad at all, when the stretch of Secor Rd between Laskey and Alexis is horrible. I live on Secor and thought that when the other sections were done, that the above mentioned one would get done also. What happened to that?”

Response #2

Dear Ms. O'Bryan,

Thank you for taking the time to comment on the Fiscal Year 2018-2021 Transportation Improvement Program. Your concern has been documented. Your issue highlights one of the challenges of regional transportation planning. The two projects that you refer to are in two different jurisdictions. The Sylvania Avenue project is a Lucas County project, whereas the portion of Secor Road you are referring to is in the City of Toledo. Each of these jurisdictions have different plans with how they apply for federal funds to maintain roadways in their respective jurisdictions. TMACOG will forward your comment on to the City of Toledo for their information.

If you have any further questions, please feel free to contact me at 419-241-9155 ext. 115.

Thank you,

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