



## **TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**Fiscal Year 2026-2029**

**July 2025**

**Amended April 2026**

Prepared by:

TOLEDO METROPOLITAN AREA COUNCIL OF GOVERNMENTS

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## ABSTRACT

TITLE: Transportation Improvement Program (TIP) – Fiscal Year 2026-2029

AUTHOR: Toledo Metropolitan Area Council of Governments

SUBJECT: Four-year Transportation Improvement Program for the Toledo Urbanized Area (TUA)

DATE: July 2025

COMPREHENSIVE  
AREA-WIDE Map

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NUMBER OF PAGES: 170 plus appendices

ABSTRACT: This document describes the Transportation Improvement Program (TIP) for the Toledo Urbanized Area for State of Ohio fiscal years 2026 through 2029. 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 National Performance Measures in programming projects. The total cost of all projects included in the four-year TIP is approximately \$501,627,828.



## 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, 2025, through June 30, 2029). 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. This TIP includes 189 projects with total project cost is approximately \$501,627,828.

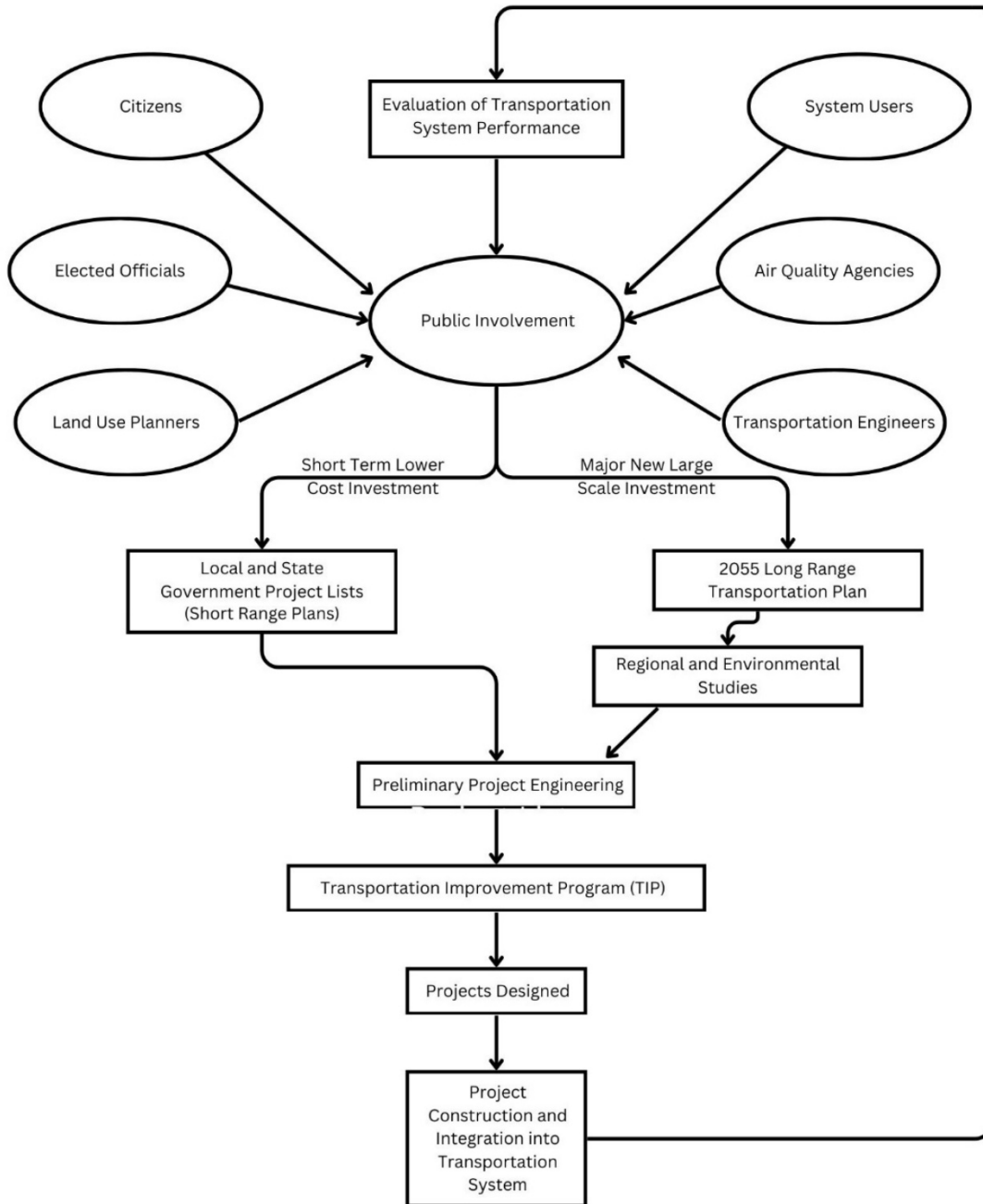
The TIP outlines the decision making process for selecting projects to be funded with federal dollars allocated directly to TMACOG for the region. Historically, TMACOG managed approximately \$16 million each year in four federally designated programs: the Surface Transportation Block Grant (STBG) Program, the Congestion Mitigation and Air Quality (CMAQ) improvement program, the Transportation Alternatives Program (TAP), and the Carbon Reduction Program (CRP). With the input and oversight of the Technical Advisory Committee (TAC), TMACOG staff releases requests for proposals for the STBG, CMAQ, and TAP programs approximately every two years. Staff scores and ranks all received applications and makes award recommendations to the TAC and MPO Policy Board for final approval. TMACOG is also responsible for drafting this TIP documentation and, with approval of TMACOG leadership, submitting the final product to the United States Department of Transportation (USDOT). This TIP also documents regional policy as to how TMACOG will monitor and manage the use of the above mentioned 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 federal law. Analysis of the performance measures and how the TIP impacts them 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 the area.

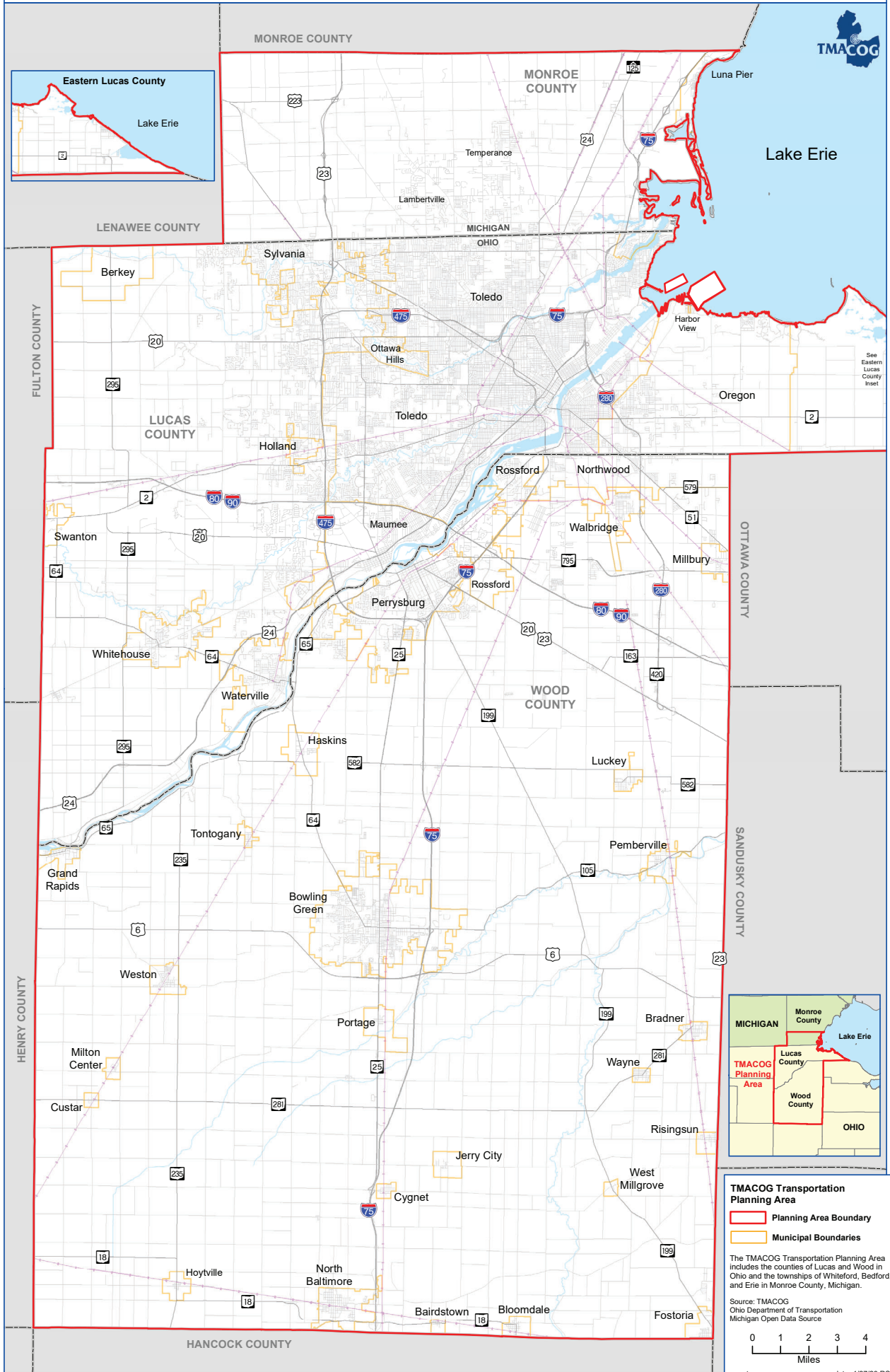
The TIP is a detailed capital program or list of funded projects for the area over the next four years. It is not a plan. The projects listed in the TIP implement other plans—both short-range plans of individual local jurisdictions and the long-range regional plan developed collectively through TMACOG. A new regional plan, Moving Forward 2055 – Regional Long Range Transportation Plan (Moving Forward 2055), is anticipated for approval in June 2025. 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 covered by the TIP includes Lucas and Wood counties in Ohio, as well as the three southernmost townships in Monroe County, Michigan. However, the TIP for the three Michigan townships is prepared by the Southeast Michigan Council of Governments. A map of the planning area is presented in **Map 1.1**.

**Figure 1.1: Transportation Planning Process**



# TMACOG Transportation Planning Area



## Organization Of This Document

The *Transportation Improvement Program (TIP) – Fiscal Year 2026-2029* (FY 2026-2029 TIP) 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 as well as 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 2024-2026 TIP. **Chapter 3** presents the next step in the development process, placing TMACOG-funded projects into 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 contains all other projects that include federal funds that are not managed by TMACOG.

**Chapters 4, 5, and 6** document the results of further analysis of the overall program of projects in the TIP. This analysis is designed to meet federal and state requirements to review the impacts of the program of projects. **Chapter 4** details the Title VI Policy at TMACOG. Next, **Chapter 5** notes requirements for air quality conformity, and documents the interagency consultation communications. The final review in **Chapter 6** includes input and discussions from the public regarding the program's impact on the community, as well as an evaluation of its connection to other mandatory federal documents.

The FY 2026-2029 TIP ends with the final approved program of projects which is presented in **Chapter 7**.

## 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 is developed and how TMACOG-managed funds are administered. These policies are presented below:

- general policies related to solicitation of requests and management of TMACOG-managed funds
- project budget adjustment in times of unusual inflation
- policies affecting ranking and scheduling of newly proposed projects

## General and Project Management Policies

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

- A. TMACOG will schedule TIP monitoring meetings at least two times a year. Project sponsors are required 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 TAC 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-federal) 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 TAC will consider right-of-way funding requests on an individual project basis. If TMACOG participation in the 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 TAC and the MPO Policy Board. 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**. Increases involving scope change will be considered on an individual project basis. Scope changes must be presented by the local jurisdiction to the TAC for review. The TAC 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. 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 timeline 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 on the fact that better prices are obtained for projects bid before the fourth quarter of the fiscal year. 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 require 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. Staff will also coordinate and conduct updates and project list development within the ODOT E-STIP system.

- L. The TAC will review projects and consult with project sponsors to select projects for the fiscal year pipeline. These are projects whose development schedules will lead to readiness for obligation six 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 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 it 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 the project is delayed in any way that is beyond the control of the project sponsor.
- O. Other funding sources (including various types of state or federal funds, private funding, etc., that are part of the project):
  - 1. These funds may not be changeable. The local jurisdiction is responsible for asking for more funds if so allowed.
  - 2. If other funding sources are used as part of the local match, the local jurisdiction is responsible for maintaining the federal/local match.
  - 3. If other funding 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 the increase.
  - 4. In either case, the local jurisdiction is responsible for trying to find other sources to add to the project. Documentation of this effort may be required by the TAC 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 TAC may adjust the maximum federal cap amount for each TIP cycle. The adjusted amount shall remain for the two years of the TIP cycle. The maximum federal amount for the FY 2026 - 2029 cycle is \$625,000. The funding can either be a 50/50 or 80/20 split 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 TAC may adjust the maximum construction cap for each TIP cycle. The adjusted amount shall remain for the two years of the TIP cycle.
- S. Toll Revenue Credits (TRC) will be dedicated to incentivizing project programming during the first quarter of a State Fiscal Year (July-September). TRCs will be applied to the federal share, thereby reducing the local match requirement. A total annual cap amount of \$100,000 in TRCs will be

will be allocated for this purpose. Up to five percent (5%) of federal funds – capped at \$30,000 per project – will be applied to eligible projects programmed in Quarter 1. This incentive is limited to small projects and will be distributed on a first-come, first-served basis until the annual cap is reached.

### **Project Budget Correction in Times of Unusual Inflation**

The rules in this section cover how the TAC 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.

- T. Project amount adjustment will be done by the local jurisdiction following the instructions of the TAC. 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.
- U. 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.
- V. 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 TAC.
- W. 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 ODOT 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. 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 must document that the agency has local funding available. If preliminary legislation has been enacted, a statement to that effect is sufficient. The project must 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.

All projects will be reviewed for consistency with the Regional Transportation Plan and Air Quality State Implementation Plan, as applicable.

## **Amendment, Administrative Modification, and Grouped Project Procedures**

The TIP is a living document, meaning it requires regular updates to reflect changes in projects. Some of these changes include, but are not limited to, project schedule changes, cost estimate changes, added projects, cancelled or removed projects, funding sources being changed, etc.

There are certain criteria and thresholds that will automatically cause for an amendment. These are approved by FHWA and FTA, and ODOT organizes the amendments for local TIPs to amend the STIP. This process occurs each quarter. The amendment submittal dates are around January 1st, April 1st, July 1st, and October 1st of each year. MPOs are required to submit a resolution from their respective organizations approving the local amendment. TMACOG's process for approving a TIP amendment resolution is as follows:

- An amendment to the TIP is initiated with TMACOG staff.
- Staff reviews the proposed changes.
- Staff makes a recommendation to the TAC.
- If approved, the resolution is forwarded to the MPO Policy Board for final approval.

Certain tasks that require administrative modification will not require approval by the TAC. Instead, this will be handled by staff internally and the committee will receive a monthly summary of all modifications. Scenarios that will be handled internally by staff with reporting to the TAC include:

- Updating funding amounts that do not change the amounts of TMACOG-managed funding caps.
- Adding new non-TMACOG funding sources to projects that are already in the TIP and STIP.
- Splitting or combining projects that are already in the TIP and STIP.

## **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 Technical Advisory Committee (TAC). The committee is a group of volunteers representing the diverse cross section of transportation stakeholders in our region. The TAC'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 TAC answers to the MPO Policy Board.

TMACOG manages approximately \$16 million of federal funds allocated in four programs each year to the Toledo Metropolitan Transportation Planning Area (see Chapter 1 for map of planning area). These programs include the Surface Transportation Block Grant (STBG) Program, the Congestion Mitigation and Air Quality improvement program (CMAQ), the Transportation Alternatives Program (TAP), and the Carbon Reduction Program (CRP). TMACOG also managed the one-time funding of the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA). Funding program descriptions defining basic eligibility of projects for these funds are included in Chapter 7.

TMACOG sends out separate packages for three separate funding sources. The first application package is for STBG. The second is for CMAQ. The third requests applications for TAP. TMACOG incorporated the one-time CRRSAA funding into the same application package as STBG since the project eligibilities mirrored STBG. TMACOG is working on the newest program, the CRP. This is a new program under the Infrastructure Investment and Jobs Act (IIJA). The packages include 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 two ad hoc subcommittees of the TMACOG Technical Advisory Committee 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 Technical Advisory 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 **Table 2.1**.

<b>Table 2.1: TIP Prioritization Factors</b>	
<b>Factor</b>	<b>Max. Value</b>
Economic Development	15
Livability & Interconnectivity	15
Project Readiness & Funding	15
System Use & Performance	55
Total	100
Bonus Points	20
<b>Grand Total</b>	<b>120</b>

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

<b>Table 2.2: Economic Development</b>	
	Points Available
1. Project aligns with the TMACOG Comprehensive Economic Development Strategy (CEDS).	5
2. Functional classification level that this project is located on.  Principal Arterial (class 3) = 5 points Minor Arterial (class 4) = 4 points Major Collector (class 5) = 3 points Minor Collector (class 6 – urban area only) = 2 points	2 to 5
3. Project provides direct access to a multimodal or intermodal terminal.  Direct access to a MM/IM connection = 6 points Access to a MM/IM connection is within 0.5 miles = 3 points	3 or 6

**Table 2.3** presents the livability and inter-connectivity criteria and scoring. The eight detailed criteria reflect regional concerns for air and water quality, use of recycled materials, and provision for transit, bicycle, and pedestrian facilities.

<b>Table 2.3: Livability &amp; Inter-connectivity</b>		
	15 points maximum	Points Available
4.	Project sponsor has official Complete Streets policy, ordinance, resolution, etc.	1
5.	Project has positive effect for air quality and is identified in the TMACOG CMP.	1
6.	Project has positive effect for water quality such as bioswale, rain garden or pervious pavement. Combined Sewer Separation does not qualify.	1
7.	Project makes use of recycled materials to a significant degree. Example: Rubblization, reclamation, crack and seal. Mill and Fill does not qualify.	1
8.	Project includes pedestrian improvements.  Major Improvement = 5 points; Minor Improvement = 2 points	2 or 5
9.	Project includes bicycle improvements. Projects which include bikeways specifically shown on the TMACOG regional Bicycle Network.  Bike improvement + on bike network = 5 points; Bike improvement but not on bike network = 2 points; On bike network but no bike improvements = 2 points	2 or 5
10.	Project carries public transit (fixed route).	3
11.	Project is located in a community served by public transit.	1

The third factor reflects concern to maintain the sustainability of a realistic program of projects that will be completed as scheduled. The project readiness and funding criteria and scoring are presented in **Table 2.4**. The five criteria in this factor 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.

<b>Table 2.4: Project Readiness &amp; Funding</b>		
	15 points maximum	Points Available
12.	Project has been programmed by ODOT.	2
13.	Right-of-way has been cleared or not needed.	2
14.	Project qualifies for Categorical Exclusion C1.	3
15.	Percent of project dollars using TIP federal funds.	5 or 10
16.	Sponsor has an established method or protocol to regularly evaluate the roadway and pavement maintenance.	1

The final criteria is comprised of 55% 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 2.5** presents the System Use and Performance criteria and scoring.

<b>Table 2.5: System Use &amp; Performance</b>		Points Available
55 points maximum		
17. Pavement condition rating 75-100 = 0 points      65-74 = 3 points      0-64 = 6 points		3 or 6
18. General Appraisal rating 1 to 2 = 6 points 3 to 4 = 4 points 5 to 6 = 2 points 7 to 9 = 0 points		2, 4, or 6
19. Roadway Projects* Resurfacing = 10 points Rehabilitation with some base replacement = 8 points Reconstruction with full base replacement = 7 points Narrow and resurface/rehabilitate/reconstruct = 4 points Widen and resurface/rehabilitate/reconstruct = 2 points New roadway = 0 points		2, 4, 7, 8, or 10
20. Other Project Types** Past its useful life and substandard = 10 points Near the end of its useful life and substandard = 8 points Near the end of its useful life = 6 points Declining and substandard = 4 points Declining = 2 points Not applicable = 0 points		2, 4, 6, 8, or 10
21. Accident rate per million vehicles (3 yr. average) OR percentage of fatal and injury crashes. Calculation is vehicles, not vehicle miles. For bridges - use bridge location For intersections - use ADT for all approaches For roadway - average ADT for full length of project  <0.99 OR <30% = 0 points 1 to 1.99 OR 31 to 34% = 2 points 2 to 2.99 OR 35 to 39% = 4 points 3 to 3.99 OR 40 to 44% = 6 points 4 to 4.99 OR 45 to 49% = 8 points >5.0 OR >50% = 10 points		2, 4, 6, 8, or 10

\* (1) Additional lane width or paved shoulder must be provided throughout the entire length of the project.  
(2) Widening must provide some additional capacity, such as turn lanes at intersections.  
(3) Additional thru and continuous turn lanes must be provided.  
(4) 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 2 points. If the new interchange can document, by way of a traffic study, that there is measurable congestion relief to an existing transportation facility, then an additional 5 points will be added for a maximum of 10 points.

**Table 2.5: System Use and Performance (CONTINUED)**

	Points Available
22. Project is listed in the regional TMACOG Safety Location Report	5
23. Existing number of Average Daily Traffic (ADT) on the locally maintained road. Traffic from confirmed developments with an approved traffic study, approved zoning, and an approved site plan are allowed.  <5,000 ADT = 4 points 5,000 to 9,999 ADT = 5 points 10,000 to 14,999 ADT = 6 points 15,000 to 19,999 ADT = 7 points >20,000 ADT = 8 points	4 to 8
24. Percent of ADT that is made up of trucks.  <3% = 0 points 3% to 8.99% = 1 point 9% to 14.99% = 3 points >15% = 5 points	1, 3, or 5
25. Project is on a truck impact route (TIR). If it is not, then the project has a greater than 500 truck ADT.  Project is on a truck impact route = 2 points Not on a TIR, but project has >500 truck ADT = 2 points	2
26. Project is listed in the TMACOG 2055 Plan.  Committed list (currently programmed) = 3 points Plan Priority list (by 2035) = 3 points Plan Priority list (2036 or later) = 2 points Reserve or System Preservation list = 1 point Not listed = 0 points	1 to 3
27. Project History - the last time a sponsor has received TMACOG-managed STBG funding.  <4 years ago = 0 points 4 to 7 years ago = 4 points 8 to 9 years ago = 6 points 10 or more years ago = 8 points	4, 6, or 8
28. Project Delay - Small projects are exempt from this answer.  One project slipped past programmed year = -5 points Two or more projects slipped past programmed year = -10 points One or more projects cancelled = -10 points	-5 or -10

Finally, each project applicant is allotted 20 bonus points to be applied after the first four criteria have been totaled. If one project application is submitted by a single sponsor, then all 20 bonus points will be applied to that project. If more than one project application is submitted by a single sponsor, then the 20 points may be divided up and applied over the projects as they see fit. **Table 2.6** presents the criteria and scoring for bonus points.

<b><u>Table 2.6: Bonus Points</u></b>	
	Points Available
20 points maximum	
29. Number of bonus points that will be applied to this project.  Maximum = 20 points	1 to 20

## 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 meet regularly to establish the scoring methodology and selection criteria, as well as create a standardized application used by each MPO. Each MPO solicits for CMAQ projects and scores 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. Refer to **Appendix E** for the OSUCC program guidance.

<b>Table 2.7: Project Type</b>		
<b>Criteria</b>	<b>Measure</b>	<b>Points</b>
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>		

<b>Table 2.8: Cost Effectiveness</b>		
<b>Criteria</b>	<b>Measure</b>	<b>Points</b>
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<sub>x</sub>, and PM<sub>2.5</sub>) 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:</p> <p>CE \$/kg= (CMAQ\$ Request/Useful Life)/Annual Emissions Reduction</p>		

**Table 2.9: Other Benefits**

Criteria	Measure	Points
3. Other Benefits (Maximum Points =10)	<i>Score up to 2 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 disadvantaged population	0 - 2
<p><b>Other Benefits</b> - 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 disadvantaged populations. Up to 2 points may be awarded for projects that demonstrate high positive impacts from any or all of the categories up to a maximum of 10 points</p>		

**Table 2.10: Existing Quality of Service**

Criteria	Measure	Points
4. Existing Modal Quality of Service (QOS) (Maximum Points =15)	Very Low	15
	Low	10
	Medium	4
	High	0

**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.

- a. For roadways the traditional level of service (LOS) will be the measure (F=Very Low, E=Low, D=Medium).
- b. 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 is 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.
- c. 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.

**Table 2.11: Positive Impact on Quality of Service**

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

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 QOS impacts 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 IMPACTS**

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 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.

**FREIGHT QOS IMPACTS**

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.

**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). The applicant can gain up to a maximum of 10 points through leveraging non CMAQ resources towards the CMAQ eligible project cost of the phase(s) requesting CMAQ funding. Up to 5 points awarded based on percent of funding non-CMAQ funding and up to 5 points for amount of-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.</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**

<b>Criteria</b>	<b>Measure</b>	<b>Points</b>
9. History of project delivery by project sponsor in the previous two years	One project slipped past programmed year	-5
	Two or more projects slipped past programmed year	-10
	One or more projects cancelled	-10

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.

## Rating Criteria for New TAP Projects for the TIP

The first criteria, as outlined in **Table 2.16**, addresses general scoring factors for each Transportation Alternatives Program (TAP) project.

<b>Table 2.16: General Scoring Factors</b>	
<b>Measure</b>	<b>Points Available</b>
<b>1. Project Condition</b>	
Resurfacing, Rehabilitation, or Reconstruction	5
New construction and replacement of existing facility	3
100% New construction	1
<b>2. Existing Condition or Project Need for New Construction</b>	
Very Poor (Less than 50 PCR)	7
Poor (51 to 65 PCR)	5
Fair (66 to 80 PCR)	3
Good (Greater than 80 PCR)	1
<b>3. Percentage of Local Match</b>	
Greater than 40% Local Match	5
31% to 40% Local Match	3
21% to 30% Match	1
20% Local Match	0
<b>4. Requested Funding Amount</b>	
Less than \$150,000	5
\$150,001 to \$400,000	3
Greater than \$400,000	0
<b>5. Plan Consistency (8 Points Max)</b>	
Consistent with regional plans	5
Consistent with local plans	3
Inconsistent with plans	0
<b>6. Project Sponsor's #1 Transportation Alternatives Priority</b>	10
<b>7. Population Impacted within 1 mile</b>	
Greater than 10,000	5
5,000 to 10,000	3
Less than 5,000	0
<b>8. Alternative Modes of Transportation Impacted</b>	
3 Modes of transportation	5
2 Modes of transportation	3
1 Mode of transportation	0
<b>9. Sponsor Project Delivery History</b>	
One project slipped past programmed year	-5
Two or more projects slipped past programmed year	-10
One or more projects cancelled	-10

The second criteria, as outlined in **Table 2.17**, addresses factors relating to each project’s specific type and location.

<b>Table 2.17: Project Factors</b>	
<b>Measure</b>	<b>Points Available</b>
<b>10. Project Type (Max 20 Points)</b>	
Multiuse path or protected bike lane	20
Bicycle/pedestrian signal or crossing	20
Safe routes for non-drivers travel plan	20
Traffic calming	15
On-road bicycle improvements	15
Sidewalk	12
Historical preservation	10
Environmental mitigation	7
Safe routes promotional activities	5
Vegetation management	1
Removal of outdoor advertising	1
Bike parking	1
Overlooks or viewing areas	1
<b>11. Connectivity</b>	
Last mile gap connected	10
New construction toward completing network	5
Replacement/rehabilitation	2
No connection	0
<b>12. Project Status</b>	
Project qualifies for categorical exclusion C1	3
Right-of-way cleared or not needed	2
<b>13. Disadvantaged Population Area</b>	
	5
<b>14. Safety (Max 10 points)</b>	
Separating bicycles and/or pedestrians from motorized traffic (excluding sidepath with more than 10 intersections or driveways per mile)	10
Safe routes for non-drivers travel plan	10
Bicycle/pedestrian signal or crossing	10
On-road bicycle improvements	8
Sidepath (more than 10 intersections or driveways per mile)	8
Traffic calming	5
Replacement/rehabilitation	3
No safety improvement	0
Environmental categorical exclusion c1	3

## **Carbon Reduction Program Project Selection**

The CRP is a new program that was included in the IIJA. This program's funds within the MPO area are managed by the MPO. TMACOG will manage these funds for Lucas and Wood counties in Ohio. The goal of this program is to reduce transportation emissions through the development of state carbon reduction strategies and by funding projects designed to reduce transportation emissions. ODOT will be creating a statewide carbon reduction plan/strategy, and the projects that each MPO funds should help fulfill that plan/strategy.

Funding for CRP will be included with solicitations for the CMAQ and TA programs. The CRP funding available will be split up with 80% going towards CMAQ projects, and the remaining 20% going towards TA projects.

### **Ranking Results for TIP Projects**

**Table 2.18** lists all CMAQ and CRP projects that have been ranked and selected for funding within TMACOG's FY 2026-2029 TIP Program and Pipeline for future funding beyond the four-year TIP.

**Table 2.19** lists all TAP projects that have been ranked and selected for funding within TMACOG's FY 2026-2029 TIP Program and Pipeline for future funding beyond the four-year TIP.

**Table 2.20** lists all STBG projects that have been ranked and selected for funding within TMACOG's FY 2026-2029 TIP Program and Pipeline for future funding beyond the four-year TIP.

Table 2.18: 2023 Ranking Results for CMAQ and CRP Projects

2023 TMACOG CMAQ/CRP Proposed Scoring and Ranking												
ID	Project Name	Project Type	Cost Effectiveness	Other Benefits	Existing Modal LOS	Positive Impact on LOS	Status of Project	Non-Federal Match	Regional Priority	History of Project Delivery	Total Points	CMAQ \$ Requested
	Potential Points >	10	20	10	15	15	10	10	10	0 to -10	100	
TMACOG-13	TARTA Vehicle Replacements	8	20	6	4	10	8	3	10	0	69	\$2,000,000
TMACOG-12	TARTA Vanpool	10	20	4	4	10	8	0	0	0	56	\$160,000
TMACOG-04	Brint and Harroun Roundabout	10	17	6	4	3	2	8	0	0	50	\$1,035,100
TMACOG-15	Chessie Circle Trail Phase 2	4	0	6	10	15	0	4	7	0	46	\$1,299,200
TMACOG-03	Buck and Glenwood Roundabout	10	20	6	0	0	2	7	0	0	45	\$134,400
TMACOG-02	Front and W Boundary Roundabout	10	14	4	4	3	2	6	0	0	43	\$4,598,647
TMACOG-01	Woodville and Lemoyne Roundabout	10	20	4	0	0	2	3	0	0	39	\$576,800
TMACOG-16	Chessie Circle Trail Phase 3	4	0	4	10	15	0	5	0	0	38	\$820,000
TMACOG-10	University/Parks Trail	4	0	4	10	15	0	4	0	0	37	\$1,700,000
TMACOG-07	Angola and Crissy Roundabout	10	0	5	0	0	0	5	2	0	22	\$1,033,046
TMACOG-08	Herr and Sylvania Roundabout	10	0	4	0	0	0	4	4	0	22	\$1,047,224
TMACOG-09	Nebraska and Centennial Roundabout	10	0	5	0	0	0	4	0	0	19	\$1,121,765
TMACOG-11	SR 199 and Five Point Roundabout	10	0	2	0	0	2	5	0	0	19	\$2,458,788
TMACOG-14	Shepler and Providence Roundabout	10	0	2	0	0	0	5	0	0	17	\$1,812,800
		<b>Amount Available</b>	<b>Amount Proposed</b>									
<b>Proposed CMAQ Funding</b>		\$8,000,000	\$9,628,147									
<b>Proposed CRP Funding</b>		\$4,300,000	\$2,696,000									
<b>Proposed Additional Request of CMAQ for PID 11533</b>			\$1,600,000									
<b>Total</b>		\$12,300,000	\$13,924,147									

<b>2023 Transportation Alternatives Program Solicitation</b>					
<b>ID</b>	<b>Project Sponsor</b>	<b>Project Name</b>	<b>Total Points</b>	<b>TA Funding Requested</b>	<b>Total Project Cost</b>
TMACOG-05	Metroparks Toledo	<b>Glass City Riverwalk</b>	<b>79</b>	\$1,000,000	\$2,377,748
TMACOG-03	City of Toledo	<b>Parkside Sidepath Rehab and Widening</b>	<b>72</b>	\$1,016,495	\$1,470,917
TMACOG-01	City of Oregon	<b>Oregon Trail Phase 5</b>	<b>71</b>	\$400,000	\$1,001,504
TMACOG-08	Wood County Park District	<b>Slippery Elm Trail Rehab</b>	<b>69</b>	\$382,704	\$562,800
TMACOG-02	City of Perrysburg	<b>Ft Meigs Road/Indiana Avenue Connector Path</b>	<b>67</b>	\$229,559	\$336,950
TMACOG-04	City of Waterville	<b>Anthony Wayne Trail Sidepath</b>	<b>64</b>	\$392,000	\$535,000
TMACOG-07	Perrysburg Twp	<b>Bates and Buck Sidepaths</b>	<b>56</b>	\$881,815	\$1,252,269

Proposed for TA Funding	\$1,399,199
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Proposed for CRP Funding	\$2,021,559
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Table 2.20: 2024 Ranking Results for STBG Projects

2024 Surface Transportation Block Grant Program Solicitation										
ID	Project Sponsor	Project Name	Economic Development	Livability	Inter-Connectivity	Sustainability	System Use and Performance	Total Points	STBG Funding Requested	Total Project Cost
TMACOG-20	City of Toledo	Tremainsville Rd. Resurfacing	6	11	4	4	36	61	\$2,051,120	\$3,025,400
TMACOG-02	City of Northwood	Curtice Rd. Pavement and Drainage Improvements	6	11	0	11	32	60	\$6,927,106	\$8,916,900
TMACOG-07	City of Toledo	Ashland Ave. Reconstruction	6	2	4	6	39	57	\$3,425,440	\$5,048,404
TMACOG-16	City of Toledo	Lewis Ave. Reconstruction	6	6	4	4	35	55	\$5,600,240	\$8,260,350
TMACOG-15	City of Toledo	Lawrence Ave. Reconstruction	6	4	0	4	40	54	\$4,571,200	\$6,742,520
TMACOG-06	City of Sylvania	Main St. Reconstruction	6	11	4	13	18	52	\$500,000	\$2,433,581
TMACOG-08	City of Toledo	Broadway St. Reconstruction	6	6	4	6	30	52	\$6,594,320	\$9,726,620
TMACOG-17	City of Toledo	Seaman Rd. Reconstruction	6	6	4	6	27	49	\$4,221,600	\$6,226,860
TMACOG-18	City of Toledo	Sylvania Ave. Reconstruction	6	1	0	12	30	49	\$3,999,120	\$5,898,702
TMACOG-01	City of Bowling Green	Dunbridge Rd. Resurfacing	4	3	0	13	28	48	\$998,400	\$1,460,800
TMACOG-09	City of Toledo	Byrne Rd. Resurfacing	6	1	4	9	28	48	\$3,053,840	\$4,504,410
TMACOG-11	City of Toledo	Glanzman Rd. Reclamation	6	6	0	11	24	47	\$500,000	\$2,446,848
TMACOG-03	City of Oregon	Navarre Ave. Resurfacing	2	3	4	13	19	41	\$500,000	\$1,329,643
TMACOG-10	City of Toledo	Delaware Ave. Resurfacing	2	1	4	11	23	41	\$500,000	\$1,311,090
TMACOG-19	City of Toledo	Tiffin St./George Hardy Dr./John Carey Dr. Resurfacing	4	1	6	9	21	41	\$1,217,360	\$1,795,600
TMACOG-05	City of Rossford	Superior St. @ Eagle Point Rd. Roundabout	6	4	4	13	13	40	\$3,195,000	\$4,993,000
TMACOG-13	City of Toledo	Heatherdowns Bl. (Reynolds to Eastgate) Resurfacing	6	1	4	4	24	39	\$2,196,480	\$3,239,808
TMACOG-25	Lucas County Engineers	Angola Rd. and McCord Rd. Improvements	4	1	0	13	21	39	\$1,688,400	\$2,202,500
TMACOG-24	Village of Whitehouse	Finzel Rd. Resurfacing	2	0	0	13	23	38	\$466,180	\$630,730
TMACOG-27	Wood County Engineers	Roachton Rd. Resurfacing	2	0	0	13	23	38	\$500,000	\$1,300,200
TMACOG-12	City of Toledo	Heatherdowns Bl. (Perrysburg-Holland to Reynolds) Resurfacing	4	1	4	11	17	37	\$500,000	\$2,187,720
TMACOG-23	Village of Holland	McCord Rd. Roundabout	0	0	4	9	21	34	\$238,160	\$338,600
TMACOG-26	Lucas County Engineers	Salisbury Rd. Improvements	2	1	0	11	20	34	\$500,000	\$1,267,000
TMACOG-04	City of Perrysburg	East South Boundary St. Rehabilitation	2	0	0	13	18	33	\$500,000	\$899,698
TMACOG-22	Village of Holland	Clark St. Improvements	2	0	0	13	14	29	\$306,000	\$435,000
TMACOG-14	City of Toledo	Heatherdowns Bl. (Schneider to Byrne) Resurfacing	6	1	0	4	17	28	\$2,028,800	\$2,992,480
TMACOG-21	City of Waterville	SR 64 Right Turn Lane at US 24 Interchange	2	6	0	13	7	28	\$548,000	\$755,000

\$4,204,340 small project  
 \$16,646,400 large project  
 \$20,850,740  
 eliminated/withdrawn



## 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 2026-2029 TIP and how this list was developed. For projects funded with TMACOG-managed funds (STBG, CMAQ, TAP, and CRP) 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 to the Southeast Michigan Council of Governments (SEMCOG). All of these project lists that are in Lucas and Wood Counties in Ohio, are then merged into the overall TIP for the TMACOG area.

### A Financially Constrained, Realistically Scheduled TMACOG TIP Program

During the FY 2026-2029 TIP period, TMACOG annually will receive approximately \$16 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 2026 through FY 2029 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 2026-2029. These amounts are shown in **Table 3.3**. Additionally, ODOT has advised that the same funding amounts of FY 2026 should be projected for the FY 2027 and FY 2028 as the IJA expires in FY 2026.

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 at the 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 2026-2029 TIP. **Table 3.1** presents the 5-year

Construction Cost Inflation Forecast. 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** demonstrates the fiscal constraint of the TMACOG-managed funds.

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.

<b>Table 3.1: July 2024 – 5-Year Construction Cost Inflation Forecast</b>					
	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>
<b>High</b>	9.0%	12.1%	9.3%	8.4%	5.5%
<b>Most Likely</b>	5.8%	5.7%	5.0%	4.0%	3.5%
<b>Low</b>	2.0%	1.8%	2.1%	0.8%	1.5%

**Table 3.2: FY 2026 - 2029 TIP Projects With TMACOG-Managed Funds**

**As of January 14, 2025**

<b>FY 2026</b>						
<b>PID</b>	<b>Project Name</b>	<b>Project Limits</b>	<b>Type of Work</b>	<b>Sponsor</b>	<b>Funding Type</b>	<b>Federal \$ this Phase</b>
116382	SR 65 and Glenwood	Intersection Improvements	Roadway	City of Rossford	STBG	<b>\$448,000</b>
116974	Summit St. Reconstruction Phase 1	Galena to New York	Roadway	City of Toledo	STBG	<b>\$4,867,360</b>
116995	Arlington Ave. Reconstruction	Detroit to Spencer	Roadway	City of Toledo	STBG	<b>\$3,526,400</b>
117090	Sylvania Ave. Resurfacing	Douglas to Upton	Roadway	City of Toledo	STBG	<b>\$500,000</b>
117122	Starr Ave./ Wheeling St. Resurfacing	Western corporation limit to S. Whittlesey and Randall to Northvale	Roadway	City of Oregon	STBG	<b>\$500,000</b>
117227	Hallett Ave. Resurfacing	N of Church to I-80/I-90 overpass	Roadway	Village of Swanton	STBG	<b>\$408,320</b>
117228	Secor Rd. Reconstruction	Kenwood to Central	Roadway	City of Toledo	CMAQ	<b>\$4,017,920</b>
117232	Monclova/Albon & Monclova/ Waterville- Monclova Roundabouts	Intersection Improvements	Roadway	Lucas County	CMAQ & STBG	<b>\$1,013,280 &amp; \$500,000</b>
117233	Lime City Widening at SR795	Intersection Improvements	Roadway	City of Rossford	CMAQ	<b>\$1,443,760</b>
117236	Wabash Cannonball Trail North Fork Resurfacing	SR 295 to Waterville- Monclova	Ped/Bike	Lucas County	TA	<b>\$787,600</b>
117851	Buck and Glenwood Roundabout	Intersection Improvement	Roadway	City of Rossford	STBG	<b>\$1,084,160</b>
118056	Waterville- Monclova Rd. Widening	280' north of SR 64 to 300' north of Pray	Roadway	City of Waterville	STBG	<b>\$1,194,906</b>
118717	MPO Planning	Regional	Planning	TMACOG	STBGP	<b>\$80,000</b>
118720	Air Quality Planning	Regional	Planning	TMACOG	CMAQ	<b>\$112,800</b>
118722	Rideshare	Regional	Planning	TMACOG	CMAQ	<b>\$85,000</b>
118897	TARTA Bus Replacements	Regional	Transit	TARTA	CMAQ	<b>\$2,000,000</b>
					<b>FY 2026 TOTAL:</b>	<b>\$22,569,506</b>

**Table 3.2: FY 2024 - 2027 TIP Projects With TMACOG-Managed Funds (Continued)**

As of January 14, 2025

FY 2027						
PID	Project Name	Project Limits	Type of Work	Sponsor	Funding Type	Federal \$ this Phase
116993	Erie and Monroe Roundabout	Intersection Improvement	Roadway	City of Sylvania	STBG	\$2,864,400
117676	Summit St. Reconstruction Phase 2	New York to Manhattan	Roadway	City of Toledo	STBG	\$4,816,884
117680	Douglas Rd. Reconstruction	Alexis to Ohio-Michigan state line	Roadway	City of Toledo	STBG	\$2,347,200
117682	Glendale Ave. Resurfacing	Charmaine to Detroit	Roadway	City of Toledo	STBG	\$500,000
117683	Emerald Ave. Reconstruction and Side Path	SR 25 (AWT) to Ottawa	Ped/Bike & Roadway	City of Toledo	TA	\$1,000,000
117684	West South Boundary St. Multi Use Path	I-475 to Indiana	Ped/Bike	City of Perrysburg	TA	\$788,722
118718	MPO Planning	Regional	Planning	TMACOG	STBGP	\$80,000
118721	Air Quality Planning	Regional	Planning	TMACOG	CMAQ	\$112,800
118723	Rideshare	Regional	Planning	TMACOG	CMAQ	\$85,000
120281	TARTA Bus Replacements	Regional	Transit	TARTA	CMAQ	\$2,000,000
120648	Chessie Circle Extension Phase 2	WW Knight Preserve to Bates	Ped/Bike	Wood County Park District	CRP	\$1,299,200
121105	Oregon Trail Shared Use Path Phase 5	Dustin west of Harbor to Navarre east of Schmidlin	Ped/Bike	City of Oregon	CRP	\$400,000
121107	Ft. Meigs Connector Side Path	Ft. Meigs Rd. to Fort Meigs Historic Site (parking lot)	Ped/Bike	City of Perrysburg	CRP	\$228,800
					<b>FY 2027 TOTAL:</b>	<b>\$16,523,006</b>

**Table 3.2: FY 2024 - 2027 TIP Projects With TMACOG-Managed Funds (Continued)**

**As of January 14, 2025**

<b>FY 2028</b>						
<b>PID</b>	<b>Project Name</b>	<b>Project Limits</b>	<b>Type of Work</b>	<b>Sponsor</b>	<b>Funding Type</b>	<b>Federal \$ this Phase</b>
118059	Brim and Bishop Roundabout	Intersection Improvement	Roadway	City of Bowling Green	STBG	<b>\$1,888,480</b>
120672	Chessie Circle Extension Phase 3	Bates to Lime City	Ped/Bike	Wood County Park District	CRP	<b>\$820,000</b>
120824	Brint and Harroun Roundabout	Intersection Improvement	Roadway	City of Sylvania	CMAQ	<b>\$1,035,100</b>
121611	Glass City Riverwalk Shared Use Path	International Park	Ped/Bike	Metroparks Toledo	CRP	<b>\$960,000</b>
121612	Anthony Wayne Trail Sidepath	Canal to Dutch	Ped/Bike	City of Waterville	CRP	<b>\$392,000</b>
121614	Parkside Sidepath Widening	Bancroft to Hill	Ped/Bike	City of Toledo	TA	<b>\$1,016,495</b>
121833	Sylvania and Herr Roundabout	Intersection Improvement	Roadway	Lucas County	CMAQ	<b>\$1,003,200</b>
122347	Woodville and Lemoyne Roundabout	Intersection Improvement	Roadway	City of Northwood	CMAQ & CRP	<b>\$2,590,400 &amp; \$576,800</b>
122674	Air Quality Planning	Regional	Planning	TMACOG	CMAQ	<b>\$112,800</b>
122676	Rideshare	Regional	Planning	TMACOG	CMAQ	<b>\$85,000</b>
122726	Lawrence Ave. Reconstruction	Monroe to Dorr	Roadway	City of Toledo	STBG	<b>\$4,571,200</b>
122738	Dunbridge Rd. Resurfacing	US 6 to Poe	Roadway	City of Bowling Green	STBG	<b>\$998,400</b>
122741	Glanzman Rd. Reclamation	Byrne to Detroit	Roadway	City of Toledo	STBG	<b>\$500,000</b>
122742	Navarre Ave. Resurfacing	West corp. limit to Isaac Streets	Roadway	City of Oregon	STBG	<b>\$500,000</b>
122743	Delaware Ave. Resurfacing	Detroit to Collingwood	Roadway	City of Toledo	STBG	<b>\$500,000</b>
122749	Finzel Rd. Resurfacing	SR 64 to Weckerly	Roadway	Village of Whitehouse	STBG	<b>\$466,180</b>
122750	Roachton Rd. Resurfacing	SR 65 to CSX RR tracks and 400' west of SR 25 to I75	Roadway	Wood County	STBG	<b>\$500,000</b>
122751	McCord Rd. and Hall/Mall	Intersection Improvement	Roadway	Village of Holland	STBG	<b>\$238,160</b>
122753	East South Boundary St. Resurfacing	Louisiana to Sandusky	Roadway	City of Perrysburg	STBG	<b>\$500,000</b>
122935	MPO Planning	Regional	Planning	TMACOG	STBGP	<b>\$80,000</b>
					<b>FY 2028 Total:</b>	<b>\$19,334,215</b>

**Table 3.2: FY 2024 - 2027 TIP Projects With TMACOG-Managed Funds (Continued)**

**As of January 14, 2025**

<b>FY 2029</b>						
<b>PID</b>	<b>Project Name</b>	<b>Project Limits</b>	<b>Type of Work</b>	<b>Sponsor</b>	<b>Funding Type</b>	<b>Federal \$ this Phase</b>
121615	University/Parks Trail Extension	Centennial to Sylvan Prairie Park	Ped/Bike	Outdoor Sylvania	CMAQ	<b>\$1,700,000</b>
121623	Slippery Elm Trail Overlay	East Broadway to SR 281	Ped/Bike	Wood County Parks District	TA	<b>\$450,240</b>
122675	Air Quality Planning	Regional	Planning	TMACOG	CMAQ	<b>\$112,800</b>
122677	Rideshare	Regional	Planning	TMACOG	CMAQ	<b>\$85,000</b>
122716	Tremainsville Rd. Resurfacing	Sylvania to Laskey	Roadway	City of Toledo	STBG	<b>\$2,051,120</b>
122717	Ashland Ave. Reconstruction	Adams to Collingwood	Roadway	City of Toledo	STBG	<b>\$3,425,440</b>
122731	Main and Convent Roundabout	Intersection Improvement	Roadway	City of Sylvania	STBG	<b>\$500,000</b>
122752	Salisbury Rd. Resurfacing	Manley to west limit of I-475 bridge	Roadway	Lucas County	STBG	<b>\$500,000</b>
122936	MPO Planning	Regional	Planning	TMACOG	STBGP	<b>\$80,000</b>
					<b>FY 2029 TOTAL:</b>	<b>\$8,904,600</b>

**Table 3.3** demonstrates fiscal constraint for each of the three program areas over the four-year period of the TIP. In the event a negative balance occurs for any of the funding sources, then TMACOG will pursue a loan from one of the other Ohio MPOs or consider a Spending Authority Code (SAC) transfer. 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.

**Table 3.3: FY 2026 - 2029 TIP Fiscal Analysis Summary For TMACOG-Managed Funds**

	STBG	CMAQ	TAP	CRP	Total
<b>FY 2026</b>					
Carry Forward from FY 2025	\$3,260,430	\$1,093,752	\$436,903	\$510,252	\$5,301,337
FY 2026 Allocation	\$9,036,249	\$4,735,907	\$986,654	\$982,705	\$15,741,515
Federal Funds Available FY 2026	\$12,296,679	\$5,829,659	\$1,423,557	\$1,492,957	\$21,042,852
Federal Funds Programmed FY 2026	\$13,109,146	\$8,813,360	\$787,600	\$0	\$22,710,106
<b>FY 2027</b>					
Carry Forward from FY 2026	-\$812,467	-\$2,983,701	\$635,957	1,492,957	-\$1,667,254
FY 2027 Allocation	\$9,036,249	\$4,735,907	\$986,654	\$982,705	\$15,741,515
Federal Funds Available FY 2027	\$8,223,782	\$1,752,206	\$1,622,611	\$2,475,662	\$14,074,261
Federal Funds Programmed FY 2027	\$10,608,484	\$2,180,800	\$1,788,722	\$1,955,000	\$16,533,006
<b>FY 2028</b>					
Carry Forward from FY 2027	-\$2,384,702	-\$428,594	-\$166,111	\$520,662	-\$2,458,745
FY 2028 Allocation	\$9,036,249	\$4,735,907	\$986,654	\$982,705	\$15,741,515
Federal Funds Available FY 2028	\$6,651,547	\$4,307,313	\$820,543	\$1,503,367	\$13,282,770
Federal Funds Programmed FY 2028	\$10,742,420	\$5,210,000	\$1,016,495	\$2,748,800	\$19,717,715
<b>FY 2029</b>					
Carry Forward from FY 2028	-\$4,090,873	-\$902,687	-\$195,952	-\$1,245,433	-\$6,434,945
FY 2029 Allocation	\$9,036,249	\$4,735,907	\$986,654	\$982,705	\$15,741,515
Federal Funds Available FY 2029	\$4,945,376	\$3,833,220	\$790,702	-\$262,728	\$9,306,570
Federal Funds Programmed FY 2029	\$6,556,560	\$1,880,800	\$450,240	\$0	\$8,887,600
<b>BALANCE</b>	<b>-\$1,611,184</b>	<b>\$1,952,420</b>	<b>\$340,462</b>	<b>-\$262,728</b>	<b>\$418,970</b>

### **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 **Table 3.9**. 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** analyzes the transit fiscal constraint for the TMACOG region.

Fiscal Constraints

STIP Year	2025	2026			2027			2028			2029		
STIP Fund Type	Carry Forward	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance
<b>Non-ODOT Administered Federal Funds</b>													
5309 (Non-ODOT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5339 (Non-ODOT)	\$14,000,000	\$800,000	\$350,000	\$14,450,000	\$700,000	\$700,000	\$14,450,000	\$700,000	\$ -	\$15,150,000	\$700,000	\$ -	\$15,850,000
5307	\$14,000,000	\$11,000,000	\$3,800,000	\$21,200,000	\$7,000,000	\$7,300,000	\$20,900,000	\$7,000,000	\$ -	\$27,900,000	\$7,000,000	\$ -	\$34,900,000
5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5310 (Non-ODOT)	\$1,000,000	\$ -	\$63,577	\$936,423	\$ -	\$ -	\$936,423	\$ -	\$ -	\$936,423	\$ -	\$ -	\$936,423
<b>Total</b>	\$ -	\$ -	\$4,213,577	\$36,586,423	\$ -	\$8,000,000	\$36,286,423	\$ -	\$ -	\$43,986,423	\$ -	\$ -	\$51,686,423
<b>ODOT Administered Federal Funds</b>													
5310 Large Urban (ODOT)	\$ -	\$691,457	\$691,457	\$ -	\$819,744	\$819,744	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5310 Small Urban / Rural (ODOT)	\$ -	\$167,528	\$167,528	\$ -	\$29,144	\$29,144	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5311	\$ -	\$222,855	\$222,855	\$ -	\$363,061	\$363,061	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5339 (ODOT)	\$ -	\$39,671	\$39,671	\$ -	\$39,671	\$39,671	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	\$ -	\$ -	\$1,121,511	\$ -	\$ -	\$1,251,620	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Flex Fund Transfer</b>													
MPO CMAQ	\$ -	\$ -	\$ -	\$ -	\$2,160,000	\$2,160,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MPO CRP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MPO CRRSAA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MPO STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MPO TA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$2,160,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Other Funds</b>													
State	\$ -	\$710,880	\$710,880	\$ -	\$760,000	\$760,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$727,977	\$727,977	\$ -	\$3,965,201	\$3,965,201	\$ -	\$585,201	\$585,201	\$ -	\$585,201	\$585,201	\$ -
N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,251,620	\$1,251,620	\$ -	\$1,251,620	\$1,251,620	\$ -
<b>Total</b>	\$ -	\$ -	\$1,438,857	\$ -	\$ -	\$4,725,201	\$ -	\$ -	\$1,836,822	\$ -	\$ -	\$1,836,822	\$ -
<b>Total</b>	\$29,000,000	\$14,360,368	\$6,773,945	\$36,586,423	\$15,836,822	\$16,136,822	\$36,286,423	\$9,536,822	\$1,836,822	\$43,986,423	\$9,536,822	\$1,836,822	\$51,686,423

Federal budgets are apportionment amounts assuming no inflation.

Note: The funding information is for S/TIP planning purposes only and is not intended to be the official record of carry forward, budgets, and fiscal balances.

## **ODOT/MDOT/Ohio County Engineers Association Projects for the Overall Program**

Finally, project listings from all other federal funding programs are incorporated into the 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 2026-2029 TIP are consistent with the Moving Forward 2055 projects, initiatives, or policies. The final lists of funded projects are submitted to the TMACOG Technical Advisory Committee and MPO Policy Board.

### **The Final Version of The FY 2026-2029 TIP**

The draft overall program of projects for the TMACOG area is presented in **Table 3.5 FHWA and 3.6 FTA**. It includes all highway 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 awarded by state and local agencies in state fiscal years 2026 through 2029. There is an online map of the projects located here, <https://tinyurl.com/48v4sc9n>.

**Table 3.7** includes the STIP grouped project funding amounts. 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 grouped projects. Projects that can be considered for the grouped projects listing 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.

### **Total TIP Revenues and Costs**

**Table 3.8** summarizes the total estimated amount programmed by funding source for FHWA funded projects. **Table 3.9** summarizes the total estimated amount programmed by funding source for FTA funded projects.

88566 - WOO IR 75 0.00 Smoothseal

PID: 88566 Project Name: WOO IR 75 0.00 Smoothseal Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: Pavement (Interstate) STIP Type: Group

Termini: From Hancock County line to to SR-25 (Cygnet) Total Project Estimate: \$11,405,000

Description: A district allocation preventive maintenance project to smoothseal I-75 in Wood County from Hancock County line to to SR-25 (Cygnet); perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$10,048,500	\$ -	\$ -	\$ -	\$10,048,500
	Labor	\$ -	\$ -	\$240,000	\$ -	\$ -	\$ -	\$240,000
	State	\$ -	\$ -	\$1,116,500	\$ -	\$ -	\$ -	\$1,116,500
Total CO		\$ -	\$ -	\$11,405,000	\$ -	\$ -	\$ -	\$11,405,000
Total		\$ -	\$ -	\$11,405,000	\$ -	\$ -	\$ -	\$11,405,000

88645 - WOO SR 420 0.81 Resurfacing

PID: 88645 Project Name: WOO SR 420 0.81 Resurfacing Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: Pavement (Non-Interstate NHS) STIP Type: Group

Termini: From SLM 0.81 to SLM 2.89 Total Project Estimate: \$3,703,550

Description: A project to resurface a portion of SR-420 in Wood County from SLM 0.81 to 2.89. Perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$347,000	\$ -	\$ -	\$ -	\$347,000
	Preservation	\$ -	\$ -	\$3,123,000	\$ -	\$ -	\$ -	\$3,123,000
	Labor	\$ -	\$ -	\$233,550	\$ -	\$ -	\$ -	\$233,550
Total CO		\$ -	\$ -	\$3,703,550	\$ -	\$ -	\$ -	\$3,703,550
Total		\$ -	\$ -	\$3,703,550	\$ -	\$ -	\$ -	\$3,703,550

88647 - WOO IR 280 0.00 Resurfacing

PID: 88647 Project Name: WOO IR 280 0.00 Resurfacing Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: Pavement (Interstate) STIP Type: Group

Termini: From Turnpike to about SR-51 Total Project Estimate: \$7,006,000

Description: Perform a preventive maintenance on I-280 from the Turnpike to about SR-51; perform necessary related work.

See PID 108584 for piece from SR-51 to SR-2.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$ -	\$5,904,000	\$ -	\$ -	\$5,904,000
	Labor	\$ -	\$ -	\$ -	\$446,000	\$ -	\$ -	\$446,000
	State	\$ -	\$ -	\$ -	\$656,000	\$ -	\$ -	\$656,000
Total CO		\$ -	\$ -	\$ -	\$7,006,000	\$ -	\$ -	\$7,006,000
Total		\$ -	\$ -	\$ -	\$7,006,000	\$ -	\$ -	\$7,006,000

92088 - WOO/LUC SR 64 12.03/0.00 Bridge

PID: 92088 Project Name: WOO/LUC SR 64 12.03/0.00 Bridge Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: CMAQ, Safety STIP Type: Individual

Termini: Waterville Bridge over Maumee River Total Project Estimate: \$17,927,941

Description: 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 cancelled PID 90705) for construction & 100% local for design.; See PID 103900 for the Demo project.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DBT	Garvee / SIB Repayments	\$12,166,207	\$1,848,792	\$1,806,502	\$1,764,210	\$1,721,919	\$3,131,630	\$22,439,260
Total DBT		\$12,166,207	\$1,848,792	\$1,806,502	\$1,764,210	\$1,721,919	\$3,131,630	\$22,439,260
Total		\$12,166,207	\$1,848,792	\$1,806,502	\$1,764,210	\$1,721,919	\$3,131,630	\$22,439,260

93592 - WOO/LUC IR75 30.70/0.00 Major

PID: 93592      Project Name: WOO/LUC IR75 30.70/0.00 Major      Primary Work Category: Roadway Major Rehab      Sponsoring Agency: DISTRICT 2 ENGINEERING      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: WOO      MPO(s) / RTPO(s): TMACOG      Performance Measures: Bridge (NHS), Pavement (Interstate)      STIP Type: Individual

Termini: From Glenwood Rd to Segur Rd/South Ave      Total Project Estimate: \$215,781,375

Description:

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.

See PID 93594 for project # 2 and PID 93604 for project # 3.

Proposed work for section south of Wales Rd: widen shoulder & replace deteriorating pavement.

Proposed work for section north of Wales Rd: correct deficient NB sight distance & ramp deficiencies at Miami St & South Ave, correct horizontal sight distance on I-75 mainline, correct RR clearance, poor deck condition of Maumee River/NS RR/South Ave bridge (south end bridge-Disalle); these changes will require new road alignments.

CSX RR project OH0968, review by HDR (Todd Reily).

NS RR project BR0020001, review by Jacobs. See PID 102227 for Miami St connector.; See PID 106547 for the Demolition project. 5/2/18: Created PID 108398 for Tree Removal

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DBT	Garvee / SIB Repayments	\$43,198,039	\$7,450,419	\$7,450,419	\$7,450,419	\$7,450,419	\$16,405,313	\$89,405,028
Total DBT		\$43,198,039	\$7,450,419	\$7,450,419	\$7,450,419	\$7,450,419	\$16,405,313	\$89,405,028
Total		\$43,198,039	\$7,450,419	\$7,450,419	\$7,450,419	\$7,450,419	\$16,405,313	\$89,405,028

95747 - LUC SR 2 2.24 Resurfacing

PID: 95747 Project Name: LUC SR 2 2.24 Resurfacing Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Pavement (Non-Interstate NHS) STIP Type: Group

Termini: SLM 2.24 to 9.69 Total Project Estimate: \$3,582,400

Description: A district allocation funded project to resurface SR-2 Lucas County from SLM 2.24 to 9.69; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$386,400	\$ -	\$ -	\$386,400
	State	\$ -	\$ -	\$ -	\$639,200	\$ -	\$ -	\$639,200
	Preservation	\$ -	\$ -	\$ -	\$2,556,800	\$ -	\$ -	\$2,556,800
Total CO		\$ -	\$ -	\$ -	\$3,582,400	\$ -	\$ -	\$3,582,400
Total		\$ -	\$ -	\$ -	\$3,582,400	\$ -	\$ -	\$3,582,400

95761 - OTT/WOO 163/23 4.05/17.70

PID: 95761 Project Name: OTT/WOO 163/23 4.05/17.70 Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: OTT, WOO MPO(s) / RTPO(s): TMACOG Performance Measures: Pavement (Non-Interstate NHS) STIP Type: Group

Termini: OTT-163 from 4.05 to 10.00; WOO 23 from 17.70 to 21.05 Total Project Estimate: \$7,379,120

Description: A district allocation funded project to resurface SR 163 in Ottawa County and US 23 in Wood County; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$ -	\$1,468,600	\$ -	\$1,468,600
	Labor	\$ -	\$ -	\$ -	\$ -	\$36,120	\$ -	\$36,120
	Preservation	\$ -	\$ -	\$ -	\$ -	\$5,874,400	\$ -	\$5,874,400
Total CO		\$ -	\$ -	\$ -	\$ -	\$7,379,120	\$ -	\$7,379,120
Total		\$ -	\$ -	\$ -	\$ -	\$7,379,120	\$ -	\$7,379,120

95787 - WOO US 6/199 17.47/6.23 Resurf

PID: 95787 Project Name: WOO US 6/199 17.47/6.23 Resurf Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: Pavement (Non-Interstate NHS) STIP Type: Group

Termini: WOO-6 from SLM 17.47 to 21.00; WOO-199 from SLM 6.23 to 9.45 Total Project Estimate: \$3,122,500

Description: A district allocation funded project to resurface a portion of US 6 and SR 199 in Wood County; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$ -	\$ -	\$2,428,800	\$ -	\$2,428,800
	State	\$ -	\$ -	\$ -	\$ -	\$607,200	\$ -	\$607,200
	Labor	\$ -	\$ -	\$ -	\$ -	\$86,500	\$ -	\$86,500
Total CO		\$ -	\$ -	\$ -	\$ -	\$3,122,500	\$ -	\$3,122,500
Total		\$ -	\$ -	\$ -	\$ -	\$3,122,500	\$ -	\$3,122,500

95794 - WOO SR 18 0.00 Resurf

PID: 95794 Project Name: WOO SR 18 0.00 Resurf Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Group

Termini: Henry County Line to SR-235 Total Project Estimate: \$2,194,000

Description: A district allocation funded project to resurface SR-18 from Henry County Line to SR-235; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$ -	\$ -	\$1,628,800	\$ -	\$1,628,800
	Labor	\$ -	\$ -	\$ -	\$ -	\$158,000	\$ -	\$158,000
	State	\$ -	\$ -	\$ -	\$ -	\$407,200	\$ -	\$407,200
Total CO		\$ -	\$ -	\$ -	\$ -	\$2,194,000	\$ -	\$2,194,000
Total		\$ -	\$ -	\$ -	\$ -	\$2,194,000	\$ -	\$2,194,000

95795 - WOO SR 51 0.00 Resurfacing

PID: 95795      Project Name: WOO SR 51 0.00 Resurfacing      Primary Work Category: Roadway Minor Rehab      Sponsoring Agency: DISTRICT 2 ENGINEERING      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: WOO      MPO(s) / RTPO(s): TMACOG      Performance Measures:      STIP Type: Group

Termini: WOO-51 from SLM 0.00 to 3.38      Total Project Estimate: \$1,194,000

Description: A District allocation funded project to resurface a portion of SR 51 in Wood County; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$ -	\$ -	\$889,600	\$ -	\$889,600
	Labor	\$ -	\$ -	\$ -	\$ -	\$82,000	\$ -	\$82,000
	State	\$ -	\$ -	\$ -	\$ -	\$222,400	\$ -	\$222,400
Total CO		\$ -	\$ -	\$ -	\$ -	\$1,194,000	\$ -	\$1,194,000
Total		\$ -	\$ -	\$ -	\$ -	\$1,194,000	\$ -	\$1,194,000

95803 - WOO US 20 8.76 Resurfacing

PID: 95803      Project Name: WOO US 20 8.76 Resurfacing      Primary Work Category: Roadway Minor Rehab      Sponsoring Agency: DISTRICT 2 ENGINEERING      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: WOO      MPO(s) / RTPO(s): TMACOG      Performance Measures: Pavement (Non-Interstate NHS)      STIP Type: Group

Termini: US-20 from SLM 8.76 to 12.43      Total Project Estimate: \$1,572,000

Description: A district allocation funded project to resurface US-20 from SLM 8.76 to 12.43; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$ -	\$1,200,000	\$ -	\$ -	\$1,200,000
	Labor	\$ -	\$ -	\$ -	\$72,000	\$ -	\$ -	\$72,000
	State	\$ -	\$ -	\$ -	\$300,000	\$ -	\$ -	\$300,000
Total CO		\$ -	\$ -	\$ -	\$1,572,000	\$ -	\$ -	\$1,572,000
Total		\$ -	\$ -	\$ -	\$1,572,000	\$ -	\$ -	\$1,572,000

101275 - LUC/OTT SR 2 34.05/0.00 Resurf

PID: 101275 Project Name: LUC/OTT SR 2 34.05/0.00 Resurf Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC, OTT MPO(s) / RTPO(s): TMACOG Performance Measures: Pavement (Non-Interstate NHS) STIP Type: Group

Termini: LUC-2-30.05-34.2 & OTT-SR 2-0.00-10.34 Total Project Estimate: \$3,067,250

Description: A District allocation pavement project to resurface SR 2 in Lucas and Ottawa County; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$578,450	\$ -	\$ -	\$578,450
	Preservation	\$ -	\$ -	\$ -	\$2,313,800	\$ -	\$ -	\$2,313,800
	Labor	\$ -	\$ -	\$ -	\$145,000	\$ -	\$ -	\$145,000
Total CO		\$ -	\$ -	\$ -	\$3,037,250	\$ -	\$ -	\$3,037,250
Total		\$ -	\$ -	\$ -	\$3,037,250	\$ -	\$ -	\$3,037,250

101285 - HEN/WOO 18/64/582 0.00/9.17/5.35

PID: 101285 Project Name: HEN/WOO 18/64/582 0.00/9.17/5.35 Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Group

Termini: HEN-18 from SLM 0.00 to 5.69, WOO-64 from SLM 9.17 to 11.72 and WOO-582 from SLM 5.35 to 6.48 Total Project Estimate: \$2,890,400

Description: A project to resurface portions of SR-18 in Henry County from SLM 0.00 to 5.69, portions of SR 64 in Wood County from SLM 9.17 to 11.72 and portions of SR-582 in Wood County from SLM 5.35 to 6.48; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$572,000	\$ -	\$ -	\$ -	\$572,000
	Labor	\$ -	\$ -	\$30,400	\$ -	\$ -	\$ -	\$30,400
	Preservation	\$ -	\$ -	\$2,288,000	\$ -	\$ -	\$ -	\$2,288,000
Total CO		\$ -	\$ -	\$2,890,400	\$ -	\$ -	\$ -	\$2,890,400
Total		\$ -	\$ -	\$2,890,400	\$ -	\$ -	\$ -	\$2,890,400

101291 - SAN/WOO US 20/65 0.00/19.40 Res

PID: 101291 Project Name: SAN/WOO US 20/65 0.00/19.40 Res Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: Pavement (Non-Interstate NHS) STIP Type: Group

Termini: SAN-20 from SLM 0.00 to 2.24 and WOO-20 from SLM 12.37 to 14.02 Total Project Estimate: \$6,915,550

Description: Resurface US 20 and SR 65 in Sandusky and Wood Counties; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$245,550	\$ -	\$ -	\$ -	\$ -	\$245,550
	Preservation	\$ -	\$5,336,000	\$ -	\$ -	\$ -	\$ -	\$5,336,000
	State	\$ -	\$1,334,000	\$ -	\$ -	\$ -	\$ -	\$1,334,000
Total CO		\$ -	\$6,915,550	\$ -	\$ -	\$ -	\$ -	\$6,915,550
Total		\$ -	\$6,915,550	\$ -	\$ -	\$ -	\$ -	\$6,915,550

101332 - LUC SR 246 1.43 Culvert

PID: 101332 Project Name: LUC SR 246 1.43 Culvert Primary Work Category: Culvert Preservation Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Group

Termini: SR 246 at SLM 1.43 Total Project Estimate: \$2,538,339

Description: Replace the LUC-246-0143 culvert structure over Heldman Ditch; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	State	\$ -	\$10,000	\$20,000	\$ -	\$ -	\$ -	\$30,000
Total RW		\$ -	\$10,000	\$20,000	\$ -	\$ -	\$ -	\$30,000
CO	Labor	\$ -	\$ -	\$ -	\$6,000	\$ -	\$ -	\$6,000
	State	\$ -	\$ -	\$ -	\$400,000	\$ -	\$ -	\$400,000
	Preservation	\$ -	\$ -	\$ -	\$1,600,000	\$ -	\$ -	\$1,600,000
Total CO		\$ -	\$ -	\$ -	\$2,006,000	\$ -	\$ -	\$2,006,000
Total		\$ -	\$10,000	\$20,000	\$2,006,000	\$ -	\$ -	\$2,036,000

101334 - LUC SR 295 15.44 Brdg Rehab

PID: 101334 Project Name: LUC SR 295 15.44 Brdg Rehab Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Group

Termini: SR 295 @ slm15.44 Total Project Estimate: \$733,000

Description: Rehabilitate existing structures over Wire Grass Ditch; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$ -	\$140,000	\$ -	\$140,000
	Labor	\$ -	\$ -	\$ -	\$ -	\$33,000	\$ -	\$33,000
	Preservation	\$ -	\$ -	\$ -	\$ -	\$560,000	\$ -	\$560,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$733,000	\$ -	\$733,000
Total		\$ -	\$ -	\$ -	\$ -	\$733,000	\$ -	\$733,000

101335 - WOO US 23 20.83 Bridge Repl.

PID: 101335 Project Name: WOO US 23 20.83 Bridge Repl. Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: Bridge (NHS) STIP Type: Group

Termini: US 23 slm 20.83 Total Project Estimate: \$1,110,000

Description: Replace existing WOO-23-2083 bridge (SFN 8701598); perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$80,000	\$ -	\$ -	\$ -	\$80,000
	State	\$ -	\$ -	\$200,000	\$ -	\$ -	\$ -	\$200,000
	Preservation	\$ -	\$ -	\$800,000	\$ -	\$ -	\$ -	\$800,000
Total CO		\$ -	\$ -	\$1,080,000	\$ -	\$ -	\$ -	\$1,080,000
Total		\$ -	\$ -	\$1,080,000	\$ -	\$ -	\$ -	\$1,080,000

101556 - LUC SR2 18.62 Dehumidify

PID: 101556 Project Name: LUC SR2 18.62 Dehumidify Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Bridge (NHS) STIP Type: Individual

Termini: High Level Bridge (AWT) over Maumee River Total Project Estimate: \$20,996,559

Description:

Install a dehumidification system, a dynamic lighting system, and repair cable hold-downs of the AWT bridge over the Maumee River in Toledo; Perform necessary related work. Wrap 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; See PID 80551 for rehab, PID 92331 for paint, PID 100127 for paint insp.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DBT	Garvee / SIB Repayments	\$8,000,172	\$1,155,575	\$1,155,575	\$1,155,576	\$1,155,575	\$1,244,432	\$13,866,905
Total DBT		\$8,000,172	\$1,155,575	\$1,155,575	\$1,155,576	\$1,155,575	\$1,244,432	\$13,866,905
Total		\$8,000,172	\$1,155,575	\$1,155,575	\$1,155,576	\$1,155,575	\$1,244,432	\$13,866,905

102907 - LUC US 20A 0.00 Resurfacing

PID: 102907 Project Name: LUC US 20A 0.00 Resurfacing Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Pavement (Non-Interstate NHS) STIP Type: Group

Termini: US 20A from Fulton County line to IR-475 in Lucas County Total Project Estimate: \$3,919,000

Description:

A project to resurface a portion of US-20A in Lucas County; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$51,000	\$ -	\$ -	\$51,000
	State	\$ -	\$ -	\$ -	\$773,600	\$ -	\$ -	\$773,600
	Preservation	\$ -	\$ -	\$ -	\$3,094,400	\$ -	\$ -	\$3,094,400
Total CO		\$ -	\$ -	\$ -	\$3,919,000	\$ -	\$ -	\$3,919,000
Total		\$ -	\$ -	\$ -	\$3,919,000	\$ -	\$ -	\$3,919,000

102924 - LUC-75/51/24-VAR Bridge Painting

PID: 102924      Project Name: LUC-75/51/24-VAR Bridge Painting      Primary Work Category: Bridge Preservation      Sponsoring Agency: DISTRICT 2 ENGINEERING      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: LUC      MPO(s) / RTPO(s): TMACOG      Performance Measures: Bridge (NHS)      STIP Type: Group

Termini: I-75 at Collingwood, Oakwood, Lincoln, Bancroft, Delaware Ave & NSRR, SR 51 at Monroe St., US24 bridge over I75,      Total Project Estimate: \$3,901,400

Description: Paint structural steel on various bridges on I-75, SR51, and US24; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$151,400	\$ -	\$ -	\$151,400
	State	\$ -	\$ -	\$ -	\$750,000	\$ -	\$ -	\$750,000
	Preservation	\$ -	\$ -	\$ -	\$3,000,000	\$ -	\$ -	\$3,000,000
Total CO		\$ -	\$ -	\$ -	\$3,901,400	\$ -	\$ -	\$3,901,400
Total		\$ -	\$ -	\$ -	\$3,901,400	\$ -	\$ -	\$3,901,400

107711 - WOO 64/65-5.78/6.18/23.39 Br Rpl

PID: 107711      Project Name: WOO 64/65-5.78/6.18/23.39 Br Rpl      Primary Work Category: Bridge Preservation      Sponsoring Agency: DISTRICT 2 ENGINEERING      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: WOO      MPO(s) / RTPO(s): TMACOG      Performance Measures:      STIP Type: Group

Termini: WOO-64 5.78 over Trib of Haskins Crk, WOO-65-6.18 over Williamsburg Res outlet, WOO-65-23.39 over Grassy Creek      Total Project Estimate: \$6,053,452

Description: Replace WOO-64-0578, WOO-65-0618 and WOO-65-2339; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$272,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$272,000
	Local	\$ -	\$25,000	\$ -	\$ -	\$ -	\$ -	\$25,000
	Preservation	\$ -	\$3,646,160	\$ -	\$ -	\$ -	\$ -	\$3,646,160
	State	\$ -	\$911,540	\$ -	\$ -	\$ -	\$ -	\$911,540
Total CO		\$272,000	\$4,582,700	\$ -	\$ -	\$ -	\$ -	\$4,854,700
Total		\$272,000	\$4,582,700	\$ -	\$ -	\$ -	\$ -	\$4,854,700

107950 - LUC/WOO SIGN FY2027

PID: 107950 Project Name: LUC/WOO SIGN FY2027 Primary Work Category: Traffic Control (Safety) Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC, WOO MPO(s) / RTPO(s): TMACOG Performance Measures: Safety STIP Type: Group

Termini: Wood County on SR-420, US-20, SR-795, US-6 & SR-25; Lucas County IR-475 Exit 6 Total Project Estimate: \$2,630,000

Description:

Upgrade selected extru-sheet signs on SR-420, US-20, SR-795, US-6 & SR-25 in Wood County, and at the IR-475 Exit 6 (Salisbury/Dussel) interchange in Lucas County; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$ -	\$ -	\$55,000	\$55,000
	State	\$ -	\$ -	\$2,500,000	\$ -	\$ -	\$ -	\$2,500,000
Total CO		\$ -	\$ -	\$2,500,000	\$ -	\$ -	\$55,000	\$2,555,000
Total		\$ -	\$ -	\$2,500,000	\$ -	\$ -	\$55,000	\$2,555,000

107951 - HEN/LUC 24 15.86/0.00 CPR

PID: 107951 Project Name: HEN/LUC 24 15.86/0.00 CPR Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: HEN, LUC MPO(s) / RTPO(s): MVPO, TMACOG Performance Measures: Pavement (Non-Interstate NHS) STIP Type: Group

Termini: LUC 24 0.00-11.56 & Hen 24 15.85-19.55 Total Project Estimate: \$10,145,500

Description:

Concrete Pavement Repair in Lucas and Henry Counties Luc 24 0.00-11.56 & Hen 24 15.85-19.55

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$620,500	\$ -	\$ -	\$ -	\$ -	\$620,500
	State	\$ -	\$1,905,000	\$ -	\$ -	\$ -	\$ -	\$1,905,000
	Preservation	\$ -	\$7,620,000	\$ -	\$ -	\$ -	\$ -	\$7,620,000
Total CO		\$ -	\$10,145,500	\$ -	\$ -	\$ -	\$ -	\$10,145,500
Total		\$ -	\$10,145,500	\$ -	\$ -	\$ -	\$ -	\$10,145,500

107958 - LUC US 23 9.63 Resurfacing

PID: 107958 Project Name: LUC US 23 9.63 Resurfacing Primary Work Category: Roadway Minor Rehab Sponsoring Agency: ODOT SPONSORING AGENCY Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Pavement (Non-Interstate NHS) STIP Type: Group

Termini:  
Lucas US 23 9.63 (I-475) to 12.65 (Michigan state line)

Total Project Estimate: \$3,450,423

Description:  
Resurface Luc US 23 from I-475 to Michigan

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$244,500	\$ -	\$ -	\$ -	\$244,500
	State	\$ -	\$ -	\$629,000	\$ -	\$ -	\$ -	\$629,000
	Preservation	\$ -	\$ -	\$2,516,000	\$ -	\$ -	\$ -	\$2,516,000
Total CO		\$ -	\$ -	\$3,389,500	\$ -	\$ -	\$ -	\$3,389,500
Total		\$ -	\$ -	\$3,389,500	\$ -	\$ -	\$ -	\$3,389,500

113085 - WOO SR 281 11.97 Structure Repl

PID: 113085 Project Name: WOO SR 281 11.97 Structure Repl Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Group

Termini:  
Bridge on SR-281 over Creps Ditch in Wood County

Total Project Estimate: \$1,705,815

Description:  
A project to replace the WOO-281-1198 bridge over Creps Ditch in Wood County. Perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$80,000	\$ -	\$ -	\$ -	\$80,000
	Preservation	\$ -	\$ -	\$880,000	\$ -	\$ -	\$ -	\$880,000
	State	\$ -	\$ -	\$220,000	\$ -	\$ -	\$ -	\$220,000
Total CO		\$ -	\$ -	\$1,180,000	\$ -	\$ -	\$ -	\$1,180,000
Total		\$ -	\$ -	\$1,180,000	\$ -	\$ -	\$ -	\$1,180,000

113094 - WOO SR 163 4.84 Structure Replac

PID: 113094 Project Name: WOO SR 163 4.84 Structure Replac Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Group

Termini: SR 163 over Packer Creek (SLM 4.85) in Wood county Total Project Estimate: \$1,685,000

Description: Replace structure on SR 163 over Packer Creek (SLM 4.85) in Wood county

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$ -	\$110,000	\$ -	\$110,000
	State	\$ -	\$ -	\$ -	\$ -	\$300,000	\$ -	\$300,000
	Preservation	\$ -	\$ -	\$ -	\$ -	\$1,200,000	\$ -	\$1,200,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$1,610,000	\$ -	\$1,610,000
Total		\$ -	\$ -	\$ -	\$ -	\$1,610,000	\$ -	\$1,610,000

113924 - WOO CR 82 7.69 Bridge X Replmnt

PID: 113924 Project Name: WOO CR 82 7.69 Bridge X Replmnt Primary Work Category: Bridge Expansion Sponsoring Agency: WOOD COUNTY ENGINEER Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: PHED STIP Type: Individual

Termini: existing bridge (SFN 8746354) on Huffman Road over Bull Creek within Wood County Total Project Estimate: \$971,200

Description: Wood County. Project to replace the existing bridge (SFN 8746354) on Huffman Road over Bull Creek within Wood County. The new bridge will be widened to accommodate two full lanes of traffic plus shoulders with length increased to 3 spans.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$194,240	\$ -	\$ -	\$ -	\$ -	\$194,240
	State	\$ -	\$776,960	\$ -	\$ -	\$ -	\$ -	\$776,960
Total CO		\$ -	\$971,200	\$ -	\$ -	\$ -	\$ -	\$971,200
Total		\$ -	\$971,200	\$ -	\$ -	\$ -	\$ -	\$971,200

114611 - D02 PM FY2027

PID: 114611 Project Name: D02 PM FY2027 Primary Work Category: Traffic Control (Safety) Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: D02 MPO(s) / RTPO(s): MVPO, TMACOG Performance Measures: Safety STIP Type: Group

Termini: District wide Total Project Estimate: \$2,437,000

Description: A pavement marking maintenance contract; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$2,362,000	\$ -	\$ -	\$ -	\$2,362,000
	Labor	\$ -	\$ -	\$50,000	\$ -	\$ -	\$ -	\$50,000
Total CO		\$ -	\$ -	\$2,412,000	\$ -	\$ -	\$ -	\$2,412,000
Total		\$ -	\$ -	\$2,412,000	\$ -	\$ -	\$ -	\$2,412,000

114612 - D02 RPM FY2027

PID: 114612 Project Name: D02 RPM FY2027 Primary Work Category: Traffic Control (Safety) Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: D02 MPO(s) / RTPO(s): MVPO, TMACOG Performance Measures: Safety STIP Type: Group

Termini: District wide Total Project Estimate: \$685,000

Description: A raised pavement markers maintenance contract; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$330,000	\$ -	\$ -	\$ -	\$330,000
	State	\$ -	\$ -	\$330,000	\$ -	\$ -	\$ -	\$330,000
Total CO		\$ -	\$ -	\$660,000	\$ -	\$ -	\$ -	\$660,000
Total		\$ -	\$ -	\$660,000	\$ -	\$ -	\$ -	\$660,000

114710 - WOO IR 75 13.83 Deck Replacement

PID: 114710 Project Name: WOO IR 75 13.83 Deck Replacement Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: Bridge (NHS) STIP Type: Group

Termini: WOO-75-13.83 bridge - Napoleon Road over I-75 Total Project Estimate: \$2,136,070

Description: Deck Replacement of WOO-75-13.83 (Napoleon Rd) over IR-75 including Semi-Integral Abutment Conversion; Approach Slab repl/repair; Painting. Perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$310,000	\$ -	\$ -	\$ -	\$310,000
	Labor	\$ -	\$ -	\$145,000	\$ -	\$ -	\$ -	\$145,000
	Preservation	\$ -	\$ -	\$1,240,000	\$ -	\$ -	\$ -	\$1,240,000
Total CO		\$ -	\$ -	\$1,695,000	\$ -	\$ -	\$ -	\$1,695,000
Total		\$ -	\$ -	\$1,695,000	\$ -	\$ -	\$ -	\$1,695,000

114866 - D02 CHIP FY2029

PID: 114866 Project Name: D02 CHIP FY2029 Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: D02 MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Group

Termini: Various Routes in Various Counties Total Project Estimate: \$3,910,000

Description: Chip seal Various Routes in Various Counties ( See Work Locations ); perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$ -	\$3,860,000	\$ -	\$3,860,000
	Labor	\$ -	\$ -	\$ -	\$ -	\$50,000	\$ -	\$50,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$3,910,000	\$ -	\$3,910,000
Total		\$ -	\$ -	\$ -	\$ -	\$3,910,000	\$ -	\$3,910,000

114881 - LUC SR 295 3.69 Resurfacing

PID: 114881 Project Name: LUC SR 295 3.69 Resurfacing Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Group

Termini: SR-295 in Lucas County from SLM 3.69 to 12.25 Total Project Estimate: \$2,239,000

Description: Resurface portions of SR-295 from SLM 3.69 to 12.25 in Lucas County; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$1,656,000	\$ -	\$ -	\$ -	\$1,656,000
	State	\$ -	\$ -	\$414,000	\$ -	\$ -	\$ -	\$414,000
	Labor	\$ -	\$ -	\$169,000	\$ -	\$ -	\$ -	\$169,000
Total CO		\$ -	\$ -	\$2,239,000	\$ -	\$ -	\$ -	\$2,239,000
Total		\$ -	\$ -	\$2,239,000	\$ -	\$ -	\$ -	\$2,239,000

114904 - LUC SR 2 27.25 resurfacing

PID: 114904 Project Name: LUC SR 2 27.25 resurfacing Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Pavement (Non-Interstate NHS) STIP Type: Group

Termini: SLM 27.25 to 34.05 Total Project Estimate: \$2,571,250

Description: Resurface portions of SR 2 in Lucas County; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$ -	\$123,250	\$ -	\$123,250
	State	\$ -	\$ -	\$ -	\$ -	\$489,600	\$ -	\$489,600
	Preservation	\$ -	\$ -	\$ -	\$ -	\$1,958,400	\$ -	\$1,958,400
Total CO		\$ -	\$ -	\$ -	\$ -	\$2,571,250	\$ -	\$2,571,250
Total		\$ -	\$ -	\$ -	\$ -	\$2,571,250	\$ -	\$2,571,250

114913 - D02 CS FY2026 Crack Seal

PID: 114913      Project Name: D02 CS FY2026 Crack Seal      Primary Work Category: Pavement Maintenance      Sponsoring Agency: DISTRICT 2 ENGINEERING      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: D02      MPO(s) / RTPO(s): MVPO, TMACOG      Performance Measures:      STIP Type: Group

Termini: District wide      Total Project Estimate: \$1,625,000

Description: District-wide Crack Sealing for FY2026

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$95,000	\$ -	\$ -	\$ -	\$ -	\$95,000
	State	\$ -	\$1,500,000	\$ -	\$ -	\$ -	\$ -	\$1,500,000
Total CO		\$ -	\$1,595,000	\$ -	\$ -	\$ -	\$ -	\$1,595,000
ENV	Labor	\$ -	\$30,000	\$ -	\$ -	\$ -	\$ -	\$30,000
Total ENV		\$ -	\$30,000	\$ -	\$ -	\$ -	\$ -	\$30,000
Total		\$ -	\$1,625,000	\$ -	\$ -	\$ -	\$ -	\$1,625,000

114914 - D02 CS FY2027 Crack Seal

PID: 114914 Project Name: D02 CS FY2027 Crack Seal Primary Work Category: Pavement Maintenance Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: D02 MPO(s) / RTPO(s): MVPO, TMACOG Performance Measures: STIP Type: Group

Termini: District wide Total Project Estimate: \$690,000

Description: District-wide Crack Sealing for FY2027

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
ENV	Labor	\$ -	\$30,000	\$ -	\$ -	\$ -	\$ -	\$30,000
Total ENV		\$ -	\$30,000	\$ -	\$ -	\$ -	\$ -	\$30,000
CO	Labor	\$ -	\$ -	\$60,000	\$ -	\$ -	\$ -	\$60,000
	State	\$ -	\$ -	\$600,000	\$ -	\$ -	\$ -	\$600,000
Total CO		\$ -	\$ -	\$660,000	\$ -	\$ -	\$ -	\$660,000
Total		\$ -	\$30,000	\$660,000	\$ -	\$ -	\$ -	\$690,000

115418 - LUC IR 475 10.21 3rd lane add.

PID: 115418 Project Name: LUC IR 475 10.21 3rd lane add. Primary Work Category: Add Through Lane(s) Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Non-Exempt (Analyzed)

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Bridge (NHS), Pavement (Interstate) STIP Type: Individual

Termini: I-475 between US 23 and Douglas Road Total Project Estimate: \$261,500,000

Description: Widen I-475 10.21 (east of railroad) and Douglas Road within the City of Toledo in Lucas County. Modify bridges and ramps as necessary to accommodate an additional thru lane. See PID 108778 for feasibility study.

TIP Project Comments:

STIP Phases

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

116055 - D02 PM FY2028

PID: 116055 Project Name: D02 PM FY2028 Primary Work Category: Traffic Control (Safety) Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: D02 MPO(s) / RTPO(s): TMACOG Performance Measures: Safety STIP Type: Group

Termini: District wide Total Project Estimate: \$2,695,000

Description: A pavement marking maintenance contract; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$175,000	\$ -	\$ -	\$175,000
	State	\$ -	\$ -	\$ -	\$2,500,000	\$ -	\$ -	\$2,500,000
Total CO		\$ -	\$ -	\$ -	\$2,675,000	\$ -	\$ -	\$2,675,000
Total		\$ -	\$ -	\$ -	\$2,675,000	\$ -	\$ -	\$2,675,000

116057 - D02 RPM FY2028

PID: 116057 Project Name: D02 RPM FY2028 Primary Work Category: Traffic Control (Safety) Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: D02 MPO(s) / RTPO(s): MVPO, TMACOG Performance Measures: Safety STIP Type: Group

Termini: District wide Total Project Estimate: \$385,000

Description: A raised pavement markers maintenance contract; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$25,000	\$ -	\$ -	\$25,000
	State	\$ -	\$ -	\$ -	\$350,000	\$ -	\$ -	\$350,000
Total CO		\$ -	\$ -	\$ -	\$375,000	\$ -	\$ -	\$375,000
ENV	Labor	\$ -	\$10,000	\$ -	\$ -	\$ -	\$ -	\$10,000
Total ENV		\$ -	\$10,000	\$ -	\$ -	\$ -	\$ -	\$10,000
Total		\$ -	\$10,000	\$ -	\$375,000	\$ -	\$ -	\$385,000

116068 - LUC US 20A 9.77 Roundabout

PID: 116068 Project Name: LUC US 20A 9.77 Roundabout Primary Work Category: Intersection Improvement (Safety) Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Safety STIP Type: Group

Termini: Intersection of US 20A and Strayer Rd. in Lucas County Total Project Estimate: \$2,713,040

Description: Construct a roundabout at the intersection of US 20A and Strayer Rd. in Monclova Township, Lucas County.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Safety	\$ -	\$1,633,000	\$ -	\$ -	\$ -	\$ -	\$1,633,000
	Labor	\$ -	\$150,000	\$ -	\$ -	\$ -	\$ -	\$150,000
Total CO		\$ -	\$1,783,000	\$ -	\$ -	\$ -	\$ -	\$1,783,000
Total		\$ -	\$1,783,000	\$ -	\$ -	\$ -	\$ -	\$1,783,000

116201 - WOO IR 75 Various Overlay

PID: 116201 Project Name: WOO IR 75 Various Overlay Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: Bridge (NHS) STIP Type: Group

Termini: WOO-75-1118, WOO-75-1710, WOO-75-1941, WOO-75-2181, WOO-75-2282 & WOO-75-2383 bridges Total Project Estimate: \$1,755,000

Description: Overlay existing reinforced concrete bridge decks on the WOO-75-1118, WOO-75-1710, WOO-75-1941, WOO-75-2181, WOO-75-2282 & WOO-75-2383 bridges over I-75 in Wood County.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$ -	\$1,280,000	\$ -	\$ -	\$1,280,000
	Labor	\$ -	\$ -	\$ -	\$60,000	\$ -	\$ -	\$60,000
	State	\$ -	\$ -	\$ -	\$320,000	\$ -	\$ -	\$320,000
Total CO		\$ -	\$ -	\$ -	\$1,660,000	\$ -	\$ -	\$1,660,000
Total		\$ -	\$ -	\$ -	\$1,660,000	\$ -	\$ -	\$1,660,000

116205 - WOO SR 795 1.76 Resurf & Overlay

PID: 116205 Project Name: WOO SR 795 1.76 Resurf & Overlay Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: Bridge (NHS), Pavement (Non-Interstate NHS) STIP Type: Group

Termini: WOO-795 from SLM 1.76 to 2.26 and WOO-795-0227 bridge Total Project Estimate: \$2,449,061

Description: A project to resurface SR-795 from SLM 1.76 to 2.26 and overlay existing bridge deck on the WOO-795-0227 bridge over IR-75 in Wood County. Perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$400,000	\$ -	\$ -	\$ -	\$ -	\$400,000
	Preservation	\$ -	\$1,600,000	\$ -	\$ -	\$ -	\$ -	\$1,600,000
	Labor	\$ -	\$180,000	\$ -	\$ -	\$ -	\$ -	\$180,000
Total CO		\$ -	\$2,180,000	\$ -	\$ -	\$ -	\$ -	\$2,180,000
Total		\$ -	\$2,180,000	\$ -	\$ -	\$ -	\$ -	\$2,180,000

116382 - WOO TR 110 5.4 - Glenwood at SR65

PID: 116382 Project Name: WOO TR 110 5.4 - Glenwood at SR65 Primary Work Category: Intersection Improvement (Safety) Sponsoring Agency: Rossford, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: Safety STIP Type: Individual

Termini: Intersection of Glenwood Rd, SR-65 (Superior St.), and Bergin St. Total Project Estimate: \$2,575,000

Description: Intersection improvement to construct a modern single-land roundabout at Glenwood Rd / Bergin St and SR-65.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO STBG	\$ -	\$448,000	\$ -	\$ -	\$ -	\$ -	\$448,000
	Local	\$ -	\$2,127,000	\$ -	\$ -	\$ -	\$ -	\$2,127,000
Total CO		\$ -	\$2,575,000	\$ -	\$ -	\$ -	\$ -	\$2,575,000
Total		\$ -	\$2,575,000	\$ -	\$ -	\$ -	\$ -	\$2,575,000

116431 - LUC SR 2 18.62 Bridge Insp FY26

PID: 116431 Project Name: LUC SR 2 18.62 Bridge Insp FY26 Primary Work Category: Asset Inventory / Inspection Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Group

Termini: Toledo, the High Level Bridge (Anthony Wayne Bridge -- SR-2) over the Maumee River Total Project Estimate: \$375,000

Description: Perform an in-depth element level inspection, including fracture critical inspection, of the Anthony Wayne Bridge (SR-2) over the Maumee River. Update the load rating for the structure to include SHVs, EVs, Ohio Legals and Permit Loads.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	State	\$ -	\$75,000	\$ -	\$ -	\$ -	\$ -	\$75,000
	Major Programs	\$ -	\$300,000	\$ -	\$ -	\$ -	\$ -	\$300,000
Total OTH		\$ -	\$375,000	\$ -	\$ -	\$ -	\$ -	\$375,000
Total		\$ -	\$375,000	\$ -	\$ -	\$ -	\$ -	\$375,000

116687 - LUC CR95 1.71 Mnclva Wlksn Rndbt

PID: 116687 Project Name: LUC CR95 1.71 Mnclva Wlksn Rndbt Primary Work Category: Intersection Improvement (Safety) Sponsoring Agency: LUCAS COUNTY ENGINEER Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Safety STIP Type: Group

Termini: Intersection of Monclova Rd and Wilkins Rd. Total Project Estimate: \$1,184,033

Description: Construct a modern roundabout with lighting and a landscaped center island at intersection of Monclova Rd and Wilkins Rd.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$224,000	\$ -	\$ -	\$ -	\$ -	\$224,000
	Local Programs	\$ -	\$896,000	\$ -	\$ -	\$ -	\$ -	\$896,000
Total CO		\$ -	\$1,120,000	\$ -	\$ -	\$ -	\$ -	\$1,120,000
Total		\$ -	\$1,120,000	\$ -	\$ -	\$ -	\$ -	\$1,120,000

116886 - LUC CR 109/132 6.87/0.00 - Rndbt

PID: 116886      Project Name: LUC CR 109/132 6.87/0.00 - Rndbt      Primary Work Category: Intersection Improvement (Safety)      Sponsoring Agency: LUCAS COUNTY ENGINEER      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: LUC      MPO(s) / RTPO(s): TMACOG      Performance Measures: Safety      STIP Type: Group

Termini: Intersection of CR 109 and CR 132      Total Project Estimate: \$1,311,000

Description: CEAO HSIP project to construct modern roundabout at intersection of CR-109 and CR-132. Includes lighting, a landscaped center island, and signage per OMUTCD.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local Programs	\$ -	\$948,000	\$ -	\$ -	\$ -	\$ -	\$948,000
	Local	\$ -	\$363,000	\$ -	\$ -	\$ -	\$ -	\$363,000
Total CO		\$ -	\$1,311,000	\$ -	\$ -	\$ -	\$ -	\$1,311,000
Total		\$ -	\$1,311,000	\$ -	\$ -	\$ -	\$ -	\$1,311,000

116950 - WOO IR 75 28.47 Major Rehab

PID: 116950 Project Name: WOO IR 75 28.47 Major Rehab Primary Work Category: Roadway Major Rehab Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: Pavement (Interstate) STIP Type: Group

Termini: WOO-75 & OTIC Interchange ramps and CD roads Total Project Estimate: \$23,095,000

Description: A Major Rehab Priority funded project to replace the full depth concrete pavement on the WOO-75 & OTIC interchange ramps and CD roads; Perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$2,150,000	\$ -	\$ -	\$2,150,000
	Major Programs	\$ -	\$ -	\$ -	\$15,300,000	\$ -	\$ -	\$15,300,000
	Preservation	\$ -	\$ -	\$ -	\$4,050,000	\$ -	\$ -	\$4,050,000
	Labor	\$ -	\$ -	\$ -	\$1,340,000	\$ -	\$ -	\$1,340,000
Total CO		\$ -	\$ -	\$ -	\$22,840,000	\$ -	\$ -	\$22,840,000
Total		\$ -	\$ -	\$ -	\$22,840,000	\$ -	\$ -	\$22,840,000

116951 - WOO SR 18 6.67 Reconstruction

PID: 116951      Project Name: WOO SR 18 6.67 Reconstruction      Primary Work Category: Roadway Major Rehab      Sponsoring Agency: DISTRICT 2 ENGINEERING      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: WOO      MPO(s) / RTPO(s): TMACOG      Performance Measures: Pavement (Non-Interstate NHS)      STIP Type: Group

Termini: WOO-18 from SLM 6.67 to 10.53      Total Project Estimate: \$8,174,176

Description: A Major Rehab General funded project to reconstruct WOO-18 from SLM 6.67 to 10.18 including minor widening for additional shoulder width; Perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$560,000	\$ -	\$ -	\$ -	\$560,000
	Preservation	\$ -	\$ -	\$800,000	\$ -	\$ -	\$ -	\$800,000
	Major Programs	\$ -	\$ -	\$4,480,000	\$ -	\$ -	\$ -	\$4,480,000
	State	\$ -	\$ -	\$1,320,000	\$ -	\$ -	\$ -	\$1,320,000
Total CO		\$ -	\$ -	\$7,160,000	\$ -	\$ -	\$ -	\$7,160,000
ENV	State	\$369,176	\$100,000	\$ -	\$ -	\$ -	\$ -	\$469,176
	Labor	\$160,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$160,000
Total ENV		\$529,176	\$100,000	\$ -	\$ -	\$ -	\$ -	\$629,176
RW	State	\$ -	\$350,000	\$ -	\$ -	\$ -	\$ -	\$350,000
	Labor	\$10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$10,000
Total RW		\$10,000	\$350,000	\$ -	\$ -	\$ -	\$ -	\$360,000
Total		\$539,176	\$450,000	\$7,160,000	\$ -	\$ -	\$ -	\$8,149,176

116974 - LUC CR 1980 8.5 Summit Recon Ph1

PID: 116974 Project Name: LUC CR 1980 8.5 Summit Recon Ph1 Primary Work Category: Roadway Major Rehab Sponsoring Agency: Toledo, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Individual

Termini: Galena Street to New York Avenue Total Project Estimate: \$6,084,200

Description: Project to reconstruct Summit St. from Galena St to New York Ave, removing and replacing pavement, curb, and drive approaches. Scope also includes minor associated drainage improvements, an off-road shared use path from Galena St to Ohio St and a protected cycle track from Ohio St to New York Ave.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO STBG	\$ -	\$4,867,360	\$ -	\$ -	\$ -	\$ -	\$4,867,360
	Local	\$ -	\$1,216,840	\$ -	\$ -	\$ -	\$ -	\$1,216,840
Total CO		\$ -	\$6,084,200	\$ -	\$ -	\$ -	\$ -	\$6,084,200
Total		\$ -	\$6,084,200	\$ -	\$ -	\$ -	\$ -	\$6,084,200

116993 - LUC CR4 7.22 Erie & Monroe Rndbt

PID: 116993 Project Name: LUC CR4 7.22 Erie & Monroe Rndbt Primary Work Category: Intersection Improvement (Safety) Sponsoring Agency: Sylvania, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Individual

Termini: Erie St. from east of Centennial Rd. to Highlight View Dr. AND Monroe St. from south of Olde Post Rd. to Erie St. Total Project Estimate: \$3,580,500

Description: TMACOG STBG-funded project in Sylvania to construct a roundabout at Erie St. and Monroe St., add a left turn drop-lane for westbound Monroe St. at Olde Post Road, and resurface Erie Street, with necessary related work including utility relocations and drainage improvements.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO STBG	\$ -	\$ -	\$2,864,400	\$ -	\$ -	\$ -	\$2,864,400
	Local	\$ -	\$ -	\$716,100	\$ -	\$ -	\$ -	\$716,100
Total CO		\$ -	\$ -	\$3,580,500	\$ -	\$ -	\$ -	\$3,580,500
Total		\$ -	\$ -	\$3,580,500	\$ -	\$ -	\$ -	\$3,580,500

116995 - LUC CR532 1.59 Arlington Reconst

PID: 116995 Project Name: LUC CR532 1.59 Arlington Reconst Primary Work Category: Roadway Major Rehab Sponsoring Agency: Toledo, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Individual

Termini: Detroit Avenue to Spencer Street Total Project Estimate: \$4,408,000

Description: TMACOG STBG project to reconstruct pavement on Arlington Ave. in Toledo, including new curbs, drive aprons, some sidewalk replacement, pedestrian bump-outs within some parking areas, and other necessary related work items.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO STBG	\$ -	\$3,526,400	\$ -	\$ -	\$ -	\$ -	\$3,526,400
	Local	\$ -	\$881,600	\$ -	\$ -	\$ -	\$ -	\$881,600
Total CO		\$ -	\$4,408,000	\$ -	\$ -	\$ -	\$ -	\$4,408,000
Total		\$ -	\$4,408,000	\$ -	\$ -	\$ -	\$ -	\$4,408,000

117040 - LUC SR 65 5.35 Craig Mem. Bridge

PID: 117040 Project Name: LUC SR 65 5.35 Craig Mem. Bridge Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Group

Termini: Craig Memorial Bridge in Toledo, OH Total Project Estimate: \$28,826,108

Description: A major bridge funded rehabilitation project for the Craig Memorial Bridge in Toledo, OH to upgrade the electrical and mechanical components of the lift bridge.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Major Programs	\$ -	\$187,769	\$ -	\$ -	\$ -	\$ -	\$187,769
	State	\$ -	\$46,942	\$ -	\$ -	\$ -	\$ -	\$46,942
Total DD		\$ -	\$234,711	\$ -	\$ -	\$ -	\$ -	\$234,711
Total		\$ -	\$234,711	\$ -	\$ -	\$ -	\$ -	\$234,711

117090 - LUC CR5 14.31 Sylvania Av Resurf

PID: 117090      Project Name: LUC CR5 14.31 Sylvania Av Resurf      Primary Work Category: Roadway Minor Rehab      Sponsoring Agency: Toledo, City of      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: LUC      MPO(s) / RTPO(s): TMACOG      Performance Measures: Safety      STIP Type: Individual

Termini: Douglas Road to Upton Avenue      Total Project Estimate: \$1,827,000

Description:

Project to resurface Sylvania Ave in City of Toledo between Douglas Rd and Upton Ave, including spot full-depth pavement repairs, sidewalk improvements, minor drainage improvements, and curb repairs as needed. Additionally, includes Safety funding to install high visibility crosswalk markings at that intersection of Bellevue Rd, and install a Rectangular Rapid Flashing Beacon and refresh the high visibility crosswalk markings at the Chessie Circle Trail. Scope also includes locally funded signal upgrade at the intersection of Sylvania Ave and Bellevue Rd.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO STBG	\$ -	\$500,000	\$ -	\$ -	\$ -	\$ -	\$500,000
	Safety	\$ -	\$212,000	\$ -	\$ -	\$ -	\$ -	\$212,000
	Local	\$ -	\$1,115,000	\$ -	\$ -	\$ -	\$ -	\$1,115,000
Total CO		\$ -	\$1,827,000	\$ -	\$ -	\$ -	\$ -	\$1,827,000
Total		\$ -	\$1,827,000	\$ -	\$ -	\$ -	\$ -	\$1,827,000

117122 - LUC CR 555 1.02 Starr Resurface

PID: 117122 Project Name: LUC CR 555 1.02 Starr Resurface Primary Work Category: Roadway Minor Rehab Sponsoring Agency: Oregon, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Individual

Termini: Starr Ave from Oregon's western boundary to S. Whittlesley Ave; and S. Wheeling St from south of Randall Drive to Northvale Drive Total Project Estimate: \$1,410,000

Description: TMACOG funded STBG project to perform resurfacing with spot full depth repairs and full-depth reconstruction on Starr Ave and resurfacing with spot full depth repairs on Wheeling St between Randall Dr and Northvale Dr in Oregon. Project also includes signage, pavement markings, ADA curb ramps, bicycle share-arrow markings, and related work as necessary.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$910,000	\$ -	\$ -	\$ -	\$ -	\$910,000
	MPO STBG	\$ -	\$500,000	\$ -	\$ -	\$ -	\$ -	\$500,000
Total CO		\$ -	\$1,410,000	\$ -	\$ -	\$ -	\$ -	\$1,410,000
Total		\$ -	\$1,410,000	\$ -	\$ -	\$ -	\$ -	\$1,410,000

117150 - WOO SR51 3.2 Woodville Rd Ped Imp

PID: 117150 Project Name: WOO SR51 3.2 Woodville Rd Ped Imp Primary Work Category: Pedestrian Facilities Sponsoring Agency: Northwood, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: Non-SOV, Safety STIP Type: Group

Termini: SR-51 (Woodville Rd) from SR-579 (Williston Rd) to Mason St. Total Project Estimate: \$1,200,625

Description: Safety-funded project along SR-51 to add sidewalk and install an enhanced crossing with PHB and refuge median island. Includes minor drainage changes, ADA curb ramps, curbs, raised curb median, and other necessary scope items.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Safety	\$ -	\$819,900	\$ -	\$ -	\$ -	\$ -	\$819,900
	Local	\$ -	\$164,100	\$ -	\$ -	\$ -	\$ -	\$164,100
Total CO		\$ -	\$984,000	\$ -	\$ -	\$ -	\$ -	\$984,000
Total		\$ -	\$984,000	\$ -	\$ -	\$ -	\$ -	\$984,000

117184 - WOO TR 98 0.74 Brim Rd SUP

PID: 117184 Project Name: WOO TR 98 0.74 Brim Rd SUP Primary Work Category: Shared Use Path Sponsoring Agency: Bowling Green, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: Non-SOV, Safety STIP Type: Group

Termini: BGHS to Van Camp Rd (approx. 0.25 mi east of Brim Rd); Van Camp Rd to Brim Rd; and Brim Rd to Bishop Rd. Total Project Estimate: \$1,571,729

Description: Project to construct a shared use path in Bowling Green from Bowling Green High School to Van Camp Rd and along Van Camp Rd Brim Road (USBR-25). Includes right-of-way acquisition, high visibility crosswalk markings, advance placement yield markings and signs, and detectable warning surfaces at each intersection.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Safety	\$ -	\$1,088,640	\$ -	\$ -	\$ -	\$ -	\$1,088,640
	Local	\$ -	\$239,960	\$ -	\$ -	\$ -	\$ -	\$239,960
Total CO		\$ -	\$1,328,600	\$ -	\$ -	\$ -	\$ -	\$1,328,600
Total		\$ -	\$1,328,600	\$ -	\$ -	\$ -	\$ -	\$1,328,600

117227 - LUC CR 1 5.51 - Hallett Resurf B

PID: 117227 Project Name: LUC CR 1 5.51 - Hallett Resurf B Primary Work Category: Roadway Minor Rehab Sponsoring Agency: Swanton, Village of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Individual

Termini: Hallett Avenue from north of Church Street to the bridge of the I-80/I-90 overpass (approx. 2,400') Total Project Estimate: \$621,400

Description: MPO funded project to resurface a portion of Hallett Avenue. Includes spot full-depth pavement repairs, replacement of curb and gutter, and new ADA compliant walk, curb ramps, and crosswalks along the west side of the roadway. Includes other minor necessary scope items.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO STBG	\$ -	\$408,320	\$ -	\$ -	\$ -	\$ -	\$408,320
	Local	\$ -	\$213,080	\$ -	\$ -	\$ -	\$ -	\$213,080
Total CO		\$ -	\$621,400	\$ -	\$ -	\$ -	\$ -	\$621,400
Total		\$ -	\$621,400	\$ -	\$ -	\$ -	\$ -	\$621,400

117228 - LUC CR501 5.8 Secor Rd Recon

PID: 117228      Project Name: LUC CR501 5.8 Secor Rd Recon      Primary Work Category: Roadway Major Rehab      Sponsoring Agency: Toledo, City of      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: LUC      MPO(s) / RTPO(s): TMACOG      Performance Measures: CMAQ      STIP Type: Individual

Termini: Secor Rd from Kenwood Blvd to Central Ave      Total Project Estimate: \$5,072,400

Description:

Project in City of Toledo to improve Level of Service on Secor Rd from Kenwood Blvd to Central Ave. Includes complete removal and replacement of pavement, a shared use path, curb and gutter, drive approaches, minor drainage improvements, and other associated necessary items. Project also includes locally funded water main replacement.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO CMAQ	\$ -	\$4,017,920	\$ -	\$ -	\$ -	\$ -	\$4,017,920
	Local	\$ -	\$1,054,480	\$ -	\$ -	\$ -	\$ -	\$1,054,480
Total CO		\$ -	\$5,072,400	\$ -	\$ -	\$ -	\$ -	\$5,072,400
Total		\$ -	\$5,072,400	\$ -	\$ -	\$ -	\$ -	\$5,072,400

117232 - LUC CR95 Monclova Rd Rndabouts

PID: 117232 Project Name: LUC CR95 Monclova Rd Rndabouts Primary Work Category: Intersection Improvement (Safety) Sponsoring Agency: Lucas County Board of Commissioners Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: CMAQ, Safety STIP Type: Individual

Termini: Intersections of Albon Rd / Monclova Rd & Waterville-Monclova Rd / Monclova Rd Total Project Estimate: \$2,189,600

Description: Project to construct two roundabouts on Monclova Rd (CR95). Includes a single-lane modern roundabout at Albon Rd and single lane compact roundabout at Waterville-Monclova Rd. The project includes construction of a landscaped center island, truck aprons, pavement splitter islands, paved shoulders, pavement reconstruction, sidewalks, lighting, storm sewers, signage, pavement markings, and other necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$676,320	\$ -	\$ -	\$ -	\$ -	\$676,320
	MPO CMAQ	\$ -	\$1,013,280	\$ -	\$ -	\$ -	\$ -	\$1,013,280
	MPO STBG	\$ -	\$500,000	\$ -	\$ -	\$ -	\$ -	\$500,000
Total CO		\$ -	\$2,189,600	\$ -	\$ -	\$ -	\$ -	\$2,189,600
Total		\$ -	\$2,189,600	\$ -	\$ -	\$ -	\$ -	\$2,189,600

117233 - WOO CR9 5.86 Lime City Widening

PID: 117233 Project Name: WOO CR9 5.86 Lime City Widening Primary Work Category: Intersection Improvement (Safety) Sponsoring Agency: Rossford, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: CMAQ, Safety STIP Type: Individual

Termini: Lime City Road at the intersection of SR-795 Total Project Estimate: \$2,024,401

Description: MPO funded CMAQ project to widen Lime City Road at the intersection of SR-795, including right-of-way acquisition, new traffic signals, pavement reconstruction, drainage modifications, and other necessary associated scope items.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO CMAQ	\$ -	\$ -	\$1,443,760	\$ -	\$ -	\$ -	\$1,443,760
	Local	\$ -	\$ -	\$360,940	\$ -	\$ -	\$ -	\$360,940
Total CO		\$ -	\$ -	\$1,804,700	\$ -	\$ -	\$ -	\$1,804,700
Total		\$ -	\$ -	\$1,804,700	\$ -	\$ -	\$ -	\$1,804,700

117236 - LUC Wab Cannonball N Fork Resurf

PID: 117236 Project Name: LUC Wab Cannonball N Fork Resurf Primary Work Category: Shared Use Path Sponsoring Agency: Lucas County Board of Commissioners Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Non-SOV STIP Type: Individual

Termini: SR-295 (S. Berkey Southern Road) to Waterville-Monclova Road Total Project Estimate: \$1,075,000

Description: MPO funded Transportation Alternatives project to resurface 9.48 miles of the Wabash Cannonball Trail North Fork from Fulton-Lucas Rd. to Jerome Rd. Work will include pavement repairs, upgrading curb ramps at intersections, placing an asphalt overlay, striping and other necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$287,400	\$ -	\$ -	\$ -	\$ -	\$287,400
	MPO TA	\$ -	\$787,600	\$ -	\$ -	\$ -	\$ -	\$787,600
Total CO		\$ -	\$1,075,000	\$ -	\$ -	\$ -	\$ -	\$1,075,000
Total		\$ -	\$1,075,000	\$ -	\$ -	\$ -	\$ -	\$1,075,000

117268 - D02 SIGN FY2026

PID: 117268 Project Name: D02 SIGN FY2026 Primary Work Category: Traffic Control Maintenance Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: D02 MPO(s) / RTPO(s): TMACOG Performance Measures: Safety STIP Type: Group

Termini: Lucas, Sandusky and Wood Counties Total Project Estimate: \$3,171,896

Description: A project to replace all extrusheet signs in Sandusky County and signs at select locations in Lucas and Wood Counties.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$120,000	\$ -	\$ -	\$ -	\$ -	\$120,000
	State	\$ -	\$2,975,000	\$ -	\$ -	\$ -	\$ -	\$2,975,000
Total CO		\$ -	\$3,095,000	\$ -	\$ -	\$ -	\$ -	\$3,095,000
Total		\$ -	\$3,095,000	\$ -	\$ -	\$ -	\$ -	\$3,095,000

117658 - WOO SR 25 6.64 Resurface Portage

PID: 117658      Project Name: WOO SR 25 6.64 Resurface Portage      Primary Work Category: Roadway Minor Rehab      Sponsoring Agency: Portage, Village of      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: WOO      MPO(s) / RTPO(s): TMACOG      Performance Measures:      STIP Type: Group

Termini: SLM 6.64 to 7.11      Total Project Estimate: \$1,615,700

Description: Project to resurface SR-25 in Village of Portage, includes spot repairs, new curb and gutter with associated drainage improvements, and new sidewalks.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$162,000	\$ -	\$ -	\$ -	\$162,000
	Local	\$ -	\$ -	\$700,000	\$ -	\$ -	\$ -	\$700,000
	Preservation	\$ -	\$ -	\$648,000	\$ -	\$ -	\$ -	\$648,000
	Labor	\$ -	\$ -	\$105,700	\$ -	\$ -	\$ -	\$105,700
Total CO		\$ -	\$ -	\$1,615,700	\$ -	\$ -	\$ -	\$1,615,700
Total		\$ -	\$ -	\$1,615,700	\$ -	\$ -	\$ -	\$1,615,700

117676 - LUC CR1980 10.0 Summit Recon Ph2

PID: 117676      Project Name: LUC CR1980 10.0 Summit Recon Ph2      Primary Work Category: Roadway Major Rehab      Sponsoring Agency: Toledo, City of      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: LUC      MPO(s) / RTPO(s): TMACOG      Performance Measures:      STIP Type: Individual

Termini: Summit St from New York Ave to Manhattan Blvd      Total Project Estimate: \$6,021,105

Description:

Pavement reconstruction and addition of a Cycle Track on Summit St from New York Ave to Manhattan Blvd. Project includes new curbs, drive aprons, and sidewalk. Also included is a road diet from four lanes to three, and the fourth lane would become a Cycle Track on the east side of the road to Suder Ave where it will then become a multi-use path (replacing the existing sidewalk) to Manhattan to tie into the existing bike path. In addition, the west side of the road from Bassett to Pontiac will widen with a bump-out to accommodate on-street parking. The east side of Summit will have new sidewalk where there is none currently (Lasalle to Manhattan).

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$1,204,221	\$ -	\$ -	\$ -	\$1,204,221
	MPO STBG	\$ -	\$ -	\$4,816,884	\$ -	\$ -	\$ -	\$4,816,884
Total CO		\$ -	\$ -	\$6,021,105	\$ -	\$ -	\$ -	\$6,021,105
Total		\$ -	\$ -	\$6,021,105	\$ -	\$ -	\$ -	\$6,021,105

117678 - WOO US 20 2.55 Interchange

PID: 117678      Project Name: WOO US 20 2.55 Interchange      Primary Work Category: Interchange Improvement (Safety)      Sponsoring Agency: DISTRICT 2 ENGINEERING      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: WOO      MPO(s) / RTPO(s): TMACOG      Performance Measures: Pavement (Non-Interstate NHS), Safety      STIP Type: Group

Termini:  
I-75 and US-20/23 interchange in Wood County

Total Project Estimate:  
\$29,940,161

Description:

A project to improve the safety performance at the interchange of I-75 and US-20/23 (Fremont Pike) in Wood County by constructing a diverging diamond interchange. See PID 112559 for Feasibility Study.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Major Programs	\$ -	\$ -	\$16,000,000	\$ -	\$ -	\$ -	\$16,000,000
	Safety	\$ -	\$ -	\$200,000	\$ -	\$ -	\$ -	\$200,000
	Local Programs	\$ -	\$ -	\$800,000	\$ -	\$ -	\$ -	\$800,000
	Labor	\$1,470,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,470,000
	State	\$ -	\$ -	\$4,000,000	\$ -	\$ -	\$ -	\$4,000,000
Total CO		\$1,470,000	\$ -	\$21,000,000	\$ -	\$ -	\$ -	\$22,470,000
RW	Labor	\$50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$50,000
	Major Programs	\$ -	\$3,720,000	\$ -	\$ -	\$ -	\$ -	\$3,720,000
	State	\$ -	\$930,000	\$ -	\$ -	\$ -	\$ -	\$930,000
Total RW		\$50,000	\$4,650,000	\$ -	\$ -	\$ -	\$ -	\$4,700,000
Total		\$1,520,000	\$4,650,000	\$21,000,000	\$ -	\$ -	\$ -	\$27,170,000

117680 - LUC MR4019 4.80 Douglas Rd Recon

PID: 117680 Project Name: LUC MR4019 4.80 Douglas Rd Recon Primary Work Category: Roadway Major Rehab Sponsoring Agency: Toledo, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Individual

Termini: Douglas Rd from Alexis Rd to Michigan-Ohio state line. Total Project Estimate: \$2,934,000

Description: Project in City of Toledo to reconstruct and widen the pavement on Douglas Rd from Alexis Rd to the Michigan-Ohio state line. The road will be widened from 24' to 32' to add bike lanes. Project includes adding new sidewalk on the east side of the road and replacing drive aprons and other necessary related scope items.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO STBG	\$ -	\$ -	\$2,347,200	\$ -	\$ -	\$ -	\$2,347,200
	Local	\$ -	\$ -	\$586,800	\$ -	\$ -	\$ -	\$586,800
Total CO		\$ -	\$ -	\$2,934,000	\$ -	\$ -	\$ -	\$2,934,000
Total		\$ -	\$ -	\$2,934,000	\$ -	\$ -	\$ -	\$2,934,000

117682 - LUC MR4020 2.5 Glendale Resurf

PID: 117682 Project Name: LUC MR4020 2.5 Glendale Resurf Primary Work Category: Roadway Minor Rehab Sponsoring Agency: Toledo, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Individual

Termini: Glendale from Charmaine Dr. to Detroit Ave. Total Project Estimate: \$2,155,000

Description: Project in City of Toledo to mill and resurface Glendale Ave from Detroit Ave to Charmaine Dr. Includes spot full depth pavement repairs, sidewalk improvements, minor drainage improvements, and curb repairs as needed.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$1,655,000	\$ -	\$ -	\$ -	\$1,655,000
	MPO STBG	\$ -	\$ -	\$500,000	\$ -	\$ -	\$ -	\$500,000
Total CO		\$ -	\$ -	\$2,155,000	\$ -	\$ -	\$ -	\$2,155,000
Total		\$ -	\$ -	\$2,155,000	\$ -	\$ -	\$ -	\$2,155,000

117683 - LUC Emerald Ave Recons & Path

PID: 117683 Project Name: LUC Emerald Ave Recons & Path Primary Work Category: Roadway Major Rehab Sponsoring Agency: Toledo, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Individual

Termini: Emerald Ave from SR-25 (AWT) to Ottawa St. Total Project Estimate: \$2,135,000

Description:

Project in City of Toledo to improve bicycle access on Emerald Ave. Includes a new side path between SR-25 and SR-2 and pavement reconstruction with a new bike lane from Logan St. to Ottawa St. This project will complete the City's Riverside Bike Trail by connecting two existing portions of this trail.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO TA	\$ -	\$ -	\$1,000,000	\$ -	\$ -	\$ -	\$1,000,000
	Local	\$ -	\$ -	\$1,135,000	\$ -	\$ -	\$ -	\$1,135,000
Total CO		\$ -	\$ -	\$2,135,000	\$ -	\$ -	\$ -	\$2,135,000
Total		\$ -	\$ -	\$2,135,000	\$ -	\$ -	\$ -	\$2,135,000

117684 - WOO SR 25 21.28 W Boundary MUP

PID: 117684 Project Name: WOO SR 25 21.28 W Boundary MUP Primary Work Category: Shared Use Path Sponsoring Agency: Perrysburg, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: Non-SOV STIP Type: Individual

Termini: West Boundary St from IR-475 interchange to Indiana Ave Total Project Estimate: \$1,129,000

Description:

Project in City of Perrysburg to construct a new multi-use path along West Boundary St (SR-25) from terminus of an existing path north of IR-475 interchange to terminus of another existing path at Indiana Ave, approximately 6,740 feet. Includes all necessary and related work such as pavement, earthwork, aggregate base, and restoration.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO TA	\$ -	\$788,722	\$ -	\$ -	\$ -	\$ -	\$788,722
	Local	\$ -	\$340,278	\$ -	\$ -	\$ -	\$ -	\$340,278
Total CO		\$ -	\$1,129,000	\$ -	\$ -	\$ -	\$ -	\$1,129,000
Total		\$ -	\$1,129,000	\$ -	\$ -	\$ -	\$ -	\$1,129,000

117711 - WOO IR 75/475 24.86/0.00 Resurf

PID: 117711 Project Name: WOO IR 75/475 24.86/0.00 Resurf Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: Pavement (Interstate) STIP Type: Group

Termini: I-75 from SLM 24.81 to 26.72, I-475 from SLM 0.00 to 3.94 Total Project Estimate: \$8,632,020

Description: A project to resurface IR-75 and IR-475 in the vicinity of the Perrysburg interchange in Wood County and IR-475 from IR-75 to the Maumee River. Perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$400,000	\$ -	\$ -	\$ -	\$ -	\$400,000
	State	\$ -	\$822,500	\$ -	\$ -	\$ -	\$ -	\$822,500
	Preservation	\$ -	\$7,402,500	\$ -	\$ -	\$ -	\$ -	\$7,402,500
Total CO		\$ -	\$8,625,000	\$ -	\$ -	\$ -	\$ -	\$8,625,000
Total		\$ -	\$8,625,000	\$ -	\$ -	\$ -	\$ -	\$8,625,000

117851 - WOO TR 68 0.98 Buck & Glenwd Rbt

PID: 117851      Project Name: WOO TR 68 0.98 Buck & Glenwd Rbt      Primary Work Category: Intersection Improvement (Safety)      Sponsoring Agency: Rossford, City of      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: WOO      MPO(s) / RTPO(s): TMACOG      Performance Measures: CMAQ      STIP Type: Individual

Termini:  
intersection of Buck Rd and Glenwood Road in the City of Rossford

Total Project Estimate:  
\$3,000,000

Description:

Project in Rossford to construct a single-lane roundabout at the intersection of Glenwood Road, Buck Road, and Third Street. Includes associated approach work, signing, pavement marking, drainage, lighting, and pedestrian improvements.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO CMAQ	\$ -	\$134,400	\$ -	\$ -	\$ -	\$ -	\$134,400
	Local	\$200,000	\$1,581,440	\$ -	\$ -	\$ -	\$ -	\$1,781,440
	MPO STBG	\$ -	\$1,084,160	\$ -	\$ -	\$ -	\$ -	\$1,084,160
Total CO		\$200,000	\$2,800,000	\$ -	\$ -	\$ -	\$ -	\$3,000,000
Total		\$200,000	\$2,800,000	\$ -	\$ -	\$ -	\$ -	\$3,000,000

117877 - LUC US24 28.3 Telegraph & Alexis

PID: 117877      Project Name: LUC US24 28.3 Telegraph & Alexis      Primary Work Category: Roadway Minor Rehab      Sponsoring Agency: Toledo, City of      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: LUC      MPO(s) / RTPO(s): TMACOG      Performance Measures: Pavement (Non-Interstate NHS), Safety      STIP Type: Group

Termini:  
N Detroit Ave to W Alexis Rd (OH-184)

Total Project Estimate:  
\$2,481,365

Description:

Project in City of Toledo to resurface Telegraph Rd (US-24) from N Detroit Ave to W Alexis Rd (OH-184), including spot full depth repairs and other necessary related scope items. Additionally, this project will improve safety at intersection of Telegraph Rd (US-24) and Alexis Rd (SR 184). Scope includes access management via a new median on W Alexis Rd, new left turn lanes, signage upgrades, crosswalk restriping, and a shared use path on the east side of Telegraph Rd.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Safety	\$ -	\$ -	\$829,228	\$ -	\$ -	\$ -	\$829,228
	Local	\$ -	\$ -	\$606,536	\$ -	\$ -	\$ -	\$606,536
	Preservation	\$ -	\$ -	\$1,045,600	\$ -	\$ -	\$ -	\$1,045,600
Total CO		\$ -	\$ -	\$2,481,365	\$ -	\$ -	\$ -	\$2,481,365
Total		\$ -	\$ -	\$2,481,365	\$ -	\$ -	\$ -	\$2,481,365

118056 - LUC CR 124 0.02 Waterville-Moncl

PID: 118056 Project Name: LUC CR 124 0.02 Waterville-Moncl Primary Work Category: Roadway Major Rehab Sponsoring Agency: Waterville, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Individual

Termini: From approx. 280 ft. north of SR-64 to approx. 300 ft. north of Pray Blvd Total Project Estimate: \$1,625,600

Description: Project in City of Waterville in Lucas County to widen Waterville-Monclova Rd to provide a continuous two-way left-turn lane from approx. 280 ft. north of SR-64 to approx. 300 ft. north of Pray Blvd. Includes curb and gutter, related drainage improvements, shared use path on west side of segment of road with connections to existing paths, resurfacing of existing roadway, and other necessary relate scope.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$430,694	\$ -	\$ -	\$ -	\$ -	\$430,694
	MPO STBG	\$ -	\$1,194,906	\$ -	\$ -	\$ -	\$ -	\$1,194,906
Total CO		\$ -	\$1,625,600	\$ -	\$ -	\$ -	\$ -	\$1,625,600
Total		\$ -	\$1,625,600	\$ -	\$ -	\$ -	\$ -	\$1,625,600

118059 - WOO TR 98 0.0 Brim-Bishop Rnbt

PID: 118059 Project Name: WOO TR 98 0.0 Brim-Bishop Rnbt Primary Work Category: Intersection Improvement (Safety) Sponsoring Agency: Bowling Green, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Individual

Termini: Intersection of Brim Rd and Bishop Rd, and Brim Rd from Bishop Rd to Poe Rd. Total Project Estimate: \$2,360,600

Description: Project in City of Bowling Green to construct a single-lane roundabout at the intersection of Brim Rd and Bishop Rd with a multi-use path (approx. 2,510 feet) extending from Bishop Rd to Newton Rd, connecting to other planned paths. The project also includes the resurfacing of Brim Rd from the proposed intersection to Poe Rd (1.41 miles).

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$472,120	\$ -	\$ -	\$472,120
	MPO STBG	\$ -	\$ -	\$ -	\$1,888,480	\$ -	\$ -	\$1,888,480
Total CO		\$ -	\$ -	\$ -	\$2,360,600	\$ -	\$ -	\$2,360,600
Total		\$ -	\$ -	\$ -	\$2,360,600	\$ -	\$ -	\$2,360,600

118202 - LUC SR 51/120 7.9/18.2 Safety

PID: 118202      Project Name: LUC SR 51/120 7.9/18.2 Safety      Primary Work Category: Intersection Improvement (Safety)      Sponsoring Agency: Toledo, City of      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: LUC      MPO(s) / RTPO(s): TMACOG      Performance Measures: Safety      STIP Type: Group

Termini: Intersection of Monroe St and Douglas Rd and Cherry St from Bancroft St to Canton St      Total Project Estimate: \$2,844,722

Description:

Project in City of Toledo to improve safety at two intersections, Monroe St and Douglas Rd and along Cherry St from Bancroft St to Canton St. Scope includes construction of median islands, signal improvements, relocation of pedestrian ramps, relocation of overhead sign structures, and other necessary related scope.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$421,946	\$ -	\$ -	\$ -	\$ -	\$421,946
	Safety	\$ -	\$2,145,054	\$ -	\$ -	\$ -	\$ -	\$2,145,054
Total CO		\$ -	\$2,567,000	\$ -	\$ -	\$ -	\$ -	\$2,567,000
Total		\$ -	\$2,567,000	\$ -	\$ -	\$ -	\$ -	\$2,567,000

118234 - LUC SR 2 21.72 Navarre Safety

PID: 118234 Project Name: LUC SR 2 21.72 Navarre Safety Primary Work Category: Roadway Improvement (Safety) Sponsoring Agency: Oregon, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Safety STIP Type: Group

Termini:  
Navarre Ave from Isaac Streets Dr to approx. 200' west of S. Coy Rd

Total Project Estimate:  
\$10,602,337

Description:

Project in City of Oregon to improve safety along Navarre Ave from Isaac Streets Dr to approx. 200' west of S. Coy Rd. Includes installation of a median barrier along Navarre Ave, two new signals at Harbor Drive and Kroger Drive, relocation of signal at Big Lots Plaza & Ralphie's to Kingston Court, and other necessary relate scope items.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$4,779,106	\$ -	\$ -	\$ -	\$ -	\$4,779,106
	Preservation	\$ -	\$600,000	\$ -	\$ -	\$ -	\$ -	\$600,000
	Safety	\$ -	\$4,699,980	\$ -	\$ -	\$ -	\$ -	\$4,699,980
Total CO		\$ -	\$10,079,086	\$ -	\$ -	\$ -	\$ -	\$10,079,086
DD	Local	\$ -	\$79,848	\$ -	\$ -	\$ -	\$ -	\$79,848
Total DD		\$ -	\$79,848	\$ -	\$ -	\$ -	\$ -	\$79,848
Total		\$ -	\$10,158,934	\$ -	\$ -	\$ -	\$ -	\$10,158,934

118539 - WOO MR 746 0.05 Pemberville Brdg

PID: 118539 Project Name: WOO MR 746 0.05 Pemberville Brdg Primary Work Category: Bridge Preservation Sponsoring Agency: Pemberville, Village of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Group

Termini: SFN: 8758948, bridge structure over Portage River. Total Project Estimate: \$2,515,000

Description: Project in Village of Pemberville to completely replace existing bridge structure (#8758948) over Portage River.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$125,750	\$ -	\$ -	\$ -	\$ -	\$125,750
	Local Programs	\$ -	\$2,389,250	\$ -	\$ -	\$ -	\$ -	\$2,389,250
Total CO		\$ -	\$2,515,000	\$ -	\$ -	\$ -	\$ -	\$2,515,000
Total		\$ -	\$2,515,000	\$ -	\$ -	\$ -	\$ -	\$2,515,000

118717 - TMACOG SFY 26 TIP Management

PID: 118717 Project Name: TMACOG SFY 26 TIP Management Primary Work Category: Statewide / Regional Planning Sponsoring Agency: TMACOG Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Individual

Termini: 0 Total Project Estimate: \$100,000

Description: TMACOG SFY26 TIP Management

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	Local	\$ -	\$20,000	\$ -	\$ -	\$ -	\$ -	\$20,000
	MPO STBG	\$ -	\$80,000	\$ -	\$ -	\$ -	\$ -	\$80,000
Total OTH		\$ -	\$100,000	\$ -	\$ -	\$ -	\$ -	\$100,000
Total		\$ -	\$100,000	\$ -	\$ -	\$ -	\$ -	\$100,000

118718 - TMACOG SFY 27 TIP Management

PID: 118718 Project Name: TMACOG SFY 27 TIP Management Primary Work Category: Statewide / Regional Planning Sponsoring Agency: TMACOG Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Individual

Termini: 0 Total Project Estimate: \$100,000

Description: TMACOG SFY27 TIP Management

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	Local	\$ -	\$ -	\$20,000	\$ -	\$ -	\$ -	\$20,000
	MPO STBG	\$ -	\$ -	\$80,000	\$ -	\$ -	\$ -	\$80,000
Total OTH		\$ -	\$ -	\$100,000	\$ -	\$ -	\$ -	\$100,000
Total		\$ -	\$ -	\$100,000	\$ -	\$ -	\$ -	\$100,000

118720 - LUC TMACOG FY2026 AQ Program

PID: 118720 Project Name: LUC TMACOG FY2026 AQ Program Primary Work Category: Statewide / Regional Planning Sponsoring Agency: TMACOG Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: CMAQ STIP Type: Individual

Termini: 0.00 Total Project Estimate: \$112,800

Description: TMACOG FY 26 Air Quality Program

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	MPO CMAQ	\$ -	\$112,800	\$ -	\$ -	\$ -	\$ -	\$112,800
Total OTH		\$ -	\$112,800	\$ -	\$ -	\$ -	\$ -	\$112,800
Total		\$ -	\$112,800	\$ -	\$ -	\$ -	\$ -	\$112,800

118721 - LUC TMACOG FY2027 AQ Program

PID: 118721 Project Name: LUC TMACOG FY2027 AQ Program Primary Work Category: Statewide / Regional Planning Program Sponsoring Agency: TMACOG Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: CMAQ STIP Type: Individual

Termini: 0.00 Total Project Estimate: \$112,800

Description:  
TMACOG FY 27 Air Quality Program

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	MPO CMAQ	\$ -	\$ -	\$112,800	\$ -	\$ -	\$ -	\$112,800
Total OTH		\$ -	\$ -	\$112,800	\$ -	\$ -	\$ -	\$112,800
Total		\$ -	\$ -	\$112,800	\$ -	\$ -	\$ -	\$112,800

118722 - LUC TMACOG FY2026 Rideshare

PID: 118722 Project Name: LUC TMACOG FY2026 Rideshare Primary Work Category: Miscellaneous Sponsoring Agency: TMACOG Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: CMAQ, Non-SOV STIP Type: Individual

Termini: 0.00 Total Project Estimate: \$85,000

Description:  
TMACOG FY2026 Rideshare Program

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	MPO CMAQ	\$ -	\$85,000	\$ -	\$ -	\$ -	\$ -	\$85,000
Total OTH		\$ -	\$85,000	\$ -	\$ -	\$ -	\$ -	\$85,000
Total		\$ -	\$85,000	\$ -	\$ -	\$ -	\$ -	\$85,000

118723 - LUC TMACOG FY2027 Rideshare

PID: 118723 Project Name: LUC TMACOG FY2027 Rideshare Primary Work Category: Miscellaneous Sponsoring Agency: TMACOG Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: CMAQ, Non-SOV STIP Type: Individual

Termini: 0.00 Total Project Estimate: \$85,000

Description:  
TMACOG FY2027 Rideshare Program

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	MPO CMAQ	\$ -	\$ -	\$85,000	\$ -	\$ -	\$ -	\$85,000
Total OTH		\$ -	\$ -	\$85,000	\$ -	\$ -	\$ -	\$85,000
Total		\$ -	\$ -	\$85,000	\$ -	\$ -	\$ -	\$85,000

118795 - LUC SR 2 18.62 Bridge Insp FY28

PID: 118795 Project Name: LUC SR 2 18.62 Bridge Insp FY28 Primary Work Category: Asset Inventory / Inspection Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Group

Termini: LUC-2-1862 bridge (Anthony Wayne Bridge) over the Maumee River Total Project Estimate: \$285,000

Description:  
Perform a routine and NSTM inspection on the LUC-2-1862 (Anthony Wayne Bridge) over the Maumee River.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	Major Programs	\$ -	\$ -	\$ -	\$228,000	\$ -	\$ -	\$228,000
	State	\$ -	\$ -	\$ -	\$57,000	\$ -	\$ -	\$57,000
Total OTH		\$ -	\$ -	\$ -	\$285,000	\$ -	\$ -	\$285,000
Total		\$ -	\$ -	\$ -	\$285,000	\$ -	\$ -	\$285,000

118970 - LUC CR 65 3.51 Angola/Crissey

PID: 118970 Project Name: LUC CR 65 3.51 Angola/Crissey Primary Work Category: Intersection Improvement (Safety) Sponsoring Agency: LUCAS COUNTY ENGINEER Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Safety STIP Type: Group

Termini: Intersection of CR 32 (Angola Rd) and CR 65 (Crissey Rd) Total Project Estimate: \$1,236,800

Description: Project in Lucas County to construct a modern roundabout at the T-intersection of CR 32 (Angola Rd) and CR 65 (Crissey Rd). Project includes lighting, landscaped center island, signage, and other necessary related scope items.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local Programs	\$ -	\$ -	\$989,440	\$ -	\$ -	\$ -	\$989,440
	Local	\$ -	\$ -	\$247,360	\$ -	\$ -	\$ -	\$247,360
Total CO		\$ -	\$ -	\$1,236,800	\$ -	\$ -	\$ -	\$1,236,800
Total		\$ -	\$ -	\$1,236,800	\$ -	\$ -	\$ -	\$1,236,800

118972 - LUC CR 53 1.46 - AWT/Dutch Rbt

PID: 118972 Project Name: LUC CR 53 1.46 - AWT/Dutch Rbt Primary Work Category: Intersection Improvement (Safety) Sponsoring Agency: LUCAS COUNTY ENGINEER Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Safety STIP Type: Group

Termini: Intersection of CR 53 (Anthony Wayne Trail) and CR 133 (Dutch Rd) Total Project Estimate: \$1,043,000

Description: Project in Lucas County to construct a modern roundabout at the intersection of CR 53 (Anthony Wayne Trail) and CR 133 (Dutch Rd). Project includes lighting, landscaped center island, signage, and other necessary related scope items.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local Programs	\$ -	\$ -	\$ -	\$834,400	\$ -	\$ -	\$834,400
	Local	\$ -	\$ -	\$ -	\$208,600	\$ -	\$ -	\$208,600
Total CO		\$ -	\$ -	\$ -	\$1,043,000	\$ -	\$ -	\$1,043,000
Total		\$ -	\$ -	\$ -	\$1,043,000	\$ -	\$ -	\$1,043,000

118973 - LUC CR 22 7.08 Bancrft Centnnial

PID: 118973 Project Name: LUC CR 22 7.08 Bancrft Centnnial Primary Work Category: Intersection Improvement (Safety) Sponsoring Agency: LUCAS COUNTY ENGINEER Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Safety STIP Type: Group

Termini: Intersection of CR 22 (Bancroft St) and CR 69 (Centennial Rd) Total Project Estimate: \$1,043,000

Description: Project in Lucas County to construct a modern roundabout at the intersection of CR 22 (Bancroft St) and CR 69 (Centennial Rd). Project includes lighting, landscaped center island, signage, and other necessary related scope items.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$208,600	\$ -	\$ -	\$208,600
	Local Programs	\$ -	\$ -	\$ -	\$834,400	\$ -	\$ -	\$834,400
Total CO		\$ -	\$ -	\$ -	\$1,043,000	\$ -	\$ -	\$1,043,000
Total		\$ -	\$ -	\$ -	\$1,043,000	\$ -	\$ -	\$1,043,000

119177 - D02 TSG FY2029

PID: 119177 Project Name: D02 TSG FY2029 Primary Work Category: Traffic Control Maintenance Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: D02 MPO(s) / RTPO(s): TMACOG Performance Measures: Safety STIP Type: Group

Termini: Various locations Total Project Estimate: \$490,000

Description: A District allocation funded project to maintain/upgrade existing traffic signals district wide; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$ -	\$400,000	\$ -	\$400,000
	Labor	\$ -	\$ -	\$ -	\$40,000	\$ -	\$ -	\$40,000
Total CO		\$ -	\$ -	\$ -	\$40,000	\$400,000	\$ -	\$440,000
ENV	Labor	\$ -	\$ -	\$ -	\$50,000	\$ -	\$ -	\$50,000
Total ENV		\$ -	\$ -	\$ -	\$50,000	\$ -	\$ -	\$50,000
Total		\$ -	\$ -	\$ -	\$90,000	\$400,000	\$ -	\$490,000

119178 - D02 RPM FY2029

PID: 119178 Project Name: D02 RPM FY2029 Primary Work Category: Traffic Control (Safety) Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: D02 MPO(s) / RTPO(s): TMACOG Performance Measures: Safety STIP Type: Group

Termini: District wide Total Project Estimate: \$400,000

Description: A raised pavement markers maintenance contract; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
ENV	Labor	\$ -	\$ -	\$ -	\$15,000	\$ -	\$ -	\$15,000
Total ENV		\$ -	\$ -	\$ -	\$15,000	\$ -	\$ -	\$15,000
CO	Labor	\$ -	\$ -	\$ -	\$35,000	\$ -	\$ -	\$35,000
	State	\$ -	\$ -	\$ -	\$ -	\$350,000	\$ -	\$350,000
Total CO		\$ -	\$ -	\$ -	\$35,000	\$350,000	\$ -	\$385,000
Total		\$ -	\$ -	\$ -	\$50,000	\$350,000	\$ -	\$400,000

119179 - D02 PM FY2029

PID: 119179 Project Name: D02 PM FY2029 Primary Work Category: Traffic Control (Safety) Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: D02 MPO(s) / RTPO(s): TMACOG Performance Measures: Safety STIP Type: Group

Termini: District wide Total Project Estimate: \$3,210,000

Description: A pavement marking maintenance contract; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$ -	\$3,000,000	\$ -	\$3,000,000
	Labor	\$ -	\$ -	\$ -	\$210,000	\$ -	\$ -	\$210,000
Total CO		\$ -	\$ -	\$ -	\$210,000	\$3,000,000	\$ -	\$3,210,000
Total		\$ -	\$ -	\$ -	\$210,000	\$3,000,000	\$ -	\$3,210,000

119180 - WOO SR 281 6.06/9.06 Culvert

PID: 119180      Project Name: WOO SR 281 6.06/9.06 Culvert      Primary Work Category: Culvert Preservation      Sponsoring Agency: DISTRICT 2 ENGINEERING      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: WOO      MPO(s) / RTPO(s): TMACOG      Performance Measures:      STIP Type: Group

Termini: WOO-281-6.06 and WOO-281-9.06 Culverts      Total Project Estimate: \$470,000

Description: A project to replace a culverts on WOO-281 at SLMs 6.06 and 9.06; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$20,000	\$ -	\$ -	\$ -	\$20,000
	Preservation	\$ -	\$ -	\$ -	\$ -	\$ -	\$320,000	\$320,000
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$80,000	\$80,000
Total CO		\$ -	\$ -	\$20,000	\$ -	\$ -	\$400,000	\$420,000
ENV	Labor	\$ -	\$ -	\$50,000	\$ -	\$ -	\$ -	\$50,000
Total ENV		\$ -	\$ -	\$50,000	\$ -	\$ -	\$ -	\$50,000
Total		\$ -	\$ -	\$70,000	\$ -	\$ -	\$400,000	\$470,000

119181 - LUC US 20 3.88 Superstructure

PID: 119181      Project Name: LUC US 20 3.88 Superstructure      Primary Work Category: Bridge Preservation      Sponsoring Agency: DISTRICT 2 ENGINEERING      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: LUC      MPO(s) / RTPO(s): TMACOG      Performance Measures: Bridge (NHS)      STIP Type: Group

Termini: LUC-20-0388 Bridge      Total Project Estimate: \$1,145,000

Description:  
A project to repair the LUC-20-0388 (SFN 4800524) bridge over Gowman Ditch in Lucas County by replacing the prestressed concrete box beam superstructure.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
ENV	Labor	\$ -	\$ -	\$ -	\$75,000	\$ -	\$ -	\$75,000
Total ENV		\$ -	\$ -	\$ -	\$75,000	\$ -	\$ -	\$75,000
CO	Preservation	\$ -	\$ -	\$ -	\$ -	\$800,000	\$ -	\$800,000
	Labor	\$ -	\$ -	\$ -	\$70,000	\$ -	\$ -	\$70,000
	State	\$ -	\$ -	\$ -	\$ -	\$200,000	\$ -	\$200,000
Total CO		\$ -	\$ -	\$ -	\$70,000	\$1,000,000	\$ -	\$1,070,000
Total		\$ -	\$ -	\$ -	\$145,000	\$1,000,000	\$ -	\$1,145,000

119186 - WOO SR 281 6.66 Superstructure

PID: 119186      Project Name: WOO SR 281 6.66 Superstructure      Primary Work Category: Bridge Preservation      Sponsoring Agency: DISTRICT 2 ENGINEERING      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: WOO      MPO(s) / RTPO(s): TMACOG      Performance Measures:      STIP Type: Group

Termini: WOO-281-0666 bridge      Total Project Estimate: \$735,000

Description: A project to repair the WOO-281-0666 (SFN 8706107) bridge over North Branch of the Portage River by replacing the prestressed concrete box beams.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
ENV	Labor	\$ -	\$ -	\$ -	\$75,000	\$ -	\$ -	\$75,000
Total ENV		\$ -	\$ -	\$ -	\$75,000	\$ -	\$ -	\$75,000
CO	State	\$ -	\$ -	\$ -	\$ -	\$120,000	\$ -	\$120,000
	Labor	\$ -	\$ -	\$ -	\$60,000	\$ -	\$ -	\$60,000
	Preservation	\$ -	\$ -	\$ -	\$ -	\$480,000	\$ -	\$480,000
Total CO		\$ -	\$ -	\$ -	\$60,000	\$600,000	\$ -	\$660,000
Total		\$ -	\$ -	\$ -	\$135,000	\$600,000	\$ -	\$735,000

119406 - LUC Sylvan Prairie Park - OPRA

PID: 119406 Project Name: LUC Sylvan Prairie Park - OPRA Primary Work Category: Parks Sponsoring Agency: The Olander Park System Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Group

Termini: Sylvan Prairie Park Total Project Estimate: \$229,001

Description:

Project in Lucas County with The Olander Parks System to construct driveways and a parking facility at Sylvan Prairie Park. Scope of work to include survey, design, layout, excavation, stone fill, compaction, and asphalt paving.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$114,932	\$ -	\$ -	\$ -	\$ -	\$114,932
	State	\$ -	\$114,069	\$ -	\$ -	\$ -	\$ -	\$114,069
Total CO		\$ -	\$229,001	\$ -	\$ -	\$ -	\$ -	\$229,001
Total		\$ -	\$229,001	\$ -	\$ -	\$ -	\$ -	\$229,001

119450 - WOO CR 3 10.65 Cygnet Rd Bridge

PID: 119450 Project Name: WOO CR 3 10.65 Cygnet Rd Bridge Primary Work Category: Bridge Preservation Sponsoring Agency: WOOD COUNTY ENGINEER Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Group

Termini: SFN: 8731004 on Cygnet Rd (CR-3F) between CR-73 (Cloverdale Rd) and CR-82 (Huffman Rd) Total Project Estimate: \$430,000

Description:

Project in Wood County to remove and replace the superstructure on a bridge on Cygnet Rd (CR-3F) between CR-73 (Cloverdale Rd) and CR-82 (Huffman Rd). Includes minor abutment work and other necessary associated scope items.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$39,000	\$ -	\$ -	\$ -	\$39,000
	Local Programs	\$ -	\$ -	\$391,000	\$ -	\$ -	\$ -	\$391,000
Total CO		\$ -	\$ -	\$430,000	\$ -	\$ -	\$ -	\$430,000
Total		\$ -	\$ -	\$430,000	\$ -	\$ -	\$ -	\$430,000

119722 - LUC Kuhlman Dr Bridge Rehab

PID: 119722 Project Name: LUC Kuhlman Dr Bridge Rehab Primary Work Category: Bridge Preservation Sponsoring Agency: Toledo, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Bridge (NHS) STIP Type: Group

Termini: Bridge (SFN: 4860934) over railroad spur between Eastern Ave. and Edwin Dr. Total Project Estimate: \$2,340,600

Description: Project in City of Toledo to replace concrete bridge deck and modify abutments on the bridge on Kuhlman Dr. between Eastern Ave. and Edwin Dr. over Norfolk Southern Railway. Project will require temporary access drive and railroad crossing.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$340,600	\$ -	\$ -	\$ -	\$340,600
	Local Programs	\$ -	\$ -	\$2,000,000	\$ -	\$ -	\$ -	\$2,000,000
Total CO		\$ -	\$ -	\$2,340,600	\$ -	\$ -	\$ -	\$2,340,600
Total		\$ -	\$ -	\$2,340,600	\$ -	\$ -	\$ -	\$2,340,600

119725 - LUC Corduroy Rd Bridge Replace

PID: 119725 Project Name: LUC Corduroy Rd Bridge Replace Primary Work Category: Bridge Preservation Sponsoring Agency: Oregon, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Group

Termini: Bridge (SFN: 4863151) on Corduroy Road over Otter Creek, between N. Yarrow St. and Torch Dr. Total Project Estimate: \$1,754,784

Description: Project in City of Oregon to replace bridge on Corduroy Rd over Otter Creek. Scope includes removal of existing structure and replacement with a pre-cast reinforced concrete three-sided flat top culvert on reinforced concrete spread footings with reinforced concrete wingwalls. Scope includes incidental channel and bank work, roadway approach work, and guardrail.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$737,623	\$ -	\$ -	\$ -	\$ -	\$737,623
	Local Programs	\$ -	\$817,377	\$ -	\$ -	\$ -	\$ -	\$817,377
Total CO		\$ -	\$1,555,000	\$ -	\$ -	\$ -	\$ -	\$1,555,000
Total		\$ -	\$1,555,000	\$ -	\$ -	\$ -	\$ -	\$1,555,000

119858 - LUC Toledo Sidewalk Gaps Project

PID: 119858      Project Name: LUC Toledo Sidewalk Gaps Project      Primary Work Category: Pedestrian Facilities      Sponsoring Agency: Toledo, City of      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: LUC      MPO(s) / RTPO(s): TMACOG      Performance Measures: Non-SOV, Safety      STIP Type: Group

Termini: 1) McGregor Ln from Harvest Ln to Secor Rd, 2) Heatherdowns Blvd from Reynolds to Eastgate, and 3) Angola, West of Kildare to Wenz      Total Project Estimate: \$1,200,800

Description:

This project in Toledo, OH to install new sidewalk to fill in known gaps along stretches of three roads, 1) McGregor Lane, connecting to an elementary school, 2) Angola Rd, providing connection from a neighborhood to existing pedestrian facilities, and 3) Heatherdowns, filling sidewalk gaps along a high speed roadway This project will also include upgrades to pavement markings related to the sidewalks and upgraded signage as needed.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$183,080	\$ -	\$ -	\$ -	\$ -	\$183,080
	Safety	\$ -	\$1,017,720	\$ -	\$ -	\$ -	\$ -	\$1,017,720
Total CO		\$ -	\$1,200,800	\$ -	\$ -	\$ -	\$ -	\$1,200,800
Total		\$ -	\$1,200,800	\$ -	\$ -	\$ -	\$ -	\$1,200,800

120018 - WOO SR 420 2.38 Roundabout

PID: 120018      Project Name: WOO SR 420 2.38 Roundabout      Primary Work Category: Intersection Improvement (Safety)      Sponsoring Agency: DISTRICT 2 ENGINEERING      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: WOO      MPO(s) / RTPO(s): TMACOG      Performance Measures: Pavement (Non-Interstate NHS), Safety      STIP Type: Group

Termini:  
Intersection of SR-420 and Libbey Road

Total Project Estimate:  
\$4,205,633

Description:

A project to construct a two-by-one roundabout at the intersection of SR-420 and Libbey Road in Lake Township, Wood County, Ohio. Perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Safety	\$ -	\$ -	\$3,100,000	\$ -	\$ -	\$ -	\$3,100,000
	Labor	\$ -	\$200,000	\$ -	\$ -	\$ -	\$ -	\$200,000
Total CO		\$ -	\$200,000	\$3,100,000	\$ -	\$ -	\$ -	\$3,300,000
Total		\$ -	\$200,000	\$3,100,000	\$ -	\$ -	\$ -	\$3,300,000

120054 - LUC VAR Toledo SRTS FY24

PID: 120054 Project Name: LUC VAR Toledo SRTS FY24 Primary Work Category: Pedestrian Facilities Sponsoring Agency: Toledo, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Non-SOV STIP Type: Group

Termini: Various Locations in City of Toledo Total Project Estimate: \$548,687

Description: Safe Routes to Schools project in City of Toledo on various roads near various Elementary Schools. Scope includes sidewalk on Harrow Rd, between Dorr St to Fryer Ave, and along North Ravine Pkwy, closing the gap between Worthington St and Elgin Ave. Mid-block crossing with bump outs on Glendale Avenue. New pedestrian ramp, high visibility crosswalk, and ped countdown signals at intersection of Detroit Ave and Schneider Rd. Midblock crossing with bump outs and an RRFB at Consaul St and Bakewell St.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$50,000	\$ -	\$ -	\$ -	\$ -	\$50,000
	Local Programs	\$ -	\$498,687	\$ -	\$ -	\$ -	\$ -	\$498,687
Total CO		\$ -	\$548,687	\$ -	\$ -	\$ -	\$ -	\$548,687
Total		\$ -	\$548,687	\$ -	\$ -	\$ -	\$ -	\$548,687

120158 - LUC VAR Sylvania Twp SRTS FY26

PID: 120158 Project Name: LUC VAR Sylvania Twp SRTS FY26 Primary Work Category: Pedestrian Facilities Sponsoring Agency: LUCAS COUNTY ENGINEER Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Non-SOV STIP Type: Group

Termini: Various roads in Sylvania Township. Total Project Estimate: \$683,000

Description: Project in Sylvania Township in Lucas County to construct sidewalks on various roads and path extensions to improve access to Central Trail Elem, Hill View Elem and Arbor Hill JH, Stranahan Elem, and Whiteford Elem. Includes installation of marked crosswalks with high visibility signage.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$48,000	\$ -	\$ -	\$ -	\$ -	\$48,000
	Local Programs	\$ -	\$535,000	\$ -	\$ -	\$ -	\$ -	\$535,000
Total CO		\$ -	\$583,000	\$ -	\$ -	\$ -	\$ -	\$583,000
Total		\$ -	\$583,000	\$ -	\$ -	\$ -	\$ -	\$583,000

120414 - WOO IR 75 7.00 Slide Repair

PID: 120414      Project Name: WOO IR 75 7.00 Slide Repair      Primary Work Category: Geologic Maintenance / Slide Repair      Sponsoring Agency: DISTRICT 2 ENGINEERING      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: WOO      MPO(s) / RTPO(s): TMACOG      Performance Measures:      STIP Type: Group

Termini: I-75 at SLM 7.01      Total Project Estimate: \$808,500

Description: A project to increase resiliency of the slope by repairing a land slide on I-75 in Wood County near SLM 7.01.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$67,100	\$ -	\$ -	\$ -	\$67,100
	PROTECT	\$ -	\$ -	\$603,900	\$ -	\$ -	\$ -	\$603,900
	Labor	\$87,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$87,500
Total CO		\$87,500	\$ -	\$671,000	\$ -	\$ -	\$ -	\$758,500
Total		\$87,500	\$ -	\$671,000	\$ -	\$ -	\$ -	\$758,500

120549 - LUC MR4055 Central Ave Brdg Demo

PID: 120549      Project Name: LUC MR4055 Central Ave Brdg Demo      Primary Work Category: Bridge Preservation      Sponsoring Agency: Toledo, City of      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: LUC      MPO(s) / RTPO(s): TMACOG      Performance Measures:      STIP Type: Group

Termini: E Central Ave over Buckeye St (SFN: 4861175)      Total Project Estimate: \$1,920,239

Description: Project in City of Toledo to demolish the bridge on E Central Ave over Buckeye St (SFN: 4861175) and replace with embankment, closing a portion of Buckeye St. Scope includes associated necessary water line relocation.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local Programs	\$ -	\$ -	\$1,615,000	\$ -	\$ -	\$ -	\$1,615,000
	Local	\$ -	\$ -	\$110,000	\$ -	\$ -	\$ -	\$110,000
Total CO		\$ -	\$ -	\$1,725,000	\$ -	\$ -	\$ -	\$1,725,000
Total		\$ -	\$ -	\$1,725,000	\$ -	\$ -	\$ -	\$1,725,000

120567 - LUC VAR Toledo RAISE FY23

PID: 120567 Project Name: LUC VAR Toledo RAISE FY23 Primary Work Category: Roadway Major Rehab Sponsoring Agency: Toledo, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Individual

Termini: Various streets in Uptown and Junction neighborhoods, Toledo Total Project Estimate: \$47,300,000

Description: RAISE Grant project in downtown City of Toledo to reconstruct 38 city blocks with new pavement, sidewalks, streetscapes, and water and sanitary utilities. Includes a new public transit Mobility Hub and a 0.75 mile multi-use path on 17th St and Dorr St from Adams St to Mott Library.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Discretionary / Earmark	\$ -	\$ -	\$20,000,000	\$ -	\$ -	\$ -	\$20,000,000
	Local	\$ -	\$ -	\$27,300,000	\$ -	\$ -	\$ -	\$27,300,000
Total CO		\$ -	\$ -	\$47,300,000	\$ -	\$ -	\$ -	\$47,300,000
Total		\$ -	\$ -	\$47,300,000	\$ -	\$ -	\$ -	\$47,300,000

120648 - WOO Chessie Circle Ext Phase 2

PID: 120648 Project Name: WOO Chessie Circle Ext Phase 2 Primary Work Category: Shared Use Path Sponsoring Agency: Wood County Park District Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: Non-SOV STIP Type: Individual

Termini: WW Knight Nature Preserve to Bates Rd, along RR Total Project Estimate: \$1,176,000

Description: Project in Wood County to extend the Chessie Circle Trail shared use path from the WW Knight Nature Preserve to Bates Rd - approx. 1.3 miles. The scope includes a 16-foot-wide paved path including rectangular rapid flashing beacons (RRFBs) at the Bates Rd crossing.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO CRP	\$ -	\$ -	\$940,800	\$ -	\$ -	\$ -	\$940,800
	Local	\$ -	\$ -	\$235,200	\$ -	\$ -	\$ -	\$235,200
Total CO		\$ -	\$ -	\$1,176,000	\$ -	\$ -	\$ -	\$1,176,000
Total		\$ -	\$ -	\$1,176,000	\$ -	\$ -	\$ -	\$1,176,000

120669 - LUC SR 64 2.92 Roundabout

PID: 120669 Project Name: LUC SR 64 2.92 Roundabout Primary Work Category: Intersection Improvement (Safety) Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Safety STIP Type: Group

Termini: Intersection of SR-64 and TR-137 Total Project Estimate: \$2,644,580

Description: A project to install a single lane roundabout at the intersection of SR-64 and TR-137 (Noward Rd.) in Lucas County.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Safety	\$ -	\$ -	\$ -	\$2,312,000	\$ -	\$ -	\$2,312,000
Total CO		\$ -	\$ -	\$ -	\$2,312,000	\$ -	\$ -	\$2,312,000
RW	Safety	\$ -	\$ -	\$45,000	\$ -	\$ -	\$ -	\$45,000
Total RW		\$ -	\$ -	\$45,000	\$ -	\$ -	\$ -	\$45,000
Total		\$ -	\$ -	\$45,000	\$2,312,000	\$ -	\$ -	\$2,357,000

120672 - WOO Chessie Circle Ext Phase 3

PID: 120672 Project Name: WOO Chessie Circle Ext Phase 3 Primary Work Category: Shared Use Path Sponsoring Agency: Wood County Park District Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: Non-SOV STIP Type: Individual

Termini: Bates Rd to Lime City Rd, along RR Total Project Estimate: \$1,025,000

Description: Project in Wood County to extend the Chessie Circle Trail shared use path from Bates Rd to Lime City Rd- approx. 0.7 miles. The scope includes a 16-foot-wide paved path. This is Phase 3 of the Wood County extension of this trail.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$205,000	\$ -	\$ -	\$205,000
	MPO CRP	\$ -	\$ -	\$ -	\$820,000	\$ -	\$ -	\$820,000
Total CO		\$ -	\$ -	\$ -	\$1,025,000	\$ -	\$ -	\$1,025,000
Total		\$ -	\$ -	\$ -	\$1,025,000	\$ -	\$ -	\$1,025,000

120824 - LUC Brint and Harroun Roundabout

PID: 120824      Project Name: LUC Brint and Harroun Roundabout      Primary Work Category: Intersection Improvement (Safety)      Sponsoring Agency: Sylvania, City of      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: LUC      MPO(s) / RTPO(s): TMACOG      Performance Measures: CMAQ, Safety      STIP Type: Individual

Termini: Intersection of Brint Rd & Harroun Rd      Total Project Estimate: \$1,443,875

Description: Project in City of Sylvania to convert the signalized, three-leg intersection of Brint Rd & Harroun Rd, to a single-lane modern roundabout.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$408,775	\$ -	\$ -	\$408,775
	MPO CMAQ	\$ -	\$ -	\$ -	\$1,035,100	\$ -	\$ -	\$1,035,100
Total CO		\$ -	\$ -	\$ -	\$1,443,875	\$ -	\$ -	\$1,443,875
Total		\$ -	\$ -	\$ -	\$1,443,875	\$ -	\$ -	\$1,443,875

120918 - D02 GR FY2026

PID: 120918      Project Name: D02 GR FY2026      Primary Work Category: Guardrail / Roadside Maintenance      Sponsoring Agency: DISTRICT 2 ENGINEERING      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: D02      MPO(s) / RTPO(s): TMACOG      Performance Measures: Safety      STIP Type: Group

Termini: District wide      Total Project Estimate: \$1,070,000

Description: Districtwide guardrail maintenance contract; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$1,000,000
	Labor	\$ -	\$70,000	\$ -	\$ -	\$ -	\$ -	\$70,000
Total CO		\$ -	\$1,070,000	\$ -	\$ -	\$ -	\$ -	\$1,070,000
Total		\$ -	\$1,070,000	\$ -	\$ -	\$ -	\$ -	\$1,070,000

120919 - D02 LG FY2026

PID: 120919 Project Name: D02 LG FY2026 Primary Work Category: Traffic Control Maintenance Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: D02 MPO(s) / RTPO(s): TMACOG Performance Measures: Safety STIP Type: Group

Termini: District wide Total Project Estimate: \$840,000

Description: District wide lighting maintenance contract.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$740,000	\$ -	\$ -	\$ -	\$ -	\$740,000
	Labor	\$ -	\$100,000	\$ -	\$ -	\$ -	\$ -	\$100,000
Total CO		\$ -	\$840,000	\$ -	\$ -	\$ -	\$ -	\$840,000
Total		\$ -	\$840,000	\$ -	\$ -	\$ -	\$ -	\$840,000

120920 - LUC/OTT 280/65/163 FY26 Elec Mnt

PID: 120920 Project Name: LUC/OTT 280/65/163 FY26 Elec Mnt Primary Work Category: Bridge / Culvert Maintenance Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Group

Termini: VGCS, Craig Memorial Bridge and Port Clinton Lift Bridge Total Project Estimate: \$208,000

Description: An electrical maintenance contract for 3 bridges and 4 storm water pump stations.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$18,000	\$ -	\$ -	\$ -	\$ -	\$18,000
	State	\$ -	\$190,000	\$ -	\$ -	\$ -	\$ -	\$190,000
Total CO		\$ -	\$208,000	\$ -	\$ -	\$ -	\$ -	\$208,000
Total		\$ -	\$208,000	\$ -	\$ -	\$ -	\$ -	\$208,000

120921 - LUC/OTT 65/163 FY2026 Oper

PID: 120921 Project Name: LUC/OTT 65/163 FY2026 Oper Primary Work Category: Other Studies/ Tasks Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC, OTT MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Group

Termini: Craig Memorial Bridge and Port Clinton Lift Bridge Total Project Estimate: \$627,000

Description: A contract to operate the Craig Memorial and Port Clinton lift bridges; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$570,000	\$ -	\$ -	\$ -	\$ -	\$570,000
	Labor	\$ -	\$57,000	\$ -	\$ -	\$ -	\$ -	\$57,000
Total CO		\$ -	\$627,000	\$ -	\$ -	\$ -	\$ -	\$627,000
Total		\$ -	\$627,000	\$ -	\$ -	\$ -	\$ -	\$627,000

121105 - LUC Oregon Trail Ph 5

PID: 121105 Project Name: LUC Oregon Trail Ph 5 Primary Work Category: Shared Use Path Sponsoring Agency: Oregon, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Non-SOV STIP Type: Individual

Termini: Dustin Rd west of Harbor Dr to Navarre Ave east of Schmidlin Rd Total Project Estimate: \$905,234

Description: Phase 5 of the Oregon Trail Bikeway will construct approximately 1 mile of shared use path in City of Oregon along Dustin Rd. The path will connect the existing shared use path between Navarre Ave and Brown Rd to the existing shared use path at Oregon Town Center.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$505,234	\$ -	\$ -	\$ -	\$505,234
	MPO CRP	\$ -	\$ -	\$400,000	\$ -	\$ -	\$ -	\$400,000
Total CO		\$ -	\$ -	\$905,234	\$ -	\$ -	\$ -	\$905,234
Total		\$ -	\$ -	\$905,234	\$ -	\$ -	\$ -	\$905,234

121107 - WOO SR 65 16.9 Ft Meigs Path

PID: 121107 Project Name: WOO SR 65 16.9 Ft Meigs Path Primary Work Category: Shared Use Path Sponsoring Agency: Perrysburg, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: Non-SOV STIP Type: Individual

Termini: Indiana Ave between Ft. Meigs Rd and Fort Meigs Historic Site parking lot. Total Project Estimate: \$286,000

Description: Project to construct a shared use path (approx. 0.26 miles) on the north side of Indiana Ave to connect the Fort Meigs Historic Site to an existing shared use path on the Ft. Meigs Rd.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$57,200	\$ -	\$ -	\$ -	\$57,200
	MPO CRP	\$ -	\$ -	\$228,800	\$ -	\$ -	\$ -	\$228,800
Total CO		\$ -	\$ -	\$286,000	\$ -	\$ -	\$ -	\$286,000
Total		\$ -	\$ -	\$286,000	\$ -	\$ -	\$ -	\$286,000

121351 - LUC IR 475 2.54 Approach Repair

PID: 121351 Project Name: LUC IR 475 2.54 Approach Repair Primary Work Category: Bridge / Culvert Maintenance Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Bridge (NHS), Pavement (Non-Interstate NHS) STIP Type: Group

Termini: Approach pavement and approach slabs of LUC-475-0254 bridge Total Project Estimate: \$485,500

Description: A project to correct the approach slab and pavement profiles leading onto and off of the LUC-475-0254 bridge.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$55,500	\$ -	\$ -	\$ -	\$ -	\$55,500
	State	\$ -	\$430,000	\$ -	\$ -	\$ -	\$ -	\$430,000
Total CO		\$ -	\$485,500	\$ -	\$ -	\$ -	\$ -	\$485,500
Total		\$ -	\$485,500	\$ -	\$ -	\$ -	\$ -	\$485,500

121379 - LUC SR 184 9.9 Alexis Urb Pav

PID: 121379 Project Name: LUC SR 184 9.9 Alexis Urb Pav Primary Work Category: Roadway Minor Rehab Sponsoring Agency: Toledo, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Pavement (Non-Interstate NHS) STIP Type: Group

Termini: Alexis Rd (SR 184) from I-75 to Suder Ave Total Project Estimate: \$863,500

Description: Resurface Alexis Rd (SR 184) from I-75 to Suder Ave.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$233,200	\$ -	\$ -	\$ -	\$ -	\$233,200
	Local	\$ -	\$630,300	\$ -	\$ -	\$ -	\$ -	\$630,300
Total CO		\$ -	\$863,500	\$ -	\$ -	\$ -	\$ -	\$863,500
Total		\$ -	\$863,500	\$ -	\$ -	\$ -	\$ -	\$863,500

121430 - WOO SR 64 4.71 Slope Stabil.

PID: 121430 Project Name: WOO SR 64 4.71 Slope Stabil. Primary Work Category: Roadway Major Rehab Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: Safety STIP Type: Individual

Termini: SR-64 in Wood County between SLM 4.71 and 9.15 Total Project Estimate: \$36,540,000

Description: A project to stabilize the ditch slopes and increase resiliency of SR-64 in Wood County between SLM 4.71 and 9.15. The project will include the construction of roundabouts at the Bishop Rd. and SR-582 intersections. Perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Major Programs	\$ -	\$ -	\$200,000	\$ -	\$ -	\$ -	\$200,000
	State	\$ -	\$ -	\$50,000	\$ -	\$ -	\$ -	\$50,000
Total DD		\$ -	\$ -	\$250,000	\$ -	\$ -	\$ -	\$250,000
Total		\$ -	\$ -	\$250,000	\$ -	\$ -	\$ -	\$250,000

121611 - LUC GCR International Park

PID: 121611 Project Name: LUC GCR International Park Primary Work Category: Shared Use Path Sponsoring Agency: Toledo Area Metropark District Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Non-SOV STIP Type: Individual

Termini: From the terminus of the BUILD grant project (PID 114239) to the Rivereast Trail at the Anthony Wayne Bridge Total Project Estimate: \$2,140,000

Description: Project to construct a shared use path at International Park in City of Toledo. The trail will begin at the terminus of the BUILD grant project (PID 114239) and connect to the Rivereast Trail at the Anthony Wayne Bridge, a distance of approximately 0.6 miles.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO CRP	\$ -	\$ -	\$ -	\$960,000	\$ -	\$ -	\$960,000
	Local	\$ -	\$ -	\$ -	\$1,180,000	\$ -	\$ -	\$1,180,000
Total CO		\$ -	\$ -	\$ -	\$2,140,000	\$ -	\$ -	\$2,140,000
Total		\$ -	\$ -	\$ -	\$2,140,000	\$ -	\$ -	\$2,140,000

121612 - LUC CR 53 0.683 AWT SUP

PID: 121612 Project Name: LUC CR 53 0.683 AWT SUP Primary Work Category: Shared Use Path Sponsoring Agency: Waterville, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Non-SOV STIP Type: Individual

Termini: Canal Rd to Dutch Rd Total Project Estimate: \$490,000

Description: Project to construct at shared use path along the west side of the Anthony Wayne Trail in City of Waterville. The path will extend an existing path that ends at Canal Rd to Dutch Rd.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO CRP	\$ -	\$ -	\$ -	\$392,000	\$ -	\$ -	\$392,000
	Local	\$ -	\$ -	\$ -	\$98,000	\$ -	\$ -	\$98,000
Total CO		\$ -	\$ -	\$ -	\$490,000	\$ -	\$ -	\$490,000
Total		\$ -	\$ -	\$ -	\$490,000	\$ -	\$ -	\$490,000

121614 - LUC MR 4028 Parkside SUP Widen

PID: 121614 Project Name: LUC MR 4028 Parkside SUP Widen Primary Work Category: Shared Use Path Sponsoring Agency: Toledo, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Non-SOV STIP Type: Individual

Termini: Parkside Blvd from Bancroft St to Hill Ave Total Project Estimate: \$1,306,619

Description: Project in City of Toledo to resurface and widen the existing Parkside bike path that along Parkside Blvd from Bancroft St to Hill Ave. This project will widen the path from the current 7'-8' width to meet current standards. Crossings at the Bancroft St and Nebraska St will be modified to accommodate removal of a few mid-block crossings for safety purposes.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO TA	\$ -	\$ -	\$ -	\$1,016,495	\$ -	\$ -	\$1,016,495
	Local	\$ -	\$ -	\$ -	\$290,124	\$ -	\$ -	\$290,124
Total CO		\$ -	\$ -	\$ -	\$1,306,619	\$ -	\$ -	\$1,306,619
Total		\$ -	\$ -	\$ -	\$1,306,619	\$ -	\$ -	\$1,306,619

121615 - LUC UPT Centennial-Sylvan Park

PID: 121615 Project Name: LUC UPT Centennial-Sylvan Park Primary Work Category: Ped/Bike Non-Infrastructure Sponsoring Agency: The Olander Park System Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: CMAQ STIP Type: Individual

Termini: University/Parks Trail from Centennial Rd. to Sylvan Prairie Park Total Project Estimate: \$2,360,000

Description: Project in Lucas County to construct approx. 1.75 miles of shared use path to extend the University/Parks Trail from Centennial Rd. to Sylvan Prairie Park. This extension will be the final connector to provide approx. 20 miles of continuous trail in Lucas County.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$ -	\$660,000	\$ -	\$660,000
	MPO CMAQ	\$ -	\$ -	\$ -	\$ -	\$1,700,000	\$ -	\$1,700,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$2,360,000	\$ -	\$2,360,000
Total		\$ -	\$ -	\$ -	\$ -	\$2,360,000	\$ -	\$2,360,000

121623 - WOO Slippery Elm Overlay Ph1

PID: 121623      Project Name: WOO Slippery Elm Overlay Ph1      Primary Work Category: Pedestrian Facilities      Sponsoring Agency: Wood County Park District      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: WOO      MPO(s) / RTPO(s): TMACOG      Performance Measures: Non-SOV      STIP Type: Individual

Termini: E. Broadway St. in North Baltimore to SR-582      Total Project Estimate: \$618,800

Description:

Project to resurface approximately 7-miles of the Slippery Elm Trail in Wood County. Project includes an asphalt overlay from trails southern terminus at E. Broadway St. in North Baltimore to SR-281. Includes spot pavement planing, spot full depth repairs, and pavement markings.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$ -	\$168,560	\$ -	\$168,560
	MPO TA	\$ -	\$ -	\$ -	\$ -	\$450,240	\$ -	\$450,240
Total CO		\$ -	\$ -	\$ -	\$ -	\$618,800	\$ -	\$618,800
Total		\$ -	\$ -	\$ -	\$ -	\$618,800	\$ -	\$618,800

121833 - LUC CR 5 6.3 Sylvania Herr Rbt

PID: 121833      Project Name: LUC CR 5 6.3 Sylvania Herr Rbt      Primary Work Category: Intersection Improvement (Safety)      Sponsoring Agency: LUCAS COUNTY ENGINEER      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: LUC      MPO(s) / RTPO(s): TMACOG      Performance Measures: CMAQ, Safety      STIP Type: Individual

Termini: Herr Rd and Sylvania Ave in Lucas Count      Total Project Estimate: \$1,254,000

Description:

Project to construct a single lane modern roundabout at the intersection of Herr Rd and Sylvania Ave in Lucas County. Scope includes minimally necessary center island landscaping, sidewalks, lighting, drainage, pavement markings, and other necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$250,800	\$ -	\$ -	\$250,800
	MPO CMAQ	\$ -	\$ -	\$ -	\$1,003,200	\$ -	\$ -	\$1,003,200
Total CO		\$ -	\$ -	\$ -	\$1,254,000	\$ -	\$ -	\$1,254,000
Total		\$ -	\$ -	\$ -	\$1,254,000	\$ -	\$ -	\$1,254,000

121938 - LUC Front St & Main St - Toledo

PID: 121938      Project Name: LUC Front St & Main St - Toledo  
 Primary Work Category: Roadway Minor Rehab  
 Sponsoring Agency: Toledo, City of  
 Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: LUC      MPO(s) / RTPO(s): TMACOG  
 Performance Measures:  
 STIP Type: Individual

Termini: Front St from Oak St to Craig Bridge St and Main St from Nevada St to Riverside Dr  
 Total Project Estimate: \$27,540,296

Description: Reconnecting Communities and Neighborhoods grant project in City of Toledo to improve safety and accessibility of Front St from Oak St to Craig Bridge St and Main St from Nevada St to Riverside Dr. Scope includes realignment of intersection of Front St and Main St, an intersection improvement at Main St and Starr Ave, and traffic calming measures, signal upgrades, enhanced crossings, and streetscaping throughout the corridor.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Discretionary / Earmark	\$ -	\$75,000	\$ -	\$ -	\$ -	\$ -	\$75,000
Total RW		\$ -	\$75,000	\$ -	\$ -	\$ -	\$ -	\$75,000
DD	Discretionary / Earmark	\$ -	\$583,000	\$ -	\$ -	\$ -	\$ -	\$583,000
Total DD		\$ -	\$583,000	\$ -	\$ -	\$ -	\$ -	\$583,000
CO	Discretionary / Earmark	\$ -	\$ -	\$24,900,000	\$ -	\$ -	\$ -	\$24,900,000
Total CO		\$ -	\$ -	\$24,900,000	\$ -	\$ -	\$ -	\$24,900,000
Total		\$ -	\$658,000	\$24,900,000	\$ -	\$ -	\$ -	\$25,558,000

121967 - WOO SR 199 26.73 Roundabout

PID: 121967      Project Name: WOO SR 199 26.73 Roundabout      Primary Work Category: Intersection Improvement (Safety)      Sponsoring Agency: DISTRICT 2 ENGINEERING      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: WOO      MPO(s) / RTPO(s): TMACOG      Performance Measures: Safety      STIP Type: Group

Termini:  
Intersection of SR-199, Five Point Rd. and Dunbridge Rd.

Total Project Estimate:  
\$7,079,360

Description:

A project to construct a roundabout at the intersection of SR-199, Five Point Rd. and Dunbridge Rd. Project will include replacement of the WOO-199-2665 bridge over Cedar Creek. Perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Safety	\$ -	\$ -	\$1,413,000	\$ -	\$ -	\$ -	\$1,413,000
Total RW		\$ -	\$ -	\$1,413,000	\$ -	\$ -	\$ -	\$1,413,000
DD	Safety	\$ -	\$85,394	\$ -	\$ -	\$ -	\$ -	\$85,394
Total DD		\$ -	\$85,394	\$ -	\$ -	\$ -	\$ -	\$85,394
Total		\$ -	\$85,394	\$1,413,000	\$ -	\$ -	\$ -	\$1,498,394

121971 - WOO SR 199 22.87 Roundabout

PID: 121971      Project Name: WOO SR 199 22.87 Roundabout      Primary Work Category: Intersection Improvement (Safety)      Sponsoring Agency: DISTRICT 2 ENGINEERING      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: WOO      MPO(s) / RTPO(s): TMACOG      Performance Measures: Safety      STIP Type: Group

Termini: Intersection of SR-199 and SR-582      Total Project Estimate: \$4,888,000

Description: A project to construct a single lane roundabout at the intersection of SR-199 and SR-582 in Wood County. Perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$288,000	\$ -	\$ -	\$288,000
	Safety	\$ -	\$ -	\$ -	\$4,125,000	\$ -	\$ -	\$4,125,000
Total CO		\$ -	\$ -	\$ -	\$4,413,000	\$ -	\$ -	\$4,413,000
DD	Safety	\$ -	\$ -	\$75,000	\$ -	\$ -	\$ -	\$75,000
Total DD		\$ -	\$ -	\$75,000	\$ -	\$ -	\$ -	\$75,000
RW	Safety	\$ -	\$ -	\$50,000	\$ -	\$ -	\$ -	\$50,000
Total RW		\$ -	\$ -	\$50,000	\$ -	\$ -	\$ -	\$50,000
Total		\$ -	\$ -	\$125,000	\$4,413,000	\$ -	\$ -	\$4,538,000

122102 - WOO US 23 10.93 Retaining Wall

PID: 122102 Project Name: WOO US 23 10.93 Retaining Wall Primary Work Category: Geologic Maintenance / Slide Repair Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Group

Termini: USR-23 in Wood County near SLM 10.93 Total Project Estimate: \$642,702

Description: A project to repair the retaining wall on USR-23 in Wood County at SLM 10.93. Actual retaining wall work is on the Sandusky County side of USR-23. Perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$100,000	\$ -	\$ -	\$100,000
	Labor	\$ -	\$ -	\$ -	\$40,000	\$ -	\$ -	\$40,000
	Preservation	\$ -	\$ -	\$ -	\$400,000	\$ -	\$ -	\$400,000
Total CO		\$ -	\$ -	\$ -	\$540,000	\$ -	\$ -	\$540,000
Total		\$ -	\$ -	\$ -	\$540,000	\$ -	\$ -	\$540,000

122182 - LUC VAR Sylvania PHBs

PID: 122182 Project Name: LUC VAR Sylvania PHBs Primary Work Category: Enhanced Crossing Sponsoring Agency: Sylvania, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Non-SOV, Safety STIP Type: Group

Termini: 1) McCord Rd at McCord Jr High, 2) McCord Rd at Charlesgate Rd, 3) Erie St, at Highland Elem., and 4) Sylvania Ave at Southview HS Total Project Estimate: \$1,235,320

Description: Project in City of Sylvania to upgrade existing rectangular rapid-flashing beacon crosswalks to pedestrian hybrid beacon crosswalks at four locations: 1) McCord Rd at McCord Junior High School, 2) McCord Rd at Charlesgate Rd, 3) Erie St, at Highland Elementary, and 4) Sylvania Ave at Southview High School.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$174,014	\$ -	\$ -	\$ -	\$ -	\$174,014
	Safety	\$ -	\$936,129	\$ -	\$ -	\$ -	\$ -	\$936,129
Total CO		\$ -	\$1,110,143	\$ -	\$ -	\$ -	\$ -	\$1,110,143
Total		\$ -	\$1,110,143	\$ -	\$ -	\$ -	\$ -	\$1,110,143

122186 - LUC Bancroft & King Roundabout

PID: 122186 Project Name: LUC Bancroft & King Roundabout Primary Work Category: Intersection Improvement (Safety) Sponsoring Agency: LUCAS COUNTY ENGINEER Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Safety STIP Type: Group

Termini: Intersection of Bancroft St (CR 22) and King Rd (CR 71) in Lucas County. Total Project Estimate: \$1,101,350

Description: Project to construct a roundabout at Bancroft St (CR 22) and King Rd (CR 71) in Lucas County.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$ -	\$220,270	\$ -	\$220,270
	Local Programs	\$ -	\$ -	\$ -	\$ -	\$881,080	\$ -	\$881,080
Total CO		\$ -	\$ -	\$ -	\$ -	\$1,101,350	\$ -	\$1,101,350
Total		\$ -	\$ -	\$ -	\$ -	\$1,101,350	\$ -	\$1,101,350

122202 - LUC VAR Toledo SRTS FY27

PID: 122202 Project Name: LUC VAR Toledo SRTS FY27 Primary Work Category: Pedestrian Facilities Sponsoring Agency: Toledo, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Non-SOV STIP Type: Group

Termini: Sections of McGregor Rd, Fairgreen Rd, and Rambo Ln. Total Project Estimate: \$550,000

Description: Safe Routes to Schools project to construct sidewalks at various locations near Washington Local Schools buildings. Locations include sections of McGregor Rd, Fairgreen Rd, and Rambo Ln. Scope also includes ground mounted bike racks at five school locations.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local Programs	\$ -	\$ -	\$499,708	\$ -	\$ -	\$ -	\$499,708
	Local	\$ -	\$ -	\$50,292	\$ -	\$ -	\$ -	\$50,292
Total CO		\$ -	\$ -	\$550,000	\$ -	\$ -	\$ -	\$550,000
Total		\$ -	\$ -	\$550,000	\$ -	\$ -	\$ -	\$550,000

122204 - WOO VAR Fostoria SRTS FY27

PID: 122204 Project Name: WOO VAR Fostoria SRTS FY27 Primary Work Category: Pedestrian Facilities Sponsoring Agency: Fostoria, City of Air Quality Status: Exempt

ODOT Dist(s): 01, 02 Locale: HAN, WOO MPO(s) / RTPO(s): TMACOG Performance Measures: Non-SOV, Safety STIP Type: Group

Termini: Various roads in City of Fostoria Total Project Estimate: \$768,765

Description: Safe Routes to Schools project in City of Fostoria to complete sidewalk improvements on south side of Park Ave; new sidewalks on Vine St., Van Buren St. (SR 613), and Summit St. Curb ramps on Westhaven Dr. Enhanced crossings on HL Ford Dr. and a Pedestrian Hybrid Beadon on Van Buren St. (SR 613).

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$70,000	\$ -	\$ -	\$ -	\$70,000
	Local Programs	\$ -	\$ -	\$398,765	\$ -	\$ -	\$ -	\$398,765
	Safety	\$ -	\$ -	\$300,000	\$ -	\$ -	\$ -	\$300,000
Total CO		\$ -	\$ -	\$768,765	\$ -	\$ -	\$ -	\$768,765
Total		\$ -	\$ -	\$768,765	\$ -	\$ -	\$ -	\$768,765

122207 - WOO Crim-Scott Hamilton SUP

PID: 122207 Project Name: WOO Crim-Scott Hamilton SUP Primary Work Category: Shared Use Path Sponsoring Agency: Bowling Green, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: Non-SOV STIP Type: Group

Termini: Crim Elementary School to intersection at S. Mercer Rd. Total Project Estimate: \$636,000

Description: Project in City of Bowling Green to construct Phase 1 of the Crim-Scott Hamilton Shared Use Path (SUP) from Crim Elementary School to intersection at S. Mercer Rd.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$136,000	\$ -	\$ -	\$ -	\$136,000
	Local Programs	\$ -	\$ -	\$500,000	\$ -	\$ -	\$ -	\$500,000
Total CO		\$ -	\$ -	\$636,000	\$ -	\$ -	\$ -	\$636,000
Total		\$ -	\$ -	\$636,000	\$ -	\$ -	\$ -	\$636,000

122347 - WOO SR 51 4.04 Northwood Rbt

PID: 122347 Project Name: WOO SR 51 4.04 Northwood Rbt Primary Work Category: Intersection Improvement (Safety) Sponsoring Agency: Northwood, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: CMAQ, Safety STIP Type: Individual

Termini: Intersection of Woodville Rd (SR 51) and Lemoyne Rd Total Project Estimate: \$4,514,556

Description: Project in City of Northwood to construct a modern roundabout at the existing signalized intersection of Woodville Rd (SR 51) and Lemoyne Rd, including necessary related scope elements.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$791,800	\$ -	\$ -	\$791,800
	MPO CMAQ	\$ -	\$ -	\$ -	\$2,590,400	\$ -	\$ -	\$2,590,400
	MPO CRP	\$ -	\$ -	\$ -	\$576,800	\$ -	\$ -	\$576,800
Total CO		\$ -	\$ -	\$ -	\$3,959,000	\$ -	\$ -	\$3,959,000
Total		\$ -	\$ -	\$ -	\$3,959,000	\$ -	\$ -	\$3,959,000

122355 - WOO SR 199 29.11 Louisiana Ave

PID: 122355 Project Name: WOO SR 199 29.11 Louisiana Ave Primary Work Category: Roadway Minor Rehab Sponsoring Agency: Perrysburg, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Group

Termini: SR-199 (Louisiana Ave) from Indiana Ave (US 20) to Scheider Rd Total Project Estimate: \$990,300

Description: Project to mill and resurface SR-199 (Louisiana Ave) in City of Perrysburg from Indiana Ave (US 20) to Scheider Rd. Scope includes spot full depth repairs, pavement markings, and associated necessary scope.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$650,000	\$ -	\$ -	\$ -	\$650,000
	Local	\$ -	\$ -	\$340,300	\$ -	\$ -	\$ -	\$340,300
Total CO		\$ -	\$ -	\$990,300	\$ -	\$ -	\$ -	\$990,300
Total		\$ -	\$ -	\$990,300	\$ -	\$ -	\$ -	\$990,300

122375 - LUC Ravine Park Lot - OPRA

PID: 122375 Project Name: LUC Ravine Park Lot - OPRA Primary Work Category: Parks Sponsoring Agency: Toledo Area Metropark District Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Group

Termini: Parking lot within Ravine Park on Colorado St. between Licking St. and Steel St. Total Project Estimate: \$245,300

Description: Ohio Parks & Recreation Association funded project to complete a full-depth replacement of the public parking lot within Ravine Park on Colorado St. between Licking St. and Steel St.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$188,065	\$ -	\$ -	\$ -	\$ -	\$188,065
	Local	\$ -	\$57,235	\$ -	\$ -	\$ -	\$ -	\$57,235
Total CO		\$ -	\$245,300	\$ -	\$ -	\$ -	\$ -	\$245,300
Total		\$ -	\$245,300	\$ -	\$ -	\$ -	\$ -	\$245,300

122428 - LUC Metroparks GCR Vistula RAISE

PID: 122428 Project Name: LUC Metroparks GCR Vistula RAISE Primary Work Category: Shared Use Path Sponsoring Agency: Toledo Area Metropark District Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Non-SOV STIP Type: Group

Termini: Maumee Riverfront between Olive St and Craig St Bridge Total Project Estimate: \$25,557,000

Description: RAISE grant project by Metroparks Toledo to continue construction of the Glass City Riverwalk, a shared-use path along the riverfront in City of Toledo. This section of the path will be constructed in the Vistula neighborhood,

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Discretionary / Earmark	\$ -	\$ -	\$ -	\$19,108,000	\$ -	\$ -	\$19,108,000
	Local	\$ -	\$ -	\$ -	\$6,449,000	\$ -	\$ -	\$6,449,000
Total CO		\$ -	\$ -	\$ -	\$25,557,000	\$ -	\$ -	\$25,557,000
Total		\$ -	\$ -	\$ -	\$25,557,000	\$ -	\$ -	\$25,557,000

122674 - LUC TMACOG FY2028 AQ Program

PID: 122674 Project Name: LUC TMACOG FY2028 AQ Program Primary Work Category: Statewide / Regional Planning Program Sponsoring Agency: TMACOG Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: CMAQ STIP Type: Individual

Termini: 0.00 Total Project Estimate: \$112,800

Description:  
TMACOG FY 28 Air Quality Program

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	MPO CMAQ	\$ -	\$ -	\$ -	\$112,800	\$ -	\$ -	\$112,800
Total OTH		\$ -	\$ -	\$ -	\$112,800	\$ -	\$ -	\$112,800
Total		\$ -	\$ -	\$ -	\$112,800	\$ -	\$ -	\$112,800

122675 - LUC TMACOG FY2029 AQ Program

PID: 122675 Project Name: LUC TMACOG FY2029 AQ Program Primary Work Category: Statewide / Regional Planning Program Sponsoring Agency: TMACOG Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: CMAQ STIP Type: Individual

Termini: 0.00 Total Project Estimate: \$112,800

Description:  
TMACOG FY 29 Air Quality Program

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	MPO CMAQ	\$ -	\$ -	\$ -	\$ -	\$112,800	\$ -	\$112,800
Total OTH		\$ -	\$ -	\$ -	\$ -	\$112,800	\$ -	\$112,800
Total		\$ -	\$ -	\$ -	\$ -	\$112,800	\$ -	\$112,800

122676 - LUC TMACOG FY2028 Rideshare

PID: 122676      Project Name: LUC TMACOG FY2028 Rideshare      Primary Work Category: Miscellaneous      Sponsoring Agency: TMACOG      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: LUC      MPO(s) / RTPO(s): TMACOG      Performance Measures: CMAQ, Non-SOV      STIP Type: Individual

Termini: 0.00      Total Project Estimate: \$85,000

Description:  
TMACOG FY2028 Rideshare Program

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	MPO CMAQ	\$ -	\$ -	\$ -	\$85,000	\$ -	\$ -	\$85,000
Total OTH		\$ -	\$ -	\$ -	\$85,000	\$ -	\$ -	\$85,000
Total		\$ -	\$ -	\$ -	\$85,000	\$ -	\$ -	\$85,000

122677 - LUC TMACOG FY2029 Rideshare

PID: 122677      Project Name: LUC TMACOG FY2029 Rideshare      Primary Work Category: Miscellaneous      Sponsoring Agency: TMACOG      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: LUC      MPO(s) / RTPO(s): TMACOG      Performance Measures: CMAQ, Non-SOV      STIP Type: Individual

Termini: 0.00      Total Project Estimate: \$85,000

Description:  
TMACOG FY2029 Rideshare Program

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	MPO CMAQ	\$ -	\$ -	\$ -	\$ -	\$85,000	\$ -	\$85,000
Total OTH		\$ -	\$ -	\$ -	\$ -	\$85,000	\$ -	\$85,000
Total		\$ -	\$ -	\$ -	\$ -	\$85,000	\$ -	\$85,000

122716 - LUC MR 4030 0.0 Tremainsville Rd

PID: 122716 Project Name: LUC MR 4030 0.0 Tremainsville Rd Primary Work Category: Roadway Minor Rehab Sponsoring Agency: Toledo, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Individual

Termini: Tremainsville Rd from W Sylvania Ave to W Laskey Rd Total Project Estimate: \$2,769,010

Description: Project in City of Toledo to resurface Tremainsville Rd from W Sylvania Ave to W Laskey Rd. Project includes spot full depth pavement repairs and new sidewalk on the south side of the road from Laskey Rd to Oak Grove Place. The lanes will be narrowed, and bike lanes will be added to the road. The road will be widened between Westbrook Dr and Coolidge Pkwy to accommodate the bike lanes.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO STBG	\$ -	\$ -	\$ -	\$ -	\$2,051,120	\$ -	\$2,051,120
	Local	\$ -	\$ -	\$ -	\$ -	\$717,890	\$ -	\$717,890
Total CO		\$ -	\$ -	\$ -	\$ -	\$2,769,010	\$ -	\$2,769,010
Total		\$ -	\$ -	\$ -	\$ -	\$2,769,010	\$ -	\$2,769,010

122717 - LUC MR 4041 0.0 Ashland Ave

PID: 122717 Project Name: LUC MR 4041 0.0 Ashland Ave Primary Work Category: Roadway Major Rehab Sponsoring Agency: Toledo, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Individual

Termini: Ashland Ave from Adams St to Collingwood Blvd Total Project Estimate: \$4,624,344

Description: Project in City of Toledo to fully reconstruct Ashland Ave from Adams St to Collingwood Blvd. The roadway will be narrowed from 36' wide to 24', including bump-outs and on-street parking where necessary. The signals at the Woodruff Avenue intersection will be upgraded and street trees added in a new tree lawn. Project also includes locally funded waterline replacement.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO STBG	\$ -	\$ -	\$ -	\$ -	\$3,425,440	\$ -	\$3,425,440
	Local	\$ -	\$ -	\$ -	\$ -	\$1,198,904	\$ -	\$1,198,904
Total CO		\$ -	\$ -	\$ -	\$ -	\$4,624,344	\$ -	\$4,624,344
Total		\$ -	\$ -	\$ -	\$ -	\$4,624,344	\$ -	\$4,624,344

122726 - LUC MR 4077 0.0 Lawrence Ave

PID: 122726 Project Name: LUC MR 4077 0.0 Lawrence Ave Primary Work Category: Roadway Major Rehab Sponsoring Agency: Toledo, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Individual

Termini: Lawrence Ave from Monroe St to Dorr St Total Project Estimate: \$6,171,120

Description: Project in City of Toledo to reconstruct Lawrence Ave from Monroe St to Dorr St. Scope includes lane reduction for pedestrian bump-outs and parking, a shared use path, streetscape, mini roundabouts at Lincoln Ave and Oakwood Ave, and locally funded waterline replacement.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$1,599,920	\$ -	\$ -	\$1,599,920
	MPO STBG	\$ -	\$ -	\$ -	\$4,571,200	\$ -	\$ -	\$4,571,200
Total CO		\$ -	\$ -	\$ -	\$6,171,120	\$ -	\$ -	\$6,171,120
Total		\$ -	\$ -	\$ -	\$6,171,120	\$ -	\$ -	\$6,171,120

122731 - LUC CR 1572 8.1 Main St Roundbt

PID: 122731 Project Name: LUC CR 1572 8.1 Main St Roundbt Primary Work Category: Roadway Major Rehab Sponsoring Agency: Sylvania, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Individual

Termini: Intersection of Main St. and Convent Blvd; Main St from approx. 250' south of Ravine Dr to approx. 525' south of Convent Blvd Total Project Estimate: \$2,138,581

Description: Project in City of Sylvania to add a roundabout at the intersection of Main St. and Convent Blvd and reconstruct Main St from approx. 250' south of Ravine Dr to approx. 525' south of Convent Blvd. Includes storm sewer replacements, bike lanes, a shared use path, and necessary related scope.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$ -	\$1,638,581	\$ -	\$1,638,581
	MPO STBG	\$ -	\$ -	\$ -	\$ -	\$500,000	\$ -	\$500,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$2,138,581	\$ -	\$2,138,581
Total		\$ -	\$ -	\$ -	\$ -	\$2,138,581	\$ -	\$2,138,581

122738 - WOO CR 172 Dunbridge Rd Resurf

PID: 122738 Project Name: WOO CR 172 Dunbridge Rd Resurf Primary Work Category: Roadway Minor Rehab Sponsoring Agency: Bowling Green, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Individual

Termini: Dunbridge Road from U.S. Route 6 to Poe Road Total Project Estimate: \$1,372,800

Description: Project in City of Bowling Green to mill and resurface approx. 1.5 inches of asphalt on Dunbridge Road from U.S. Route 6 to Poe Road. Scope includes spot full depth repairs and associated necessary scope.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO STBG	\$ -	\$ -	\$ -	\$998,400	\$ -	\$ -	\$998,400
	Local	\$ -	\$ -	\$ -	\$374,400	\$ -	\$ -	\$374,400
Total CO		\$ -	\$ -	\$ -	\$1,372,800	\$ -	\$ -	\$1,372,800
Total		\$ -	\$ -	\$ -	\$1,372,800	\$ -	\$ -	\$1,372,800

122741 - LUC MR 4071 0.0 Glanzman Rd

PID: 122741 Project Name: LUC MR 4071 0.0 Glanzman Rd Primary Work Category: Roadway Minor Rehab Sponsoring Agency: Toledo, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Individual

Termini: Glanzman Rd from S Byrne Rd to S Detroit Ave Total Project Estimate: \$2,239,488

Description: Project in City of Toledo to complete full depth reclamation on Glanzman Rd from S Byrne Rd to S Detroit Ave. Project also includes sidewalk improvements, installation of Rectangular Rapid Flashing Beacons at the Birchwood intersection and the Heatherdowns Branch Library. Includes other minor associated necessary scope.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$1,739,488	\$ -	\$ -	\$1,739,488
	MPO STBG	\$ -	\$ -	\$ -	\$500,000	\$ -	\$ -	\$500,000
Total CO		\$ -	\$ -	\$ -	\$2,239,488	\$ -	\$ -	\$2,239,488
Total		\$ -	\$ -	\$ -	\$2,239,488	\$ -	\$ -	\$2,239,488

122742 - LUC SR 2 21.015 Navarre Resurf

PID: 122742 Project Name: LUC SR 2 21.015 Navarre Resurf Primary Work Category: Roadway Minor Rehab Sponsoring Agency: Oregon, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Pavement (Non-Interstate NHS) STIP Type: Individual

Termini: Navarre Ave (SR 2) from the western corporation limit to Isaac Streets Dr Total Project Estimate: \$1,320,000

Description: Project in City of Oregon to mill and resurface Navarre Ave (SR 2) from the western corporation limit to Isaac Streets Dr. Project includes spot full depth repairs and associated necessary scope.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO STBG	\$ -	\$ -	\$ -	\$500,000	\$ -	\$ -	\$500,000
	Local	\$ -	\$ -	\$ -	\$820,000	\$ -	\$ -	\$820,000
Total CO		\$ -	\$ -	\$ -	\$1,320,000	\$ -	\$ -	\$1,320,000
Total		\$ -	\$ -	\$ -	\$1,320,000	\$ -	\$ -	\$1,320,000

122743 - LUC MR 1000 0.5 Delaware Ave

PID: 122743 Project Name: LUC MR 1000 0.5 Delaware Ave Primary Work Category: Roadway Minor Rehab Sponsoring Agency: Toledo, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Individual

Termini: Delaware Ave from N Detroit Ave to Collingwood Blvd Total Project Estimate: \$1,199,980

Description: Project in City of Toledo to mill and resurface Delaware Ave from N Detroit Ave to Collingwood Blvd. Scope may include sidewalk bump-outs for improved pedestrian crossing safety, and includes spot full depth pavement repairs, minor sidewalk improvements, and other minor associated scope items.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$699,980	\$ -	\$ -	\$699,980
	MPO STBG	\$ -	\$ -	\$ -	\$500,000	\$ -	\$ -	\$500,000
Total CO		\$ -	\$ -	\$ -	\$1,199,980	\$ -	\$ -	\$1,199,980
Total		\$ -	\$ -	\$ -	\$1,199,980	\$ -	\$ -	\$1,199,980

122749 - LUC CR 130 1.45 Finzel Rd

PID: 122749 Project Name: LUC CR 130 1.45 Finzel Rd Primary Work Category: Roadway Minor Rehab Sponsoring Agency: Whitehouse, Village of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Individual

Termini: Finzel Road from SR 64 to Weckerly Road Total Project Estimate: \$630,730

Description: Project in Village of Whitehouse to resurface Finzel Road from SR 64 to Weckerly Road, project includes a mini roundabout at the intersection of Finzel Road and Dutch Road. The mini roundabout will include new pavement, sidewalk, storm sewer, and curb and gutter.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO STBG	\$ -	\$ -	\$ -	\$466,180	\$ -	\$ -	\$466,180
	Local	\$ -	\$ -	\$ -	\$164,550	\$ -	\$ -	\$164,550
Total CO		\$ -	\$ -	\$ -	\$630,730	\$ -	\$ -	\$630,730
Total		\$ -	\$ -	\$ -	\$630,730	\$ -	\$ -	\$630,730

122750 - WOO CR 103 0.0 Roachton Rd

PID: 122750 Project Name: WOO CR 103 0.0 Roachton Rd Primary Work Category: Roadway Minor Rehab Sponsoring Agency: WOOD COUNTY ENGINEER Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Individual

Termini: Roachton Road from SR 65 to CSX Railroad and from approx. 400 feet west of SR 25 to I-75 bridge Total Project Estimate: \$1,200,200

Description: Project in Wood County to mill and resurface Roachton Road from SR 65 to CSX Railroad and from approx. 400 feet west of SR 25 to I-75 bridge. Project includes milling the existing service, placing asphalt surface course, berm, pavement markings, manhole adjustments, associated sidewalk and curb ramp upgrades, and other minor necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$320,040	\$ -	\$ -	\$320,040
	MPO STBG	\$ -	\$ -	\$ -	\$880,160	\$ -	\$ -	\$880,160
Total CO		\$ -	\$ -	\$ -	\$1,200,200	\$ -	\$ -	\$1,200,200
Total		\$ -	\$ -	\$ -	\$1,200,200	\$ -	\$ -	\$1,200,200

122751 - LUC CR 73 0.34 McCord Rd Holland

PID: 122751 Project Name: LUC CR 73 0.34 McCord Rd Holland Primary Work Category: Roadway Minor Rehab Sponsoring Agency: Holland, Village of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Individual

Termini: Extents of the roundabout at the McCord Road, Hall Street, and North Mall Drive intersection Total Project Estimate: \$297,700

Description: Project in Village of Holland to mill and resurface the extents of the roundabout at the McCord Road, Hall Street, and North Mall Drive intersection. The project also includes placing new high visibility pavement markings, repairing damaged/deteriorated curb ramps, and widening the radius of the southeast exit path.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO STBG	\$ -	\$ -	\$ -	\$238,160	\$ -	\$ -	\$238,160
	Local	\$ -	\$ -	\$ -	\$59,540	\$ -	\$ -	\$59,540
Total CO		\$ -	\$ -	\$ -	\$297,700	\$ -	\$ -	\$297,700
Total		\$ -	\$ -	\$ -	\$297,700	\$ -	\$ -	\$297,700

122752 - LUC CR 91 3.26 Salisbury Rd

PID: 122752 Project Name: LUC CR 91 3.26 Salisbury Rd Primary Work Category: Roadway Minor Rehab Sponsoring Agency: LUCAS COUNTY ENGINEER Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Individual

Termini: Salisbury Rd from Manley Rd to the West limit of the I-75 bridge Total Project Estimate: \$1,216,500

Description: Project in Lucas County to mill and resurface Salisbury Rd from Manley Rd to the West limit of the I-475 bridge. Scope includes pot full depth repairs, adjusting manholes, spot curb repairs, pavement markings and RPMS, and other necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$ -	\$716,500	\$ -	\$716,500
	MPO STBG	\$ -	\$ -	\$ -	\$ -	\$500,000	\$ -	\$500,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$1,216,500	\$ -	\$1,216,500
Total		\$ -	\$ -	\$ -	\$ -	\$1,216,500	\$ -	\$1,216,500

122753 - WOO MR 987 1.2 E S Boundary St

PID: 122753 Project Name: WOO MR 987 1.2 E S Boundary St Primary Work Category: Roadway Minor Rehab Sponsoring Agency: Perrysburg, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: STIP Type: Individual

Termini: East South Boundary St from Louisiana Ave (SR 199) to Sandusky St (US 20) Total Project Estimate: \$899,698

Description: Project in City of Perrysburg to mill and resurface East South Boundary St from Louisiana Ave (SR 199) to Sandusky St (US 20). Scope includes, spot full depth repairs, spot curb replacements, manhole adjustments, new pavement markings, and other minor necessary related scope.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO STBG	\$ -	\$ -	\$ -	\$500,000	\$ -	\$ -	\$500,000
	Local	\$ -	\$ -	\$ -	\$399,698	\$ -	\$ -	\$399,698
Total CO		\$ -	\$ -	\$ -	\$899,698	\$ -	\$ -	\$899,698
Total		\$ -	\$ -	\$ -	\$899,698	\$ -	\$ -	\$899,698

122855 - WOO TR207 Conneaut Sidewalks

PID: 122855 Project Name: WOO TR207 Conneaut Sidewalks Primary Work Category: Pedestrian Facilities Sponsoring Agency: Bowling Green, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: Non-SOV, Safety STIP Type: Group

Termini: Conneaut Ave / Gorrill Rd from existing sidewalks approximately 370' west of Mitchell Rd to Lafayette Blvd Total Project Estimate: \$546,300

Description: Project in City of Bowling Green to construct sidewalks on the south side of Conneaut Ave and Gorrill Rd. Project will connect to existing sidewalks approximately 370' west of Mitchell Rd and proposed sidewalk east of Lafayette Blvd. Project includes three connections to existing sidewalks on Beech Ln, Devonshire St, and Cedar Ln.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$99,630	\$ -	\$ -	\$ -	\$ -	\$99,630
	Safety	\$ -	\$446,670	\$ -	\$ -	\$ -	\$ -	\$446,670
Total CO		\$ -	\$546,300	\$ -	\$ -	\$ -	\$ -	\$546,300
Total		\$ -	\$546,300	\$ -	\$ -	\$ -	\$ -	\$546,300

122935 - TMACOG SFY 28 TIP Management

PID: 122935      Project Name: TMACOG SFY 28 TIP Management      Primary Work Category: Statewide / Regional Planning      Sponsoring Agency: TMACOG      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: LUC      MPO(s) / RTPO(s): TMACOG      Performance Measures:      STIP Type: Individual

Termini: 0      Total Project Estimate: \$100,000

Description:  
TMACOG SFY28 TIP Management

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	MPO STBG	\$ -	\$ -	\$ -	\$80,000	\$ -	\$ -	\$80,000
	Local	\$ -	\$ -	\$ -	\$20,000	\$ -	\$ -	\$20,000
Total OTH		\$ -	\$ -	\$ -	\$100,000	\$ -	\$ -	\$100,000
Total		\$ -	\$ -	\$ -	\$100,000	\$ -	\$ -	\$100,000

122936 - TMACOG SFY 29 TIP Management

PID: 122936      Project Name: TMACOG SFY 29 TIP Management      Primary Work Category: Statewide / Regional Planning      Sponsoring Agency: TMACOG      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: LUC      MPO(s) / RTPO(s): TMACOG      Performance Measures:      STIP Type: Individual

Termini: 0      Total Project Estimate: \$100,000

Description:  
TMACOG SFY29 TIP Management

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	Local	\$ -	\$ -	\$ -	\$ -	\$20,000	\$ -	\$20,000
	MPO STBG	\$ -	\$ -	\$ -	\$ -	\$80,000	\$ -	\$80,000
Total OTH		\$ -	\$ -	\$ -	\$ -	\$100,000	\$ -	\$100,000
Total		\$ -	\$ -	\$ -	\$ -	\$100,000	\$ -	\$100,000

122974 - WOO TR 209 Wintergarden Sidewalk

PID: 122974      Project Name: WOO TR 209 Wintergarden Sidewalk      Primary Work Category: Pedestrian Facilities      Sponsoring Agency: Bowling Green, City of      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: WOO      MPO(s) / RTPO(s): TMACOG      Performance Measures: Non-SOV, Safety      STIP Type: Group

Termini: S Wintergarden Rd from North St to the entrance to Wintergarden Park      Total Project Estimate: \$355,265

Description: Project in City of Bowling Green to construct new sidewalk on S Wintergarden Rd from North St to the entrance to Wintergarden Park. Project includes drive apron replacements and other minor necessary scope items.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Safety	\$ -	\$290,038	\$ -	\$ -	\$ -	\$ -	\$290,038
	Local	\$ -	\$65,226	\$ -	\$ -	\$ -	\$ -	\$65,226
Total CO		\$ -	\$355,265	\$ -	\$ -	\$ -	\$ -	\$355,265
Total		\$ -	\$355,265	\$ -	\$ -	\$ -	\$ -	\$355,265

122975 - LUC MR 723 3.0 Berdan Ave Bridge

PID: 122975      Project Name: LUC MR 723 3.0 Berdan Ave Bridge      Primary Work Category: Bridge Preservation      Sponsoring Agency: Toledo, City of      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: LUC      MPO(s) / RTPO(s): TMACOG      Performance Measures:      STIP Type: Group

Termini: Existing bridge on Berdan Ave over the Ottawa River      Total Project Estimate: \$2,252,575

Description: Project in City of Toledo to rehabilitate the existing bridge on Berdan Ave over the Ottawa River. Scope includes complete bridge deck replacement, including possible minor repairs to the beams and substructure.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$160,129	\$ -	\$ -	\$160,129
	Local Programs	\$ -	\$ -	\$ -	\$2,092,446	\$ -	\$ -	\$2,092,446
Total CO		\$ -	\$ -	\$ -	\$2,252,575	\$ -	\$ -	\$2,252,575
Total		\$ -	\$ -	\$ -	\$2,252,575	\$ -	\$ -	\$2,252,575

122978 - LUC MR 353 Evergreen Rd Bridge

PID: 122978      Project Name: LUC MR 353 Evergreen Rd Bridge      Primary Work Category: Bridge Preservation      Sponsoring Agency: OTTAWA HILLS      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: LUC      MPO(s) / RTPO(s): TMACOG      Performance Measures:      STIP Type: Group

Termini: Evergreen Rd over the Ottawa River (SFN: 4863933)      Total Project Estimate: \$2,715,252

Description: Project in Village of Ottawa Hills to completely replace bridge structure on Evergreen Rd over the Ottawa River (SFN: 4863933), includes associated approach work and other minor necessary related scope.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local Programs	\$ -	\$ -	\$2,499,974	\$ -	\$ -	\$ -	\$2,499,974
	Local	\$ -	\$ -	\$215,278	\$ -	\$ -	\$ -	\$215,278
Total CO		\$ -	\$ -	\$2,715,252	\$ -	\$ -	\$ -	\$2,715,252
Total		\$ -	\$ -	\$2,715,252	\$ -	\$ -	\$ -	\$2,715,252

123073 - WOO W Gypsy Lane PHB

PID: 123073      Project Name: WOO W Gypsy Lane PHB      Primary Work Category: Enhanced Crossing      Sponsoring Agency: Bowling Green, City of      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: WOO      MPO(s) / RTPO(s): TMACOG      Performance Measures: Non-SOV, Safety      STIP Type: Group

Termini: Slippery Elm Trail at W Gypsy Lane Rd      Total Project Estimate: \$183,000

Description: Project in City of Bowling Green to install a pedestrian hybrid beacon for the Slippery Elm Trail at W Gypsy Lane Rd, includes striping and other minor necessary scope items.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$800	\$ -	\$ -	\$ -	\$ -	\$800
	Safety	\$ -	\$7,200	\$ -	\$ -	\$ -	\$ -	\$7,200
Total DD		\$ -	\$8,000	\$ -	\$ -	\$ -	\$ -	\$8,000
CO	Safety	\$ -	\$121,500	\$ -	\$ -	\$ -	\$ -	\$121,500
	Local	\$ -	\$28,500	\$ -	\$ -	\$ -	\$ -	\$28,500
Total CO		\$ -	\$150,000	\$ -	\$ -	\$ -	\$ -	\$150,000
Total		\$ -	\$158,000	\$ -	\$ -	\$ -	\$ -	\$158,000

123598 - LUC MR 2339 0.30 Washington St

PID: 123598      Project Name: LUC MR 2339 0.30 Washington St      Primary Work Category: Roadway Improvement (Safety)      Sponsoring Agency: Toledo, City of      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: LUC      MPO(s) / RTPO(s): TMACOG      Performance Measures: Safety      STIP Type: Group

Termini:  
Washington St from Summit St to 17th St in City of Toled

Total Project Estimate:  
\$5,260,000

Description:  
Safety and speed management improvements along Washington St from Summit St to 17th St in City of Toledo.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	State	\$ -	\$8,000	\$ -	\$ -	\$ -	\$ -	\$8,000
	Safety	\$ -	\$72,000	\$ -	\$ -	\$ -	\$ -	\$72,000
Total DD		\$ -	\$80,000	\$ -	\$ -	\$ -	\$ -	\$80,000
CO	Safety	\$ -	\$ -	\$3,600,000	\$ -	\$ -	\$ -	\$3,600,000
	State	\$ -	\$ -	\$400,000	\$ -	\$ -	\$ -	\$400,000
	Labor	\$ -	\$ -	\$400,000	\$ -	\$ -	\$ -	\$400,000
Total CO		\$ -	\$ -	\$4,400,000	\$ -	\$ -	\$ -	\$4,400,000
Total		\$ -	\$80,000	\$4,400,000	\$ -	\$ -	\$ -	\$4,480,000

123600 - LUC CR 91 5.4 Dussel Safety

PID: 123600      Project Name: LUC CR 91 5.4 Dussel Safety      Primary Work Category: Roadway Improvement (Safety)      Sponsoring Agency: Maumee, City of      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: LUC      MPO(s) / RTPO(s): TMACOG      Performance Measures: Safety      STIP Type: Group

Termini:  
Dussel Dr. from Picadilly Ln to Key St in City of Maumee

Total Project Estimate:  
\$970,000

Description:  
Safety and speed management improvements along Dussel Dr from Picadilly Ln to Key St in City of Maumee

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	State	\$ -	\$3,000	\$ -	\$ -	\$ -	\$ -	\$3,000
	Safety	\$ -	\$27,000	\$ -	\$ -	\$ -	\$ -	\$27,000
Total DD		\$ -	\$30,000	\$ -	\$ -	\$ -	\$ -	\$30,000
CO	Local	\$ -	\$ -	\$70,000	\$ -	\$ -	\$ -	\$70,000
	State	\$ -	\$ -	\$72,000	\$ -	\$ -	\$ -	\$72,000
	Safety	\$ -	\$ -	\$648,000	\$ -	\$ -	\$ -	\$648,000
Total CO		\$ -	\$ -	\$790,000	\$ -	\$ -	\$ -	\$790,000
Total		\$ -	\$30,000	\$790,000	\$ -	\$ -	\$ -	\$820,000

123711 - D02 Bridge Maintenance FY2027

PID: 123711      Project Name: D02 Bridge Maintenance FY2027      Primary Work Category: Bridge Preservation      Sponsoring Agency: DISTRICT 2 ENGINEERING      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: D02      MPO(s) / RTPO(s): TMACOG      Performance Measures:      STIP Type: Group

Termini: Districtwide Project      Total Project Estimate: \$1,690,000

Description: A project to perform preventative maintenance on bridges throughout District 2 by placing gravity fed resin on bridge decks.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$1,264,000	\$ -	\$ -	\$ -	\$1,264,000
	State	\$ -	\$ -	\$316,000	\$ -	\$ -	\$ -	\$316,000
	Labor	\$ -	\$ -	\$110,000	\$ -	\$ -	\$ -	\$110,000
Total CO		\$ -	\$ -	\$1,690,000	\$ -	\$ -	\$ -	\$1,690,000
Total		\$ -	\$ -	\$1,690,000	\$ -	\$ -	\$ -	\$1,690,000

123729 - D02 GR FY2027

PID: 123729      Project Name: D02 GR FY2027      Primary Work Category: Guardrail / Roadside Maintenance      Sponsoring Agency: DISTRICT 2 ENGINEERING      Air Quality Status: Exempt

ODOT Dist(s): 02      Locale: D02      MPO(s) / RTPO(s): TMACOG      Performance Measures: Safety      STIP Type: Group

Termini: District wide      Total Project Estimate: \$1,320,000

Description: Districtwide guardrail maintenance contract; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$120,000	\$ -	\$ -	\$ -	\$120,000
	State	\$ -	\$ -	\$1,200,000	\$ -	\$ -	\$ -	\$1,200,000
Total CO		\$ -	\$ -	\$1,320,000	\$ -	\$ -	\$ -	\$1,320,000
Total		\$ -	\$ -	\$1,320,000	\$ -	\$ -	\$ -	\$1,320,000

123730 - WOO IR 75 10.61 Resurfacing

PID: 123730 Project Name: WOO IR 75 10.61 Resurfacing Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: Pavement (Interstate) STIP Type: Group

Termini: IR-75 in Wood County from SLM 10.61 to 19.43 Total Project Estimate: \$6,830,000

Description: A project to resurface a portion of IR-75 in Wood County from SLM 10.61 to 19.43; perform necessary related work.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$445,000	\$ -	\$ -	\$445,000
	State	\$ -	\$ -	\$ -	\$638,500	\$ -	\$ -	\$638,500
	Preservation	\$ -	\$ -	\$ -	\$5,746,500	\$ -	\$ -	\$5,746,500
Total CO		\$ -	\$ -	\$ -	\$6,830,000	\$ -	\$ -	\$6,830,000
Total		\$ -	\$ -	\$ -	\$6,830,000	\$ -	\$ -	\$6,830,000

123759 - WOO SIGN FY2028

PID: 123759 Project Name: WOO SIGN FY2028 Primary Work Category: Traffic Control Maintenance Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: WOO MPO(s) / RTPO(s): TMACOG Performance Measures: Safety STIP Type: Group

Termini: Wood County IR-280 Total Project Estimate: \$2,675,000

Description: A project to replace all extrusheet signs in Wood County on IR-280 mainline, ramps and lead-ins.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$175,000	\$ -	\$ -	\$175,000
	State	\$ -	\$ -	\$ -	\$2,500,000	\$ -	\$ -	\$2,500,000
Total CO		\$ -	\$ -	\$ -	\$2,675,000	\$ -	\$ -	\$2,675,000
Total		\$ -	\$ -	\$ -	\$2,675,000	\$ -	\$ -	\$2,675,000

123760 - LUC SIGN FY2029

PID: 123760 Project Name: LUC SIGN FY2029 Primary Work Category: Traffic Control Maintenance Sponsoring Agency: DISTRICT 2 ENGINEERING Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Safety STIP Type: Group

Termini: Wood County IR-280 Total Project Estimate: \$2,140,000

Description: A project to replace select extrusheet signs in Lucas County on IR-280 mainline, ramps and lead-ins.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$ -	\$140,000	\$ -	\$140,000
	State	\$ -	\$ -	\$ -	\$ -	\$2,000,000	\$ -	\$2,000,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$2,140,000	\$ -	\$2,140,000
Total		\$ -	\$ -	\$ -	\$ -	\$2,140,000	\$ -	\$2,140,000

123813 - LUC SR 2 22.62 Navarre Urb Pav

PID: 123813 Project Name: LUC SR 2 22.62 Navarre Urb Pav Primary Work Category: Roadway Minor Rehab Sponsoring Agency: Oregon, City of Air Quality Status: Exempt

ODOT Dist(s): 02 Locale: LUC MPO(s) / RTPO(s): TMACOG Performance Measures: Pavement (Non-Interstate NHS) STIP Type: Group

Termini: Navarre Ave (SR 2) from Athens Rd to 385 ft East of Lallendorf Rd Total Project Estimate: \$985,000

Description: Project in City of Oregon to mill and resurface Navarre Ave (SR 2) from Athens Rd to 385 ft East of Lallendorf Rd. Project includes spot full depth repairs and associated necessary scope.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$385,000	\$ -	\$ -	\$ -	\$385,000
	Preservation	\$ -	\$ -	\$600,000	\$ -	\$ -	\$ -	\$600,000
Total CO		\$ -	\$ -	\$985,000	\$ -	\$ -	\$ -	\$985,000
Total		\$ -	\$ -	\$985,000	\$ -	\$ -	\$ -	\$985,000

118259 - 5311 OH-2027-X01 Award

PID: 118259 Project Name: 5311 OH-2027-X01 Award Air Quality Status: Exempt STIP Type: Group Total Project Estimate: \$726,123

Project Description:  
Section 5311 - 2027 Planning estimate

TIP Project Comments:

Subawards

Subaward Name: TMACOG Grantee Agency: Agencies in TMACOG Region (Planning) Grantee District: 02 Grantee County: LUC  
 Grantee MPO: TMACOG Quantity: Scope: 600-00 ALLI: 30.09.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5311	\$ -	\$363,061	\$ -	\$ -	\$363,061
Local	\$ -	\$363,061	\$ -	\$ -	\$363,061
<b>Total</b>	<b>\$ -</b>	<b>\$726,123</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$726,123</b>

118271 - 5339 OH-2026-XXX Award

PID: 118271 Project Name: 5339 OH-2026-XXX Award Air Quality Status: Exempt STIP Type: Group Total Project Estimate: \$49,589

Project Description:  
Section 5339 CY2026 Award

TIP Project Comments:

Subawards

Subaward Name: TMACOG Grantee Agency: Agencies in TMACOG Region (Planning) Grantee District: 02 Grantee County: LUC  
 Grantee MPO: TMACOG Quantity: Scope: 111-00 ALLI: 11.12.15

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5339 (ODOT)	\$39,671	\$ -	\$ -	\$ -	\$39,671
Local	\$9,918	\$ -	\$ -	\$ -	\$9,918
<b>Total</b>	<b>\$49,589</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$49,589</b>

118276 - 5339 OH-2027-XXX Award

PID: 118276 Project Name: 5339 OH-2027-XXX Award Air Quality Status: Exempt STIP Type: Group Total Project Estimate: \$49,589

Project Description:  
Section 5339 CY2027 Award

TIP Project Comments:

Subawards

Subaward Name: TMACOG Grantee Agency: Agencies in TMACOG Region (Planning) Grantee District: 02 Grantee County: LUC  
 Grantee MPO: TMACOG Quantity: Scope: 111-00 ALI: 11.12.15

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5339 (ODOT)	\$ -	\$39,671	\$ -	\$ -	\$39,671
Local	\$ -	\$9,918	\$ -	\$ -	\$9,918
<b>Total</b>	<b>\$ -</b>	<b>\$49,589</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$49,589</b>

118284 - 5310 - SFY2027 ODOT Administered

PID: 118284 Project Name: 5310 - SFY2027 ODOT Administered Air Quality Status: Exempt STIP Type: Group Total Project Estimate: \$1,061,110

Project Description:  
SFY 2027 ODOT Large Urban 5310 Allocations (FFY 2027) are all included in this PID. These projects included are for STIP/TIP planning purpose and this PID is designed to be transitioned into actuals.

TIP Project Comments:

Subawards

Subaward Name: TMACOG 2027 Grantee Agency: Agencies in TMACOG Region (Planning) Grantee District: 02 Grantee County: LUC  
 Grantee MPO: TMACOG Quantity: Scope: 111-00 ALI: 11.12.15

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5310 Large Urban (ODOT)	\$ -	\$819,744	\$ -	\$ -	\$819,744
Local	\$ -	\$204,936	\$ -	\$ -	\$204,936
<b>Total</b>	<b>\$ -</b>	<b>\$1,024,680</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$1,024,680</b>

Subaward Name: Grantee Agency: Grantee District: Grantee County:  
 TMACOG RU Agencies in TMACOG Region (Planning) 02 LUC  
 Grantee MPO: Quantity: Scope: ALI:  
 TMACOG 111-00 11.12.15

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5310 Small Urban / Rural (ODOT)	\$ -	\$29,144	\$ -	\$ -	\$29,144
Local	\$ -	\$7,286	\$ -	\$ -	\$7,286
<b>Total</b>	<b>\$ -</b>	<b>\$36,431</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$36,431</b>

118583 - TARTA 2026 Bus, Facility, Equip

PID: Project Name: Air Quality Status: STIP Type: Total Project Estimate:  
 118583 TARTA 2026 Bus, Facility, Equip Exempt Individual \$4,997,500

Project Description:  
 Bus replacements, facility rehabilitation/renovation, and bus equipment in SFY2026

TIP Project Comments:

Subawards

Subaward Name: Grantee Agency: Grantee District: Grantee County:  
 Transit Subaward 09 Toledo Area Regional Transit Authority 02 LUC  
 001  
 Grantee MPO: Quantity: Scope: ALI:  
 TMACOG 114-00 11.42.20

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$500,000	\$ -	\$ -	\$ -	\$500,000
State	\$100,000	\$ -	\$ -	\$ -	\$100,000
<b>Total</b>	<b>\$600,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$600,000</b>

Subaward Name: Grantee Agency: Grantee District: Grantee County:  
 Transit Subaward 06 Toledo Area Regional Transit Authority 02 LUC  
 001  
 Grantee MPO: Quantity: Scope: ALI:  
 TMACOG 114-00 11.42.08

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$500,000	\$ -	\$ -	\$ -	\$500,000
State	\$100,000	\$ -	\$ -	\$ -	\$100,000
<b>Total</b>	<b>\$600,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$600,000</b>

Subaward Name: Transit Subaward 02  
 Grantee Agency: Toledo Area Regional Transit Authority 001  
 Grantee District: 02  
 Grantee County: LUC

Grantee MPO: TMACOG  
 Quantity:  
 Scope: 117-00  
 ALI: 11.7C.00

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$1,000,000	\$ -	\$ -	\$ -	\$1,000,000
Local	\$200,000	\$ -	\$ -	\$ -	\$200,000
<b>Total</b>	<b>\$1,200,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$1,200,000</b>

Subaward Name: Transit Subaward 05  
 Grantee Agency: Toledo Area Regional Transit Authority 001  
 Grantee District: 02  
 Grantee County: LUC

Grantee MPO: TMACOG  
 Quantity:  
 Scope: 114-00  
 ALI: 11.42.07

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$500,000	\$ -	\$ -	\$ -	\$500,000
State	\$100,000	\$ -	\$ -	\$ -	\$100,000
<b>Total</b>	<b>\$600,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$600,000</b>

Subaward Name: 25 113102 5339 TARTA  
 Grantee Agency: Toledo Area Regional Transit Authority 001  
 Grantee District: 02  
 Grantee County: LUC

Grantee MPO: TMACOG  
 Quantity:  
 Scope: 113-00  
 ALI: 11.31.02

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5339 (Non-ODOT)	\$350,000	\$ -	\$ -	\$ -	\$350,000
Local	\$87,500	\$ -	\$ -	\$ -	\$87,500
<b>Total</b>	<b>\$437,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$437,500</b>

Subaward Name: Transit Subaward 01  
 Grantee Agency: Toledo Area Regional Transit Authority 001  
 Grantee District: 02  
 Grantee County: LUC

Grantee MPO: TMACOG  
 Quantity:  
 Scope: 117-00  
 ALI: 11.7A.00

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$1,000,000	\$ -	\$ -	\$ -	\$1,000,000
State	\$200,000	\$ -	\$ -	\$ -	\$200,000
<b>Total</b>	<b>\$1,200,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$1,200,000</b>

Subaward Name: Transit Subaward 08  
 Grantee Agency: Toledo Area Regional Transit Authority 001  
 Grantee District: 02  
 Grantee County: LUC

Grantee MPO: TMACOG  
 Quantity:  
 Scope: 119-00  
 ALI: 11.92.08

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$300,000	\$ -	\$ -	\$ -	\$300,000
State	\$60,000	\$ -	\$ -	\$ -	\$60,000
<b>Total</b>	<b>\$360,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$360,000</b>

118584 - TARTA 2027 Bus, Facility, Equip

PID: 118584  
 Project Name: TARTA 2027 Bus, Facility, Equip  
 Air Quality Status: Exempt  
 STIP Type: Individual  
 Total Project Estimate: \$11,600,000

Project Description:  
 Bus replacements, facility rehabilitation/renovation, and bus equipment in SFY2027

TIP Project Comments:

Subawards

Subaward Name: Transit Subaward 05  
 Grantee Agency: Toledo Area Regional Transit Authority 001  
 Grantee District: 02  
 Grantee County: LUC

Grantee MPO: TMACOG  
 Quantity:  
 Scope: 114-00  
 ALI: 11.42.07

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$ -	\$500,000	\$ -	\$ -	\$500,000
State	\$ -	\$100,000	\$ -	\$ -	\$100,000
<b>Total</b>	<b>\$ -</b>	<b>\$600,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$600,000</b>

Subaward Name: Transit Subaward 09  
 Grantee Agency: Toledo Area Regional Transit Authority 001  
 Grantee District: 02  
 Grantee County: LUC

Grantee MPO: TMACOG  
 Quantity: 114-00  
 Scope: 11.42.20  
 ALI:

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$ -	\$500,000	\$ -	\$ -	\$500,000
State	\$ -	\$100,000	\$ -	\$ -	\$100,000
<b>Total</b>	<b>\$ -</b>	<b>\$600,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$600,000</b>

Subaward Name: Transit Subaward 03  
 Grantee Agency: Toledo Area Regional Transit Authority 001  
 Grantee District: 02  
 Grantee County: LUC

Grantee MPO: TMACOG  
 Quantity: 6.00  
 Scope: 111-00  
 ALI: 11.12.03

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$ -	\$2,500,000	\$ -	\$ -	\$2,500,000
Local	\$ -	\$500,000	\$ -	\$ -	\$500,000
<b>Total</b>	<b>\$ -</b>	<b>\$3,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$3,000,000</b>

Subaward Name: Transit Subaward 07  
 Grantee Agency: Toledo Area Regional Transit Authority 001  
 Grantee District: 02  
 Grantee County: LUC

Grantee MPO: TMACOG  
 Quantity: 114-00  
 Scope: 11.44.03  
 ALI:

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$ -	\$1,000,000	\$ -	\$ -	\$1,000,000
State	\$ -	\$200,000	\$ -	\$ -	\$200,000
Local	\$ -	\$2,000,000	\$ -	\$ -	\$2,000,000
<b>Total</b>	<b>\$ -</b>	<b>\$3,200,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$3,200,000</b>

Subaward Name: Transit Subaward 06  
 Grantee Agency: Toledo Area Regional Transit Authority 001  
 Grantee District: 02  
 Grantee County: LUC

Grantee MPO: TMACOG  
 Quantity:  
 Scope: 114-00  
 ALI: 11.42.08

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$ -	\$500,000	\$ -	\$ -	\$500,000
State	\$ -	\$100,000	\$ -	\$ -	\$100,000
<b>Total</b>	<b>\$ -</b>	<b>\$600,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$600,000</b>

Subaward Name: Transit Subaward 01  
 Grantee Agency: Toledo Area Regional Transit Authority 001  
 Grantee District: 02  
 Grantee County: LUC

Grantee MPO: TMACOG  
 Quantity:  
 Scope: 117-00  
 ALI: 11.7A.00

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$ -	\$1,000,000	\$ -	\$ -	\$1,000,000
State	\$ -	\$200,000	\$ -	\$ -	\$200,000
<b>Total</b>	<b>\$ -</b>	<b>\$1,200,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$1,200,000</b>

Subaward Name: Transit Subaward 08  
 Grantee Agency: Toledo Area Regional Transit Authority 001  
 Grantee District: 02  
 Grantee County: LUC

Grantee MPO: TMACOG  
 Quantity:  
 Scope: 119-00  
 ALI: 11.92.08

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$ -	\$300,000	\$ -	\$ -	\$300,000
State	\$ -	\$60,000	\$ -	\$ -	\$60,000
<b>Total</b>	<b>\$ -</b>	<b>\$360,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$360,000</b>

Subaward Name: Transit Subaward 04  
 Grantee Agency: Toledo Area Regional Transit Authority 001  
 Grantee District: 02  
 Grantee County: LUC

Grantee MPO: TMACOG  
 Quantity: 6.00  
 Scope: 111-00  
 ALI: 11.12.04

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5339 (Non-ODOT)	\$ -	\$700,000	\$ -	\$ -	\$700,000
Local	\$ -	\$140,000	\$ -	\$ -	\$140,000
<b>Total</b>	<b>\$ -</b>	<b>\$840,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$840,000</b>

Subaward Name: Transit Subaward 02  
 Grantee Agency: Toledo Area Regional Transit Authority 001  
 Grantee District: 02  
 Grantee County: LUC

Grantee MPO: TMACOG  
 Quantity:  
 Scope: 117-00  
 ALI: 11.7C.00

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$ -	\$1,000,000	\$ -	\$ -	\$1,000,000
Local	\$ -	\$200,000	\$ -	\$ -	\$200,000
<b>Total</b>	<b>\$ -</b>	<b>\$1,200,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$1,200,000</b>

120281 - 2027 TARTA CMAQ Projects

PID: 120281  
 Project Name: 2027 TARTA CMAQ Projects  
 Air Quality Status: Exempt  
 STIP Type: Individual  
 Total Project Estimate: \$2,700,000

Project Description:  
 TMACOG provided CMAQ funds for various projects

TIP Project Comments:

Subawards

Subaward Name: 2027 12.04 4TB7  
 Grantee Agency: Toledo Area Regional Transit Authority 001  
 Grantee District: 02  
 Grantee County: LUC

Grantee MPO: TMACOG  
 Quantity:  
 Scope: 111-00  
 ALI: 11.12.04

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
MPO CMAQ	\$ -	\$1,000,000	\$ -	\$ -	\$1,000,000
Local	\$ -	\$250,000	\$ -	\$ -	\$250,000
<b>Total</b>	<b>\$ -</b>	<b>\$1,250,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$1,250,000</b>

Subaward Name: 2027 12.03 4TB7  
 Grantee Agency: Toledo Area Regional Transit Authority 001  
 Grantee District: 02  
 Grantee County: LUC

Grantee MPO: TMACOG  
 Quantity:  
 Scope: 111-00  
 ALI: 11.12.03

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
MPO CMAQ	\$ -	\$1,000,000	\$ -	\$ -	\$1,000,000
Local	\$ -	\$250,000	\$ -	\$ -	\$250,000
<b>Total</b>	<b>\$ -</b>	<b>\$1,250,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$1,250,000</b>

Subaward Name: 2027 09.01 4TB7  
 Grantee Agency: Toledo Area Regional Transit Authority 001  
 Grantee District: 02  
 Grantee County: LUC

Grantee MPO: TMACOG  
 Quantity:  
 Scope: 300-00  
 ALI: 30.09.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
MPO CMAQ	\$ -	\$160,000	\$ -	\$ -	\$160,000
Local	\$ -	\$40,000	\$ -	\$ -	\$40,000
<b>Total</b>	<b>\$ -</b>	<b>\$200,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$200,000</b>

121428 - 5310 - OH-2024-032 Large UZA

PID: 121428  
 Project Name: 5310 - OH-2024-032 Large UZA  
 Air Quality Status: Exempt  
 STIP Type: Group  
 Total Project Estimate: \$133,806

Project Description:  
 SFY2025 Large UZA Projects ( Akron UZA, Dayton UZA, Toldeo UZA, Trumbull UZA)

TIP Project Comments:

Subawards

Subaward Name: Anne Grady Veh 3  
 Grantee Agency: Anne Grady Corporation  
 Grantee District: 02  
 Grantee County: LUC

Grantee MPO: TMACOG  
 Quantity:  
 Scope: 641-00  
 ALI: 11.12.15

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5310 (Non-ODOT)	\$76,044	\$ -	\$ -	\$ -	\$76,044
Local	\$19,012	\$ -	\$ -	\$ -	\$19,012
<b>Total</b>	<b>\$95,056</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$95,056</b>

Subaward Name: Bitter PM      Grantee Agency: Bittersweet (Toledo)      Grantee District: 02      Grantee County: LUC  
 Grantee MPO: TMACOG      Quantity:      Scope: 641-00      ALI: 11.7A.00

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5310 (Non-ODOT)	\$31,000	\$ -	\$ -	\$ -	\$31,000
Local	\$7,750	\$ -	\$ -	\$ -	\$7,750
<b>Total</b>	<b>\$38,750</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$38,750</b>

123289 - 5311 OH-2028-X01 Award

PID: 123289      Project Name: 5311 OH-2028-X01 Award      Air Quality Status: Exempt      STIP Type: Group      Total Project Estimate: \$363,061

Project Description:  
 Section 5311 - 2028 Planning estimate

TIP Project Comments:

Subawards

Subaward Name: TMACOG      Grantee Agency: Agencies in TMACOG Region (Planning)      Grantee District: 02      Grantee County: LUC  
 Grantee MPO: TMACOG      Quantity:      Scope: 600-00      ALI: 30.09.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$363,061	\$ -	\$363,061
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$363,061</b>	<b>\$ -</b>	<b>\$363,061</b>

123291 - 5311 OH-2029-X01 Award

PID: 123291 Project Name: 5311 OH-2029-X01 Award Air Quality Status: Exempt STIP Type: Group Total Project Estimate: \$363,061

Project Description:  
Section 5311 - 2029 Planning estimate

TIP Project Comments:

Subawards

Subaward Name: TMACOG Grantee Agency: Agencies in TMACOG Region (Planning) Grantee District: 02 Grantee County: LUC  
 Grantee MPO: TMACOG Quantity: Scope: 600-00 ALLI: 30.09.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$ -	\$363,061	\$363,061
Total	\$ -	\$ -	\$ -	\$363,061	\$363,061

123296 - 5310 - SFY2028 ODOT Administered

PID: 123296 Project Name: 5310 - SFY2028 ODOT Administered Air Quality Status: Exempt STIP Type: Group Total Project Estimate: \$212,222

Project Description:  
SFY 2028 ODOT Large Urban 5310 Allocations (FFY 2028) are all included in this PID. These projects included are for STIP/TIP planning purpose and this PID is designed to be transitioned into actuals.

TIP Project Comments:

Subawards

Subaward Name: TMACOG 2028 Grantee Agency: Agencies in TMACOG Region (Planning) Grantee District: 02 Grantee County: LUC  
 Grantee MPO: TMACOG Quantity: Scope: 111-00 ALLI: 11.12.15

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$204,936	\$ -	\$204,936
Total	\$ -	\$ -	\$204,936	\$ -	\$204,936

.....

Subaward Name: Grantee Agency: Grantee District: Grantee County:  
 TMACOG RU Agencies in TMACOG Region (Planning) 02 LUC  
 Grantee MPO: Quantity: Scope: ALI:  
 TMACOG 111-00 11.12.15

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$7,286	\$ -	\$7,286
Total	\$ -	\$ -	\$7,286	\$ -	\$7,286

123302 - 5310 - SFY2029 ODOT Administered

PID: Project Name: Air Quality Status: STIP Type: Total Project Estimate:  
 123302 5310 - SFY2029 ODOT Administered Exempt Group \$212,222

Project Description:

SFY2029 ODOT Large Urban 5310 allowances (FFY2029) are included in this PID. These projects included are for STIP/TIP purpose and this PID is designed to be transitioned into actuals.

TIP Project Comments:

Subawards

Subaward Name: Grantee Agency: Grantee District: Grantee County:  
 TMACOG 2029 Agencies in TMACOG Region (Planning) 02 LUC  
 Grantee MPO: Quantity: Scope: ALI:  
 TMACOG 111-00 11.12.15

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$ -	\$204,936	\$204,936
Total	\$ -	\$ -	\$ -	\$204,936	\$204,936

Subaward Name: Grantee Agency: Grantee District: Grantee County:  
 TMACOG RU Agencies in TMACOG Region (Planning) 02 LUC  
 Grantee MPO: Quantity: Scope: ALI:  
 TMACOG 111-00 11.12.15

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$ -	\$7,286	\$7,286
Total	\$ -	\$ -	\$ -	\$7,286	\$7,286

123304 - 5339 OH-2028-XXX Award

PID: 123304 Project Name: 5339 OH-2028-XXX Award Air Quality Status: Exempt STIP Type: Group Total Project Estimate: \$9,918

Project Description:  
Section 5339 SFY2028 STIP/TIP Planning PID

TIP Project Comments:

Subawards

Subaward Name: TMACOG Grantee Agency: Agencies in TMACOG Region (Planning) Grantee District: 02 Grantee County: LUC  
 Grantee MPO: TMACOG Quantity: Scope: 111-00 ALI: 11.12.15

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$9,918	\$ -	\$9,918
Total	\$ -	\$ -	\$9,918	\$ -	\$9,918

123305 - 5339 OH-2029-XXX Award

PID: 123305 Project Name: 5339 OH-2029-XXX Award Air Quality Status: Exempt STIP Type: Group Total Project Estimate: \$9,918

Project Description:  
SFY2029 STIP/TIP Planning PID/

TIP Project Comments:

Subawards

Subaward Name: TMACOG Grantee Agency: Agencies in TMACOG Region (Planning) Grantee District: 02 Grantee County: LUC  
 Grantee MPO: TMACOG Quantity: Scope: 111-00 ALI: 11.12.15

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$ -	\$9,918	\$9,918
Total	\$ -	\$ -	\$ -	\$9,918	\$9,918

123836 - 5311 OH-2025-AAA SFY26

PID: 123836 Project Name: 5311 OH-2025-AAA SFY26 Air Quality Status: Exempt STIP Type: Group Total Project Estimate: \$573,647

Project Description:  
Section 5311 SFY2026 New grant

TIP Project Comments:

Subawards

Subaward Name: BG Transit SFY26 PM Grantee Agency: City of Bowling Green Grantee District: 02 Grantee County: WOO  
 Grantee MPO: TMACOG Quantity: Scope: 600-00 ALI: 11.7A.00

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5311	\$6,375	\$ -	\$ -	\$ -	\$6,375
Local	\$2,300	\$ -	\$ -	\$ -	\$2,300
<b>Total</b>	<b>\$8,675</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$8,675</b>

Subaward Name: BG Transit SFY26 OP Grantee Agency: City of Bowling Green Grantee District: 02 Grantee County: WOO  
 Grantee MPO: TMACOG Quantity: Scope: 600-00 ALI: 30.09.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5311	\$216,480	\$ -	\$ -	\$ -	\$216,480
State	\$150,880	\$ -	\$ -	\$ -	\$150,880
Local	\$197,612	\$ -	\$ -	\$ -	\$197,612
<b>Total</b>	<b>\$564,972</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$564,972</b>

## Group Budgets

STIP Fund Type	2026	2027	2028	2029	Total
Discretionary / Earmark	\$ -	\$ -	\$19,108,000	\$ -	\$19,108,000
Local Programs	\$6,103,485	\$9,693,887	\$3,761,246	\$881,080	\$20,439,698
Major Programs	\$4,207,769	\$20,480,000	\$15,528,000	\$ -	\$40,215,769
MPO CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -
MPO CRP	\$ -	\$ -	\$ -	\$ -	\$ -
MPO CRRSAA	\$ -	\$ -	\$ -	\$ -	\$ -
MPO STBG	\$ -	\$ -	\$ -	\$ -	\$ -
MPO TA	\$ -	\$ -	\$ -	\$ -	\$ -
Preservation	\$26,437,860	\$27,559,100	\$31,145,500	\$15,820,000	\$100,962,460
PROTECT	\$ -	\$603,900	\$ -	\$ -	\$603,900
Safety	\$11,532,992	\$10,260,228	\$6,437,000	\$ -	\$28,230,221
State	\$14,672,736	\$17,157,600	\$12,712,750	\$13,565,000	\$58,108,086
Labor	\$2,385,230	\$3,098,150	\$4,435,800	\$818,870	\$10,738,050
Local	\$6,273,952	\$3,240,366	\$7,026,329	\$220,270	\$16,760,917
<b>Total</b>	<b>\$71,614,024</b>	<b>\$92,093,232</b>	<b>\$100,154,625</b>	<b>\$31,305,220</b>	<b>\$295,167,101</b>

Federal budgets are apportionment amounts assuming no inflation.

Note: The funding information is for S/TIP planning purposes only and is not intended to be the official record of carry forward, budgets, and fiscal balances.

2026-2029 TMACOG Highway TIP

ODOT E-STIP

Fiscal Constraints

STIP Year	2025			2026			2027			2028			2029		
STIP Fund Type	Carry Forward	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance		
<b>Federal Funds</b>															
Discretionary / Earmark	\$ -	\$658,000	\$658,000	\$ -	\$44,900,000	\$44,900,000	\$ -	\$19,108,000	\$19,108,000	\$ -	\$ -	\$ -	\$ -		
Local Programs	\$ -	\$6,103,485	\$6,103,485	\$ -	\$13,743,887	\$13,743,887	\$ -	\$3,761,246	\$3,761,246	\$ -	\$881,080	\$881,080	\$ -		
Major Programs	\$ -	\$5,100,734	\$5,100,734	\$ -	\$20,680,000	\$20,680,000	\$ -	\$15,528,000	\$15,528,000	\$ -	\$ -	\$ -	\$ -		
MPO CMAQ	-\$520,606	\$4,933,707	\$5,363,400	-\$950,299	\$2,773,707	\$1,641,560	\$181,848	\$4,933,707	\$4,826,500	\$289,055	\$4,933,707	\$1,897,800	\$3,324,962		
MPO CRP	-\$139,956	\$982,705	\$ -	\$842,749	\$982,705	\$1,569,600	\$255,854	\$982,705	\$2,748,800	-\$1,510,241	\$982,705	\$ -	-\$527,536		
MPO CRRSAA	\$843	\$ -	\$ -	\$843	\$ -	\$ -	\$843	\$ -	\$ -	\$843	\$ -	\$ -	\$843		
MPO STBG	\$3,138,801	\$9,036,249	\$13,109,146	-\$934,096	\$9,036,249	\$10,608,484	-\$2,506,331	\$9,036,249	\$11,122,580	-\$4,592,662	\$9,036,249	\$6,556,560	-\$2,112,973		
MPO TA	\$517,827	\$986,654	\$1,576,322	-\$71,841	\$986,654	\$1,000,000	-\$85,187	\$986,654	\$1,016,495	-\$115,028	\$986,654	\$450,240	\$421,386		
Preservation	\$ -	\$26,437,860	\$26,437,860	\$ -	\$27,559,100	\$27,559,100	\$ -	\$31,145,500	\$31,145,500	\$ -	\$15,820,000	\$15,820,000	\$ -		
PROTECT	\$ -	\$ -	\$ -	\$ -	\$603,900	\$603,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Safety	\$ -	\$11,744,992	\$11,744,992	\$ -	\$10,260,228	\$10,260,228	\$ -	\$6,437,000	\$6,437,000	\$ -	\$ -	\$ -	\$ -		
<b>Total</b>	\$ -	\$ -	\$70,093,939	-\$1,112,644	\$ -	\$132,566,760	-\$2,152,973	\$ -	\$95,694,121	-\$5,928,033	\$ -	\$25,605,680	\$1,106,682		
<b>Other Funds</b>															
State	\$ -	\$15,672,937	\$15,672,937	\$ -	\$17,207,600	\$17,207,600	\$ -	\$12,712,750	\$12,712,750	\$ -	\$13,565,000	\$13,565,000	\$ -		
Garvee / SIB Repayments	\$ -	\$10,454,786	\$10,454,786	\$ -	\$10,412,496	\$10,412,496	\$ -	\$10,370,205	\$10,370,205	\$ -	\$10,327,913	\$10,327,913	\$ -		
Labor	\$ -	\$2,385,230	\$2,385,230	\$ -	\$3,348,150	\$3,348,150	\$ -	\$4,435,800	\$4,435,800	\$ -	\$818,870	\$818,870	\$ -		
Local	\$ -	\$17,322,324	\$17,322,324	\$ -	\$37,744,827	\$37,744,827	\$ -	\$16,920,563	\$16,920,563	\$ -	\$5,340,705	\$5,340,705	\$ -		
<b>Total</b>	\$ -	\$ -	\$45,835,277	\$ -	\$ -	\$68,713,073	\$ -	\$ -	\$44,439,318	\$ -	\$ -	\$30,052,488	\$ -		
<b>Total</b>	\$2,996,909	\$111,819,663	\$115,929,216	-\$1,112,644	\$200,239,504	\$201,279,833	-\$2,152,973	\$136,358,379	\$140,133,439	-\$5,928,033	\$62,692,883	\$55,658,168	\$1,106,682		

Federal budgets are apportionment amounts assuming no inflation.

Note: The funding information is for S/TIP planning purposes only and is not intended to be the official record of carry forward, budgets, and fiscal balances.

Summary of 2026-2029 Transit TIP Estimates for the TMACOG Region				
<i>TMACOG</i>	2026	2027	2028	2029
	Estimate	Estimate	Estimate	Estimate
<b>ODOT Administered Federal Funds by Program</b>				
5310 Small Urban/Rural (ODOT)	\$28,573	\$29,144	\$ -	\$ -
5310 Large Urban (ODOT)	\$803,670	\$819,744	\$ -	\$ -
5311	\$356,134	\$363,061	\$ -	\$ -
5339 (ODOT)	\$ -	\$39,671	\$ -	\$ -
Flex Transfer STBG (ODOT)	\$ -	\$ -	\$ -	\$ -
<b>Total Federal</b>	<b>\$1,188,377</b>	<b>\$1,251,620</b>	<b>\$0</b>	<b>\$0</b>
<b>Non-ODOT Administered Federal Funds by Program</b>				
5307	\$7,300,000	\$7,300,000	\$ -	\$ -
5310 (Non-ODOT)	\$ -	\$ -	\$ -	\$ -
5337	\$ -	\$ -	\$ -	\$ -
5339 (Non-ODOT)	\$700,000	\$700,000	\$ -	\$ -
Flex Transfer CMAQ	\$ -	\$2,160,000	\$ -	\$ -
Flex Transfer STBG	\$ -	\$ -	\$ -	\$ -
Flex Transfer CRP	\$ -	\$ -	\$ -	\$ -
Flex Transfer TA	\$ -	\$ -	\$ -	\$ -
<b>Total Federal</b>	<b>\$8,000,000</b>	<b>\$10,160,000</b>	<b>\$0</b>	<b>\$0</b>
<b>Other Funds</b>				
Discretionary	\$ -	\$ -	\$ -	\$ -
State	\$760,000	\$760,000	\$ -	\$ -
Local	\$3,404,195	\$2,328,263	\$585,201	\$222,140
Labor	\$ -	\$ -	\$ -	\$ -
<b>Total Other</b>	<b>\$4,164,195</b>	<b>\$3,088,263</b>	<b>\$585,201</b>	<b>\$222,140</b>
<b>Total</b>	<b>\$13,352,572</b>	<b>\$14,499,883</b>	<b>\$585,201</b>	<b>\$222,140</b>

**Table 3.10: Projects – Codes and Abbreviations FY 2026-2029 TIP**

<b><u>PID Number</u></b>	Project Identification Number assigned to a project by ODOT
<b><u>Project Name</u></b>	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.
<b><u>Length</u></b>	Where known, the project length to the nearest hundredth of a mile.
<b><u>Location and Termini</u></b>	Contains the name of the city, township, or village in which a project begins. Termini are described in terms of endpoints of the project.
<b><u>Project Work Type</u></b>	A brief description of the type of work.
<b><u>FY</u></b>	Fiscal Year (FY 2026 is July 1, 2025, through June 30, 2026).
<b><u>Funding Type</u></b>	Federal, State, or Local
<b><u>Air Quality Status</u></b>	Exempt or Non-exempt
<b><u>Phase</u></b>	CO – Construction DD – Detailed Design OTH – Other (Usually Debt Service) PE – Preliminary Engineering R/W – Right-of-Way SP– State Planning
<b><u>Total Cost</u></b>	Total cost of all project phases including any previous or future phase.
<b><u>Project Sponsor</u></b>	Government agency that initiated the project, implementation responsibility and assigned local share.



## Chapter 4: Title VI Policy

Beginning with the Intermodal Surface Transportation Efficiency Act (ISTEA) and continuing with the TEA-21, SAFETEA-LU, MAP-21, FAST, and IIJA, 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 objectives:

1. ensure that adequate investment is being made to meet the transportation needs of these populations;
2. ensure that they are not disproportionately affected in an adverse way by transportation projects;
3. ensure that these populations have meaningful input into the planning and programming process.

TMACOG 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 based on 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 a page dedicated to the Title VI Policy on their website at <https://tmacog.org/members/title-vi-and-public-information-policy>.



## **Chapter 5: Air Quality Evaluation - Transportation Conformity**

This chapter summarizes the air quality conformity analysis for the current TIP (FY 2026-2029) 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, for 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.

**Appendix A** contains the qualitative Transportation Conformity Determination Report that is required of TMACOG. This report includes the interagency consultation regarding the determination that TMACOG will be providing a qualitative report versus a traditional quantitative conformity due to being an “orphan” area.



## Chapter 6: Public Involvement and Other Federal Requirements

### Public Involvement Through the Management Team Concept

TMACOG has traditionally sought to involve interested citizens and businesspeople 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 Technical Advisory Committee (TAC), includes volunteer members appointed by the MPO Policy Board annually.

The TAC 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: Technical Advisory Committee Membership (2024 Term)**

<b>County Representatives:</b>	
Lucas County Engineer's Office:	Michael Stormer, PE, PS, Chief Deputy Engineer
Wood County Engineer's Office:	Jason Sisco, PE, PS, Chief Deputy Engineer
Monroe County Road Commission:	Matt Snell, PE, County Highway Engineer
<b>City Representatives:</b>	
City of Bowling Green:	Mick Murray, Public Works Director
City of Maumee:	Patrick Burtch, Administrator
City of Northwood:	Kevin Laughlin, Administrator
City of Oregon:	Paul Roman, Director of Public Service
City of Perrysburg:	Brian Thomas, City Engineer
City of Rossford:	Allyson Murray, Administrator
City of Sylvania:	Joe Shaw, Deputy Public Service Director
City of Toledo:	Doug Stephens, Director, Dept. of Transportation
City of Toledo:	Tim Grosjean, Senior Professional Engineer
City of Waterville:	Jon Gochenour, Administrator
<b>Village Representatives:</b>	
Village of North Baltimore:	Chase Fletcher, Administrator
Village of Holland:	Bob Bethel, Administrator
<b>Township Representatives:</b>	
Township of Sylvania:	Oliver Turner, Administrator
Township of Springfield:	Mike Hampton, Administrator
Township of Perrysburg:	Jon Eckel: Administrator
<b>Port Authority Representatives:</b>	
Toledo-Lucas County Port Authority:	Joe Cappel, Vice President of Business Development
Wood County Port Authority:	Tom Uhler, Board Member
<b>Parks Districts Representatives:</b>	
Metroparks Toledo:	Doug Parrish, Project Engineer
Wood County Parks District:	Chris Smalley, Director
<b>Transit Representatives:</b>	
TARTA:	Rick Bailey, Chief Customer Experience & Mobility Officer
<b>Ohio Department of Transportation Representatives:</b>	
ODOT District 2	Kacey Young, Capital Programs Administrator

## **Public Involvement Through Other Outreach Activities**

In addition to the active involvement of the community stakeholders and citizens overseeing TIP activities, the TIP also utilizes a public involvement process composed of public meetings, making the document accessible at local offices throughout the region, and by posting on the TMACOG webpage. The public involvement period for the FY 2026-2029 TIP was held from March 11, 2025, through April 11, 2025. During the public involvement period there were two in-person public meetings scheduled jointly with TMACOG and ODOT District 2. The first public meeting was held on March 18, 2025, from 3pm to 6pm at the ODOT District 2 office located at 317 E. Poe Rd. in Bowling Green, Ohio. The second public meeting was held on March 25, 2025, from 3pm to 6pm at the TMACOG office located at 300 Martin Luther King Jr Dr. Suite 300 in Toledo, Ohio. These public meetings were held open-house style with both TMACOG and ODOT staff present to answer any questions.

A legal notice was printed in the region's major newspaper (Toledo Blade) informing the public of the public comment period with instructions on how to comment. The public notice that appeared in the Toledo Blade and the public comment are in **Appendix B**.

TMACOG has a 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. Upon request TMACOG can provide a Spanish translated version. The Title VI document is presented in **Appendix I**.

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. People were invited to comment by spoken word in person, by email, or conventional mail. In addition to spoken comments and/or discussion at public sessions, people were invited to submit written comments and/or reactions during the public involvement period.

To better accommodate our members and the public, an interactive map was created to provide another way to comment on TIP projects. This map was posted on TMACOG's website prior to the public involvement period and a link was included in all public information materials. In addition to the online map, TMACOG made the TIP document and comment form readily available at the following website: <https://tmacog.org/transportation/regional-transportation-improvement-plan>. Also see a printed comment form in the **Appendix F**.

## **Public Comments**

Public comments and responses were to documented in the final document, located in **Appendix F**. TMACOG did not receive any direct comments from the public, however staff at the ODOT District 2 office responded to two comments on projects in Lucas County.

## **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 than a separate activity, and to emphasize management of the existing infrastructure. In 2021, the IJJA 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 existing congestion. 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 solutions 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 latest update was approved in October 2023. 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 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 TIP are derived from the adopted long range 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. During solicitation rounds for STBG, CMAQ, CRP, and TAP, any projects that are applied for that appear in the RTP will obtain additional points in their scores. If a project is applied for and does not appear in the RTP, then TMACOG staff may add projects through the amendment process, permitting the project does not rise above the fiscal constraint.

The purpose of the RTP is to provide a program of transportation projects, initiatives, and policies that will guide more than \$5 billion of public investments over the next 30 years. The plan takes a multimodal view as all transportation modes are included, and there is a focus on integrating improvements to further develop an intermodal transportation system. The RTP is developed through collaboration with local governments, economic development and planning agencies, institution and services agencies, businesses, and citizens.

The plan is structured around seven goals, which were used to evaluate and rank proposed projects and initiatives based on impacts to the region and its transportation system. These goals are evaluated with every Plan cycle, with Equity being the newest goal included in Moving Forward 2055 plan.

- **Goal 1 Safety** – Improve the safety of the transportation system.
- **Goal 2 Infrastructure Condition** - Maintain and improve the transportation system to a state of good repair.
- **Goal 3 Congestion & Reliability** - Improve the efficiency and predictability of the transportation system.

- **Goal 4 Economic Growth** - Promote economic growth in the region.
- **Goal 5 Environmental Sustainability** - Protect and enhance the community and natural environments.
- **Goal 6 Personal Mobility** - Improve the quality, accessibility, and efficiency of the multimodal personal transportation system.
- **Goal 7 Equity** - Provide equitable transportation options for all transportation users and ensure that transportation projects will not adversely impact vulnerable populations.

The USDOT and ODOT have set performance measure targets for Safety, Infrastructure Condition, System Performance, and Transit Asset Management. More information on this program can be found on ODOT’s website at <https://www.transportation.ohio.gov/programs/statewide-planning-research/statewide-transportation-planning/01-transportation-system-performance-report>. Below are the targets that ODOT has set, and TMACOG has chosen to adopt/support these targets. Overall, the projects in the TIP help to achieve the performance targets. After that is a short description on how the TIP will help achieve those goals/targets.

**Safety**

Federal Rule 23 CFR 490.207(a)(1-5) requires MPOs to establish five safety performance measures and set targets for those measures to demonstrate fatal and serious injury reductions on all public roads. In 2016, ODOT identified the following five safety baselines through analysis of the crash data in the Ohio Department of Public Safety’s Crash Report System.

In accordance with federal legislation, ODOT, through consultation with the MPOs and RTPOs, used five-year rolling averages to calculate historic crash trends and identify reduction targets. After ODOT adopted targets based on a 2% annual reduction for 2025 across all five measures, TMACOG supported the targets set by ODOT. These are the targets:

Performance Measure	2023 Performance	2023 Target	Target Met?	2025 Target
<b>Fatalities</b>	1,228	< 1,173	No	< 1,180
<b>Fatality Rate</b>	1.12	< 1.04	No	< 1.08
<b>Serious Injuries</b>	7,791	< 7,649	No	< 7,482
<b>Serious Injury Rate</b>	6.77	< 6.77	No	< 6.51
<b>Non-Motorized Fatalities &amp; Serious Injuries</b>	842.4	< 824	No	< 809

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. Within the FY 2026-2029 TIP, there is approximately \$95.4 million programed to specifically increase the safety of the transportation network in the TMACOG area. There are approximately 40 projects that will address the safety performance measure within the FY 2026-2029 TIP.

## Infrastructure Condition

Federal Rule 23 CFR 490.307 and 23 CFR 490.407 requires MPOs to establish measures to evaluate the condition of Ohio’s National Highway System pavements and bridges. States and MPOs must establish 2-year and 4-year statewide targets for both pavement conditions and bridge conditions. The measures are as follows:

### Pavements

- Percentage of Interstate Pavements in Good Condition
- Percentage of Interstate Pavements in Poor Condition
- Percentage of Non-Interstate NHS Pavements in Good Condition
- Percentage of Non-Interstate NHS Pavements in Poor Condition

### Bridges

- Percentage of NHS Bridges in Good Condition
- Percentage of NHS Bridges in Poor Condition

Infrastructure Condition Measures and Targets					
Performance Measure	Baseline (2021)	2-Year Performance (2023)	2-Year Target (2023)	4-Year Target (2025)	2-Year Target Met?
Interstate Pavement Condition					
% Good	72.9%	75.4%	> 55%	> 55%	Yes
% Poor	0.1%	0.1%	< 1%	< 1%	Yes
Non-Interstate NHS Pavement Condition					
% Good	46.4%	50.4%	> 40%	> 40%	Yes
% Poor	1.9%	1.3%	< 2%	< 2%	Yes
NHS Bridge Conditions					
% Good	60.9%	60.8%	> 55%	> 55%	Yes
% Poor	2.0%	2.0%	< 3%	< 3%	Yes

The main purpose of the TMACOG-managed Surface Transportation Block Grant (STBG) dollars is to maintain the infrastructure. There are other federal funding sources included in the TIP that also improve the overall condition of the infrastructure. There is approximately \$139 million of federal resources programmed in the TIP to improve the condition of the infrastructure. There are approximately 28 pavement-related projects and 12 bridge-related projects that will address the infrastructure condition performance measure within the FY 2026-2029 TIP.

## System Reliability

Federal Rules 23 CFR 490.507 and 23 CFR 490.607 establish National Highway System travel time reliability and Interstate System freight reliability measures. For both personal travel time reliability and freight travel time reliability measures, states and MPOs are required to establish 2-year and 4-year targets within a 4-year performance period. The two measures are listed below:

### Level of Travel Time Reliability

- Interstate Travel Time Reliability
- Non-Interstate NHS Travel Time Reliability

### Level of Truck Travel Time Reliability

- Interstate Truck Travel Time Reliability

System Reliability Measures and Targets					
Performance Measure	Baseline (2021)	2-Year Performance (2023)	2-Year Target (2023)	4-Year Target (2025)	2-Year Target Met?
Travel Time Reliability (TTR) - Interstates	98.8%	97.1%	> 85.0%	> 85.0%	Yes
Travel Time Reliability (TTR) - Non-Interstates	96.4%	95.9%	> 80.0%	> 80.0%	Yes
Truck Travel Time Reliability (TTTR) Index	1.19	1.22	< 1.50	< 1.50	Yes

Congestion Reduction Measures and Targets					
Performance Measure	Baseline (2021)	2-Year Performance (2023)	2-Year Target (2023)	4-Year Target (2025)	2-Year Target Met?
Annual Peak Hours of Excessive Delay (PHED) per Capita					
Toledo Region	6.1	7.1	< 7.0	< 7.0	No
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel					
Toledo Region	16.1%	17.6%	> 15.0%	> 15.0%	Yes

The purpose of the OSUCC-managed Congestion Mitigation and Air Quality (CMAQ) dollars is to reduce congestion and improve flow of traffic, and all CMAQ-funded projects in the TMACOG area are reducing congestion. There are other federal funding sources included in the TIP that will improve travel time reliability. Within this TIP there is approximately \$1 million being invested to improve system reliability. In addition, there is \$2 million in design funds for a future interstate expansion project. There are approximately nine projects that will address the system reliability performance measure within the FY 2026-2029 TIP.

## Transit Asset Management

Starting on October 1, 2018, TIP amendments must be developed in compliance with the performance-based planning and programming requirements of the FAST Act for transit asset management performance measures. ODOT, as the group sponsor for Tier II transit agencies in Ohio, set performance targets for the percentage of assets that are past their useful life. Each category of asset has their own target, and they are indicated in the chart below. TMACOG supports TARTA’s adoption of ODOT’s performance targets. Therefore, all transit agencies in the TMACOG region follow the below targets. To aid in meeting those targets in the TMACOG region, TMACOG continues to plan, program, and fund projects that have a positive impact in achieving the targets outlined in the Transit Asset Management Plan.

Revenue Vehicles		
Asset Class (NTD)	Asset Class (ODOT)	Performance Target
Bus	Heavy Duty Bus (B30-HD, B35- HD, B40-HD, B45-HD, B60-HD)	50% less than 12 years
	Medium Duty Bus (B30-D, B35- MD); Light Duty Bus (B30-LD)	50% less than 10 years
Cutaway Bus	LTL/LTN, LTV, LTV-FS, LTV-HC, LTV-N, LTV-S	50% less than 7 years
Van	Accessible Vans (AV); (BSV); Converted Vans (CV); Modified Mini Van (MMV); (MV- 1); Mini Vans (SMV)	50% less than 5 years
Equipment		
Asset Class (NTD)	Asset Class (ODOT)	Performance Target
Non-Revenue Vehicle	Service Vehicle	100% less than 10 years old
Equipment	Mobile Vehicle Lift	100% less than 14 years old
Equipment	Generator	100% less than 10 years old
Facilities		
Asset Class (NTD)	Performance Target *	
Passenger Facilities	0% below a 3	
Maintenance Facilities	0% below a 3	
Administrative Facilities	0% below a 3	

\*Based on 5-point TERM scale (% of useful life used up)

The purpose of the OSUCC-managed Congestion Mitigation and Air Quality (CMAQ) dollars is to reduce congestion and improve air quality, and some CMAQ-funded projects in the TIP are replacing transit buses. There is approximately \$30.7 million being invested to improve the transit assets of the TMACOG area. That investment will help the state of Ohio achieve their targets for transit asset management. There are approximately 10 projects that will address the transit performance measure within the FY 2026-2029 TIP.

## 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 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 must incorporate ADA compliance.

TMACOG has actively incorporated the transportation provisions of the Americans with Disabilities Act (ADA) of 1990 into their urban transportation planning programs. The purpose of the ADA is to ensure that pedestrians with disabilities have an opportunity to use the transportation system in an accessible and safe manner. An integral component of the ADA planning process is for local government transportation infrastructure owners to prepare and implement ADA Transition Plans that inventory accessibility conditions and define strategies and schedules for implementing fully accessible pedestrian networks.

TMACOG is incorporating ADA Transition Planning into their regional transportation planning programs, as follows:

- Surveying member local governments to establish and determine whether they have active ADA Transition Plans.
- Serving as an ADA Transition Plan information and requirements clearinghouse for member local governments.
- Reviewing local government transportation improvement project funding requests for consistency with ADA accessibility standards.
- Encouraging member local governments to survey their transportation infrastructure to develop ADA inventories.

### **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 2025 and Significant Concerns/Delays**

The projects listed in **Appendix C** 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.

### **Maintenance and Operations**

On May 27, 2016, a federal ruling from FHWA and FTA on metropolitan transportation planning requires MPOs to include financial information containing estimates of costs expected to be available to adequately operate and maintain federal-aid highways and public transportation. This is to ensure that sufficient investment is being made to protect and preserve the existing system. TMACOG addresses this requirement by analyzing financial data by sorting the funding being allocated towards maintenance and operations. TMACOG also looks at the amounts that are being used for system expansion. This information shows that for the FY 2026-2029 TIP, the region will be spending 99% of its transportation resources on operating, maintaining, and rebuilding the existing system.

A summary of the maintenance and operations versus expansion is in **Table 6.2**.

<b>Table 6.2: System Maintenance and Capacity Improvements</b>	
Type of Expenditure	Total Expenditures
Maintenance and operation of the system	\$467,594,031
Capital investment for system expansion	\$3,069,000

## Chapter 7: TIP Conclusion

This chapter offers a more detailed description of the projects officially listed in the FY 2026 – 2029 TIP. In addition to the official federal four-year TIP program, this chapter also documents the TMACOG regional projects that are significant in nature that require additional resources outside of the purview of the FY 2026-2029 TIP. Some of these projects need resources above and beyond the traditional funding sources within the TIP. The projects are listed in **Table 7.2**. There is also a section in this chapter regarding the additional funding needed for regionally significant projects that have non-federal sources of funding allocated to them.

This document, project lists, and the results of the analyses of the program were reviewed by the Technical Advisory Committee and the MPO Policy Board of TMACOG. Their approval of the TIP is documented in a TMACOG Resolution presented to the two groups in April 2025. A draft of the resolution is included in **Appendix D**.

### Description of Federal Aid Program Funds

Under the IJA, the federal aid highway program supports state highway systems by providing financial assistance for the construction, maintenance, and operations of the nation's 3.9-million-mile highway network, including the Interstate system, primary highways, and secondary local roads. FHWA is charged with implementing the Federal-aid highway program.

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, FAST Act, and IJA, 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.

<b>Table 7.1: Fund Source Designations and Abbreviations</b>		
<b>TIP Designation</b>	<b>Federal Program Name</b>	<b>Programmed By</b>
<b>Federal Transit Funds</b>		
5307	Urbanized Area Formula funds	TARTA
5310	Enhanced Mobility	ODOT
5311	Rural Transit Assistance Program	ODOT
5329	State Safety Security Oversight	ODOT
5337	Fixed Guide-Way Modernization	TARTA
5339	Bus and Bus Facilities	TARTA
<b>Highway Funds Programmed By ODOT</b>		
HSIP	Federal Safety	ODOT
4PF7	Preservation	ODOT
<b>Highway Funds Programmed By TMACOG</b>		
CMAQ	Congestion Mitigation Air Quality	TMACOG
TAP	Transportation Alternative Program	TMACOG
STBG	Surface Transportation Block Grant Program	TMACOG
CRP	Carbon Reduction Program	TMACOG
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act of 2021	TMACOG
<b>Highway Funds Programmed By Others</b>		
Safety	CEAO Safety funds	County Engineers Assoc.

### Other Significant Projects Not Funded

There is a need for additional funds for projects that are significant to the region. Multiple agencies have applied for the additional discretionary funding programs through the IJA, but there has not been a great deal of success in the TMACOG region. See **Table 7.2** for a project listing of regionally significant projects that have not received the funding necessary to make the region a better place.

There is one regionally significant project that is partially funded by TRAC. This project is PID 115418 LUC 475 9.60. This project is the widening of I-475 between US 23 and Douglas Rd. This project is funded through the detailed design phase, but it is still in need for construction cost.

**Table 7.2: Regionally Significant Projects Not Funded**

PID	Name	Description
117040	LUC SR 65 5.35 Craig Memorial Bridge	A major bridge funded rehabilitation project for the Craig Memorial Bridge in Toledo, Ohio to upgrade the electrical and mechanical components of the lift bridge.
117677	LUC IR 475 4.40 Interchange	A project to convert the I-475 interchange at Airport Highway (SR-2) from a partial cloverleaf interchange to a diverging diamond interchange. Widen the existing LUC-2-1026 bridge over IR-475 to accommodate the necessary lanes associated with the diverging diamond interchange. Add multiuse path through the interchange.
117878	WOO US 20 2.55 Interchange	A project to improve the safety performance at the interchange of I-75 and US-20/23 (Fremont Pike) in Wood County by constructing a diverging diamond interchange.
NA	Chessie Circle Trail	Funding is needed to design and build the remaining sections of the Chessie Circle Trail. This includes a new bridge over the Maumee River as well as a grade separation at the Norfolk-Southern mainline.
NA	Midwest Terminals Capital Improvements	The application will further bolster the Port's capabilities by improving safety and efficiency by addressing port congestion through improved efficiency in intermodal connectivity, and environmental protection. This will be a standalone application for a capital project by the Port.

### 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.



**APPENDIX A**  
**MTP TIP 1997 Ozone Conformity**  
**Determination**



# Toledo Metropolitan Area Council of Governments

## Moving Forward 2055 and 2026-2029 Transportation Improvement Program (TIP)

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December 2024

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## Acknowledgements

This *Transportation Conformity Report* for the Moving Forward 2055 Metropolitan Transportation Plan (MTP) and 2026-2029 Transportation Improvement Program (TIP) was prepared by the Toledo Metropolitan Area Council of Governments (TMACOG). Individuals from the following agencies were involved with Transportation Conformity Determination Report. They include:

- Federal Highway Administration (FHWA)
- Federal Transit Agency (FTA)
- Ohio Environmental Protection Agency (OEPA)
- Ohio Department of Transportation (ODOT)
- United States Environmental Protection Agency (US EPA)

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## Executive Summary

TMACOG, a US EPA designated 1997 Ozone Standard “Orphan” area, completed the transportation conformity process for the 2055 Plan and the 2026 – 2029 TIP. In accordance to US DOT guidance 1997 Ozone Standard “Orphan” area, the conformity determination is based on a qualitative conformity demonstration.

This report documents that the 2055 Plan MTP and 2026-2029 TIP conformity determination was completed consistent with CAA Section 176(c) requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, according to EPA’s *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

### 1.0 Transportation Conformity Process

Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with the purpose of a State implementation plan (SIP) and improve air quality. Conformity is used by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for funding and approvals that are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality, or delay timely attainment of the air quality standard or any interim milestone.

In 1997, the U.S. EPA revised the air quality standards for ozone replacing the 1979 one-hour standard with an eight-hour ozone standard set at 0.08 parts per million (ppm). The standard was challenged legally and upheld by the U.S. Supreme Court in February of 2001. On April 30, 2004, U.S. EPA designated 134 nonattainment areas for the eight-hour ozone standard. Lucas and Wood counties received a basic non-attainment designation.

Since the time of the redesignation, monitored data showed and modeled results indicated that the region is in attainment the eight-hour standard. The Ohio Environmental Protection Agency began the process to redesignate Lucas and Wood counties once again as a “maintenance” area meeting the eight-hour ozone standard. The documentation was submitted to U.S. EPA Region V in December 2006 and the formal redesignation was received August 9, 2007. On April 6, 2015 the 1997 8-hour ozone standard was revoked and Lucas and Wood counties were designated as attainment under the 2008 ozone standard. However, the D.C. Circuit for the U.S. Court of Appeals issued a decision in *South Coast Air Quality Management District v. EPA* that struck down portions of the 2008 Ozone NAAQS SIP Requirements Rule and again required conformity determinations for areas that previously were designated as maintenance under the 1997 ozone standard and designated as attainment for the 2008 ozone standard.

The CAAA designated Lucas and Wood counties as non-attainment in 1990. The area was designated as a transitional area pending the full approval of the redesignation request submitted to U.S. EPA on May 24, 1993. The approval was published in the Federal Register and comments that were received were answered. Final redesignation became effective in August 1995. Therefore, the Lucas-Wood non-attainment area became known officially as a “maintenance” area.

On April 30, 2004, U.S. EPA designated Lucas and Wood counties as a basic non-attainment area for the eight-hour ozone standard. In December 2006, OEPA submitted a redesignation request to U.S. EPA Region V for the Lucas-Wood non-attainment area to be redesignated again as a “maintenance” area. That redesignation was received on August 9, 2007. Currently, Lucas and Wood counties are designated as attainment under both the 2008 ozone standard and the 2015 standard.

## **2.0 Metropolitan Transportation Plan**

---

Concurrent with the statewide agencies' work on SIP issues, the Ohio MPOs began responding to the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), the Moving Ahead for Progress in the 21st Century (MAP-21), the Fixing America's Surface Transportation Act (FAST), and most recently the Infrastructure Investment and Jobs Act (IIJA) to update urbanized area transportation plans and programs. A key consideration in the transportation planning process used to update these plans and programs was the linkage between air quality and transportation mobile source emissions.

The purpose of the 2055 Plan is to provide a program of transportation projects, initiatives, and policies that will guide more than \$5 billion of public investments over the next 30 years. The plan takes a multi modal view as all transportation modes are included, and there is a focus on integrating improvements to further develop an intermodal transportation system. The plan is structured around seven goals, which were used to evaluate and rank proposed projects and initiatives based on impacts to the region and its transportation system:

- **Goal 1 Safety** – Improve the safety of the transportation system.
- **Goal 2 Infrastructure Condition** - Maintain and improve the transportation system to a state of good repair.
- **Goal 3 Congestion & Reliability** - Improve the efficiency and predictability of the transportation system.
- **Goal 4 Economic Growth** - Promote economic growth in the region.
- **Goal 5 Environmental Sustainability** - Protect and enhance the community and natural environments.
- **Goal 6 Personal Mobility** - Improve the quality, accessibility, and efficiency of the multimodal personal transportation system.
- **Goal 7 Equity** - Provide equitable transportation options for all transportation users and ensure that transportation projects will not adversely impact vulnerable populations.

The 2055 Plan is developed through collaboration with local governments, economic development and planning agencies, institution and services agencies, businesses, and citizens. The Transportation conformity report will be included in the 2055 Plan.

### **3.0 Transportation Improvement Program (TIP)**

---

The Transportation Improvement Program (TIP) is a coordination and funding program developed by state and local governments and authorities in the TMACOG Transportation Planning Area. TMACOG receives a direct allocation of funds from the Surface Transportation Block Grant Program (STBG) and the Transportation Alternatives program (TAP). The agency had previously received a direct allocation of funds from the Congestion Mitigation/Air Quality (CMAQ) program that were administered in Lucas and Wood counties as well. In 2013, CMAQ was consolidated into a statewide program comprised of the eight large MPO's in Ohio (Cleveland, Columbus, Cincinnati, Toledo, Youngstown, Akron, Canton, and Dayton) and funding is allocated through a statewide process.

The Transportation Improvement Program is a detailed, fiscally constrained four-year program of capital projects, updated every two years, intended to implement the plans set forth in the 2045 plan and the plans of individual local jurisdictions. The TIP lists all specific transportation projects and improvements that will use federal and state transportation funding over the next four state fiscal years. 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.

Projects identified within the TIP are programmed by fiscal year and closely monitored. TMACOG, ODOT and project sponsors regularly meet to discuss project development with the aim of constructing projects in the year they are programmed. Every effort is made to expedite projects when resources are available and minimize the impacts of inflation. The Transportation conformity report will be included in the new 2026-2029 TIP.

### **4.0 Transportation Conformity Determination: General Process**

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Per the court's decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA<sup>1</sup> for certain transportation activities, including updated or amended metropolitan MTPs and TIPs. Once US DOT makes its 1997 ozone NAAQS conformity determination, conformity will be required no less frequently than every four years.

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<sup>1</sup> The areas identified can be found in EPA's "Transportation Conformity Guidance for the South Coast II Court Decision, EPA-420-B-18-050, available on the web at: [www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation](http://www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation) .

## 5.0 Transportation Conformity Requirements

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### 5.1 Overview

On November 29, 2018, EPA issued Transportation Conformity Guidance for the South Coast II Court Decision<sup>2</sup> (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for can be demonstrated by showing the remaining requirements:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

### 5.2 Latest Planning Assumptions

In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. The Ohio SIP does not include any TCMs (see Section 5.4).

### 5.3 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

Interagency consultation was conducted, consistent with the Ohio Conformity SIP, with ODOT, FHWA, FTA, OEPA and EPA. **For details regarding the interagency consultation process please see *Appendix C*.**

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. Both the 2055 Plan and 2026-2029 TIP will have a public comment period. The 2055 Plan public comment period will be held between April 1, 2025 to May 23, 2025. The 2026-2029 TIP public comment period will be from March 11, 2025 to April 11, 2025. This air quality conformity documentation will be included in the 2026-2029 TIP public comment period, and it will be included in all public notices being sent out informing the public and comment forms will be available on the TMACOG website. Appendix B contains copies of the notices and public comments received. Separate approvals for conformity determinations will take place for both the 2055 Plan and 2026-2029 TIP in spring of 2025.

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<sup>2</sup> Available from <https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf>

## **5.4 Timely Implementation of TCMs**

The Ohio SIP does not include any TCMs.

## **5.5 Fiscal Constraint**

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The 2055 Plan MTP and 2026-2029 TIP are fiscally constrained, as demonstrated in Chapter 5 of the 2055 Plan and Chapter 3, table 3.3 of the 2026-2029 TIP.

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## **Conclusion**

The conformity determination process completed for the 2055 Plan MTP and 2026-2029 TIP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

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# **Appendix:**

Appendix A 2026-2029 TIP Approval  
and Moving Forward 2055 Approval  
and conformity determinations:

**FY 2026-2029 Transportation Improvement Program Air Quality Conformity Resolution**

STAFF REPORT  
TOLEDO METROPOLITAN AREA COUNCIL OF GOVERNMENTS  
MPO POLICY BOARD  
APRIL 21, 2025

This resolution approves the Fiscal Year 2026-2029 Transportation Improvement Program (TIP) air quality conformity determination as required by the Federal Highway Administration (FHWA).

In early 2018, the D.C. Circuit for the U.S. Court of Appeals issued a decision that again required conformity determinations for areas that previously were designated as maintenance under the 1997 ozone standard and designated as attainment for the 2008 ozone standard. It was determined that a quantitative conformity analysis was not required and that a qualitative analysis would be appropriate.

The Air Quality Conformity must include the latest planning assumptions, interagency consultation, transportation control measures, and fiscal constraint. The analysis covers the 2026-2029 Transportation Improvement Program

**A RESOLUTION  
APPROVING THE AIR QUALITY CONFORMITY DETERMINATION FOR  
THE FISCAL YEAR 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, the Toledo Metropolitan Area Council of Governments (TMACOG) is a voluntary association of local governments 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 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 U.S. Department of Transportation and the Ohio Department of Transportation (ODOT) to direct, coordinate, and administer the Process in the Toledo area as mandated by the Congress in Titles 23 and 49 U.S.C.; and

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

**WHEREAS**, the Clean Air Act (Section 176(c)) requires that metropolitan transportation plans, Transportation Improvement Programs (TIPs) and Federal projects are consistent with the State's air quality goals in the State Implementation Plan (SIP); 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 four years and cover at least a four-year time period; and

**WHEREAS**, the FY 2026-2029 TIP was prepared in accordance with Federal Highway Administration and Federal Transit Administration requirements and approved by the MPO Policy Board on April 21, 2025 by Resolution Number 2025-06; and

**WHEREAS**, the analysis and determination of conformity was conducted and demonstrates consistency with the State Implementation Plan (SIP).

**NOW, THEREFORE, BE IT RESOLVED** by the Toledo Metropolitan Area Council of Governments MPO Policy Board:

THAT it approves the Air Quality Conformity Determination for the FY 2026-2029 Transportation Improvement Program.

Yeas 15, Nays 0, Abstain 0

Date of Adoption: \_\_\_\_\_



\_\_\_\_\_  
Mike Pniewski, Chair  
MPO Policy Board, TMACOG

Attest:

I, Jodi Cole, TMACOG Administrative Assistant, do hereby certify that this is a true and accurate copy of Resolution 2025-05, adopted on \_\_\_\_\_

\_\_\_\_\_  
Jodi Cole, Administrative Assistant

# Appendix C Interagency Consultation Documents

## ***Interagency Consultation Documents and Responses***

**From:** David Gedeon <gedeon@tmacog.org>

**Sent:** Tuesday, February 18, 2025 3:36 PM

**To:** Hall, Lawrence (FHWA) <lawrence.hall1@dot.gov>; jocelyn.johnson@dot.gov; graham.johnson@epa.ohio.gov; Nallaballi, Neena <Nallaballi.Neena@epa.gov>; Maietta, Anthony <maietta.anthony@epa.gov>; Ben.Cordes@dot.ohio.gov; spencer.smith@dot.ohio.gov; anthony.hill@dot.ohio.gov; rebekah.straub@dot.ohio.gov

**Cc:** Lisa Householder <householder@tmacog.org>; Marissa Bechstein <bechstein@tmacog.org>

**Subject:** Initiating Interagency Consultation for TMACOG LRTP and TIP

Hello Air Quality Interagency Consultation Partners,

The Toledo Metropolitan Area Council of Governments (TMACOG) is initiating transportation conformity interagency consultation for their new Long-Range Transportation Plan (LRTP), Moving Forward 2055 and also for the FY2026-2029 Transportation Improvement program (TIP). TMACOG's planning area consists of Lucas and Wood Counties, in Ohio and the townships of Bedford, Erie, and Whiteford in Monroe County Michigan for the Moving Forward 2055 Plan. For the FY 2026-2029 TIP, TMACOG covers only Lucas and Wood Counties in Ohio. Interagency consultation with Michigan for the Moving Forward 2055 Plan was conducted separately as shown in the attached email thread.

Interagency consultation (IAC) will be accomplished via a series of emails. Pursuant to the US EPA November 2018 Transportation Conformity Guidance for the South Coast II Court Decision, (<https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockkey=P100VQME.pdf>) TMACOG will be advancing qualitative conformity determinations for both the LRTP and the TIP.

Attached are the conformity summaries for both the Moving Forward 2055 Plan and the FY 2026-2029 TIP which identifies the respective air quality area geography, the [40 CFR 93.109](#) conformity criteria, and identifies the public involvement periods for TMACOG. TMACOG's public involvement effort will include information on the region's air quality conformity determination process.

Please respond with questions, comments, or confirmation that TMACOG can advance a qualitative a conformity determination for the Moving Forward 2055 LRTP and for the FY 2026-2029 TIP.

Please respond with any questions or concerns you may have, or to confirm before end of business **February 28, 2025**. If we do not heard from you, we will take that as concurrence. A conference call can be scheduled, as needed.

Thank you very much,

-David Gedeon

---

**David Gedeon, AICP**

Transportation Director

300 Martin Luther King, Jr. Drive, Suite 300

Toledo, OH 43604

419-241-9155 x. 1125

[www.tmacog.org](http://www.tmacog.org)



Nallaballi, Neena<[Nallaballi.Neena@epa.gov](mailto:Nallaballi.Neena@epa.gov)>

To: David Gedeon;Hall, Lawrence (FHWA) <[lawrence.hall1@dot.gov](mailto:lawrence.hall1@dot.gov)>;  
jocelyn.johnson@dot.gov; "graham.johnson@epa.ohio.gov"  
<[graham.johnson@epa.ohio.gov](mailto:graham.johnson@epa.ohio.gov)>; "Maietta, Anthony" <[maietta.anthony@epa.gov](mailto:maietta.anthony@epa.gov)>;  
"Ben.Cordes@dot.ohio.gov" <[Ben.Cordes@dot.ohio.gov](mailto:Ben.Cordes@dot.ohio.gov)>;  
"spencer.smith@dot.ohio.gov" <[spencer.smith@dot.ohio.gov](mailto:spencer.smith@dot.ohio.gov)>;  
"anthony.hill@dot.ohio.gov" <[anthony.hill@dot.ohio.gov](mailto:anthony.hill@dot.ohio.gov)>;  
"rebekah.straub@dot.ohio.gov" <[rebekah.straub@dot.ohio.gov](mailto:rebekah.straub@dot.ohio.gov)>

Cc: Lisa Householder; Marissa Bechstein

Fri 2/28/2025 9:49 AM

Good morning,

EPA R5 concurs with the qualitative conformity determination approach by TMACOG in advancing the MovingForward 2055 LRTP and FY 2026-2029 TIP.

Neena Nallaballi

Control Strategies Section

EPA Region-5

[Nallaballi.Neena@epa.gov](mailto:Nallaballi.Neena@epa.gov)

312-353-1770

Graham.Johnson@epa.ohio.gov

To: David Gedeon; Hall, Lawrence (FHWA) <lawrence.hall1@dot.gov>;  
jocelyn.johnson@dot.gov;nallaballi.neena@epa.gov;maietta.anthony@epa.gov;  
Ben.Cordes@dot.ohio.gov;Spencer.Smith@dot.ohio.gov;ANTHONY.HILL@dot.ohio.gov;  
Rebekah.Straub@dot.ohio.gov

Cc: Lisa Householder; Marissa Bechstein

Fri 2/28/2025 9:52 AM

Good morning,

Ohio EPA also concurs with the qualitative conformity determination approach.

Thank you,

**Graham Johnson** (He/Him)

**Rules Coordinator, Office of Air Pollution Control**

50 W. Town Street, Suite 700

Columbus, Ohio 43215

[Graham.Johnson@epa.ohio.gov](mailto:Graham.Johnson@epa.ohio.gov)

Hall, Lawrence (FHWA)<lawrence.hall1@dot.gov>

To: David Gedeon

FHWA concurs.

Thanks,

Lawrence Hall

Community Planner

Federal Highway Administration

Ohio Division

(614)280-6848

**APPENDIX B**  
**Public Notice**



**Transportation Improvement Program  
- Public Comment Period**

Toledo Metropolitan Area Council of Governments (TMACOG) is accepting public review and comment on the 2026-2029 Transportation Improvement Program (TIP) for Lucas and Wood counties in Ohio. The fiscal year 2026-2029 TIP will include approximately \$500 million in total project costs. Comments will be accepted through April 11, 2025.

Documents related to the TIP will be available for review beginning March 11 at <https://tmacog.org/transportation/regional-transportation-improvement-plan>. This page will include three links: the full TIP document, an interactive map showing all the projects where anyone may leave comments about specific projects or locations, and a link to a comment form.

TMACOG will respond to comments if contact information is provided. Public input and comments may be provided by email to [householder@tmacog.org](mailto:householder@tmacog.org), by mail to TMACOG, PO Box 9508, Toledo, OH 43698-9508, or by leaving a voice message at 419-241-9155 ext. 1124.

Two public meetings will offer the opportunity to provide in-person comment on the proposed 2026-2029 TIP. Meetings are scheduled from 3-6 p.m. Tuesday, March 18 at the Ohio Department of Transportation's District 2 office in Bowling Green (317 E. Poe Road) and from 3-6 p.m. Tuesday, March 25 at TMACOG (300 Dr. Martin Luther King Jr. Drive, Suite 300, Toledo).

If you require accommodations to fully participate in either of these events, contact Jennifer Allen: [allen@tmacog.org](mailto:allen@tmacog.org) or 419-241-9155 ext. 1107. #663637

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TOLEDO, OH 43602**  
Telephone: **(419) 241-9155**

Description: **Transportation Improvement Program P**  
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Taken On: **02/12/25**  
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Transportation Improvement Program  
- Public Comment Period

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I, Christina M. Hayes 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 6<sup>th</sup> day of March, A.D. 2025.

Notary Public, State of Ohio



Sandra Franklin  
Notary Public, State of Ohio  
My Commission Expires:  
May 17, 2026



**APPENDIX C**  
**Previous TIP Projects Contracted**



PID	County	Project Name	Project Description	Sold or Obligated Fiscal Year	Obligated Federal Funds
92122	Wood	WOO IR 75/475 26.02/2.04 (Resurfacing)	A district allocation funded project to resurface IR-75 in Wood County from SR-199 to Glenwood and perform full depth pavement repair and resurface IR-475 near the WOO-475-0197 & WOO-475-0214 bridges.	2023	\$6,187,554.01
93680	Wood	WOO SR 65 5.63/9.38/13.45 (Culvert Replacement)	A district allocation funded project to replace three culverts on SR-65 in Wood County.	2024	\$1,386,032.00
101290	Wood	WOO SR 18/235 5.50/0.00 (Resurfacing)	Resurface portions of SR 235 in Wood County and complete pavement repairs on portions of SR 18 in Wood County.	2024	\$958,845.60
105531	Wood	WOO/OTT SR 795 2.35/0.00 (Resurfacing)	Resurfacing SR 795 in Wood and Ottawa Counties; Upgrade existing signal at SR 795 and Oregon Rd. with new mast arm poles and revised timing.	2024	\$5,621,983.60
105889	Lucas	LUC US 23 11.75 (SR 51 Interchange)	Reconstruction and reconfiguration of the SR 51 interchange over US 23 in the City of Sylvania. Necessary work included bridge replacements, ramp reconstruction, secondary street upgrades and resurfacing.	2025	\$744,267.00
107711	Wood	WOO 64/65- 5.78/6.18/23.39 (Bridge Replacement)	Replace WOO-64-0578, WOO-65-0618 and WOO-65-2339; perform necessary related work.	2025	\$48,892.00
107717	Wood	WOO SR 582 16.35 (Bridge Replacement)	Replace structure; perform necessary related work.	2024	\$285,416.00
108584	Lucas & Wood	WOO/LUC 280 6.2/0.00 (Resurfacing)	A project to resurface IR-280 in Wood and Lucas Counties, replace median barrier & inlets, and replace light poles and luminaires; perform necessary related work.	2023	\$13,377,510.00
108877	Lucas	LUC CR 180 9.87 (Corduoy Rd. Bridge Replacement)	CEAO Local Bridge funded project to replace the bridge over Reno Side Cut Ditch on CR 180 (Corduoy Rd ) 0.5 east of Teachout Rd in Lucas County. Includes improvement of the approach roadway located between Howard Rd and Teachout Rd.	2023	\$628,023.95
110345	Lucas	LUC CR 8 7.07 (Brint/ Centennial Roundabout)	Project to construct a single-lane roundabout at the intersection of Brint Rd (CR-8) and Centennial Rd (CR-69) in Lucas County.	2023	\$710,212.32
111121	Lucas	LUC CR 500 7.25 (Lewis Ave. Reconstruction)	Full reconstruction of the pavement on Lewis Ave from Laskey Ave to Alexis Rd in City of Toledo, including new curb, drive aprons, and associated drainage improvements.	2023	\$2,019,225.56

PID	County	Project Name	Project Description	Sold or Obligated Fiscal Year	Obligated Federal Funds
111524	Lucas	LUC CR 563/564 0.40/0.65 (Munding & Dearborn Reconstruction)	A project in City of Oregon to reconstruct Munding Dr and Dearborn Ave between Navarre Ave and S. Wheeling St. The project will also include drainage improvements, signage, pavement markings, ADA curb ramps and other necessary related work.	2023	\$400,000.00
111525	Lucas	LUC CR 500 2.6 (MLK Boardwalk)	Project to install 12' wide multi-use path under the Martin Luther King Memorial Bridge, connecting Glass City Metropark with International Park (i.e. the future Glass City Riverwalk) along the edge of the Maumee River. Includes necessary and related work such as paving, earthwork, lighting, and other necessary related items.	2023	\$721,103.00
111533	Lucas	LUC CR 500 2.61 (MLK Bridge Multi-Use Path)	A project in City of Toledo to install a multi-use path on the Martin Luther King Memorial Bridge from Summit St to International Park, which is a lift bridge. Project includes related scope that is necessary to accommodate the path including structural modifications to the bridge, replacement of electrical drives, relocating traffic gates, installing a barrier between vehicular lanes, milling and resurfacing fixed approach spans, and adjusting the bascule span balance.	2024	\$500,000.00
112127	Lucas	LUC CR 566 0.00 (Gibbs St.)	A project to convert Gibbs St from 4 to 3 lanes between US 24 and the railroad crossing in City of Maumee. Will also modify Indiana St pavement markings to 2-lane section, install compact roundabout that the intersection of Gibbs St & Indiana St, install enhanced pedestrian crossing at Gateway Middle School.	2023	\$839,076.70
112146	Lucas	LUC CR 1571 2.56 Bridge Replacement (Perrysburg-Holland Rd.)	Project in Lucas County to replace the existing earth filled arch bridge on Perrysburg-Holland Rd bridge over the Cairl Creek, includes minor necessary approach roadway work. (Structure File Number : 4830253)	2023	\$842,700.00
113102	Wood	WOO SR 795 3.26 (Intersection Upgrade)	Upgrade the signal at SR 795 and Lime City Road in Wood County.	2023	\$337,788.00

PID	County	Project Name	Project Description	Sold or Obligated Fiscal Year	Obligated Federal Funds
113487	Lucas	LUC Safe Routes to School - Toledo (Washington Local School)	Project in City of Toledo to add or replace sidewalks, curb ramps, crosswalks, along various high priority school routes near Jefferson and Washington Jr. High schools in the Washington Local School District. Includes pavement marking and other necessary related scope.	2023	\$390,190.00
113719	Wood	WOO SR 199 9.36 (SR 281 Roundabout)	Construct roundabout at the intersection of SR 199 and SR 281 in Wood County.	2024	\$1,584,440.00
113741	Lucas	LUC CR 22 8.0 (Bancroft & McCord Roundabout)	Construct a roundabout at intersection of Bancroft Street and McCord Road in Lucas County. Includes widening roads to allow for two way left turn lane, sidewalks and crosswalks on approaches, stormwater drainage improvements, lighting, and necessary related scope.	2024	\$58,594.00
115512	Lucas	LUC CR 30 2.93 (Hill/McCord Roundabout)	Project in Lucas County to construct a roundabout at the intersection of Hill Ave and McCord Rd. Project includes new asphalt pavement, concrete pavement, curbs and gutters, drainage improvements, and other necessary relate scope items.	2025	\$135,000.00
115998	Wood	WOO IR 475 0.39 (Slide Repair)	A Geologic Site Management funded project to stabilize the slope on IR-475 in Wood County near the IR-75 Interchange (SLM 0.39).	2023	\$236,920.00
116000	Wood	WOO IR 280 5.07 (Slide Repair)	WOO-280 SB slope stabilization (SLM 5.07)	2024	\$1,368,816.00
116429	Lucas	LUC CR 10 0.01 (Laskey Rd. Resurfacing)	Resurface a section of Laskey Road with spot full depth repairs and 370' of new sidewalk. Project includes adjusting manholes, bringing drives to grade, pavement markings and other necessary minor items.	2023	\$317,008.04
117198	Lucas	LUC SR 25 3.00 (Anthony Wayne Trail Streetscape)	Project in City of Toledo to complete streetscaping in the median of the Anthony Wayne Trail.	2023	\$160,444.00
117345	Wood	WOO (E. Broadway Bridge Rehabilitation)	Local Bridge Program funded project to rehabilitate bridge # 8732809 on East Broadway Rd. over Cedar Creek in Wood County. The bridge will be rehabilitated to a composite pre-stressed box beam design and necessary associated approach work will be completed.	2023	\$617,930.07

PID	County	Project Name	Project Description	Sold or Obligated Fiscal Year	Obligated Federal Funds
117674	Wood	WOO - TR27 (Reigle Rd. Bridge Replacement)	Replace bridge #8738262 on Reigle Rd (TR-27) over Yellow Creek in Wood County, southeast of the Village of Deshler. Existing bridge was closed to traffic in 2012 and will be replaced with composite pre-stressed box beam and widened to 28'.	2024	\$718,615.49
118234	Lucas	LUC SR 2 21.72 (Navarre Ave. Safety)	Project in City of Oregon to improve safety along Navarre Ave from Isaac Streets Dr to approx. 200' west of S. Coy Rd. Includes installation of a median barrier along Navarre Ave, two new signals at Harbor Drive and Kroger Drive, relocation of signal at Big Lots Plaza & Ralphie's to Kingston Court, and other necessary relate scope items.	2025	\$300,000.00
118258	Wood	WOO CR 84 1.45 (Pelton Rd. Bridge Rehabilitation)	Project in Wood County to rehabilitate a bridge on Pelton Rd (CR 84B) over the South Branch Portage River, includes widening the clear roadway width, minor approach work, guardrail improvement, and other necessary related work.	2025	\$149,000.00
119007	Wood	WOO IR 75 29.93 (Lime City Rd. Bridge Rehabilitation)	A project to rehabilitate the Lime City Rd bridge over I-75 in Wood County (SFN 8704716) by raising the superstructure to provide a vertical clearance of 16'-6" (min.) and widening the bridge to include a multi-use path; perform necessary related work.	2023	\$5,499,240.00

**APPENDIX D**  
**FY 2026-2029 TIP Resolution**



**FY 2026-2029 Transportation Improvement Program Resolution**

STAFF REPORT  
TOLEDO METROPOLITAN AREA COUNCIL OF GOVERNMENTS  
MPO POLICY BOARD  
APRIL 21, 2025

This resolution approves the FY 2026-2029 Transportation Improvement Program (TIP). The updated report will replace the FY 2024-2027 TIP. The four-year TIP programs approximately \$67 million of TMACOG managed funds within Lucas and Wood Counties and includes a total of approximately \$501,628,000 to transportation projects within the MPO area. The TIP lists all projects with federal transportation funding planned 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 2026-2029 TIP was developed consistent with the goals, policies, transportation system improvement projects and strategies, and the fiscal constraints of the “Moving Forward: 2055 Regional Transportation Plan” (2055 Plan).

Further this resolution affirms that the TMACOG TIP is consistent with the Ohio Statewide Transportation Improvement Program (STIP).

This resolution also authorizes the Director of Transportation, after consultation with the Technical Advisory Committee (TAC), 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 2026 or FY 2027 for sale if doing so does not negatively impact implementation of the program as approved.

These actions are required in accordance with the Infrastructure Investment and Jobs Act (IIJA) and associated federal regulations that establish procedures for transportation planning by MPOs, such as TMACOG.

**A RESOLUTION  
APPROVING THE FISCAL YEAR 2026-2029  
TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, the Toledo Metropolitan Area Council of Governments (TMACOG) is a voluntary association of local governments 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 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 U.S. Department of Transportation and the Ohio Department of Transportation (ODOT) to direct, coordinate, and administer the Process in the Toledo area as mandated by the Congress in Titles 23 and 49 U.S.C.; and

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

**WHEREAS**, the Investment Infrastructure and Jobs Act (IIJA), enacted by Congress in 2021, and the Code of Federal Regulations governing MPOs (23 C.F.R. 450) require that a Transportation Improvement Plan (TIP) cover at least a four-year time period; and

**WHEREAS**, the FY 2026-2029 TIP was prepared in cooperation with the State of Ohio and with transit operators; and

**WHEREAS**, under the IIJA, TMACOG, as the MPO, selects projects for federal funding in consultation with the state; and

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

**WHEREAS**, the TMACOG Technical Advisory Committee has developed a proposed FY 2026-2029 Transportation Improvement Program that was reviewed through cooperation between TMACOG and ODOT and was subject to a public review and comment period from March 11, 2025 through April 11, 2025; and

**WHEREAS**, the FY 2026-2029 Transportation Improvement Program was prepared consistent with the goals, policies, transportation system improvement projects and strategies, and the fiscal constraints of the “Moving Forward: 2055 Regional Transportation Plan”; and

**WHEREAS**, the FY 2026-2029 TIP has been recommended for approval by the Technical Advisory Committee on April 16, 2025.

**NOW, THEREFORE, BE IT RESOLVED** by the Toledo Metropolitan Area Council of Governments MPO Policy Board:

Section 1

THAT it affirms that the FY 2026-2029 Transportation Plan has been prepared in accordance with the goals, policies, transportation system improvement projects and strategies, and the fiscal constraints of the "Moving Forward: 2055 Regional Transportation Plan" (2055 Plan) and recommends that its members incorporate the 2055 Plan into their own planning improvements; and

Section 2

THAT it adopts the "Fiscal Year 2026-2029 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 "Moving Forward: 2055 Regional Transportation Plan" (2055 Plan); and

Section 3

THAT, should a project not listed in the first two years of the TIP become eligible for sale during FY 2026 or FY 2027, the Vice President of Transportation, in consultation with the Technical Advisory 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 2026-2029 TIP, the 2055 Plan and the Ohio Statewide Transportation Implementation Plan (STIP); and

Section 5

THAT the FY 2026-2029 TIP is hereby certified as compatible with the adopted Elderly and Handicapped Transportation Plan; and

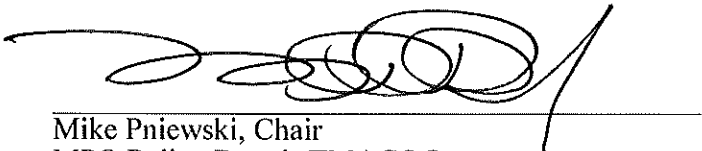
Section 6

THAT the FY 2026-2029 TIP will have a positive impact in achieving the targets for the five safety performance measures set by ODOT and supported by TMACOG.

Adopted by the MPO Policy Board on April 21, 2025.

Yeas 15, Nays 0, Abstain 0

Date of Adoption: \_\_\_\_\_



Mike Pniewski, Chair  
MPO Policy Board, TMACOG

TMACOG Resolution No. 2025-06  
Approving Body: MPO Policy Board

Attest:

I, Jodi Cole, TMACOG Administrative Assistant, do hereby certify that this is a true and accurate copy of  
Resolution 2025-06, adopted on \_\_\_\_\_

\_\_\_\_\_  
Jodi Cole, Administrative Assistant

# **APPENDIX E**

## **OSUCC 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 21<sup>st</sup> Century (MAP-21) puts an increased focus on addressing PM<sub>2.5</sub>.

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 (PM<sub>10</sub>, PM<sub>2.5</sub>) which reduce transportation related emissions. All eight large MPOs in Ohio are classified as non-attainment or maintenance for ozone and/or PM<sub>2.5</sub>.

In determining project eligibility, only projects that have documented ozone precursor emissions and/or PM<sub>2.5</sub> 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>&gt;35 to 40%</td> <td>4</td> <td>\$1.0 m to \$2.0 m</td> <td>4</td> </tr> <tr> <td>&gt;30 to 35%</td> <td>3</td> <td>&gt;\$500,000 to \$1.0 m</td> <td>3</td> </tr> <tr> <td>&gt;25 to 30%</td> <td>2</td> <td>\$150,000 to \$500,000</td> <td>2</td> </tr> <tr> <td>&gt;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																								
<b>Maximum Points</b>		<b>100</b>																								

### 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<sub>x</sub>, and PM<sub>2.5</sub>) 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**

<b>HIGH</b>	<b>MEDIUM</b>	<b>LOW</b>
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 IMPACTS<sup>1</sup>

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 IMPACTS<sup>2</sup>

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 IMPACTS<sup>3</sup>

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

<sup>1</sup> Council of Fresno County Governments, January 2006 CMAQ Call for Projects

<sup>2</sup> Council of Fresno County Governments, January 2006 CMAQ Call for Projects

<sup>3</sup> 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.

<b><u>Project Type</u></b>	<b><u>Useful Life</u></b>
<b>Regional Rideshare / Vanpool Programs</b>	# of year(s) for proposed program
Park and Ride Lots	12 years
Parking Structures	30 years
<b>Congestion Reduction, Traffic Flow Improvements, ITS</b>	
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
<b>Freight/Intermodal Projects</b>	
Intermodal Facilities	20 years
<b>Travel Demand Management</b>	# of year(s) for proposed program
<b>Transit Vehicle Replacements</b>	
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
<b>Alternative Fuels and Vehicles</b>	
Fueling Facilities	20 years
Vehicles	5 years / 100,000 miles
<b>Diesel Engine Retrofit</b>	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
<b>Truck Electrification Facilities</b>	10 years
<b>Public Education and Outreach</b>	# of year(s) for proposed program
<b>Employer-based Programs</b>	# of year(s) for proposed program
<b>Transit Service Upgrades</b>	# of year(s) for proposed program
<b>Transit Facility Upgrades</b>	
New or Rehabilitated Rail Cars	20 years
New or Rehabilitated Tracks or Stations	30 years
Bus Shelters/Platforms	10 years
Amenities	2 years
<b>Operating / Modal Subsidies and Vouchers</b>	# of year(s) for proposed program
<b>Bicycle/Pedestrian</b>	
On-road / Off-road facilities	15 years
Bridge	25 years
<b>Other TCMs and Misc.</b>	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](http://www.fta.dot.gov/documents/Useful_Life_of_Buses_Final_Report_4-26-07_rv1.pdf)
2. The National Academies Press, Review of 21<sup>st</sup> Century Truck Partnership (2008)  
[http://www.nap.edu/openbook.php?record\\_id=12258&page=110](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/](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](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 F**  
**Public Comments**



### 2026-2029 Draft TIP Public Involvement Comment Form

Contact information is not required but will ensure you receive a response, should one be required.

1. Name:

2. Organization name:

3. Mailing address:

4. Email address:

Please enter an email

5. Phone:

6. Please select the category of your question or comment: (select all that apply)

TIP Development Process

Funding

Project

Other

7. If Project was selected above, please identify one of the following:

Project Name or Location

Project ID (PID) #

8. Project Name/Location

9. Project ID (PID) #:

10. Question or Comment:

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This content is neither created nor endorsed by Microsoft. The data you submit will be sent to the form owner.





## Draft 2026-2029 STIP Public Involvement Open House

March 18, 2025 • 4-6 p.m.

Name	Representing	Address	Phone	Email
1. Tom Kovacic	TAGNO			
2. DAVID WEDFON	TMACOR			
3. Allie Baker	Public	304 E Edgerton St Bryan, OH 43506	419-551-5369	allie.baker003@gmail.com
4. Kevin Cannon	ERPC	2900 Columbus Ave Sandusky	419-577-4728	KCANNON@erpcounty.oh.gov
5. Pat McColke	ODOT		419-373-4412	
6. Lisa Householder	TMACOR			
7. Matt Sommerfeld	ODOT			
8. Lance Dasher	ODOT			
9.				
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18.				



## Draft 2026-2029 STIP Public Involvement Open House

March 25, 2025 • 3-6 p.m.

Name	Representing	Address	Phone	Email
1. <u>Rosanna Hoatzel</u>		<u>2807 Barrington Toledo, OH 43606</u>		<u>Rosanna.c.violi@gmail.com</u>
2. <u>Roy Palmer</u>	<u>Senator Moreno</u>			<u>Roy - Palmer@moreno.senate.gov</u>
3. <u>Dan White</u>		<u>145 S St. Clair St. Unit 5</u>	<u>419-340-2126</u>	<u>daniel.white2328@gmail.com</u>
4. _____	_____	_____	_____	_____
5. _____	_____	_____	_____	_____
6. _____	_____	_____	_____	_____
7. _____	_____	_____	_____	_____
8. _____	_____	_____	_____	_____
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11. _____	_____	_____	_____	_____
12. _____	_____	_____	_____	_____
13. _____	_____	_____	_____	_____
14. _____	_____	_____	_____	_____
15. _____	_____	_____	_____	_____
16. _____	_____	_____	_____	_____
17. _____	_____	_____	_____	_____
18. _____	_____	_____	_____	_____

# **APPENDIX G**

## **Performance Measures**



# TOLEDO METROPOLITAN AREA COUNCIL OF GOVERNMENTS (TMACOG)

## SYSTEM PERFORMANCE REPORT



The preparation of this report was financed jointly by the counties of Lucas and Wood, Ohio; Monroe County, Michigan; the cities of Bowling Green, Maumee, Northwood, Oregon, Perrysburg, Rossford, Sylvania, and Toledo, Ohio; the Toledo-Lucas County Port Authority; the Ohio Department of Transportation; and the U.S. Department of Transportation, Federal Highway Administration, and the Federal Transit Administration.

The contents of this report reflect the view of the Toledo Metropolitan Area Council of Governments which is responsible for the facts and accuracy of the data presented herein. The contents do not reflect the official views or policies of the Ohio Department of Transportation or the U.S. Department of Transportation. This report does not constitute a standard, specification, or regulations.

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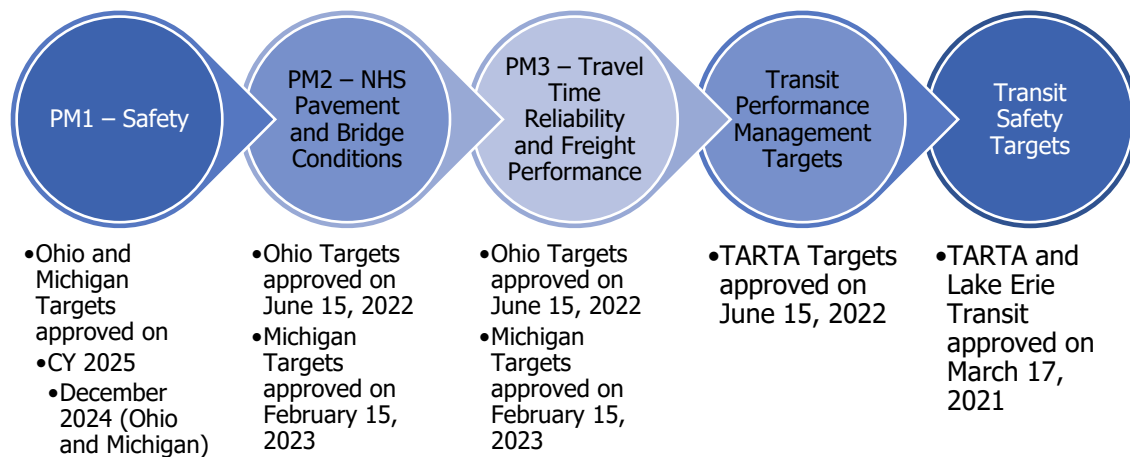
## Introduction

TMACOG is the Metropolitan Planning Organization (MPO) for Lucas and Wood Counties in Ohio and Southern Monroe County Michigan. TMACOG is required to develop and maintain a Regional Transportation Plan that has a horizon year of at least 20 years. In addition to the long-range plan, TMACOG is also responsible for managing the region’s Transportation Improvement Program (TIP). Both the long-range plan and the TIP are developed around established performance measures and targets. The system performance report is a requirement for TMACOG’s long range plan and the TIP. The system performance report will include the methodology of the system performance process and the designated performance measures set by TMACOG.

Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) called on states and metropolitan areas to set measurable targets that align with transportation goals and are to be achieved during the lifetime of the plan. The current transportation legislation, Fixing America’s Surface Transportation (FAST) Act continues to support performance-based planning. This performance-based approach to planning aims to ensure that investments are made where needed. Targets must address national goals. Their development, at the metropolitan/regional level, is to be coordinated with state and public transit targets and objectives. The targets are to be used to track progress on a region’s desired critical outcomes.

Transportation performance management requirements can be found in the Code of Federal Regulations (CRF) Title 23 Parts 450 and 490 and Title 49 Parts 625 and 673.

### Timeline for adopting and setting performance measures and targets.



TMACOG has adopted the performance measures and targets set by the Ohio Department of Transportation (ODOT) and the Michigan Department of Transportation (MDOT). The

performance measures have been approved by TMACOG Boards and Committees. The timeline for 2022-2026 federal performance period adoption is below. It should be noted that safety targets are adopted annually.

## Performance Measures and Targets 2022-2026

### Safety Performance

The Highway Safety Improvement Program (HSIP) final rule (23 CRF Part 490) requires that States and MPO’s establish safety targets as five-year rolling averages on all public roads for:

1. The number of fatalities
2. The rate of fatalities per 100 million vehicle miles traveled (VMT)
3. The number of serious injuries
4. The rate of serious injuries per 100 million VMT
5. The number of non-motorized fatalities and non-motorized serious injuries.

Historically, TMACOG adopts the targets set by the states. The Ohio Department of Transportation (ODOT) set a 2% reduction across all five categories. The Michigan Department of Transportation (MDOT) uses a model to predict what number of crashes they will see across all five categories and the goal is for them to stay under that set prediction.

**TABLE 1 CY 2025 ODOT SAFETY TARGETS**

Performance Measures (ODOT)	Baseline 2023	Target (2025)
Number of fatalities	1,228.2	1,180.0
Rate of fatalities per 100 million vehicle miles traveled	1.12	1.08
Number of serious injuries	7,790.5	7,482.0
Rate of serious injuries per 100 million vehicles miles traveled	6.77	6.51
Number of non-motorized fatalities and serious injuries	842.4	809.0

**TABLE 2 CY 2025 MDOT SAFETY TARGETS**

Performance Measures (MDOT)	Baseline	Target (2025)
Number of fatalities	1,085.2	1,098.0
Rate of fatalities per 100 million vehicle miles traveled	1.137	1.113
Number of serious injuries	5,727.8	5,770.1
Rate of serious injuries per 100 million vehicles miles traveled	5.988	5.850
Number of non-motorized fatalities and serious injuries	743.0	728.3

TMACOG addresses safety by:

- Moving Forward 2055 supports this performance measure and target through goals, objectives, and scoring criteria.
  - Goal 1 Safety – Improve the safety of the transportation system.
    - Objective 1.1 - Reduce serious injury and fatal injury crashes for all modes.
    - Objective 1.2 - Provide education and implement proven safety countermeasures.
    - Objective 1.3 - Support regional partners’ efforts to improve safety for vulnerable transportation users.
    - Objective 1.4 - Reevaluate which safety areas to emphasize.
  - Scoring criteria look at number of crashes & number of fatal and serious injury crashes. Additionally, safety for transit and non-motorized users are considered.
- TMACOG’s TIP supports this performance measure and targets.
  - Scoring criteria for STBG considers the accident rate per million vehicles, and projects with pedestrian and bicycle improvements.
  - Scoring criteria for CMAQ consider safety improvements, and projects with pedestrian and bicycle improvements.
  - Scoring criteria for TAP applies up to ten points for safety improvements.
  - Within the 2026-2029 TIP, there is \$95.4 million programmed to specifically increase the safety of the transportation network in the TMACOG area.
- Additionally, TMACOG conducts the following planning activities.
  - Maintaining a Regional Safety Locations report to identify intersections and segments with high crash rates.
  - Completing localized safety location reports to identify locations in municipalities that have high crash rates.
  - Encouraging complete streets and other roadway design guides to slow traffic and improve safety conditions for all users.
  - Working with local safety communities to educate and inform the public on safety.

## Bridge and Pavement Performance (PM2)

Maintaining the system in a state of good repair is essential in every transportation system. In 2022 and 2023 TMACOG adopted new statewide set targets for bridge and pavement performance. TMACOG successfully met all the 2- and 4-years targets for the years 2018-2022.

**TABLE 3 ODOT PM2 TARGETS 2023-2027**

Performance Measures	2 Yr. Target	4 Yr. Target
Percent of Interstate Pavements in Good Condition	N/A	> 55%
Percent of Interstate Pavements in Poor Condition	N/A	< 1%
Percent of Non-Interstate NHS Pavements in Good Condition	> 40%	> 40%
Percent of Non-Interstate NHS Pavements in Poor Condition	< 2%	< 2%
Percent of NHS Bridges in Good Condition	> 55%	> 55%
Percent of NHS Bridges in Poor Condition	< 3%	< 3%

**TABLE 3 MDOT PM2 TARGETS 2023-2027**

Performance Measures	2 Yr. Target	4 Yr. Target
Percent of Interstate Pavements in Good Condition	59.2%	56.7%
Percent of Interstate Pavements in Poor Condition	5.0%	5.0%
Percent of Non-Interstate NHS Pavements in Good Condition	33.1%	33.1%
Percent of Non-Interstate NHS Pavements in Poor Condition	10.0%	10.0%
Percent of NHS Bridges in Good Condition	15.2%	12.8%
Percent of NHS Bridges in Poor Condition	6.8%	5.8%

TMACOG addresses pavement and bridge condition by:

- Moving Forward 2055 supports this performance measure and target through goals, objectives, and scoring criteria.
  - Goal 2 Infrastructure Condition - Maintain and improve the transportation system to a state of good repair.
    - Objective 2.1 - Prioritize projects that address deteriorating infrastructure.
    - Objective 2.2 - Identify potential areas that will see a possible increase in traffic volume due to economic development.
    - Objective 2.3 - Develop ways to identify vulnerable populations and ensure transportation infrastructure in those neighborhoods is not neglected.
    - Objective 2.4 - Ensure infrastructure is resilient to climate changes and weather events (e.g. floods, extreme temperatures, etc.)
  - Additionally, a System Preservation list is included in the plan which identifies segments of roadway and bridges that are in fair, poor, or very poor condition. The list is updated every 5 years in development with the LRTP.
- TMACOG’s TIP supports this performance measure and targets.
  - Scoring criteria for STBG considers pavement condition ratings, bridge sufficiency ratings, and roadway projects that preserve existing pavement will score a greater number of points than a new roadway project.
  - Scoring criteria for TAP takes into account project conditions where preservation projects allow for greater number of points than new construction, as well as pavement condition ratings.
  - Within the 2026-2029 TIP, there is \$139 million programmed to specifically improve the pavement and bridge infrastructure of the transportation network in the TMACOG area.
- Additionally, TMACOG conducts the following planning activities.
  - Collaborated with a consultant to develop a Transportation Asset Management Plan.
  - Developed a Regional Resilience Improvement Plan

## System Performance (PM3)

System performance measures and targets assess passenger and freight performance on interstate and non-interstate NHS. Additionally, these targets address air quality and emission reduction. The Level of Travel Time Reliability (LOTTR) is defined as the ratio of longer travel times (80th percentile) to a “normal” travel time (50th percentile) for a given roadway segment. The measure is the percentage of person-miles (vehicle miles multiplied by occupancy) traveled on the NHS where this ratio is less than 1.5, which is considered reliable. Using person miles rather than vehicle miles gives equal weight to all individuals using the roads. Non-interstate travel is generally more reliable than interstate travel for several reasons. Reasonable alternative routes are more often available for trips on non-interstates and lower volumes and speeds mean that incidents on non-interstates typically have a smaller impact.

**TABLE 5 ODOT PM3 TARGETS 2023-2027**

Performance Measures	2 Yr. Target	4 Yr. Target
Percent of person-miles traveled on the interstate that are reliable	>85%	>85%
Percent of person-miles traveled on the non-interstate NHS that are reliable	N/A	>80%
Level of truck travel time reliability (LOTTR)	<1.50	<1.50
Volatile organic compound (VOC) total emission reduction	> 60.000 kg/day	> 60.000 kg/day
Nitrous Oxide (NOx) total emission reduction	> 250.000 kg/day	> 250.00 kg/day
Particulate matter 2.5 (PM2.5) total emission reduction	> 30.000 kg/day	> 30.000 kg/day
PHED	7.0 hours	7.0 hours
Non-SOV travel	>15.0%	>15.0%

**TABLE 6 MDOT PM3 TARGETS 2023-2027**

Performance Measures	2 Yr. Target	4 Yr. Target
Percent of person-miles traveled on the interstate that are reliable	80.0%	80.0%
Percent of person-miles traveled on the non-interstate NHS that are reliable	75.0%	75.0%
Level of truck travel time reliability (LOTTR)	1.60	1.60
Volatile organic compound (VOC) total emission reduction	2295.000 kg/day	4590.000 kg/day
Nitrous Oxide (NOx) total emission reduction	5227.000 kg/day	10455.000 kg/day
Particulate matter 2.5 (PM2.5) total emission reduction	595.000 kg/day	1191.000 kg/day
PHED	7.0 hours	7.0 hours
Non-SOV travel	> 15.0%	> 15.0%

## TMACOG addresses pavement and bridge condition by:

- Moving Forward 2055 supports this performance measure and target through goals, objectives, and scoring criteria.
  - Goal 3 Congestion & Reliability - Improve the efficiency and predictability of the transportation system.
    - Objective 3.1 - Encourage use of public transportation options and non-motorized transportation to reduce congestion and to improve the reliability of the surface transportation system.
    - Objective 3.2 - Design roadways to maximize flow and safety of traffic.
- Projects were scored by considering times of day an area was unreliable and if it encouraged alternate modes of transportation.
- TMACOG's TIP supports this performance measure and targets.
  - Scoring criteria for CMAQ consider cost effectiveness to measure the project's ability to reduce emissions per dollar invested; existing quality of service (QOS); and assesses the positive impacts on QOS.
  - Within the 2026-2029 TIP, there is \$1 million programmed being invested to improve the system reliability of the transportation network in the TMACOG area.
  - In addition, there is \$2 million in design funds for a future interstate expansion project.
- Additionally, TMACOG conducts the following planning activities.
  - Maintains a Congestion Management Plan
  - Completed a Regional Freight Plan
  - Encourages complete streets and increased transit options.

## Transit Asset Management

TMACOG provides support to local transit agencies regarding maintenance of current vehicle fleets by confirming that revenue vehicles, equipment, and facilities are not exceeding their useful life and are in a state of good repair. Several public transit projects have been identified as regional priorities in TMACOG’s long range transportation plan. One of the highest priorities for the upcoming years is to replace the existing public transit fleet and the continuing renovation of the new downtown hub. The Toledo Area Regional Transit Authority (TARTA) is the largest public transportation provider in the TMACOG region. TARTA receives TMACOG managed CMAQ money that is designated for the replacement of vehicles. TARTA will be completing a Transit Asset Management plan.

**TABLE 7 TRANSIT ASSET MANAGEMENT TARGETS**

Transit Performance Measures	Baseline Percent Past Useful Life	Target
<b>Revenue Vehicles</b>		
Heavy duty bus (B30-HD, B35-HD, B40-HD, B45-HD, B60-HD)	78.85%	50% less than 12 years
Medium duty bus (B30-Md, B35-MD); Light duty bus (B30-LD)	100%	50% less than 10 years
Cutaway Bus: LTL/LTN, LTV, LTV-FS, LTV-HC, LTV-N, LTV-S	75.00%	50% less than 7 years
Accessible vans (AV); Converted vans (CV), Modified mini vans (MMV), (MV-1), Mini vans (SMV)	0%	50% less than 5 years
<b>Equipment (Non-revenue vehicles)</b>		
Service Vehicle	37.50%	100% less than 10 years
Mobile Vehicle Lift	N/A	100% less than 14 years
Generator	100%	100% less than 10 years
<b>Facilities</b>		
	Baseline Percent below "3" on TERM Scale	
Passenger Facilities	100%	0% below a 3
Maintenance Facilities	100%	0% below a 3
Administrative Facilities	50%	0% below a 3

## Transit Safety Targets

The Federal Transit Authority (FTA) requires public transportation providers to establish safety performance targets to address the safety performance measures identified in the National Public Transportation Safety Plan. TMACOG is required to adopt transit safety performance measures 180 days after the local transit agency adopts their target. TARTA in Lucas County and Lake Erie Transit in Monroe County have set their targets and TMACOG has adopted them. TARTA’s targets are in table 1.10 below and Lake Erie Transit Targets are shown in table 1.11.

TARTA’s Safety Performance Targets (SPT) are based on the Safety Performance Criteria (SPC) defined by the NSP as required in 49 CFR 670, Subpart D.1 In addition to the requirements set forth in the NSP, the safety performance targets for System Reliability correlate to the requisites identified in 49 CFR 625 for the agency TAM, which is further referenced in the NSP. In accordance with 49 CFR 670, the following Performance Criteria are measured (source: TARTA) Current numbers are based on five-year averages based on NTD reporting and variance is the target rate divided by the current rate. System Reliability looks at revenue miles operated (by mode) divided by number of major mechanical failures.

**TABLE 8 TRANSIT SAFETY TARGETS**

Performance Measure	Count (5 year total)	Total VRM 2020	Current	Target 2021	Variance
Fatality Rate: fixed route	0	2,571,102	0	0	0
Fatality Rate: paratransit	0	1,858,529	0	0	0
Injury Rate: fixed route	88	2,571,102	3.42	3.26	0.95
Injury Rate: paratransit	18	1,858,529	0.97	0.92	0.95
Safety Events: fixed route	34	2,571,102	1.32	1.26	0.95
Safety Events: paratransit	13	1,858,529	0.70	0.67	0.95
System Reliability: fixed route	829	2,571,102	32.34	30.71	0.95
System Reliability: paratransit	133	1,858,529	7.16	6.82	0.95

## Conclusion

The new performance-based planning requirement requires that the MPO’s support and work toward the State’s performance measures and targets. By using performance-based planning and tracking, TMACOG will be able to focus planning efforts in a way that benefits not only the regional transportation system, but also the statewide system. Measures and targets will continue to be tracked and will be reported in all future long-range plans, TIP’s, and other updates.

# **APPENDIX H**

## **TIP Approval Processes**



# **Transportation Improvement Program Amendment and Modification Approval Process**

## **Transportation Improvement Program Document**

The Transportation Improvement Program (TIP) document is updated and approved by the Toledo Metropolitan Area Council of Governments (TMACOG) every two years. The document itself is developed and approved first by the Technical Advisory Committee (TAC). Then the document is to be approved by the MPO Policy Board. After the MPO Policy Board approves the TIP document, it becomes an official document of TMACOG.

## **Transportation Improvement Program Amendments, Modifications, & Grouped Projects**

The TIP is a living document that needs to be amended or modified from time to time. Some changes need to be amendments while others can be administrative modifications. There are different processes for each of these. An amendment is considered a major revision, whereas a modification is considered a minor revision. The following chart describes what justifies an amendment or modification to the TIP.

<b>Summary of Actions</b>		
<b>Action</b>	<b>Modification</b>	<b>Amendment</b>
Revise a project description without causing *significant change to the project scope or conflict with the environmental document.	<b>X</b>	
Revise a project's fiscal year within the current TIP.	<b>X</b>	
Change the source/type of federal funds (from federal to state, state to federal funds, federal to local funds, local to federal funds, state to local funds, or local to state funds).	<b>X</b>	
Split or combine individually listed projects in the current TIP without causing *significant change to the project scope, environmental document, or air quality conformity.	<b>X</b>	
Change funding types for individual grouped projects.	<b>X</b>	
Change in the project lead agency.	<b>X</b>	
Revise the ALI code, project name, number of vehicles, or type of vehicles.	<b>X</b>	
Addition, removal of project/phase from TIP.		<b>X</b>
Design or scope change that adds or removes a transportation feature.		<b>X</b>
Addition or removal of STIP Group.		<b>X</b>
Air Quality status change.		<b>X</b>
Funding changes over the threshold (see tables below and anything below a 10% change in cost estimate per phase does not need a modification).		<b>X</b>
All other major changes to the TIP document.		<b>X</b>

\*Significant change is when a transportation feature is added or removed.

<b>Highway/FHWA Projects</b>		<b>Transit/FTA Projects</b>	
<b>TIP Estimate (Phase or Group)</b>	<b>Amendment Needed if Estimate Changes more than</b>	<b>TIP Estimate (Phase or Group)</b>	<b>Amendment Needed if Estimate Changes more than</b>
\$1 - \$2,999,999	\$1,500,000	\$1 - \$600,000	\$300,000
\$3,000,000 - \$5,000,000	50%	\$600,000 - \$1,000,000	50%
\$5,000,001 to 10,000,000	30%	\$1,000,001 to \$5,000,000	30%
\$10,000,001 and Above	20%	\$5,000,001 and Above	20%

TIP amendments are needed to be approved by the Metropolitan Planning Organization (MPO) to be approved by the United States Department of Transportation. The groups that function as the MPO for TMACOG is the MPO Policy Board. The process for a TIP amendment is to first be approved by the TAC, and then the MPO Policy Board will have final approval. TIP amendments are processed quarterly through the Ohio Department of Transportation (ODOT), January, April, July, and October. The following chart indicates when TMACOG staff needs to have information for a TIP amendment to be processed.

<b>Quarterly STIP Amendment</b>	<b>Information to TMACOG Staff Wednesday prior to</b>
January	November TAC Meeting
April	February TAC Meeting
July	May TAC Meeting
October	August TAC Meeting

The process for a TIP modification is to be approved by the TAC. TIP modifications do not need to be approved by the MPO Policy Board. TIP modifications do not need to have federal approval.

The process for a grouped project changes, additions, and deletions is to be completed by TMACOG staff. Grouped projects are identified as non-controversial, air quality exempt, have minimal environmental impact, are not regionally significant, non-capacity adding, and consistent with the current Long-Range Transportation. Projects that are ineligible for grouped project inclusion are explained in the following table.

<b>Project Types Ineligible for Grouped Project Inclusion</b>	<b>TIP Amendment Required</b>
ODOT Significant Projects (Projects greater than or equal to \$25M)	<b>X</b>
Projects that add capacity	<b>X</b>
Projects with Significant Environmental Impact (Document Types of D2, D3, EA/FONSI, EIS/ROD) [Refer to 23 CFR 771.117(c) and (d)]	<b>X</b>
Projects with Air Quality Status of Non-Exempt or Analyzed (40 CFR 93.126, 93.127, 93.128, and 93.12)	<b>X</b>
Projects with MPO funding Does not include the large cities -Findlay, Lancaster, Marion, Wooster, and Zanesville. MPOs with cost estimates in SLIs should waive their projects to be included via SLI in the TIP/STIP.	<b>X</b>
Projects with the below funding types: *Major New, MNC Garvee Bonds, Major New Transit, TRAC, APD Maj New, Turnpike Bonds, Turnpike Mitigation, Major Bridge, Major Bridge Garvee Bond, Innerbelt Earmark, ARRA -Stimulus, SIB Loans, Debt Service Projects including SIB-Debt Reserve, SIB-Debt Service-Garvee, SIB-Debt Service-Butler TID, SIB-Debt Service-Other, Airport, Buildings-Other, DBE, DBE & OJT/SS Program, Fast TRAC, Force Account Materials, Job & Commerce Motor Fuel, Jobs & Commerce, Mini-TRAC<5Million, No Constr. Contr. Funds, Other (SIB), PIAC, Public/Private Partnership, Railroad Grade Separation, Rest Areas, Statewide Miscellaneous, TID, Traditional Programs	<b>X</b>
Projects with the below major work types: *Interchange, Reconstruction, Intersection, Major Reconstruction, Major Widening, Realignment, Widening, Bypass, Grade Separation, Interchange, New, new Construction, Relocation, Major Rehabilitation	<b>X</b>
Projects with Uncommitted Funding (TRAC or UNFU SAC or another SAC marked as uncommitted) Note: Excludes encumbrance request types of FTA Transfer Complete where events are marked as uncommitted.	<b>CANNOT BE ON TIP</b>
OTHER – Waiver Process District, MPO, RTPO, or PM may determine project meets other criteria (example: 23 CFR 771.117(c)(d) for environmental documents or 40 CFR 93.126 for air quality). Waiver Request sent to CO STIP Coord.	<b>REVIEW NEEDED BY STIP COORD.</b>

## **Transportation Improvement Program Solicitations**

TMACOG will solicit for projects in each of the MPO fund types, Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), Carbon Reduction Program (CRP), and Transportation Alternatives (TA) every two years or as necessary when money becomes available. The TAC will establish a scoring/ranking subgroup comprised of members of the TAC for all four programs.

The scoring/ranking subgroup will come to a consensus on scoring of each project, rank the scores, and present a recommendation of projects to be funded based on the funding availability to the TAC. After the TAC approves that recommendation, the final approval comes from the MPO Policy Board.

The CMAQ funded recommendations will not officially be approved by TMACOG since the CMAQ funding is a statewide pool of funds under the Ohio Urban CMAQ Committee (OSUCC). The recommendation will come from the MPO Policy Board to OSUCC. After OSUCC approves the recommendation, it will go to the Ohio Association of Regional Council Executive Directors Board where it receives final approval.

## **Request for Additional TMACOG-Managed Funds**

Project Sponsors can ask for additional funds in emergency situations from the funding source that the project is currently funded through. There is a 10% contingency in place for STBG funded projects, meaning that a project can receive 10% more funding from STBG without asking for additional funds. Any additional funds above that 10% in STBG or any additional funds at all in CRP, TA, or CMAQ will first be a request of the TAC and will follow the rules of a TIP amendment. Even if the funding request falls within the parameters of a TIP modification, the increase of TMACOG-managed funds requires approval from the MPO Policy Board.

**APPENDIX I**  
**TMACOG Public Involvement**  
**Policy**



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TOLEDO METROPOLITAN AREA  
COUNCIL OF GOVERNMENTS

JUNE 2024

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# TMACOG PUBLIC INVOLVEMENT POLICY



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Appendix B:	TMACOG Committee Structure
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## 2024 TMACOG Officers

**Thomas G. Mackin** – Chair  
*Mayor, City of Perrysburg*

**Edward L. Schimmel** – Vice Chair  
*Mayor, City of Northwood*

### TMACOG STAFF

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**Roger Streiffert**  
Transportation Planner

**Kari Gerwin**  
Director of Water Quality Planning

**Marc VonDeylen**  
Transportation Planner

**Rosanna Hoelzle**  
Chief of Staff

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## 1. Introduction

### 1.1. Background of this Document

The Toledo Metropolitan Area Council of Governments (TMACOG) is a regional council of governments (COG) in the Toledo metropolitan area, which includes a portion of southeast Michigan. TMACOG is the Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. § 134 and 49 U.S.C. § 1600, et seq. The MPO planning area covers Lucas and Wood counties and the southern portion of Monroe County: Bedford, Erie and Whiteford townships.

TMACOG has also been designated as the Areawide Water Quality Planning Agency for the U.S. Environmental Protection Agency pursuant to 33 U.S.C. § 1251, and other applicable provisions of the United States Code. The water quality planning area covers Lucas, Ottawa, Sandusky, and Wood counties in Ohio and Bedford, Erie, and Whiteford townships of Monroe County, Michigan.

TMACOG fully supports and has a strong tradition of public involvement planning with the community to seek solutions to regional problems.

- The basic steps of a planning process are to:
  - Identify needs and opportunities.
  - Identify possible alternatives.
  - Evaluate alternatives based on stakeholder needs and objectives.
  - Select solutions.
- Public participation is crucial to each step of this process to ensure that the process produces relevant solutions to real needs.

### 1.2. Purpose of this Document

The purpose of this *Public Involvement Policy* is:

- To serve as the guide for meaningful public participation in planning.
- To make the public involvement process transparent to the public.
- To outline a public involvement policy. TMACOG developed this policy in consultation with interested stakeholders as required by federal regulation.

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### 1.3. Public Participation Statement

TMACOG plans with the community. As part of that commitment, TMACOG has developed a public participation statement:

The Toledo Metropolitan Area Council of Governments is committed to active, inclusive, and representative public participation. We believe that a diversity of voices and perspectives are essential in effective and equitable regional planning. To ensure a comprehensive planning process, we encourage participation from all members of the region.

The Public Participation Statement also complements TMACOG’s Vision and Mission Statements.

#### Our Vision:

**VISION**

Toledo Metropolitan Area Council of Governments will be the governmental partner of choice to coordinate regional assets, opportunities, and challenges.

**MISSION**

To improve quality of life in the region, TMACOG will:

- Promote a positive identity for the region.
- Enhance awareness of the region’s assets and opportunities.
- Be an impartial broker of regional disputes and challenges.
- Support opportunities for regional stakeholder networking.

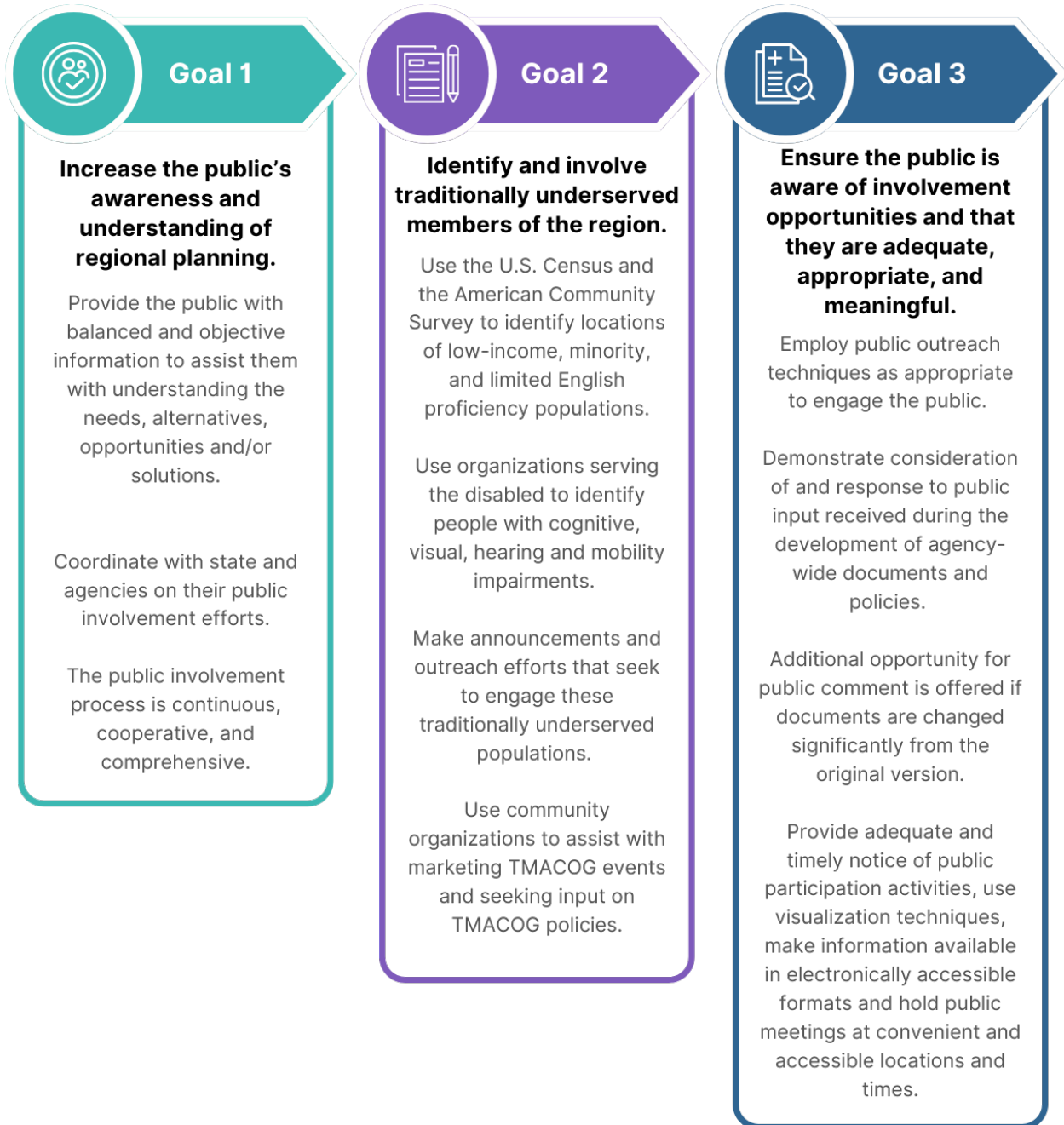
#### Mission Statement:

To improve quality of life in the region, TMACOG will:

- Promote a positive identity for the region.
- Enhance awareness of the region’s assets and opportunities.
- Be an impartial broker of regional disputes and challenges.
- Support opportunities for regional stakeholder networking.

## 1.4. Goals and Objectives for Public Participation

As part of this *Public Involvement Policy*, TMACOG has developed goals for outreach activities:



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## 2. Interested Parties

This *Public Involvement Policy* often refers to “the public.” To help define what this policy means by “the public,” the list below includes both specific stakeholders and general categories of people that are a part of “the public.” Various stakeholders listed below may be engaged in projects and plans depending on the topic; however, this list is not all inclusive. Some of the organizations identified below are members of TMACOG. Membership changes frequently, and the current membership list is available on the TMACOG website. See **APPENDIX D** for the member list, current at the time of publication.

- Advocacy groups for minorities
- Advocacy groups for passenger rail
- Advocacy groups for seniors
- Advocacy groups and representatives of persons with disabilities
- Advocacy groups and representatives of low-income populations and those living in Environmental Justice areas
- Affected public agencies
- Agencies on aging
- Agricultural organizations
- Automobile associations
- Banking industry
- Bicycle & trail associations
- Bicyclists
- Chambers of commerce
- Cities, counties, villages, and townships
- Citizen groups
- Community action organizations
- Departments of transportation
- Developers and homebuilders
- Disaster preparedness organizations
- Economic development agencies and advocacy groups
- Educational services
- Emergency management
- Environmental advocacy groups
- Environmental agencies
- Farm bureaus
- Freight shippers and providers of freight transportation services
- Hospitals
- Human service agencies
- Individuals
- Local officials
- Local planning commissions
- Major employers
- Municipal engineers
- Municipalities and jurisdictions
- Neighborhood associations
- Other interested parties and other stakeholders
- Park districts
- Passenger rail companies
- Police and fire departments
- Port authorities
- Private providers of transportation
- Public transportation agencies and operators
- Public transportation employees and their representatives
- Public transportation users and their representatives

- 
- Users of pedestrian walkways, bicycle transportation facilities, and their representatives
  - School districts
  - Small business owners
  - Students
  - Tourist agencies
  - Trucking agencies
  - Universities and community colleges
  - Water and sewer districts

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### 3. TMACOG Public Involvement Process

#### 3.1. Federal Rules & Regulations

TMACOG is the MPO, designated under federal regulations to be responsible for performing the metropolitan transportation planning process in the region's Transportation Management Area (urbanized area with a population of 200,000 or more). TMACOG plans cooperatively with the state and with area transit operators. The current rules are based on the federal Infrastructure Investment and Jobs Act (IIJA), which is in accordance with the past transportation bill, Fixing America's Surface Transportation (FAST) Act. Public participation elements have been continued from earlier acts: "The Moving Ahead for Progress in the 21<sup>st</sup> Century Act" (MAP-21), and "Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users" (SAFETEA-LU). Metropolitan planning organization rules are included in 23 CFR part 450. More specifically, interested parties, participation, and consultation is included in 23 CFR part 450.316.

- There are several federal regulations that TMACOG must consider as part of the public involvement process, including developing and maintaining the Public Participation Plan. These requirements are described in **Appendix A**.

TMACOG has also been designated to carry out its responsibilities as the Areawide Water Quality Planning Agency for the U.S. Environmental Protection Agency pursuant to 33 U.S.C. § 1251, and other applicable provisions of the United States Code.

- The Federal Water Pollution Control Act Amendments of 1972 called upon Areawide agencies such as TMACOG to develop Areawide Water Quality Management Plans, the "208 Plan." The areawide plan described under §208 of the act is certified by the governor of the state as part of the state's Water Quality Management Plan. For information regarding public participation, requirements for the Clean Water Act, see **Appendix A**.

#### 3.2. Relevant Federal Laws

Federal statutes, regulations, and executive orders are relevant to this *Public Involvement Policy* including:

- [Title VI of the Civil Rights Act](#) of 1964.
- [Clean Air Act of 1970](#) (and amendments).
- [Section 208 of the Federal Water Pollution Control Act](#) Amendments (P.L. 92-500) as amended by the Clean Water Acts of 1977, 1982, and 1987.

- 
- [National Environmental Policy Act](#) (NEPA) of 1969.
  - [Section 504 of the Rehabilitation Act](#) of 1973.
  - [Federal Aid Highway Act](#) of 1973.
  - [Age Discrimination Act](#) of 1975.
  - [Americans with Disabilities Act \(ADA\)](#) of 1990.
  - [Executive Order 12898](#) *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* of 1994.
  - [Executive Order 13166](#): *Improving Access to Services for Persons with Limited English Proficiency* of 2000.
  - The U.S. Department of Transportation (DOT) [Departmental Order 5610.2\(a\)](#) *Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* issued May 2, 2012.

TMACOG's public involvement process complies with these and other applicable federal regulations. Even if the public involvement requirements are not explicitly stated elsewhere in this document, these federal rules are part of TMACOG's *Public Involvement Policy* and are followed in TMACOG's planning processes.

### 3.3. State Law

Agency wide, TMACOG satisfies the requirements of [Ohio's Open Meetings Act](#).

- This law, [section 121.22](#) of the Ohio Revised Code, requires all public bodies to take official actions and to conduct all deliberations upon official business only in open meetings, unless specifically exempted by law.
- In the State of Ohio, laws exist to ensure that government is open, and that the public has a right to access public records and information possessed by state government; however, both state and federal laws provide exceptions.

### 3.4. TMACOG Bylaws

The TMACOG Bylaws provide for public participation through the agency purpose and membership structure.

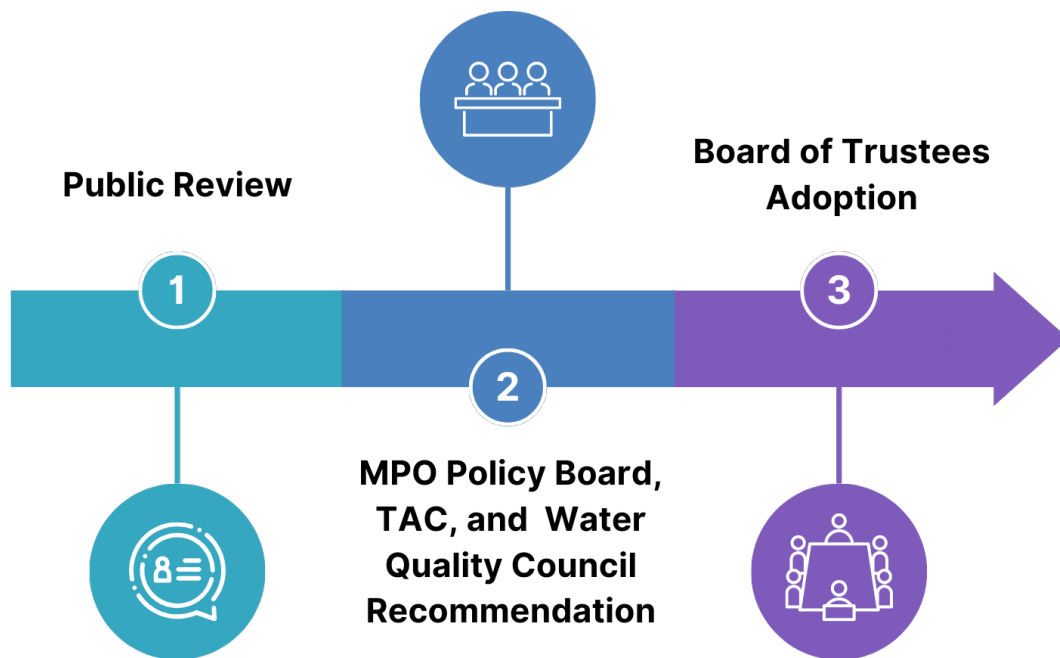
- TMACOG's General Assembly and Board of Trustees, approve official actions of TMACOG.

- For the complete bylaws text, see the TMACOG website, <http://www.tmacog.org/> or contact TMACOG.
- All board and committee meetings are open to the public. For a diagram of the TMACOG committee structure, please see **Appendix B**.

### 3.5. Review and Update of Public Involvement Policy

According to federal rules, TMACOG periodically reviews the effectiveness of the procedures and strategies contained in this *Public Involvement Policy* to ensure a full and open participation process.

The first step to evaluating the policy is to place the updated draft of the *Public Involvement Policy* on the TMACOG website for public review and comment for a minimum of 45 days. TMACOG will notify the public of the review process via the website, newsletters, email and announcements at board, committee, and advisory group meetings. Concurrent with the public comment period, TMACOG will distribute this policy for informational purposes to the standing TMACOG committees. All committee members and the public will have the opportunity to provide input, suggestions, and comments on this policy. This policy will then move forward for adoption. The process is described below:



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TMACOG will continue to track how effective public outreach efforts are on an ongoing basis. TMACOG will review this *Public Involvement Policy* at least every four years.

### **3.5.1. Evaluation of Practices**

In TMACOG's major planning documents, such as the regional long range transportation plan, the Transportation Improvement Program (TIP), and the 208 Water Quality Management Plan, public involvement processes and outcomes will be documented, such as:

- Number and location of public meetings for preparation of the long range transportation plan, the TIP, and special studies depending on the project.
- Number and type (such as residents, public agency representatives, transportation provider, etc.) of people who participated in public meetings or provided comments by other means will be documented through sign-in sheets and other provided information.
- Number and type of efforts aimed at involving people with disabilities, and minority and low-income neighborhoods for major products. See **Section 6** and **Appendix C** regarding Environmental Justice.

TMACOG will analyze the outcomes of public involvement processes. Efforts to increase public participation will be evaluated for their effectiveness. For example, if expensive television ads do not significantly increase attendance at public information meetings or increase the number of people filling out surveys, that strategy would not be used again, and other more cost-effective methods of public outreach would be implemented. Before new studies or projects begin, the staff will review this policy to decide what types of tools may be available to them. To develop strategies for including people of Low English Proficiency, staff will employ a four-factor analysis. See **Section 7**.

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## 4. Public Participation Tools

In engaging the public in the regional planning process, TMACOG's objective is to use a variety of effective means of involvement. Agency staff explains *what* the regional issues are when soliciting participation as well as *how* our policies will affect the public and other various stakeholders. TMACOG tries new techniques and incorporates them as they emerge and prove to be useful with available resources. Depending on the topic, scope, and available resources of a project, TMACOG uses the tools listed below, which are available agency wide.

### 4.1. TMACOG Committees

All board and committee meetings are open to the public and comply with the Ohio Open Meetings Act. Participation from stakeholders and the public is welcomed and encouraged during the Public Comment section of each agenda. Jurisdictions or TMACOG members, the chair of Water Quality Council, or the chairs of TMACOG make appointments to boards and committees. Separate committees handle appointments differently per the individual committee's operating structure.

#### 4.1.1. Metropolitan Planning Organization Policy Board (MPO Policy Board), Technical Advisory Committee (TAC), and Advisory Groups

The TMACOG MPO Policy Board oversees and manages the transportation planning and implementation functions of TMACOG.

- TMACOG structures the MPO Policy Board membership to represent a wide range of transportation-related interests, levels of government, and geographic diversity.
- TMACOG structures the TAC membership to ensure representation of key stakeholders, with some seats appointed and some elected including at-large seats.
- The MPO Policy Board has several advisory groups that take an active role in advising the planning process: Freight; Pedestrian & Bikeways; Planning; Public Transit Planning, Passenger Rail Planning; and System Performance and Monitoring.

#### 4.1.2. Water Quality Council and Standing Committees

The **Water Quality Council** oversees and manages the water quality planning functions of TMACOG.

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- TMACOG structures Water Quality Council membership to represent a wide range of water-related interests, levels of government, and geographic diversity.
  - The council has several standing subcommittees that take an active role in guiding and participating in the environmental planning process: Watersheds, Wastewater, Public Water Supply, Portage River Basin Council, and the Stormwater Coalition.

#### 4.1.3 Economic Development Policy Board

The Economic Development (ED) Policy Board will have the authority to create and administer a Comprehensive Economic Development Strategy (CEDS) plan for the participating counties.

- The ED Policy Board’s membership will represent a wide range of economic development related interests, levels of government, and geographic diversity within the participating counties.

## 4.2. Task Forces / Ad Hoc Committees

TMACOG convenes stakeholder task forces, special-purpose committees, and ad hoc committees for special projects and initiatives.

## 4.3. TMACOG Newsletter

TMACOG creates and sends its newsletter (the **Big Picture**) electronically on a monthly basis throughout the year to a mailing list of nearly 2,200 including all local government jurisdictions in the area, all board and committee members, and others on request.

- The newsletter includes articles on current initiatives and a list of upcoming events.
- Information is included on how to register for major public events and public input opportunities for the transportation plan, TIP, “208 Plan,” etc.
- The newsletter references where additional information is available on the TMACOG website.
- TMACOG also posts the newsletter and archives it on the TMACOG website.

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#### **4.4. TMACOG Website**

The TMACOG website, <http://www.tmacog.org>, provides information to the public on opportunities for participation.

- Regular features include the calendar of meetings and events, standing committee meeting agendas, and contact information.
- In addition, the website includes details on current initiatives, and informational pieces such as plans, maps, and data.
- TMACOG posts visual information on the website including Geographic Information System (GIS) maps, charts, pictures, and slide shows.
- Graphics on the website include equivalent alternative text (alt text) in the markup/code to improve accessibility for blind people or those using a screen reader. Digital content is be mobile-friendly and accessible for people of all abilities.
- As indicated in this policy, TMACOG uses the website to post draft documents for public comment.
- TMACOG currently utilizes Google Translate for the website to provide access to persons using a language other than English.
- A summary of fundamental planning documents is available for translation upon request and Spanish language translations are posted. Spanish is the most common non-English language used in the region.
- The website includes a contact link (with email and phone information) for persons requesting accommodations for disabilities or language challenges.
- The goal for the TMACOG website is continual improvement to make it increasingly user-friendly, informational, and interactive so that it continues to be a major component of TMACOG's public participation process. TMACOG will also use other forms of involvement and notice to continue to ensure the full engagement of non-computer users.

#### **4.5. Mail, Email, and Voicemail**

All public information pieces, including newsletters and draft documents for public review, include information on how to contact TMACOG including the agency address for mailing, telephone number, fax number, and email. As appropriate, a specific staff name and phone extension is included to increase accessibility.

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- In addition, TMACOG may provide public information pieces and comment sections on the TMACOG website.
  - For special studies or initiatives, TMACOG may establish a special voice mailbox to collect public comments.

#### **4.6. Social Media:**

TMACOG participates in a variety of social media platforms. A primary goal of these channels is to notify the public of events. Social media reaches a wide audience and is consistent with the goals of this policy. TMACOG's social media approach helps promote TMACOG, which builds awareness about what the agency does.

#### **4.7. Public Meetings and Public Hearings**

Public meetings offer the community an opportunity to interact with TMACOG staff, members, and other members of the public and to provide direct input to the planning process. A public hearing is a more formal event than a public meeting and is typically required by law.

##### **4.7.1. Accessibility of Public Meetings**

- TMACOG holds public meetings in facilities accessible to those with cognitive, visual, hearing, and mobility disabilities.
- TMACOG will hold virtual (remote) public meetings where available and when practical to expand accessibility options.
- If a series of three or more meetings is held throughout the region to capture general public input across the region:
  - One or more of the meetings will be at a location served by public transportation.
  - The series will include both daytime (regular business hours) and evening or weekend (shift work friendly) meetings.
- If special accommodations are requested, TMACOG will provide an opportunity for all interested people to participate, either by providing special accommodations at the meeting site, or providing an alternative opportunity to participate. TMACOG has staff assigned to assist the public with accommodations and publishes a phone number and email inviting inquiries on all public meeting notices, ads, and press releases.

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#### 4.7.2. Notification of Public Meetings

- Notice of public meetings includes at a minimum:
  - Posting at the TMACOG offices (on the bulletin board in the Grand Lobby just outside the TMACOG entrance).
  - Posted to the website calendar.
  - Posted to social media platforms.
- Electronic links, QR codes or others means will be used to provide access to meetings scheduled virtually.
- Notifications of public meetings will emphasize *how* the issues that are the topic of meetings will affect the public and *why* public comment is being sought.
- Additional notices of meetings are made as appropriate via the TMACOG website calendar, newsletter, direct mailings, posting to other local electronic events calendars, and/or legal notice to newspapers of record, and/or through email notice to members, social service agencies, advocacy groups, and others on the TMACOG mailing list with request that information be shared with colleagues.
- TMACOG issues press releases to a wide range of media outlets to encourage additional media announcements.
- Any person upon request can obtain a hard copy mailing of advance notification of any specific committee meetings, although mailing or copying costs may be applicable. People with disabilities may request notification in an alternate mode of communication including text message or audio.
- Any person who inquires in person, by telephone, email, or U.S. mail concerning the date, time and place of such meetings will also be informed.

#### 4.7.3. Components of Public Meetings

Public meetings include:

- A sign-in sheet to document attendance.
- Information on the meeting topic to enable participation, such as an agenda, displays, and/or informational handouts.
- Clearly explained opportunity for public participation in the meeting.

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- Documentation of input, such as notes taken.

#### 4.7.4. Types of Public Meetings

- **Public hearings** are usually required hearings, and announced via legal notice, with formal rules of participation.
- **Public forums** are usually single-topic meetings, with or without speakers, and with full opportunity for attendee discussion.
- **Public open houses** can contain informational displays and staff is available to take written or spoken comments and questions.
- **Modified open house** meetings including an unstructured open house portion and a traditional meeting portion.
- **Live forums on radio or TV** can include public comment by telephone, email or fax.
- Board and task force **committee** meetings are primarily for member participation, but the public is welcome, and a public comment period provided.

#### 4.7.5. Public Hearings

Public hearings usually include the components of a public meeting but are a formal event that is usually required by law such as a part of the National Environmental Policy Act (NEPA) process. A public hearing usually consists of:

- Specific timeframes associated with advertising, notice, and when written comments must be received.
- Held in the afternoon or evening to facilitate the maximum amount of participation possible.
- Require an official hearing officer and transcription of comments.
- Comments are a formal part of the public record.
- Generally, must be held prior to a final decision point.

#### 4.7.6 Process for Public Comment and Response

Comments on documents subject to public meetings may be made verbally or in writing at the public meeting or transmitted during the comment period.

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Comments presented verbally at the public meetings will be noted and documented. All comments submitted within the comment period will be reviewed and summarized in a document that includes staff responses. A summary of comments will be provided to the appropriate Board (Board of Trustees, MPO Policy Board, Water Quality Council, etc.) for its consideration prior to Board action on the item and will subsequently be included, along with any Board modifications, as an appendix to the document. If the document is changed significantly from the original format made available for public comment and raises new issues, the Board will determine if additional time for public comment on the revised document is warranted.

## **4.8. Other Involvement Techniques**

### **4.8.1. Stakeholder Interviews and Focus Groups**

In addition to public meetings and public forums, TMACOG may conduct interviews or discussions with individuals or small groups of stakeholders to solicit and listen to their concerns on transportation or environmental topics.

### **4.8.2. Public Outreach Events, Presentations, and Displays**

TMACOG will use a variety of other means of providing public information and seeking public comment. Examples are:

- Presentations to area organizations.
- Booths and displays at public events and sites such as the Transportation Summit.
- Participation in broadcast media events.

## **4.9. Surveys**

- When open (non-scientific) surveys are used, TMACOG distributes surveys by a variety of appropriate means. Ways to distribute a survey can include the TMACOG newsletter and website, newspapers, public sites, and local government jurisdictions.
- Surveys are translated into other languages as appropriate to provide input opportunities for more people.

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#### **4.10. Public Media**

For public notice and information, TMACOG maintains and uses a comprehensive distribution list of area commercial news media, including minority and non-English outlets. This list of commercial news media includes but is not limited to media such as the Toledo Blade, the Toledo Journal, Sojourner's Truth, and La Prensa.

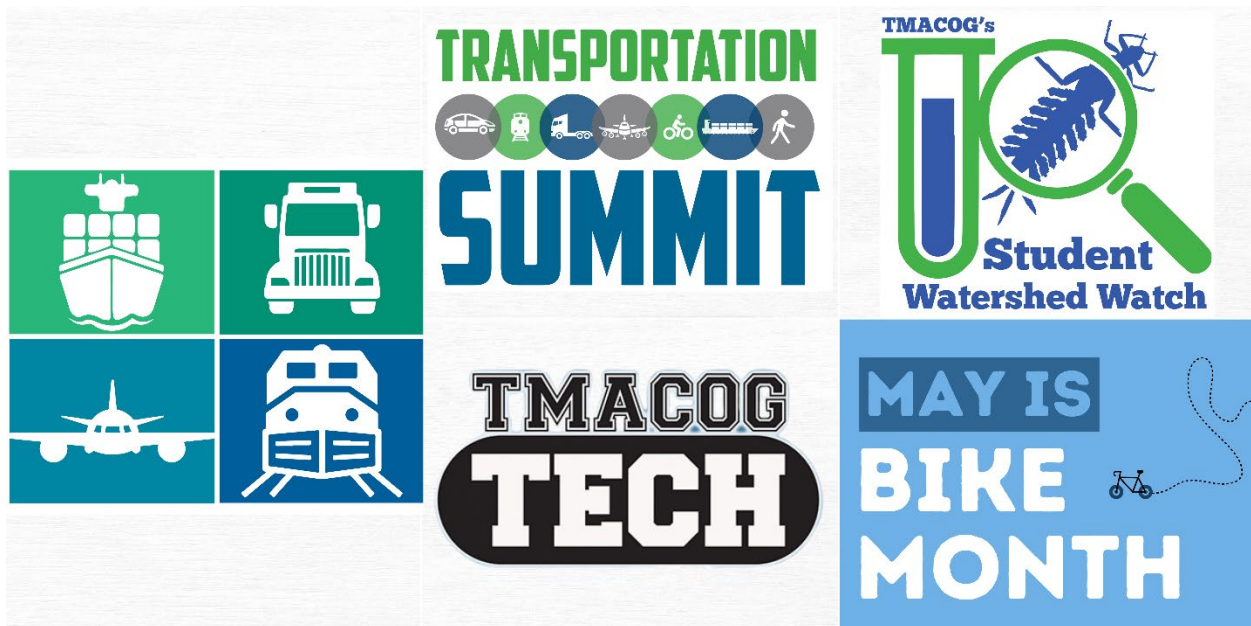
#### **4.11. Printed Materials**

TMACOG provides clear and understandable printed informational materials appropriate to the particular planning process or event.

- Where appropriate and feasible, TMACOG makes these materials available on the website. Large text versions of materials may be available upon request. TMACOG publishes a phone number and email for persons with disabilities who can request a modified, accessible version of these materials.
- TMACOG may charge for maps, major reports, and other materials to cover printing or photocopying costs, based on current TMACOG policy.
- TMACOG will create a summary document for vital documents or major reports. This summary can be translated or printed in large text on request.
- TMACOG may charge for shipping and handling costs if materials are requested to be mailed.

## 4.12. Special Events

TMACOG typically hosts or supports several special events to promote awareness and encourage public involvement in the transportation and water quality planning process. As described in the manual *Public Involvement Techniques for Transportation Decision-Making* published by the U.S. Department of Transportation, “nearly any public involvement program benefits by incorporating special, one-time events. They complement many techniques by providing exhilarating breaks during a larger and longer process. A special event does not require a commitment to hold another such occasion, unless evaluation determines it is likely to be useful and appropriate.” TMACOG presents several annual events of this nature. These events, which are usually focused topics, may include but are not limited to the following:



### 4.12.1. Transportation Summit

The Transportation Summit provides a forum for discussing the transportation of both people and goods in northwest Ohio and southeast Michigan. The Summit is of value to elected officials, planners, engineers, service providers, education professionals, local business and industry representatives, and other transportation stakeholders. In addition, informal presentations are given, and, as appropriate, opportunities are available for input on current planning efforts.

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#### **4.12.2. TMACOG Tech Series**

The TMACOG Tech program of informational seminars is part of TMACOG’s commitment to providing professional development for elected and appointed officials and information to help members meet challenges and take advantage of opportunities.

#### **4.12.3. Ohio Conference on Freight**

The Ohio Conference on Freight, an annual conference presented by TMACOG 2007-2016 and now managed by the Ohio Association of Regional Councils, convenes freight transport carriers and service providers; manufacturers and retail and wholesale distributors; elected officials and public sector staff; consulting firms and representatives engaged in planning, design and construction; and industry stakeholders involved in policy decisions. The purpose of this event is to support an effective and efficient multi-modal freight network.

#### **4.12.4. Bike Month**

May is National Bike Month and TMACOG joins with multiple stakeholders to develop and promote bicycling for recreation and commuting purposes, biking safety and awareness, and to engage the public on regional bikeway planning.

#### **4.12.5. Student Watershed Watch**

Each year the Student Watershed Watch (SWW) brings hundreds of students from urban and rural school districts out of the classroom and into local waterways. Students test water quality at stream sites for temperature,



turbidity, nutrients including phosphorus, dissolved oxygen, pH, and many other parameters using standardized test kits to determine the health of the water. The program culminates at a student summit where student representatives from participating schools release and compare their results.

Students at Northview High School gather water samples and study macroinvertebrates in the Ottawa River as part of Student Watershed Watch.



Ben Cordes, planning administrator for the Ohio Department of Transportation (ODOT), provides information about local projects during a presentation at the TMACOG Transportation Summit.

Cyclists gather at the University of Toledo prior to the start of the Ride of Silence, a public event to honor people who have been injured or killed while riding a bike and bring awareness to the importance of safety and bicyclists' right to use public roadways.



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#### **4.13. Public Involvement Techniques for Transportation Decision Making**

To continue to pursue meaningful public involvement, other techniques described in the manual *[Public Involvement Techniques for Transportation Decision-Making](#)* published by the U.S. Department of Transportation may be utilized in addition to those techniques described in this document. TMACOG may incorporate other available public involvement techniques into plans and studies.

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## 5. Agency Documents

TMACOG studies regional issues and problems common to its member governments, as it deems appropriate and as members request. The agency also performs studies, collects data, and develops regional plans and programs. Facilitating public involvement is critical to helping make better decisions that reflect the interests and concerns of the community.

### 5.1. Agency Documents

Federal rules governing MPOs require TMACOG to produce and maintain an [Annual Work Program](#) (AWP), also called a “unified planning work program.” This annual work program details which transportation and water quality planning activities TMACOG will conduct in the upcoming fiscal year. In addition, TMACOG conducts special studies as part of TMACOG’s planning responsibilities. Public involvement is a central component of special studies. Public involvement strategies employed are relevant to the potential impact of the study.

#### 5.1.1. Annual Work Program (AWP)

The AWP gives details on specific products and plans, associated timelines, and funding sources by department. The AWP describes how money and staff time will be spent in the upcoming fiscal year. To promote transparency, TMACOG involves the public as follows:

- A diverse group of stakeholders from the TMACOG boards, committees, and advisory groups represent the concerns of the community and lead the development of the AWP.
- The development and discussion of the AWP takes place in committee meetings, which are open to the public.
- TMACOG places the draft AWP on the TMACOG website for comments.

#### 5.1.2. Special Studies

TMACOG conducts special studies on significant issues. Special studies can include but are not limited to water quality or transportation topics such as a watershed plan or a regional freight plan. The AWP describes the special studies, which are subject to funding availability.

- The AWP describes these special studies and intended dates of completion in detail. The AWP also solicits public involvement described above.
- Special studies engage a diverse group of stakeholders representing the concerns of the community.
- Special studies solicit broad, meaningful input from the public using such techniques as stakeholder interviews.

The graphic below describes the public involvement process as strategies, tools, and outcomes:

## SPECIAL STUDIES



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## 5.2. Major Transportation Work Products

Federal rules governing MPOs require TMACOG to produce and maintain a [regional long range transportation plan](#) and a Transportation Improvement Program (TIP). The long range plan and TIP require public involvement.

### 5.2.1. Regional Long Range Transportation Plan

- Federal regulations require a transportation plan with a minimum 20-year planning horizon. TMACOG updates and approves the regional transportation plan every five years and coordinates the plan with state and federal agencies.

TMACOG makes diligent efforts to include the public by performing the following:

- TMACOG uses the *Public Involvement Policy* to describe how interested parties (see chapter 2) can comment on the regional long range transportation plan.
- TMACOG publishes the regional long range transportation plan to make it readily available for public review in electronically accessible formats on the TMACOG website.
- TMACOG uses visualization techniques to describe the regional long range transportation plan.
- TMACOG consults with state and local agencies for the development of the regional long range transportation plan.
- TMACOG provides an additional opportunity for the public to comment if the final regional long range transportation plan differs significantly from the original version.
- Public meetings are held at convenient and accessible locations and times.
- The public receives timely notice and reasonable access to information about transportation issues and processes.
- TMACOG specifically considers the needs of those traditionally underserved by existing transportation systems, including people with disabilities, and low-income, minority, or limited English proficiency households.

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- TMACOG provides adequate notice of public participation activities and ensures time for public review and comment on key decision points, such as plan amendments.
  - Public input is given explicit consideration during the development of the regional long range transportation plan.
  - TMACOG's long range plan is coordinated with statewide transportation public involvement planning processes.

To accomplish this coordination effort, TMACOG conducts several processes:

- In accordance with 23 CFR 450.316 (b), TMACOG consults with and engages agencies and officials responsible for a broad range of other planning activities within the planning area that are affected by transportation and coordinate its planning process with such planning activities.
- A diverse group of stakeholders representing the concerns of the community leads the development of the regional long range transportation plan.
- During the development of the regional long range transportation plan, TMACOG solicits broad, meaningful input from the public.
- Wide public input takes place at the earliest local planning stages.
- The draft long range transportation plan will be available for public comment for a period of 30 days. Following plan adoption, proposed amendments to the plan will have a 14-day public comment period.

The following graphic describes the process of public involvement including strategies, tools and outcomes:

# REGIONAL TRANSPORTATION PLAN



## 5.2.2. Transportation Improvement Program (TIP)

It is a federal requirement that TMACOG develop a [Transportation Improvement Program \(TIP\)](#) in cooperation with the state and public transit operators. Under federal requirements, TMACOG updates the TIP at least every four years (typically every two years), the Governor of Ohio approves it, and it becomes part of the state TIP.

TMACOG makes diligent efforts to include the public by performing the following:

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- TMACOG consults interested parties (see chapter 2) so they have a reasonable opportunity to comment on the proposed TIP in accordance with 23 CFR 450.315 (b).
  - Jurisdictions submitting projects to the proposed TIP select projects based on the needs and priorities of their populations.
  - TMACOG publishes the TIP to make it readily available for public review in electronically accessible formats on the TMACOG website.
  - TMACOG uses the committee processes (described in section 4.1) to amend the TIP.
  - TMACOG uses visualization techniques to describe the TIP.
  - TMACOG provides an additional opportunity for public comment if the final TIP differs significantly from the original version.
  - Committee meetings are open to the public and held at convenient and accessible locations and times.
  - The public receives timely notice and reasonable access to information about transportation issues and processes.
  - TMACOG specifically considers the needs of those traditionally underserved by existing transportation systems, including people with disabilities, and low-income, minority, or limited English proficiency households.
  - TMACOG provides adequate notice of public participation activities and time for public review and comment at key decision points.
  - TMACOG and ODOT hold public meetings for review and comment.
  - Following adoption of the TIP, proposed TIP amendments will have a 14-day public comment period.

The following graphic describes the process of public involvement including strategies, tools, and outcomes:

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# TRANSPORTATION IMPROVEMENT PROGRAM



## STRATEGIES

- A diverse planning committee represents the community
- Meetings are open to the public and advertised.
- The TIP is available in multiple formats and is easy to access.
- The TIP is created and modified based on input from expert stakeholders and in consultation with existing plans.
- Every amendment to the TIP goes through the committee process.
- The committee listens to public comments and responds to significant issues.

## TOOLS

- Use maps, pictures, and video to communicate with people who are not proficient in English or who have low literacy levels.
- Draft documents are widely available.
- Standard and social media are used to advertise meetings and collect comments.

## OUTCOMES

- The TIP will reflect the needs and opportunities of the community
- The public will support the TIP

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### 5.3. Major Environmental Work Products

TMACOG is the Areawide Water Quality Management Planning Agency. As part of that designation, the Water Quality Planning Department and the Water Quality Council maintain the Areawide Water Quality Management Plan (AWQMP) or “208 Plan.”

#### 5.3.1. Areawide Water Quality Management Plan and Water Studies

TMACOG maintains the [208 Plan](#), through consultation with local jurisdictions, area stakeholders, and the public. The 208 Plan is an environmental planning document under Section 208 of Clean Water Act of 1972, which is why it is often referred to as the 208 Plan. TMACOG maintains the plan so it is comprehensive, current, and relevant regarding community needs. In Ohio, by law, the director of the Ohio EPA must deny permits that conflict with the plan.

TMACOG uses public outreach tools (described in section 4) to solicit public input for this plan, including the TMACOG website and regional meetings, and considers the needs and concerns of Environmental Justice communities during development. TMACOG also engages in several area watershed plans and conducts public involvement as a part of those plans depending on the scope of the study and available resources.



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## 6. Environmental Justice Considerations for the Public Involvement Process

### 6.1. Environmental Justice Principles and Related Laws

Environmental Justice (EJ) is the just treatment and meaningful involvement of all people, regardless of income, race, color, national origin, Tribal affiliation, or disability, in agency decision-making and other Federal activities that affect human health and the environment.

The principles of EJ include:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

These principles are closely related to Title VI of the Civil Rights Act of 1964. Title VI states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

In addition to Title VI, there are additional non-discrimination statutes. These statutes include:

- Section 162 (a) of the Federal-Aid Highway Act of 1973 (sex)
- Age Discrimination Act of 1975 (age)
- Section 504 of the Rehabilitation Act of 1973 (disability)
- Americans with Disabilities Act of 1990 (disability)

Taken together, these requirements define an overarching program of nondiscrimination. To promote environmental justice, President Clinton signed Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, on February 11, 1994. Additionally, Executive Order 14096, *Revitalizing Our Nation’s Commitment to Environmental*

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Justice for All, was signed by President Biden on April 21, 2023. This order builds upon and strengthens the commitment to environmental justice.

The Environmental Protection Agency has issued a *Memorandum on EPA's Environmental Justice and Community Revitalization Priorities* (signed February 23, 2018). It outlines 12 goals that will help the EPA integrate environmental justice into the EPA's programs, policies, and activities. The 2018 memorandum builds on *Plan EJ 2014*. The U.S. Department of Transportation (DOT) issued the Departmental Order 5610.2(a) *Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* to consider environmental justice principles in all (DOT) programs, policies, and activities. The Ohio Department of Transportation has also published guidance on environmental justice.

TMACOG created several environmental justice maps that are in **Appendix C**. These maps help determine where minority and low-income populations are present. TMACOG has created additional maps depicting the population of elderly, disabled, no-car households, and limited English proficiency populations. From the available data identifying locations of these populations, planners may have to adjust and modify plans to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects.

TMACOG uses this public involvement policy as a method to solicit the full and fair participation by all potentially affected communities in the decision-making process and to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

EJ applies to all programs and activities of federal-aid recipients, whether those programs and activities are federally funded or not. As recommended by regulatory guidance and in compliance with federal law and rules, TMACOG uses various outreach tools and techniques that are available agency wide, depending on the scope and resources of a project.

## **6.2. Definitions**

Environmental Justice primarily addresses low-income and minority populations. The U.S. Department of Transportation (DOT) Departmental Order 5610.2(C) defines low-income and minority populations as:

- Low income means a person whose median household income is at or below the Department of Health and Human Services poverty guidelines.
- A minority means a person who is:

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- Black: a person having origins in any of the black racial groups of Africa.
  - Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.
  - Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia or the Indian subcontinent.
  - American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition.
  - Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands.

### **6.3. Identify and Involve Target Populations**

TMACOG seeks to facilitate the involvement of those potentially affected by:

- Identifying low-income and minority neighborhoods.
- Identifying organizations and neighborhood leaders who can assist with outreach efforts to their communities.
  - Encouraging these organizations and neighborhood leaders to participate in TMACOG advisory groups to share their unique perspectives, comments, and suggestions.
- Seeking input from and considering the needs of those traditionally underserved by existing systems, such as low-income and minority households that may face challenges accessing employment and other services.

### **6.4. Adapt Advertising**

TMACOG maintains a list of area media outlets and uses them to adapt advertising for different target audiences.

- Meeting notices and materials communicate clearly by defining acronyms and limiting jargon.

- 
- TMACOG seeks assistance from neighborhood leaders and organizations to help with outreach efforts such as publicizing meetings or distributing questionnaires.
  - TMACOG sends press releases and announcements to radio stations and newspapers serving minority audiences.
  - Notices or surveys may be translated into Spanish or other languages as it is deemed appropriate.

## **6.5. Choose Appropriate Meeting Times and Locations**

TMACOG uses appropriate meeting times and locations.

- When appropriate to the particular planning process such as the regional transportation plan update, meetings will be held in target neighborhoods:
  - in familiar locations
  - near transit routes
  - in buildings accessible to those with disabilities
- TMACOG may hold meetings in conjunction with a regularly scheduled community meeting to increase attendance.
- TMACOG may hold meetings during daytime hours to accommodate seniors, second-shift workers, after-dark safety concerns, and transit schedules.
- TMACOG may hold virtual (remote) meetings to accommodate individuals with barriers to transportation access.

## **6.6. Structure Meetings to Encourage Participation**

Individuals have an opportunity to participate in decisions about activities that may affect their environment and/or health. Depending on the type of project and the input received, the public's contribution can influence TMACOG's decision. Their concerns will be considered in the decision-making process.

- Techniques may include small-group discussions, recording all comments on a tablet easel, or the use of a familiar neighborhood gathering spot, such as a community center or library.
- TMACOG will strive for diversity in the meeting leadership. For example, TMACOG may encourage neighborhood leaders to open the meetings.

- 
- Presentations will use visual images to make information clear and understandable.
  - Meetings will be kept reasonably brief.
  - Refreshments may be provided to encourage attendance.
  - The room arrangement and meeting structure will aim to provide an inviting atmosphere.

### **6.7. Availability of Public Documents**

TMACOG adheres to state law and the availability of public documents, but also encourages review and comment of plan and study documents, such as the long range transportation plan and the Areawide Water Quality Management Plan.

- As part of a major outreach effort, TMACOG may place plan or project-related documents in locations convenient to the low-income and minority target populations such as a public library or community center. These locations should be open evenings and weekends.

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## 7. Limited English Proficiency

[Executive Order 13166](#) challenges federal agencies to “implement a system by which (limited English-proficient or ‘LEP’) persons can meaningfully access... services consistent with, and without unduly burdening, the fundamental mission of the agency.” When read in its entirety and interpreted consistently with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1972, the Executive Order applies to all programs and activities of a federal agency.

Federal guidance outlines a four-factor analysis to determine appropriate services for persons with limited English proficiency.

### 7.1. Analysis for Determining Appropriate Services

In creating a public information plan for TMACOG’s transportation or environmental planning programs, TMACOG will perform a four-factor analysis. Specific strategies employed will be dependent on the results of the analysis.

- (1) **The Number or Proportion of LEP Persons Served or Encountered in the Eligible Service Population.** The TMACOG planning areas vary depending on projects. For example, the Metropolitan Planning Organization (MPO) area for the long range transportation plan is Lucas and Wood counties and the three townships of southern Monroe County, Michigan. The planning area for the Areawide Water Quality Management Plan (the 208 Plan) is Lucas, Ottawa, Sandusky, and Wood counties in Ohio and the three southern townships of Monroe County, Michigan. TMACOG will research the number and proportion of people with limited English proficiency served for each project that seeks public involvement.
- (2) **The Frequency With Which LEP Individuals Come in Contact With the Recipient’s Program, Activity or Service.** Unlike a health supplier or recreation center, TMACOG planning activities affect all members of the community. All TMACOG outreach and public involvement activities will invite and make welcome any interested members of the community, particularly seeking inclusion of under-served groups including LEP persons.
- (3) **The Nature and Importance of the Recipient’s Program, Activity, or Service.** TMACOG planning activities are not usually urgent, and public participation is not obligated. However, planning activities do have long-term consequences for the region and the input of the representative population is essential to plans that serve the entire population.

- 
- (4) **The Resources Available to the Recipient and Costs.** Technology makes some translations possible for webpages or electronic documents. As a small agency with limited resources, TMACOG will work closely with agencies serving the LEP community to seek strategies for sharing costs and expertise for in-person interpretive or translation services.

## **7.2. Involve Target Populations**

TMACOG seeks to facilitate the involvement of those potentially affected by:

- Identifying LEP neighborhoods using Census data, American Community Survey data, and GIS.
- Identifying organizations and neighborhood leaders who can assist with outreach efforts to their communities.
- Forming ongoing alliances with existing organizations.
- Involving local officials and community insiders.

Listed below are various outreach tools and techniques that are available agency wide. These will be employed as analysis indicates the need, the efficacy, and the resources available.

## **7.3. Adapt Advertising**

TMACOG maintains a list of non-English speaking media outlets.

- Explore websites, national publications, and local newspapers for advertising and meeting opportunities.
- Use word of mouth, radio, television, social media, and newspaper to reach out to communities and let the population know of public input opportunities.

## **7.4. Choose Appropriate Meeting Times and Locations**

TMACOG uses appropriate meeting times and locations for public meetings.

- Attend regularly scheduled meetings and special events as appropriate to encourage participation in TMACOG processes.
- When practical, hold public meetings near LEP neighborhoods and on transit lines.

- 
- Schedule meetings both during the day and in the evening to account for different schedules of potential participants.

### **7.5. Structure Meetings to Encourage Participation**

For meetings with a specific cultural focus, meetings may be designed to account for cultural influences to encourage participation. Meetings are usually brief, where an inviting atmosphere is established, and light refreshments may be served. TMACOG will seek input by:

- Using interpreters and translated materials as appropriate.
- Incorporating graphics and symbols.
- Using photographs, maps, or videos.

### **7.6. Availability of Documents**

TMACOG makes documents accessible to those with LEP needs:

- As part of a major outreach effort, TMACOG may place documents such as translated surveys at community centers or public libraries located in LEP areas.
- TMACOG places many documents on the website and will translate most as needed. For major documents containing a large amount of supporting data and analysis, a summary document will be available for translation.
- Google Translate is available to use on our website to encourage accessibility.

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## Appendix A: Federal Regulations on Public Involvement

### Excerpt from DEPARTMENT OF TRANSPORTATION

Federal Highway Administration 23 CFR Part 450

*Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning*

#### Excerpts from **Proposed Sec. 450.316 Interested parties, participation, and consultation:**

- (a) The MPO shall develop and use a documented **participation plan** that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.
  - (1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
    - (i) Providing **adequate public notice of public participation activities** and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
    - (ii) Providing **timely notice and reasonable access to information** about transportation issues and processes;
    - (iii) Employing **visualization techniques** to describe metropolitan transportation plans and TIPs;
    - (iv) Making public information (technical information and meeting notices) available in **electronically accessible formats** and means, such as the World Wide Web;
    - (v) Holding any **public meetings at convenient and accessible locations and times;**
    - (vi) Demonstrating explicit **consideration and response to public input** received during the development of the metropolitan transportation plan and the TIP;
    - (vii) Seeking out and considering the **needs of those traditionally underserved** by existing transportation systems, such as low-income

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and minority households, who may face challenges accessing employment and other services;

- (viii) Providing an **additional opportunity for public comment**, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
  - (ix) **Coordinating with the statewide transportation planning** public involvement and consultation processes under subpart B of this part; and
  - (x) Periodically **reviewing the effectiveness** of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
- (2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and **report on the disposition of comments** shall be made as part of the final metropolitan transportation plan and TIP.
- (3) A minimum **public comment period** of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.
- (b) In developing metropolitan transportation plans and TIPs, the MPO should **consult with agencies and officials responsible for other planning activities** within the MPO that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area.

...

(note: **emphasis** added by **TMACOG**)

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## Excerpt from 40 CFR §25.3 and §25.4

Authority: Sec. 101(e), Clean Water Act, as amended ([33 U.S.C. 1251\(e\)](#)); sec. 7004(b), Resource Conservation and Recovery Act ([42 U.S.C. 6974\(b\)](#)); sec. 1450(a)(1), Safe Drinking Water Act, as amended ([42 U.S.C. 300j-9](#)).

### Information, notification, and consultation responsibilities.

#### §25.3 Policy and objectives.

- (a) EPA, State, interstate, and substate agencies carrying out activities ... shall provide for, **encourage, and assist the participation of the public**. The term, “the public” in the broadest sense means the people as a whole, the general populace. There are a number of identifiable “segments of the public” which may have a particular interest in a given program or decision. Interested and affected segments of the public may be affected directly by a decision, either beneficially or adversely; they may be affected indirectly; or they may have some other concern about the decision. In addition to private citizens, the public may include, among others, representatives of consumer, environmental, and minority associations; trade, industrial, agricultural, and labor organizations; public health, scientific, and professional societies; civic associations; public officials; and governmental and educational associations.
- (b) Public participation is that part of the decision-making process through which responsible officials become aware of public attitudes by providing ample opportunity for interested and affected parties to communicate their views. Public participation includes providing **access to the decision-making process, seeking input** from and conducting dialogue with the public, assimilating **public viewpoints and preferences**, and demonstrating that those viewpoints and preferences have been considered by the decision-making official. Disagreement on significant issues is to be expected among government agencies and the diverse groups interested in and affected by public policy decisions. Public agencies should encourage full presentation of issues at an early stage so that they can be resolved and timely decisions can be made. In the course of this process, responsible officials should make special efforts to encourage and assist participation by citizens representing themselves and by others whose resources and access to decision-making may be relatively limited.
- (c) The following are the objectives of EPA, State, interstate, and substate agencies in carrying out activities covered by this part:
  - (1) To assure that the public has the opportunity **to understand official programs and proposed actions**, and that the government fully considers the public's concerns;
  - (2) To assure that the government **does not make any significant decision** on any activity covered by this part without consulting interested and affected segments of the public;

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- (3) To assure that government action is as responsive as possible to public concerns;
  - (4) To encourage public involvement in implementing environmental laws;
  - (5) To keep the public informed about significant issues and proposed project or program changes as they arise;
  - (6) To foster a spirit of openness and mutual trust among EPA, States, substate agencies and the public; and
  - (7) To use all feasible means to create opportunities for public participation, and to stimulate and support participation.

**§25.4 Information, notification, and consultation responsibilities.**

- (a) General. EPA, State, interstate, and substate agencies shall conduct a continuing program for public information and participation in the development and implementation of activities covered by this part. This program shall meet the following requirements:
  - (1) Providing **information to the public** is a necessary prerequisite to meaningful, active public involvement. Agencies shall design informational activities to encourage and facilitate the public's participation in all significant decisions covered ... particularly where alternative courses of action are proposed.
  - (2) **Each agency shall provide the public with continuing policy, program, and technical information** and assistance beginning at the earliest practicable time. Informational materials shall highlight significant issues that will be the subject of decision-making. Whenever possible, consistent with applicable statutory requirements, the social, economic, and environmental consequences of proposed decisions shall be clearly stated in such material. Each agency shall identify segments of the public likely to be affected by agency decisions and should consider targeting informational materials toward them (in addition to the materials directed toward the general public). Lengthy documents and complex technical materials that relate to significant decisions should be summarized for public and media uses. Fact sheets, news releases, newsletters, and other similar publications may be used to provide notice that materials are available and to facilitate public understanding of more complex documents, but shall not be a substitute for public access to the full documents.
  - (3) Each agency shall provide one or more **central collections of reports, studies, plans, and other documents** relating to controversial issues or significant decisions in a convenient location or locations, for example, in public libraries. Examples of such documents are catalogs of documents
- (b) Information and assistance requirements:
  - (1) Providing **information to the public** is a necessary prerequisite to meaningful, active public involvement. Agencies shall design informational activities to encourage and facilitate the public's participation in all significant decisions covered ... particularly where alternative courses of action are proposed.
  - (2) **Each agency shall provide the public with continuing policy, program, and technical information** and assistance beginning at the earliest practicable time. Informational materials shall highlight significant issues that will be the subject of decision-making. Whenever possible, consistent with applicable statutory requirements, the social, economic, and environmental consequences of proposed decisions shall be clearly stated in such material. Each agency shall identify segments of the public likely to be affected by agency decisions and should consider targeting informational materials toward them (in addition to the materials directed toward the general public). Lengthy documents and complex technical materials that relate to significant decisions should be summarized for public and media uses. Fact sheets, news releases, newsletters, and other similar publications may be used to provide notice that materials are available and to facilitate public understanding of more complex documents, but shall not be a substitute for public access to the full documents.
  - (3) Each agency shall provide one or more **central collections of reports, studies, plans, and other documents** relating to controversial issues or significant decisions in a convenient location or locations, for example, in public libraries. Examples of such documents are catalogs of documents

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available from the agency, grant applications, fact sheets on permits and permit applications, permits, effluent discharge information, and compliance schedule reports. Copying facilities at reasonable cost should be available at the depositories.

- (4) Whenever possible, agencies shall provide copies of documents of interest to the public free of charge. Charges for copies should not exceed prevailing commercial copying costs. EPA requirements governing charges for information and documents provided to the public in response to requests made under the Freedom of Information Act are set forth in part 2 of this chapter. Consistent with the objectives of §25.3(b), agencies may reserve their supply of free copies for private citizens and others whose resources are limited.
  - (5) Each agency shall develop and maintain a list of persons and organizations who have expressed an interest in or may, by the nature of their purposes, activities or members, be affected by or have an interest in any covered activity. Generally, this list will be most useful where subdivided by area of interest or geographic area. Whenever possible, the list should include representatives of the several categories of interests listed under §25.3(a). Those on the list, or relevant portions if the list is subdivided, shall receive timely and periodic notification of the availability of materials under §25.4(b)(2).
- (c) Public notification. Each **agency shall notify interested and affected parties**, including appropriate portions of the list required by paragraph (b)(5) of this section, and the media in advance of times at which major decisions not covered by notice requirements for public meetings or public hearings are being considered. Generally, notices should include the timetable in which a decision will be reached, the issues under consideration, any alternative courses of action or tentative determinations which the agency has made, a brief listing of the applicable laws or regulations, the location where relevant documents may be reviewed or obtained, identification of any associated public participation opportunities such as workshops or meetings, the name of an individual to contact for additional information, and any other appropriate information. All advance notifications under this paragraph must be provided far enough in advance of agency action to permit time for public response; generally this should not be less than 30 days.
- (d) Public consultation. For the purposes of this part, **“public consultation” means an exchange of views between governmental agencies and interested or affected persons and organizations** in order to meet the objectives set forth in §25.3. ... Other less formal consultation mechanisms may include but are not limited to review groups, ad hoc committees, task forces, workshops, seminars and informal personal communications with individuals and groups. Public consultation must be preceded by timely distribution of information and must occur sufficiently in advance of decision-making to allow the agency to assimilate

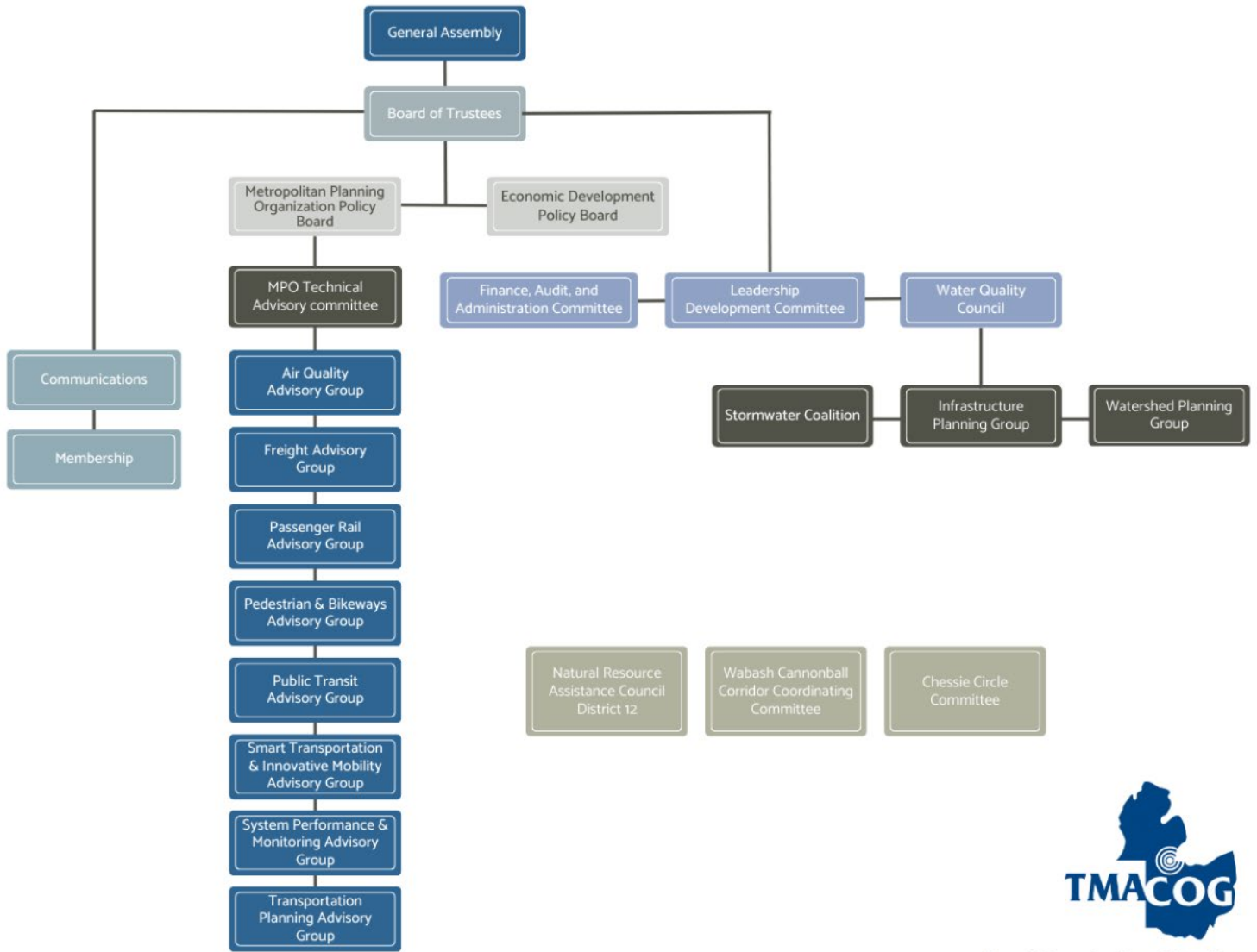
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public views into agency action. EPA, State, interstate, and substate agencies shall provide for early and continuing public consultation in any significant action covered by this part. Merely conferring with the public after an agency decision does not meet this requirement. In addition to holding hearings and meetings as specifically required in this chapter, a hearing or meeting shall be held if EPA, the State, interstate, or substate agency determines that there is significant public interest or that a hearing or meeting would be useful.

(note: **emphasis** added by **TMACOG**)

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## Appendix B: TMACOG Committee Structure



**Board Organizational Structure**

May 3, 2024

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## Appendix C: Environmental Justice

The U.S. DOT Order 5610.2(C) addresses only minority populations and low-income populations, and does not provide for separate consideration of elderly, children, disabled, and other populations. However, concentrations of the elderly, disabled, and zero car households are still relevant and displayed in the maps in this appendix. These maps display portions of the population that may be traditionally underserved by the existing system.

In addition, these maps show the entire TMACOG region, including the MPO planning area and the Areawide Water Quality planning area of Lucas, Wood, Sandusky, and Ottawa Counties in Ohio and the southern three townships of Monroe County, Michigan: Bedford, Erie and Whiteford.

The “median household income” areas are mapped by percentages of the poverty level, from 100%-200% of the Health and Human Service guidelines.

In addition, the *Environmental Justice Areas of Concern* map defines “minority concentration” areas as those areas with a minority population greater than the 2022 regional average for minority concentration, which is 25%. “Low income areas” are defined as areas with a percentage of population at or below 100% of the Federal Poverty Level which originates from the [Health and Human Service Guidelines](#). The areas shown on the map are greater than the regional average of people living within 100% of the poverty guidelines.

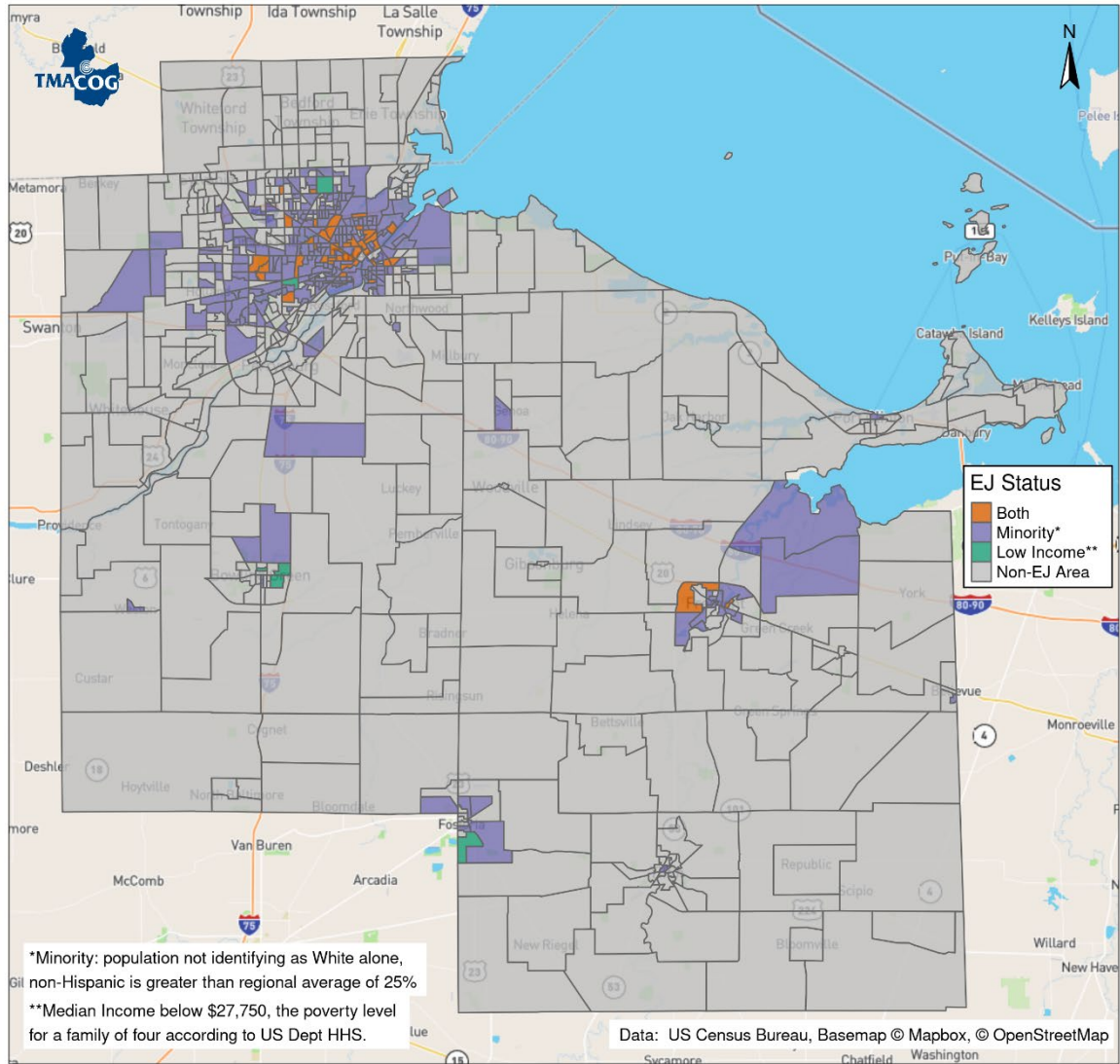
Census Block Group or Tract information in the following table and subsequent maps was compiled with data from the [2020 Decennial Census](#) and [2018-2022 American Community Survey](#) datasets. The regional average is also noted.

The following tables describe the data shown in the maps.

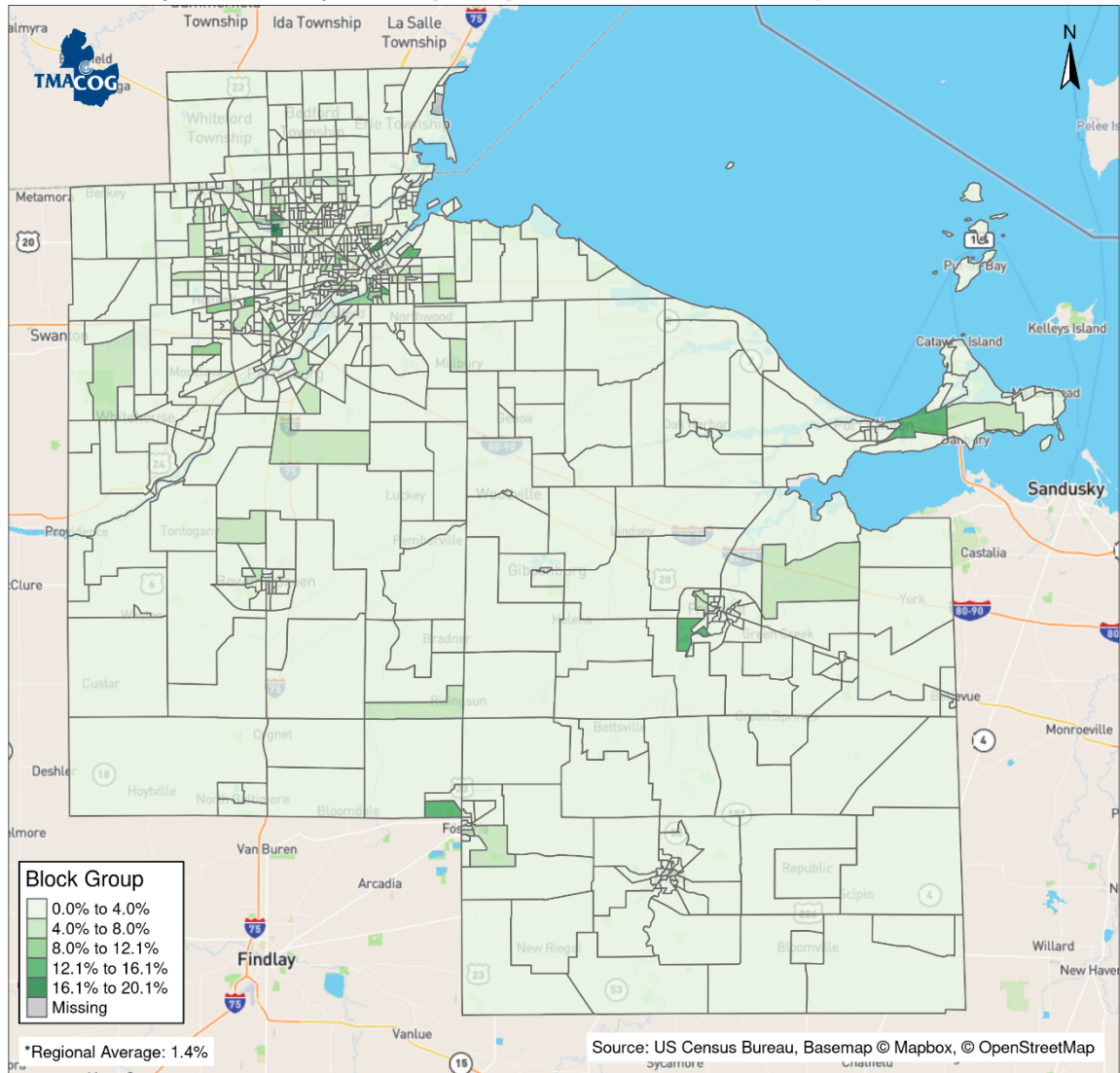
Environmental Justice Demographics		
Environmental Justice Group	Total Regional Number	Regional Total Percent
Minority	119,235	15.7%
Low Income	112,007	15.2%
Above 65	133,852	17.7%

Disabled	131,516	14.7%
Zero Car Housing Units	21,516	6.8%
Limited English Proficiency	9,893	1.3%
Median Household Income	\$67,743	N/A
<b>Regional Population Totals:</b>		
Total Population	757,840	100%
Total Households	315,462	100%
Population of non-institutionalized civilians	749,499	100%
Population for Whom Poverty Status is Determined	862,994	100%

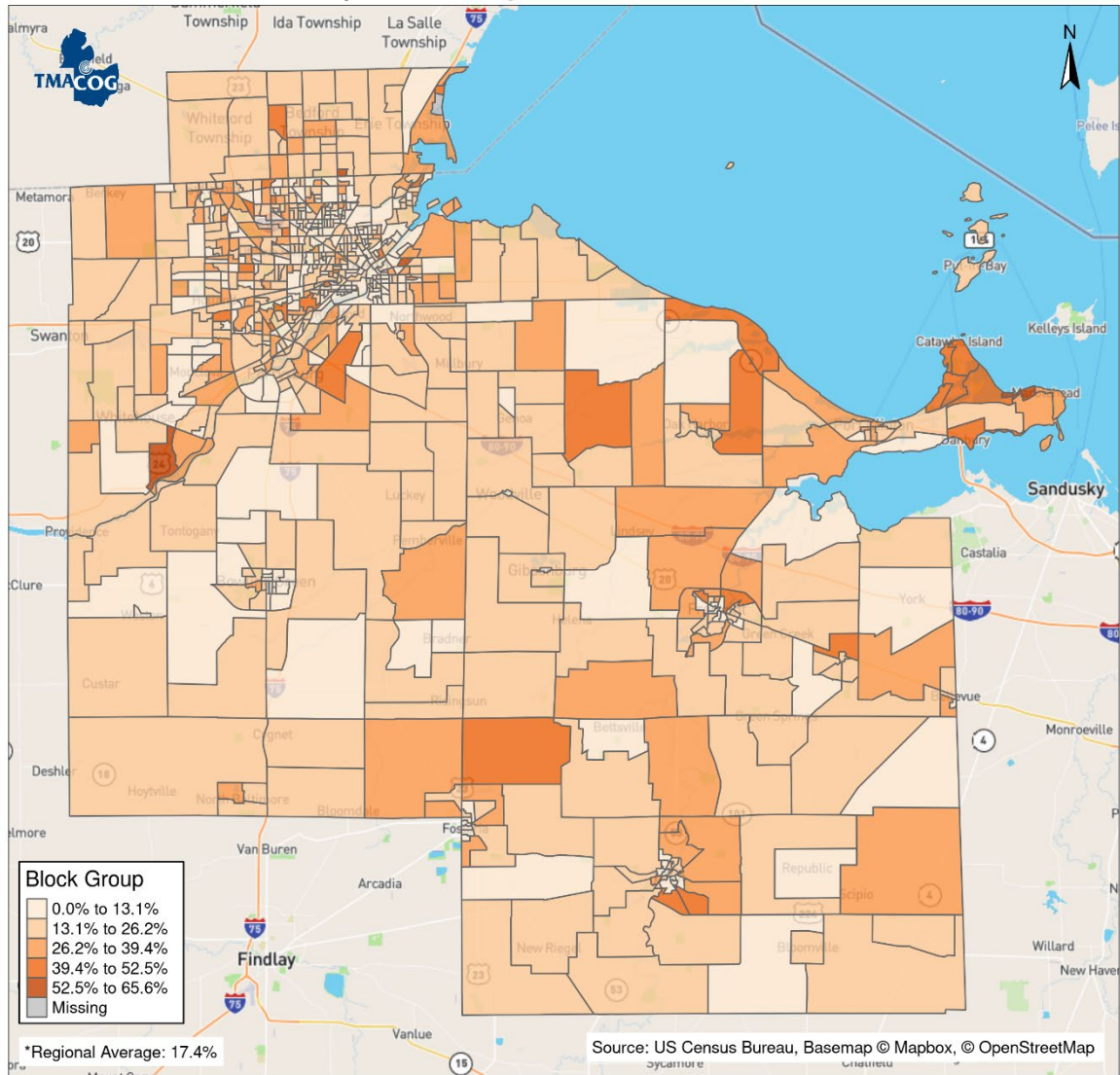
# Environmental Justice Areas of Concern, 2022



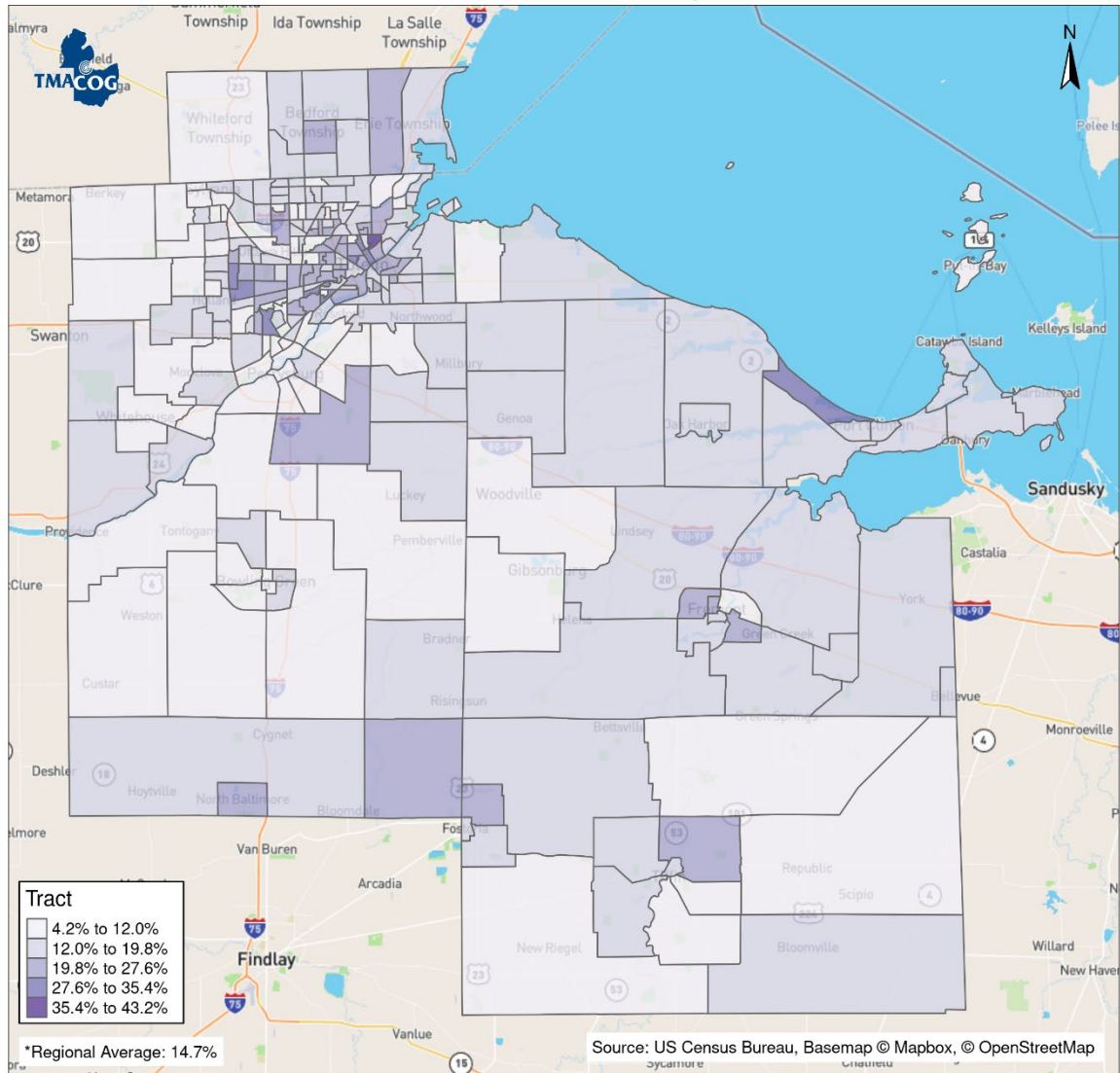
# Population Speaking English Less Than Very Well, 2022



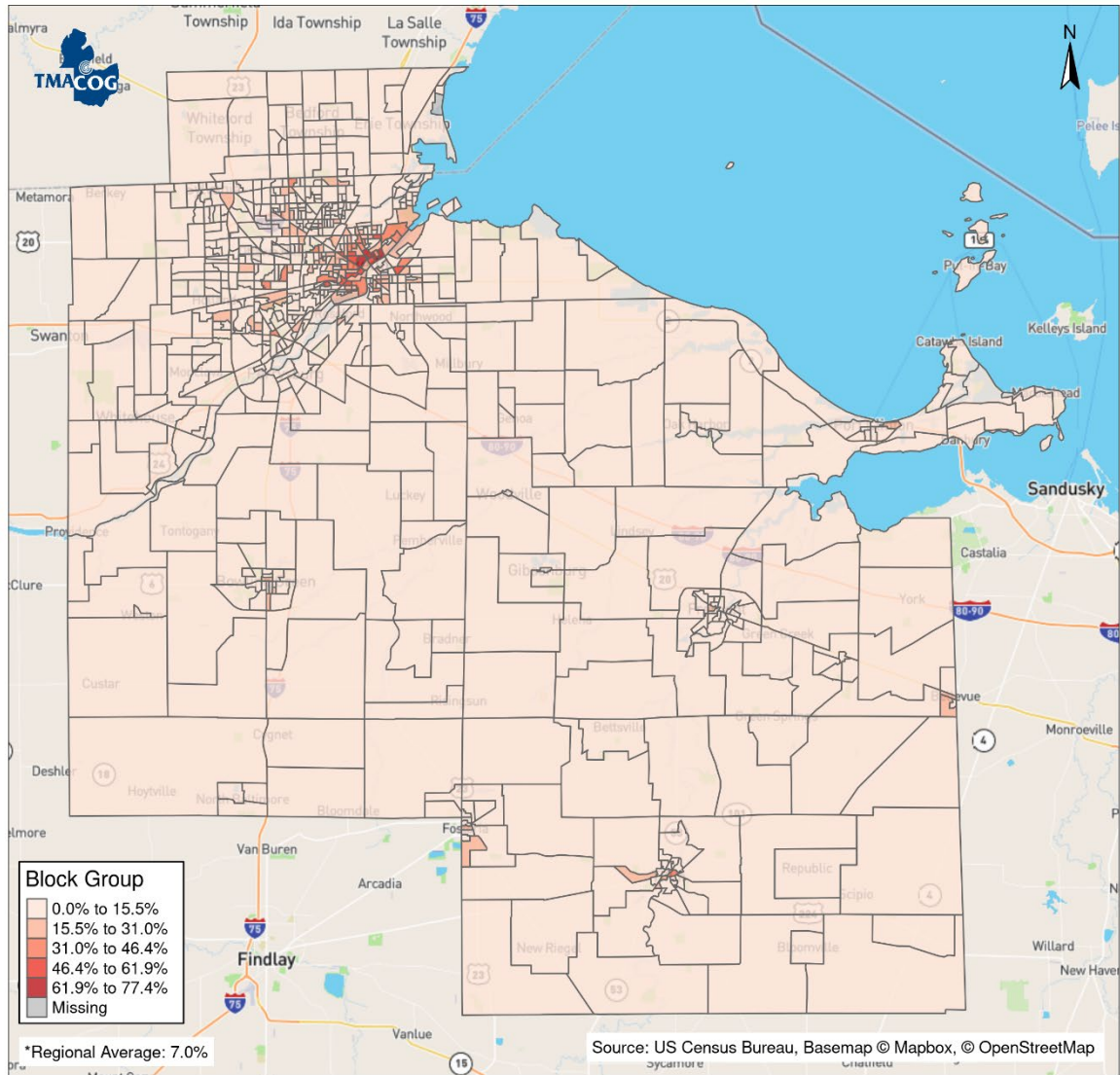
# Population Age 65 or Older, 2022



# Persons with a Disability, 2022



# No Vehicle Households, 2022



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## Appendix D: 2024 TMACOG Governmental Members as of June 1, 2024

### **Counties**

Lucas  
Monroe  
Ottawa  
Sandusky  
Wood

### **Cities**

City of Bowling Green  
City of Fostoria  
City of Fremont  
City of Maumee  
City of Monroe  
City of Northwood  
City of Oregon  
City of Perrysburg  
City of Port Clinton  
City of Rossford  
City of Sylvania  
City of Toledo  
City of Waterville

### **Villages**

Village of Archbold  
Village of Bradner  
Village of Clay Center  
Village of Delta  
Village of Elmore  
Village of Fayette  
Village of Gibsonburg  
Village of Green Springs  
Village of Haskins  
Village of Holland  
Village of Luckey  
Village of Lyons  
Village of Metamora  
Village of Millbury  
Village of North Baltimore  
Village of Oak Harbor  
Village of Ottawa Hills  
Village of Pemberville  
Village of Portage  
Village of Put-in-Bay  
Village of Risingsun  
Village of Swanton  
Village of Tontogany  
Village of Walbridge  
Village of Wayne

Village of Weston  
Village of Whitehouse

### **Townships**

Township of Henry  
Township of Jackson  
Township of Jerusalem  
Township of Lake  
Township of Middleton  
Township of Monclova  
Township of Perrysburg  
Township of Richfield  
Township of Spencer  
Township of Springfield  
Township of Sylvania  
Township of Troy  
Township of Whiteford

### **Parks & Special Districts**

Lucas County Land Bank  
Lucas Metropolitan Housing  
Metroparks Toledo  
Northwestern Water & Sewer District  
Ohio Turnpike & Infrastructure  
Commission  
Park District of Ottawa County  
Sylvania Area Joint Recreation District  
Toledo Area Regional Transit Authority  
Toledo-Lucas County Port Authority  
Toledo-Lucas County Public Library  
Wood County Park District  
Wood County Port Authority

### **Schools, Colleges & Universities**

Bowling Green State University  
Maritime Academy of Toledo  
Monroe County Community College  
Northwood Local Schools  
Ottawa Hills Local Schools  
Owens Community College  
Perrysburg Exempted Village School  
District  
Penta Career Center  
Rossford Exempted Village Schools  
Sylvania Schools  
Toledo Public Schools  
The University of Toledo  
Wood County Education Service Center

**APPENDIX J**  
**TMACOG Self-Certification**  
**Resolution**



Resolution certifying the urban transportation planning process – STAFF REPORT

TOLEDO METROPOLITAN AREA COUNCIL OF GOVERNMENTS  
MPO POLICY BOARD  
APRIL 21, 2025

This resolution certifies that TMACOG is conducting the Urban Transportation Planning Process in accordance with appropriate federal laws and regulations. Specific laws include: The Federal Transit Act; the Clean Air Act; Title VI of the Civil Rights Act of 1964; the Infrastructure Investment and Jobs Act, the Older Americans Act, and the Americans with Disabilities Act of 1990.

This annual self-certification is required by 23 CFR 450 (MPO Planning regulations) to acknowledge, that to the best of our knowledge and ability, TMACOG is following all applicable laws and regulations.

**A RESOLUTION  
CERTIFYING THE URBAN TRANSPORTATION PLANNING PROCESS  
IN THE TOLEDO METROPOLITAN AREA IN CONFORMANCE WITH FEDERAL  
REQUIREMENTS**

**WHEREAS**, the Toledo Metropolitan Area Council of Governments (TMACOG) is a voluntary association of local governments 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 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 U.S. Department of Transportation and the Ohio Department of Transportation (ODOT) to direct, coordinate, and administer the Process in the Toledo area as mandated by the Congress in Titles 23 and 49 U.S.C.; and

**WHEREAS**, the federal regulations pertaining to Urban Transportation Planning, published as 23 CFR 450, require the State and the MPO to annually certify that the cooperative metropolitan transportation planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:

- a) 23 U.S.C. Section 134 (Metropolitan Planning), 49 U.S.C. Section 5303 (Public Transportation), and federal regulations at 23 C.F.R. Part 450 (Planning Assistance and Standards);
- b) Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. Sections 7504, 7506 (c) and (d)) and 40 CFR Part 93;
- c) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. Section 2000d-1) and 49 CFR Part 21;
- d) 49 U.S.C Section 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- e) Section 1101(b) of Infrastructure Investment and Jobs Act (Public Law 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged or minority business enterprises in DOT funded projects;
- f) 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- g) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. Section 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
- h) The Older Americans Act, as amended (42 U.S.C. Section 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

- i) Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- j) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. Section 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

**WHEREAS**, the federal regulations published as 23 CFR 450 require that the urban transportation planning process shall include activities to support the development and implementation of a Regional Transportation Plan and a Transportation Improvement Program and subsequent project development activities to the degree appropriate for the area; and

**WHEREAS**, in accordance with the Infrastructure Investment and Jobs Act (IIJA), TMACOG, as a Transportation Management Area, is carrying out its planning responsibilities under the applicable provisions of Federal law.

**NOW, THEREFORE, BE IT RESOLVED** by the Toledo Metropolitan Area Council of Governments MPO Policy Board:

THAT it certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation problems, that the Urban Transportation Planning Process is being carried out in conformance with all applicable federal requirements.

Adopted by the MPO Policy Board on April 21, 2025.

Yeas 15, Nays 0, Abstain 0

Date of Adoption: \_\_\_\_\_

  
\_\_\_\_\_  
Mike Pniewski, Chair  
MPO Policy Board, TMACOG

Attest:

I, Jodi Cole, TMACOG Administrative Assistant, do hereby certify that this is a true and accurate copy of Resolution 2025-12, adopted on \_\_\_\_\_

\_\_\_\_\_  
Jodi Cole, Administrative Assistant

**APPENDIX K**  
**Resolution Amending the**  
**FY2026-2029 TIP**



**RESOLUTION UPDATING THE STBG SCORING CRITERIA  
STAFF REPORT**

LAKE ERIE WEST REGIONAL COUNCIL  
MPO POLICY BOARD MEETING AGENDA  
APRIL 8, 2026

Following the approval of the 2024 Surface Transportation Block Grant (STBG) awards at the September 4, 2024 MPO Policy Board meeting, there was considerable discussion around the distribution of funds to jurisdictions other than Toledo. It was decided that an ad hoc advisory group would be established to discuss ways to modify the scoring and/or application to distribute funds more evenly across all jurisdictions. It was determined that Mike Pniewski, Steve Fine, Tim Pedro, Nick Komives, John Musteric, Mike Aspacher and Royce Maniko would participate in the group. Four meetings of the ad hoc advisory group were held; March 25, 2025, October 23, 2025, January 6, 2026 and February 11, 2026.

Staff reviewed the existing STBG scoring criteria and proposed revisions to the ad hoc advisory group for their discussion and evaluation. Progressively, revisions were made to the scoring criteria and the ad hoc advisory group voted at their February 11, 2026 meeting to advance their final recommendation to the MPO Policy.

The ad hoc advisory group is requesting approval of the revised STBG scoring criteria as presented (attached).

## Under Consideration: Evaluation Criteria for STBG Program

Criteria	Maximum Points	Scored Points
1. Economic Development	15	0
2. Livability & Interconnectivity	15	0
3. Project Readiness & Funding	15	0
4. System Use & Performance	55	0
<b>Total</b>	<b>100</b>	<b>0</b>
<b>BONUS POINTS*</b>	20	0
<b>Total</b>	<b>120</b>	<b>0</b>

**(starting in 2026)**

\*The ad hoc committee recommends the Bonus Points be set at 20 and applicants can split their points up as they see fit over multiple projects.

### Economic Development (maximum 15 points)

- 1.) **Does this project align with the TMACOG Comprehensive Economic Development Strategy (CEDS)? A letter of concurrence is required.**
  - a. Yes, this project aligns with the CEDS = 5 points
  - b. No, this project does not align with the CEDS = 0 points
  
- 2.) **What is the functional classification level that this project is located on?**
  - a. Principal Arterial = 5 points
  - b. Minor Arterial = 4 points
  - c. Major Collector = 3 points
  - d. Minor Collector (urban area only) = 2 points
  
- 3.) **Does the project provide direct access to a multimodal or intermodal terminal? By definition, a multimodal/intermodal terminal shall include a facility that contains two or more interactions between transportation modes, including shipments between trucks, train, aircraft, and/or maritime freight. A reference map is included in the application package.**
  - a. Direct access to a multimodal/intermodal connection = 6 points
  - b. Access to a multimodal/intermodal connection within 0.5 miles = 3 points
  - c. No access = 0 points

### Livability & Interconnectivity (maximum 15 points)

- 4.) **Does the project sponsor have an official Complete Streets Policy?**
  - a. Yes = 1 point

**5.) Does this project improve air emissions and is it identified on the TMACOG Congestion Management Process (CMP) report?**

a. Yes = 1 point

**6.) Will this project improve water quality through the development of bioswale, rain gardens, pervious pavement, etc.?**

a. Yes = 1 point

**7.) Will this project make use of recycled materials to a significant degree? Mill and**

**reuse of asphalt surface materials does not qualify.**

a. Yes = 1 point

**8.) Does this project include bike improvements (check off all that apply)?  
And, does the project include improvements related to a bikeway specifically shown on the TMACOG Regional Bicycle Network?**

- Protected bike lanes/cycle track
- Buffered bike lane
- Share the road/sharrows
- Multi-use path/Shared-use paths
- Rail-to-Trail project
- Connection to other bike facility
- Bike racks/bike parking

- a. Bike improvements AND on Regional Bicycle Network = 5 points
- b. Bike improvements but not on Regional Bicycle Network = 2 points
- c. On Regional Bicycle Network but no bike improvements = 2 points
- d. Neither = 0 points

**9.) Does the project include pedestrian improvements (check off all that apply)?**

**Maximum 5 points.**

- **MAJOR IMPROVEMENT:**
    - **New sidewalks**
    - **Upgrade of existing sidewalks (i.e. increasing width, upheaval by tree roots, cracked, uneven slabs)**
    - **Fill in sidewalk gaps**
    - **Crossing improvements (i.e. PHBs, RRFBs)**
  - **MINOR IMPROVEMENT**
    - **Improved wayfinding and signage**
    - **Improved pavement markings**
- a. Major improvement = 5 points  
b. Minor improvement = 2 points

**10.) Does the project carry public transit (fixed route)?**

- a. Yes = 3 points

**11.) Is the project located in a community served by public transportation?**

- a. Yes = 1 point

**Project Readiness & Funding (maximum 15 points)**

**12.) Has the project been programmed by ODOT for construction?**

- a. Yes = 2 points

**13.) Has right-of-way been cleared or not needed?**

- a. Yes = 2 points

**14.) Does this project qualify for a Categorical Exclusion C1?**

- a. Yes = 3 points

**15.) What percent of the total project (including design, right-of-way, and construction) will use TIP federal funds?**

- a. 75-80% = 0 points  
b. 65-74% = 5 points  
c. < 64% = 10 points

**16.) Do you have an established method (or protocol) to regularly evaluate the roadway and pavement maintenance? If yes, please cite your document or system.**

- a. Yes = 1 point

**System Use & Performance (maximum 55 points)**

**17.) Pavement Project: What is the existing pavement condition rating (PCR) based on the most recent ODOT scores?**

- a. 100-75 PCR = 0 points
- b. 74-65 PCR = 3 points
- c. 64-0 PCR = 6 points

**18.) Bridge Project: What is the general appraisal rating?**

- a. 9 to 7 = 0 points
- b. 6 to 5 = 2 points
- c. 4 to 3 = 4 points
- d. 2 to 1 = 6 points

**19.) A.) If this is a roadway project, which of the following best describes the project?**

- a. Resurfacing = 10 points
- b. Rehabilitation with some base replacement = 8 points
- c. Reconstruction with full base replacement = 7 points
- d. Narrow and resurface/rehabilitate/reconstruct = 4 points
- e. Widen and resurface/rehabilitate/reconstruct = 2 points
- f. New roadway = 0 points

**20.) B.) If this is not a bridge or roadway project, which of the following best describes the existing condition?**

- a. Past its useful life and substandard = 10 points
- b. Near the end of its useful life and substandard = 8 points
- c. Near the end of its useful life = 6 points
- d. Declining and substandard = 4 points
- e. Declining = 2 points
- f. Not applicable = 0 points

**21.) What is the 3-year average accident rate per million vehicles? Or, what is the percentage of fatal and injury crashes over the most recent three years of available crash data? (Use best answer)**

- a. < .99 OR < 30% = 0 points
- b. 1 to 1.99 OR 30-34% = 2 points
- c. 2 to 2.99 OR 35-39% = 4 points
- d. 3 to 3.99 OR 40-44% = 6 points
- e. 4 to 4.99 OR 45-49% = 8 points
- f. > 5 OR > 50% = 10 points

**22.) Is this project location listed in the regional TMACOG Safety Location Report?**

**Reference Appendix C in the 2020-2022 TMACOG Safety Location Report.**

- a. Yes = 5 point
- b. No = 0 points

**23.) What is the existing number of Average Daily Traffic (ADT) on the locally maintained road?**

- a. < 5,000 ADT = 4 points
- b. 5,000 to 9,999 ADT = 5 points
- c. 10,000 to 14,999 ADT = 6 points
- d. 15,000 to 19,999 ADT = 7 points
- e. > 20,000 ADT = 8 points

**24.) What percentage of the Average Daily Traffic (ADT) is made up of trucks?**

- a. < 3% = 0 points
- b. 3% to 9% = 1 point
- c. 9 to 15% = 3 points
- d. > 15% = 5 points

**25.) Is the project on a truck impact route (TIA)? If it is not, then does it have a greater than 500 truck ADT?**

- a. Yes, the project is on a TIA = 2 points
- b. Not on a TIA, but trucks ADT is greater than 500 trucks per day = 2 points
- c. No = 0 points

**26.) Is the project listed in the 2055 Regional Transportation Plan?**

- a. Not listed = 0 points
- b. Reserve list or System Preservation list = 1 point
- c. Plan Priority list (2036 or later) = 2 points
- d. Plan Priority list (by 2035) = 3 points

**27.) How long ago was the last time the project sponsor received TMACOG-managed STBG funding?**

- a. < 4 years ago = 0 points
- b. 4 to 7 years ago = 4 points
- c. 8 to 9 years ago = 6 points
- d. 10 or more years ago = 8 points

**28.) Has one or more TMACOG-funded projects slipped a fiscal year or been cancelled since the last STBG solicitation? (Small project applications are exempt from this answer.)**

- a. One project slipped past the programmed year = -5 points
- b. Two or more projects have slipped past the programmed years = -10 points
- c. One or more projects have been cancelled = -10 points

**BONUS POINTS (20 points) – added in after previous sections are tallied**

**29.) Each project applicant is allotted 20 bonus points. If one project application is submitted by a single sponsor, then all 20 points will be applied to that project. If more than one project application is submitted by a single sponsor, then the 20 points may be divided up and applied over the projects as they see fit.**

- a. Yes = 20 points

**Changes proposed to Project Scoring (applies to small projects only):**

- The ad hoc committee recommends the set aside for small projects be increased and capped at \$2,500,000 per year (or \$5,000,000 for a 2-year solicitation). Individual small project applications are to be capped at \$625,000.
- The ad hoc committee recommends an incentive for programming a project in the first quarter in a state fiscal year (July, August, and September). The incentive would be covered by using toll revenue credits to reduce the local match amount. 5% of federal funds, up to a gross cap of \$100,000 per year, for project bids that are programmed in quarter 1. This will only apply to small projects and it will be on a first come-first serve basis until the cap is reached. Each individual project incentive will be capped at \$30,000.

**A RESOLUTION OF THE  
LAKE ERIE WEST REGIONAL COUNCIL  
APPROVING THE SURFACE TRANSPORTATION BLOCK GRANT  
REVISED SCORING CRITERIA**

**WHEREAS**, Toledo Metropolitan Area Council of Governments (now known as Lake Erie West Regional Council) is a voluntary association of local governments 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 Lake Erie West Regional Council 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 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 U.S. Department of Transportation and the Ohio Department of Transportation (ODOT) to direct, coordinate, and administer, the Process in the Toledo area as mandated by the Congress in Titles 23 and 49 U.S.C.; and

**WHEREAS**, an ad hoc advisory group of the MPO Policy Board was appointed to review the STBG scoring and made recommendations to the full Lake Erie West Regional Council MPO Policy Board for their approval.

**WHEREAS**, the STBG revisions would be amended FY 2026-2029 Transportation Improvement Program and utilized in the Lake Erie West Regional Council's 2026 STBG call for projects; and

**NOW, THEREFORE, BE IT RESOLVED** by the Lake Erie West Regional Council MPO Policy Board:

Section 1

THAT the revised scoring criteria for Lake Erie West-managed Surface Transportation Block Grant (STBG) program be approved; and

Section 2

THAT the FY 2026-2029 Transportation Improvement Program (TIP) is amended to include the revised Surface Transportation Block Grant (STBG) scoring criteria.

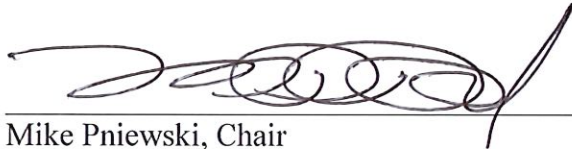
Section 3

THAT the revised Surface Transportation Block Grant (STBG) scoring criteria will be reviewed by a newly appointed ad hoc advisory group of the MPO Policy Board following the approval of awarded projects from the 2026 STBG round.

Adopted by the MPO Policy Board on April 8, 2026.

Yeas -13-, Nays -1-, Abstain -0-

Date of Adoption: 04/08/26



Mike Pniewski, Chair  
MPO Policy Board, Lake Erie West Regional Council

Attest:

I, **Jennifer Allen**, Lake Erie West Regional Council Executive Assistant, do hereby certify that this is a true and accurate copy of Resolution 2026-07, adopted on \_\_\_\_\_.

\_\_\_\_\_  
Jennifer Allen, Executive Assistant