

CLARK COUNTY-SPRINGFIELD  
*TRANSPORTATION COORDINATING COMMITTEE*

**Transportation Improvement Program**  
**SFY 2012-2015**

Biennial Report  
May 2011

Prepared by

Clark County-Springfield Transportation Study  
3130 East Main Street – Suite 2A  
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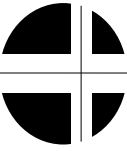
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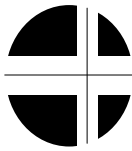
This report was prepared in cooperation with the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, the Ohio Department of Transportation, transit and rail freight service providers, and the local governments of Clark County.

The preparation and publication of this document was financed cooperatively by the Federal Highway Administration, the Federal Transit Administration, the Ohio Department of Transportation, the local governments and agencies of Clark County, and the West Central Ohio Port Authority.



## Glossary of Acronyms

**ADA** – Americans with Disabilities Act  
**AQCR** – Air Quality Control Region  
**CCSTCC** – Clark County-Springfield Transportation Coordinating Committee  
**CEAO** – County Engineer’s Association of Ohio  
**EJ** – Environmental Justice  
**FHWA** – Federal Highway Administration  
**FTA** – Federal Transit Administration  
**FY** – Fiscal Year  
**HC** – Hydrocarbons  
**ITS** – Intelligent Transportation System  
**MPO** – Metropolitan Planning Organization  
**MORPC** – Mid-Ohio Regional Planning Commission  
**MVRPC** – Miami Valley Regional Planning Commission  
**NOX** – Nitrogen Oxide  
**ODOT** – Ohio Department of Transportation  
**PE** – Preliminary Engineering  
**RAPCA** – Regional Air Pollution Control Agency  
**SAFETEA-LU** – Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users  
**SCAT** – Springfield City Area Transit  
**SFY** – State Fiscal Year  
**TAC** – Technical Advisory Committee  
**TCC** – Transportation Coordinating Committee  
**TIP** – Transportation Improvement Program  
**WESTCO** – West Central Ohio Port Authority



## Glossary of Fund Codes

**APD** – Appalachian Development Highway  
**APL** – Appalachian Local Access  
**BR** – Bridge Replacement  
**C-STP** – Surface Transportation Program (CEAO)  
**ER** – Emergency Relief  
**F** – Federal  
**GB** – Garvee Bonds  
**HP** – High Priority  
**HRRR** – High Risk Rural Roads  
**HSIP** – Highway Safety Improvement Program  
**IM** – Interstate Maintenance  
**L** – Local  
**M-CMAQ** – Congestion Mitigation and Air Quality (MPO)  
**M-STP** – Surface Transportation Program (MPO)  
**M-TE** – Transportation Enhancements (MPO)  
**NCPD** – National Corridor Planning and Development  
**NHS** – National Highway System  
**O** – Other  
**PL** – Planning  
**R-H Xing** – Rail-Highway Crossing  
**S** – State  
**S-STP** – Surface Transportation Program (State)  
**SB** – Scenic Byways  
**SPR** – State Planning and Research  
**TCSP** – Transportation and Community and System Preservation



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## **Introduction**

Ensuring mobility and accessibility for persons and goods throughout Clark County necessitates a comprehensive transportation planning process that identifies needs, establishes priorities and allocates funding. Managing the financial resources available for planning, designing and constructing transportation system improvements throughout the county is an integral component of the planning process. The principal document for recording how available Federal and State funding will be used to finance improvements is the Transportation Improvement Program (TIP).

The TIP for Clark County is a staged four-year schedule of transportation improvements using (or expecting to use) Federal Highway Administration (FHWA), Federal Transit Administration (FTA) funding, or Ohio Department of Transportation (ODOT) funds and other projects that have significant air quality impacts. The TCC's TIP is a component of the Statewide TIP (STIP).

The TIP not only provides listings of completed, planned and regionally significant projects, but it also serves as a prerequisite to expending Federal Department of Transportation funding for surface transportation funding on transportation system improvements within Clark County. In addition, it includes narratives discussing the TIP's consistency with applicable Federal, statewide and metropolitan area planning rules and with long range transportation and air quality plans, project selection criteria, the balancing of project costs with available finances and the status of projects being implemented through the TIP. Other major topics addressed in the TIP include a description of the public involvement process, statewide line items, and a discussion and accounting of the annual highway system operation and maintenance expenditures.

The most recent transportation act, the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) requires that in order for Clark County to remain eligible for federal transportation funding, the planning process must demonstrate that Clark County is in compliance with federal requirements. Below is the summary of the final planning regulations to implement SAFETEA-LU and the specific requirements for the development and content of the TIP:

- Time Period – The TIP shall cover at least a four-year period and be updated at least every four years. The financial tables and project tables included in this document cover SFYs 2012-2015.
- Public Comment – The TIP process shall provide opportunity for public review and comment on the TIP. Page 6 in this document details the public participation process.
- Specific Project Information – The TIP is to list capital and non-capital surface transportation projects to use a variety of federal funds or regionally significant



projects requiring FHWA or FTA action. For each project or project phase the TIP shall include sufficient descriptive material including type of work, termini, length, total cost, amount of federal funds, and responsible agency. The detailed project listing organized by route and section on pages 18-27 provides complete detail for each project.

- Consistency with the Transportation Plan – Each project or project phase in the TIP shall be consistent with the Transportation Plan.
- Financial Plan – The TIP shall include a financial plan including system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation.
- Prioritization Process – The TIP should identify the criteria and process for prioritizing projects from the Transportation Plan for inclusion in the TIP. Pages 16-17 of this document discuss the project selection process.
- Status of Projects from SFY 2008-11 TIP – The TIP should list major projects from the previous TIP that were implemented or delayed. Pages 9-12 lists completed and delayed projects.
- Air Quality – The TIP shall document conformity with the State Implementation Plan. Appendix A shows the air quality conformity determination.

### **Overview**

The TIP lists the federal aid transportation projects planned for the Clark County-Springfield area over the next four years. These transportation projects include roadway, traffic, bridge, transit, bikeway, railroad, ridesharing and transportation enhancements. Projects are staged by the phases of work and the time required to successfully complete the work. Program expenditures are within the funding resources anticipated to be available to the area during the four year period of the TIP, based on the state's fiscal year. Generally, any transportation project which will utilize federal funds from the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA), state funds through the Ohio Department of Transportation (ODOT) or is considered regionally significant must be included in the TIP as the first step toward funding. Estimates of the costs and sources of the funding for each phase are identified by fiscal year with each project.

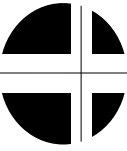
### **Transportation Goal**

The primary transportation goal of the region is to restore, maintain, develop and operate an inclusive multi-modal transportation system with sensitivity to land use relationships.

### **Transportation Objectives**

Four objectives that satisfy the Transportation Goal were identified in the 2030 Long Range Plan dated May 2008. In addition, several strategies were also identified to ensure the goal and objectives are met. The objectives are:





- Preserve and maintain existing transportation infrastructure to promote a multi-modal system with efficient management and operations
- Target the transportation system to gain economic advantage and support the overall vitality of the planning area
- Balance fiscal needs against anticipated revenues for efficient use of resources
- Enhance the quality of life within the planning area through considering safety, security, environmental factors and increased mobility

The strategies identified for each objective can be found in the 2030 Long Range Plan.

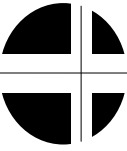
### **Planning Process**

The transportation planning process for the Clark County-Springfield area provides for consideration of projects and strategies that will:

- Support the economic vitality of the United States, the States, and metropolitan areas, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

This process includes development of a TIP for the metropolitan planning area by the Clark County-Springfield Transportation Coordinating Committee (TCC), which is the Metropolitan Planning Organization (MPO) for the region, in cooperation with the State and public transit operators. All TIP projects are drawn from or are consistent with ACCESS OHIO (the Statewide Transportation Plan) or the 2030 Transportation Plan.

The TIP is updated biennially by the Clark County-Springfield Transportation Study. It is developed through the cooperative efforts of ODOT, Clark County, the cities of Springfield and New Carlisle, the townships and villages of Clark County, the Springfield Bus Company



as franchise operator of the Springfield City Area Transit (SCAT), and the West Central Ohio Port Authority (WESTCO). The development and preparation of the TIP is based on a local urban transportation planning process that complies with all applicable state and federal laws and regulations. The planning process is certified annually by ODOT and the Clark County-Springfield Transportation Coordinating Committee (TCC).

### **Air Quality Conformity**

The Dayton-Springfield area has been designated as an attainment/maintenance area with regard to ozone. The TIP satisfies the air quality conformity requirements of the Clean Air Act of 1990, as amended. All projects in the TIP and other locally funded, regionally significant projects that add capacity to the transportation system have been analyzed in the 2030 Long Range Transportation Plan. ODOT uses a computer model to estimate the emissions produced by mobile sources using the transportation system in the Dayton-Springfield area.

The TIP includes projects and programs considered transportation control measures:

- Area-wide ridesharing program
- Bicycling alternatives to motor vehicle travel
- Park-and-Ride lots
- Traffic flow improvements
- Transit improvements
- Air Pollution Advisory Program

The Clean Air Act, as amended, requires the TCC to determine that the TIP is in conformity with the Ohio State Implementation Plan for the attainment of the National Ambient Air Quality Standards.

The Miami Valley Regional Planning Commission (MVRPC) and the TCC have agreed that the MVRPC shall serve as the lead agency in the Dayton-Springfield Air Quality Control Region (AQCR) for purposes of air quality planning in cooperation with the Ohio Environmental Protection Agency, the Regional Air Pollution Control Agency, ODOT, and the TCC. The TCC participated in the development of the State Implementation Plan and the Re-designation Plan that was submitted on November 12, 1993 and later approved. There are no transportation control measures identified for Clark County in the State Implementation Plan.

See Appendix A for the 8-hour ozone standard transportation conformity determination.



## **TIP Development & Coordination Procedures**

### *Requirements for TIP Project Listings*

The TIP lists bicycle, highway and transit projects for the upcoming four year period. The analysis for air quality conformity and fiscal constraint includes those projects. In addition, the TIP is based on the state fiscal year which runs from July 1 to the following June 30.

The TIP lists all federal and/or state funded projects for which preliminary engineering, right-of-way, and/or construction are to be initiated within the term of the TIP by individual line item. Maintenance projects have been listed individually for the first year, when possible. Statewide line items are used to incorporate ODOT sponsored federal and/or state funded maintenance projects for the second, third, and fourth years of the TIP and those in the first year not listed individually. All locally sponsored projects using federal funds in any phase of development or construction are included in the TIP, if project development is to be initiated within the term of the TIP. FHWA funds that are transferred to the FTA or to the TCC planning programs are also included.

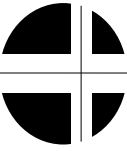
Federal and state funding for transit operating, capital and planning expenditures are included in the transit tables. Transit projects are consistent with Clark County Transportation Plans, the Transit Development Plan and supported by other planning documents which have been adopted by the transit operators.

All projects with regional air quality impacts, regardless of the funding source(s), are identified in the TIP and included in the air quality conformity analysis.

Since the TIP must be fiscally constrained, the amount of funding available from all sources which can reasonably be expected for the life of the TIP must be listed. Under fiscal constraint, the annual federal obligation limitation is taken into account for the TIP. For TIP development, federal funding in SFY's 2012, 2013, 2014, and 2015 will be fiscally constrained on the 100% sub-allocated fund amounts provided by the Ohio Department of Transportation.

Fiscal constraint imposed on each year of the TIP transit program will be based on the FTA 49 USC 5307 funds appropriated for the current year plus any de-obligated 5307 funds from previous years that remain eligible for re-obligation. Projects to be funded with re-obligated funds must be clearly documented. In addition, fiscal constraint applied toward the 49 USC 5309 funded projects will be based on the level of funding committed to the area for the current year. The total federal share for projects in the second, third, and fourth years may not exceed the level of funding already committed, or reasonably expected to be available to the area.

Under Section 450.324(e) of the October 28, 1993 Metropolitan Planning Rule, FHWA and FTA require, as a prerequisite for MPO TIP approval, an accounting of the annual highway

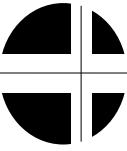


system operation and maintenance expenditures. This information is requested to demonstrate that the transportation system is being “adequately operated and maintained.” Recognizing that obtaining a complete accounting of this data would be time consuming and prohibitively expensive, it has been suggested that a sampling effort be performed.

### **Public Involvement**

The process for metropolitan transportation planning includes a proactive public involvement process that provides complete information, timely notice, full access to key decisions, and supports early and continuing involvement of the public in developing the TIP and meets the guidelines and criteria outlined in the 2007 Public Participation Plan and specified as follows:

- Provide timely information about the TIP to citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties;
- Provide these parties with a reasonable opportunity to comment on the TIP;
- Provide reasonable public access to technical and policy information used in the development of the TIP through at least four open public meetings and the TCC website;
- Provide adequate public notice of public involvement activities and time for public review and comment at key decision points, including, but not limited to, approval of the TIP;
- Demonstrate explicit consideration and response to public input received during the planning and program development processes;
- Solicit and consider the needs of those traditionally under-served by existing transportation systems, including but not limited to, low-income, elderly, disabled, and minority households;
- When significant written and oral comments are received on the draft TIP (including the financial plan) as a result of the public involvement process or the interagency consultation process required under the U.S. Environmental Protection Agency’s conformity regulations, a summary, analysis and report on the disposition of comments shall be made part of the final TIP;
- If the TIP differs significantly from the one which was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment on the revised TIP shall be made available;



- Metropolitan public involvement processes shall be coordinated with statewide public involvement processes wherever possible to enhance public consideration of the issues, plans, and programs, and reduce redundancies and costs.

In accordance with the guidelines of the 2007 Public Participation Plan listed above, the following public involvement activities have/will taken place:

- September 8, 2010 – TIP Candidate Projects Public Open House
- April 5-7, 2011 – STIP/TIP Public Involvement
- April 4-15, 2011 STIP/TIP Public Involvement Period

All programmed projects, in addition to candidate local projects, were posted on the TCC website for public viewing and content in January 2010. The narrative for the projects was accompanied by a map that visually represented the locations of each of the projects.

An Open House was held on September 8, 2010 at the Springview Government Center to provide the list of submitted projects to the public for comment. Maps and narratives of all candidate projects, including ODOT maintenance projects, were available prior to final project selection. Nine (9) people attended the session and 3 comments were received by TCC staff.

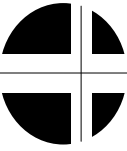
The draft TIP, including maps and project narratives was posted on the TCC website for public viewing in March 2011. The updated second draft was posted April 2011. The second draft was also mailed to local and state resource agencies for review, mailed to all local government offices and public library branches for public review and display, and printed and displayed at the TCC offices for public review.

Three additional Open Houses were held April 5-7, 2011 in Springfield, New Carlisle, and South Vienna. The draft Tip, including maps and narratives of all TIP projects, was available for review. Fifteen (15) people attended the three sessions and one (1) written comment was received by TCC staff.

Further discussion regarding Public Involvement activities and a summary of written comments can be found in *Appendix B*.

### **Environmental Justice**

Environmental Justice (EJ) is defined as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies. In general, this means that for any program or activity for which any federal funds will be used, the agency receiving the federal funds must make a meaningful effort to involve traditionally



underserved populations in the processes established to make the decision about the use of the federal funds. The agency must also evaluate the nature, extent, and incidence of probable favorable and adverse human health or environmental impacts of the program or activity upon these traditionally underserved populations.

The Clark County Environmental Justice Analysis was adopted by the TCC in 2006. The document defined EJ protected populations as areas with a high proportion of poverty, elderly, disabled, and minority population. Using Census information, these protected populations were identified and mapped for Springfield and all of Clark County.

*Appendix C* contains maps depicting TIP projects and their spatial relationship to the four identified protected population areas. In accordance with the EJ Analysis document, project sponsors will submit documentation regarding any possible beneficial and/or adverse impacts each project will have on the protected population, and what steps will be taken to enhance or minimize these impacts. This documentation will be on file at the TCC office and referenced during the project development.

### **Maintenance and Operation of Current Transportation Systems**

The highest priority in the selection of projects for the TIP is to ensure the adequate maintenance and operation of the current transportation system. Fifty-eight (58) of the fifty-nine (59) projects listed are targeted at the maintenance and operation of our existing systems. These projects are necessary to ensure the investment in our transportation infrastructure is preserved. However, the responsibility for the everyday maintenance and operation of the local infrastructure lies with the owner of the road. The state, county, cities, villages and townships are each responsible for the maintenance and operation of their own roads. Each jurisdiction has developed their own methodology for maintenance and operations. The two largest owners of roads in Clark County, other than the state, are the City of Springfield and Clark County. The amount budgeted for maintenance of the existing infrastructure spent by the state can be found in the STIP and District 7 workplans.

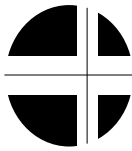
The City of Springfield has implemented a Neighborhood Street Reconstruction Program, designed to target the smaller, neighborhood streets to ensure they are properly maintained. This program helps to tie the maintenance of the transportation system to the viability of the individual neighborhoods. The City spends approximately \$1,700,000 per year on overall street maintenance, to include filling pot holes, joint sealing, snow removal and overhead.

The Clark County Engineer employs an aggressive inspection system to ensure the adequacy of the existing system. A long term paving plan has been implemented as a means of projecting future expenditures. This plan, however, is modified based upon inspection assessments of the current and potential condition of roads and bridges. Their goal is to ensure the roads and bridges are well maintained in an attempt to extend the life span and maintained in the most cost effective method available. Paving programs target



approximately twelve center line miles of roads per year. Other programs, such as chip and seal, pot hole filling and joint sealing are highly variable, being dependent on the condition of the roads, especially as related to the severity of the seasons. The budgeted amount for maintenance is approximately \$4,400,000 per year.

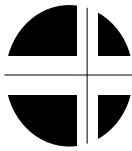
The only project listed in the TIP that is not considered maintenance of the system is the CLA-Tecumseh Trail Phase 2 project to construct a multi-use trail.



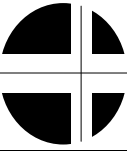
## Summary of Previous Accomplishments FY2008-2011 TIP

| PID   | Project Name                 | Project Description   | Award Date |
|-------|------------------------------|---|------------|
| 81974 | CLA-Simon Kenton Trail Spur  | Construct a multi-use trail spur  | 7/10/2007  |
| 25151 | CLA-SR235/SR571-0.00/1.25    | Resurface roadway   | 7/11/2007  |
| 81904 | CLA-Buck Creek State Park    | Resurface existing roadways and parking lots  | 7/26/2007  |
| 24528 | CLA-SR4-6.92                 | Replace bridge  | 8/23/2007  |
| 81063 | CLA-George Rogers Clark Park | Construct area for bus parking and resurface roadways and parking lots                                  | 9/6/2007   |
| 81133 | CLA-Fairgrounds              | Reconfigure the entrance to the Fairgrounds to include 6-8 stacking lanes                               | 9/25/2007  |
| 79010 | CLA-CR308-2.97               | Rehabilitate bridge   | 12/12/2007 |
| 19880 | CLA-US40-3.57                | Replace structure over Jackson Creek  | 4/3/2008   |
| 25007 | CLA-US40/SR41- 10.17/18.45   | Resurface roadway   | 4/3/2008   |
| 80487 | CLA-SR41-20.30               | Plane pavement and resurface roadway  | 5/2/2008   |
| 25123 | CLA-SR4-16.27                | Install storm sewer and resurface roadway   | 5/6/2008   |
| 81444 | CLA-IR70-6.27                | Spot repair pavement  | 5/14/2008  |
| 79012 | CLA-GR County Ph 2           | Replace guardrail on county routes  | 5/20/2008  |
| 75315 | CLA-IR70-20.92               | Construct additional lane in each direction and resurface existing lanes                                | 5/22/2008  |
| 78665 | CLA-SR235-4.77               | Install decorative street lighting and conduit, replace sidewalk and curb and gutter                    | 5/29/2008  |
| 83570 | CLA-Buck Creek State Park    | Resurface existing roadways and parking lots  | 7/17/2008  |
| 7674  | CLA-TR6-0.10                 | Reconstruct and widen existing roadway and other roadway improvements                                   | 10/7/2008  |
| 82736 | CLA-CR68-0.82                | Revise traffic signal span wire configuration, add supplemental signal head, and relocate detector loop | 10/28/2008 |
| 77418 | CLA-US40-5.30                | Resurface roadway   | 10/30/2008 |
| 83188 | CLA-IR70-4.81                | Concrete overlay of bridge  | 11/13/2008 |
| 75475 | CLA-SR41-19.25               | Resurface roadway   | 12/27/2008 |
| 75853 | CLA-SR334-1.07               | Construct roadway access  | 2/3/2009   |
| 79448 | CLA-SR571-1.25               | Rehabilitate bridge over Honey Creek  | 2/9/2009   |
| 84357 | CLA-US40/SR4-11.70/15.09     | Upgrade signal heads to LED and install backplates on all east/west facing signals                      | 3/3/2009   |
| 77417 | CLA-SR54-0.00                | Resurface roadway   | 3/13/2009  |
| 75791 | CLA-US40/SR72-18.74/10.94    | Resurface roadway, shoulder stabilization   | 4/9/2009   |
| 81557 | CLA-Pleasant Street Bridge   | Replace bridge and add lighting under new structure for multi-use trail.                                | 5/12/2009  |
| 78666 | CLA-New Carlisle Bikeway     | Construct a multi-use trail   | 6/11/2009  |
| 77494 | CHP/CLA-SR235-0.00/8.84      | Resurface Roadway   | 7/6/2009   |
| 86134 | CLA-VAR PM FY10              | Install new pavement markings   | 7/7/2009   |
| 78664 | CLA-Medway Lighting Ph. 2    | Install decorative street lighting and conduit  | 7/10/2009  |
| 83123 | CLA-First Street Bridge      | Replace bridge  | 7/21/2009  |
| 82450 | CLA-US40-11.70               | Resurface roadway   | 7/23/2009  |

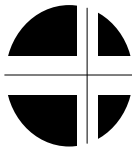




| PID   | Project Name                              | Project Description  | Award Date |
|-------|---|--|------------|
| 84494 | CLA/MOT-IR675/ US68/US35-0.00/ 4.18/18.70 | Removal and replacement of guide signs and supports on mainline, ramps, and overpass intersections                                     | 9/3/2009   |
| 85973 | CLA-Dayton Road Bridge                    | Bridge repairs and painting  | 2/9/2010   |
| 80826 | CLA-US68-10.17                            | Bridge repairs and maintenance   | 3/4/2010   |
| 85972 | CLA-Spfld Resurfacing                     | Resurfacing of existing roadways and other related items   | 3/16/2010  |
| 83575 | CLA-US68-6.67 L/R                         | Replace approach slabs and backwalls   | 4/1/2010   |
| 84967 | CLA-US40-19.75R                           | Replace bridge deck  | 4/7/2010   |
| 85670 | CLA-CR VAR GR FY10                        | Install new and upgrade deficient guardrail  | 4/8/2010   |
| 88181 | CLA-68-07.41 L                            | Structural repair and heat straightening-due to an accident on 03/02/10  | 4/20/2010  |
| 87509 | CLA-IR70-0.51                             | Spot paving  | 4/22/2010  |
| 87562 | CLA-Fountain Ave Streetscape              | Streetscape and resurface  | 5/7/2010   |
| 87330 | CLA-Building Demo                         | Building demolition  | 5/11/2010  |
| 83189 | CLA-SR54-5.61                             | Concrete overlay of bridge   | 5/13/2010  |
| 77495 | CLA-US42-0.00                             | Resurface roadway  | 5/13/2010  |
| 87778 | CLA-George Rogers Clark Park              | Pavement repairs, crack sealing, and sealing of asphalt  | 5/20/2010  |
| 78675 | CLA-Traffic Signals Spfld                 | Upgrade and interconnect traffic signals with emergency vehicle pre-emption, replace sidewalks, and install decorative street lighting | 5/25/2010  |
| 82299 | CLA-SR72-8.35                             | Replace one bridge deck, repair two bridge decks, and resurfacing  | 5/27/2010  |
| 84664 | CLA-IR70-13.98                            | Major rehabilitation   | 6/3/2010   |
| 82452 | CLA-SR4/SR4D-14.76/0.00                   | Resurface roadway  | 7/1/2010   |
| 85171 | CLA-Home Road                             | Minor reconstruction, widening, resurfacing, and other roadway related items   | 7/20/2010  |
| 77055 | CLA-SR41-4.35                             | Resurface roadway, replace curb, gutter, replace sidewalk, and upgrade signal  | 8/10/2010  |
| 80513 | CLA-US40-12.46                            | Relocate roadway and signalization   | 8/31/2010  |
| 25329 | CLA-SR4-23.12                             | Replace bridge   | 10/13/2010 |
| 82724 | CLA-Speed Warning Signs                   | Install active speed warning signs (3)   | None       |
| 85158 | CLA-Sprfld Transit LTV Purchase           | SCAT purchase of two light duty transit vehicles   | None       |
| 82010 | CLA-Corridor/ Consolidation               | Close crossings, upgrade and install warning devices, and install wayside horn system  | None       |
| 82954 | CLA-Signal Upgrade                        | Replace traffic signals  | None       |
| 82734 | CLA-CR316-3.50                            | Install 2 active speed warning signs   | None       |
| 82737 | CLA-CR362-4.55                            | Purchase r/w and relocate utility poles to clear line of sight   | None       |
| 82735 | CLA-CR360-0.04                            | Install 2 active speed warning signs   | None       |
| 82733 | CLA-CR351-7.92                            | Purchase r/w and relocate utility poles to clear line of sight and install 2 active speed warning signs                                | None       |
| 86051 | CLA-Bridges Inspections                   | Inspect bridges and complete a load ratings analysis inventory (PE Only)   | None       |
| 85179 | CLA-Tecumseh Trail Ph. 3 Study            | Construct a multi-use trail (PE only)  | None       |
| 83567 | CLA-Pleasant/ Wittenberg                  | Replace traffic signal   | None       |

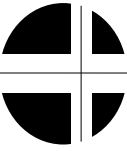


| <b>PID</b> | <b>Project Name</b>                | <b>Project Description</b>  | <b>Award Date</b> |
|------------|------------------------------------|---|-------------------|
| 86783      | CLA-Little Miami Trail Signs       | Purchase and install trail signs  | None              |
| 83566      | CLA-Spangler Road                  | Install Signal Ahead sign and beacon  | None              |
| 81833      | CLA- Lower Valley Pike Hist. Prev. | Create Preservation case and install broken S-7 LVP marker at Medway Elem   | None              |
| 85176      | CLA-Yellow Springs/Innisfallen     | Improve intersection and upgrade traffic signals  | None              |
| 89225      | CLA-Co Engineer Truck Replace      | Replace two (2), Clark Count Engineer's Department, single axle dump trucks with two (2) clean diesel tandem axle dump trucks | None              |
| 25014      | CLA-US68/SR334 -4.51/0.00          | Resurface roadway and other related items   | 2/17/2011         |
| 88729      | D07 BR Painting FY 11              | Paint structural steel of existing bridges.   | 3/17/2011         |
| 80866      | CLA-US40-15.64                     | Resurface Roadway   | 4/28/2011         |



### Summary of Delays FY2008-2011

| PID   | County-Route-Section             | Project Description  | Comment  |
|-------|----------------------------------|--|--|
| 85177 | CLA-Spfld Sign Replacement       | Develop and implement a retroreflectivity inventory and management plan  | Delayed due to waiting on federal authorization                    |
| 84979 | CLA-Downtown Spfld Street Impv   | Resurfacing of existing roadways and other related items   | Delayed due to change in scope                                     |
| 85172 | CLA-Bechtle Bridge               | Replace bridge   | Delayed due to environmental document approval                     |
| 82314 | CLA-Little Miami Trail Extension | Construct a multi-use trail  | Delayed due to project being cancelled in 2008/uncancelled in 2009 |
| 78685 | CLA-CR327-0.00                   | Widen roadway and construct intersection safety improvements   | Delayed due to right of way acquisition                            |
| 87079 | CLA-CR351-3.03/ 3.04             | Replace bridges with single structure  | Delayed due to environmental document approval                     |
| 78677 | CLA-SR794-0.60                   |  | Delayed due to lack of local match                                 |
| 87480 | CLA-CR380-1.44                   | Replace bridge   | Delayed due to right of way acquisition                            |
| 85169 | CLA-Rocky Point Rd Bridge        | Rehabilitation and enhancement of historic bridge  | Delayed due to need of additional funding                          |
| 80450 | CLA-CR333-0.00                   | Construct a center left-turn lane and dedicated turn lanes at the intersections, resurface, and repair joints and culverts | Delayed due to environmental document approval                     |
| 89228 | CLA-Sheriff's Cruisers           | Purchase 10 Alternative Fuel (E-85) cruisers for the Clark County Sheriff's Office.  | Delayed due to eligibility determination                           |
| 87647 | CLA-DJFS Van Replacement         | Purchase vans  | Delayed due to eligibility determination                           |
| 85182 | CLA-Tecumseh Trail Ph. 2         | Construct a multi-use trail  | Delayed due to funding availability                                |
| 85181 | CLA-SR235-5.08                   | Construct a two-way left-turn lane, install storm sewer, sidewalks, and other roadway improvements                         | Delayed due to change in scope                                     |
| 79564 | CLA-SR4-11.24L                   | Replace bridge with minimal approach work  | Delayed due to budget priorities                                   |
| 80878 | CLA-SR235-6.16                   | Plane pavement and resurface roadway   | Delayed due to project coordination                                |
| 82381 | CLA-IR70-6.75/ 10.55 Ph.1        | Construct additional lane in each direction and resurface existing lanes   | Delayed due to TRAC funding  |
| 83663 | CLA-IR70-10.55/ 13.98 Ph.2       | Construct additional lane in each direction and resurface existing lanes   | Delayed due to TRAC funding  |



## **Financial Analysis**

### *Overview*

Fiscal analysis of the TIP projects is primarily concerned with the federal allocation of funds to the TCC. Fiscal constraint for the SFY 2012-2015 TIP follows procedures based on Surface Transportation Program (STP), Congestion Mitigation & Air Quality (CMAQ), and Transportation Enhancement (TE) programs funding allocations provided by the Ohio Department of Transportation.

### *Methodology*

Fiscal constraint has been achieved throughout the life of the TIP by ensuring that anticipated project funding does not exceed the proposed funding levels. Funding for projects comes from a variety of sources. These include Federal funding to the TCC and ODOT, state funds, local funds, Ohio Public Works Commission and private funds.

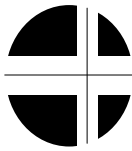
### *ODOT Allocated Funds*

The majority of the projects listed in the highway portion of the TIP are financed through ODOT-managed funding sources. The fiscal constraint analyses for these projects are recorded in the Financial Analysis chapter of the State Transportation Improvement Program for FY2012-2015.

### *TCC Allocated Funds*

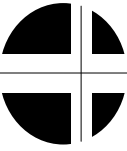
ODOT sub-allocates federal funding to the TCC for the STP, CMAQ, and TE funding programs. As part of the development of the TIP, ODOT provided a forecast of these funds anticipated to be available during FY2012-2015.

Where expenditures exceed adjusted allocation for CMAQ and TE in FY13, the TCC will swap STP funds to cover the shortfall. In FY14, where expenditures exceed adjusted allocation for STP, the TCC will swap CMAQ funds back to STP to cover the shortfall and replace the FY13 transfer. In FY15, the TCC will swap TE funds back to STP to cover the FY13 shortfall. These adjustments are to be made in accordance with ODOT regulations.



**Table 1: Fiscal Analysis**  
**CCS TCC Suballocated Funds**  
**FY 2012 - 2015 TIP Fiscal Constraint**

| Year       |                          | 4TA7<br>(STP)      | 4TB7<br>(CMAQ)     | 4TC7<br>(TE)     |
|------------|--------------------------|--------------------|--------------------|------------------|
| 2011       | Current Budget           | \$2,874,540        | \$3,038,952        | \$334,365        |
|            | Encumbered To Date       | \$1,908,014        | \$387,102          | \$11,764         |
|            | Remaining Project Demand | <u>\$348,626</u>   | <u>\$2,151,437</u> | <u>\$87,000</u>  |
|            | 2010 Carry Over          | \$11,000           | \$110,775          | \$0              |
|            | Projected Carry Over     | \$628,900          | \$611,188          | \$235,601        |
| 2012       | Current Budget           | \$1,679,245        | \$985,245          | \$167,924        |
|            | FY 11 Carry Forward      | <u>\$628,900</u>   | <u>\$611,188</u>   | <u>\$235,601</u> |
|            | Available 2012 Budget    | \$2,308,145        | \$1,596,433        | \$403,525        |
|            | Project Demand           | <u>\$1,245,319</u> | <u>\$684,132</u>   | <u>\$0</u>       |
|            | Shortfall/Balance        | \$1,062,826        | \$912,301          | \$403,525        |
|            | SAC Budget Transactions  | \$0                | \$0                | \$0              |
|            | <b>Revised Budget</b>    | <b>\$1,679,245</b> | <b>\$985,245</b>   | <b>\$167,924</b> |
|            | Carry Over               | \$1,062,826        | \$912,301          | \$403,525        |
| 2013       | Current Budget           | \$1,729,622        | \$1,016,902        | \$172,962        |
|            | FY 12 Carry Forward      | <u>\$1,062,826</u> | <u>\$912,301</u>   | <u>\$403,525</u> |
|            | Available 2013 Budget    | \$2,792,448        | \$1,929,203        | \$576,487        |
|            | Project Demand           | <u>\$2,167,149</u> | <u>\$2,222,817</u> | <u>\$760,024</u> |
|            | Shortfall/Balance        | \$625,299          | (\$293,614)        | (\$183,537)      |
|            | SAC Budget Transactions  | (\$477,151)        | \$293,614          | \$183,537        |
|            | <b>Revised Budget</b>    | <b>\$1,252,471</b> | <b>\$1,310,516</b> | <b>\$356,499</b> |
| Carry Over | \$148,148                | \$0                | \$0                |                  |

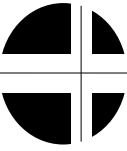


|      |                                 |                    |                  |                  |
|------|---------------------------------|--------------------|------------------|------------------|
| 2014 | Current Budget                  | \$1,781,511        | \$1,049,509      | \$178,151        |
|      | FY 13 Carry Forward             | <u>\$148,148</u>   | <u>\$0</u>       | <u>\$0</u>       |
|      | Available 2014 Budget           | \$1,929,659        | \$1,049,509      | \$178,151        |
|      | Project Demand                  | <u>\$2,105,800</u> | <u>\$75,000</u>  | <u>\$176,000</u> |
|      | Shortfall/Balance               | (\$176,141)        | \$974,509        | \$2,151          |
|      | SAC Budget Transactions         | \$293,614          | (\$293,614)      | \$0              |
|      | <b>Revised Available Budget</b> | <b>\$2,075,125</b> | <b>\$755,895</b> | <b>\$178,151</b> |
|      | Carry Over                      | \$117,473          | \$680,895        | \$2,151          |

|      |                                 |                    |                    |                |
|------|---------------------------------|--------------------|--------------------|----------------|
| 2015 | Current Budget                  | \$1,834,956        | \$1,083,095        | \$183,496      |
|      | FY 14 Carry Forward             | <u>\$117,473</u>   | <u>\$680,895</u>   | <u>\$2,151</u> |
|      | Available Budget                | \$1,952,429        | \$1,763,990        | \$185,647      |
|      | Project Demand                  | <u>\$2,057,200</u> | <u>\$1,740,475</u> | <u>\$0</u>     |
|      | Shortfall/Balance               | (\$104,771)        | \$23,515           | \$185,647      |
|      | SAC Budget Transactions         | \$183,537          | \$0                | (\$183,537)    |
|      | <b>Revised Available Budget</b> | <b>\$2,135,966</b> | <b>\$1,763,990</b> | <b>\$2,110</b> |
|      | Carry Over                      | \$78,766           | \$23,515           | \$2,110        |



| <b>Summary of Federal, State, and Local Usage for FY2012-2015</b> |               |                 |               |                 |               |                 |               |                 |
|---|---------------|-----------------|---------------|-----------------|---------------|-----------------|---------------|-----------------|
| <b>Funding Category</b>   | <b>FY2012</b> |                 | <b>FY2013</b> |                 | <b>FY2014</b> |                 | <b>FY2015</b> |                 |
|   | <b>Budget</b> | <b>Estimate</b> | <b>Budget</b> | <b>Estimate</b> | <b>Budget</b> | <b>Estimate</b> | <b>Budget</b> | <b>Estimate</b> |
| <b>M-STP</b>  | \$1,311,000   | \$1,311,000     | \$2,980,000   | \$2,980,000     | \$687,000     | \$687,000       | \$2,358,000   | \$2,358,000     |
| <b>S-STP</b>  | \$3,047,000   | \$3,047,000     | \$2,834,000   | \$2,834,000     | \$2,442,000   | \$2,442,000     | \$1,191,000   | \$1,191,000     |
| <b>M-CMAQ</b>   | \$461,000     | \$461,000       | \$1,756,000   | \$1,756,000     | \$246,000     | \$246,000       | \$1,810,000   | \$1,810,000     |
| <b>M-TE</b>   |               |                 | \$595,000     | \$595,000       |               |                 |               |                 |
| <b>HSIP</b>   |               |                 |               |                 | \$2,970,000   | \$2,970,000     |               |                 |
| <b>HP</b>   | \$50,000      | \$50,000        | \$1,447,000   | \$1,447,000     |               |                 |               |                 |
| <b>BR</b>   |               |                 | \$1,306,000   | \$1,306,000     |               |                 | \$1,012,000   | \$1,012,000     |
| <b>IM</b>   |               |                 | \$4,175,000   | \$4,175,000     |               |                 |               |                 |
| <b>Local</b>  | \$676,000     | \$676,000       | \$1,167,000   | \$1,167,000     | \$3,749,000   | \$3,749,000     | \$1,265,000   | \$1,265,000     |
| <b>Other Federal</b>  | \$1,794,000   | \$1,794,000     | \$3,372,000   | \$3,372,000     | \$3,535,000   | \$3,535,000     |               |                 |
| <b>Other State</b>  | \$5,344,000   | \$5,344,000     | \$1,020,000   | \$1,020,000     | \$395,000     | \$395,000       | \$298,000     | \$298,000       |
| <b>Total</b>  | \$12,683,000  | \$12,683,000    | \$20,652,000  | \$20,652,000    | \$14,024,000  | \$14,024,000    | \$7,934,000   | \$7,934,000     |
| <b>Public Transportation</b>                                      |               |                 |               |                 |               |                 |               |                 |
| <b>Federal 11.7C.00</b>   | \$170,000     | \$170,000       | \$175,000     | \$175,000       | \$180,000     | \$180,000       | \$180,000     | \$180,000       |
| <b>Federal 11.7A.00</b>   | \$723,000     | \$723,000       | \$750,000     | \$750,000       | \$775,000     | \$775,000       | \$800,000     | \$800,000       |
| <b>Federal 30.09.01</b>   | \$400,000     | \$400,000       | \$450,000     | \$450,000       | \$475,000     | \$475,000       | \$500,000     | \$500,000       |
| <b>Federal 44.21.00</b>   | \$64,000      | \$64,000        | \$64,000      | \$64,000        | \$64,000      | \$64,000        | \$64,000      | \$64,000        |
| <b>State</b>  | \$162,000     | \$162,000       | \$170,000     | \$170,000       | \$180,000     | \$180,000       | \$190,000     | \$190,000       |
| <b>Local</b>  | \$564,250     | \$564,250       | \$607,250     | \$607,250       | \$629,750     | \$629,750       | \$658,500     | \$658,500       |
| <b>Total</b>  | \$2,083,250   | \$2,083,250     | \$2,216,250   | \$2,216,250     | \$2,303,750   | \$2,303,750     | \$2,392,500   | \$2,392,500     |
| <b>FY2012-2015 TIP Totals</b>                                     |               |                 |               |                 |               |                 |               |                 |
| <b>Federal</b>  | \$3,201,000   | \$3,201,000     | \$11,739,000  | \$11,739,000    | \$7,999,000   | \$7,999,000     | \$2,556,000   | \$2,556,000     |
| <b>State</b>  | \$8,553,000   | \$8,553,000     | \$4,024,000   | \$4,024,000     | \$3,017,000   | \$3,017,000     | \$1,679,000   | \$1,679,000     |
| <b>Local</b>  | \$1,240,250   | \$1,240,250     | \$1,774,250   | \$1,774,250     | \$4,378,750   | \$4,378,750     | \$1,923,500   | \$1,923,500     |
| <b>Grand Total</b>  | \$12,994,250  | \$12,994,250    | \$17,537,250  | \$17,537,250    | \$15,394,750  | \$15,394,750    | \$6,158,500   | \$6,158,500     |
| Suffixes used with funding type                                   |               |                 |               |                 |               |                 |               |                 |
| M - MPO sub-allocated funding through the TCC                     |               |                 |               |                 |               |                 |               |                 |
| S - ODOT Federal Funding Allocation                               |               |                 |               |                 |               |                 |               |                 |



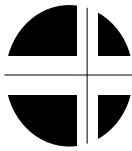
### **Project Selection and Prioritization**

All projects are drawn from, or consistent with, the 2030 Transportation Plan, the Clark County Multi-Use Trail Plan, the Clark County Comprehensive Plan, Rail Development Plan, Transit Development Plan, Access Ohio, State Implementation Plan and the recommendations of local governments and citizens. The projects reflect community goals and objectives and are assigned to the appropriate staging period based on the area's priorities, the individual project urgency, and the anticipated funding capabilities of the participating governments.

44 TIP project applications were received for consideration in August 2010. These were reviewed and scored using a modified TELUS scoring system sheet in Table 2 by the TCC staff. Based on individual knowledge of the projects, TCC staff rated each MPO-funded project with 0 (no effect), 1 (minor effect), 2 (moderate effect) or 3 (major effect). The criteria are weighted once within a category, and then weighted again by a broader grouping. "Local Factors" and "Safety and Congestion" have a greater weight due to their relative importance. The list of prioritized projects was then reviewed by the Technical Advisory Committee (TAC) in September 2010. Members of the committee represent ODOT, Clark County, Springfield, Springfield Bus Company and staff.

Prioritization of the selected projects was accomplished through a coordinated effort among all parties to advance projects which preserve the existing system, relieve congestion, improve air quality and the quality of life and promote economic development. Readiness to proceed and financial capacity were also considered in project selection.

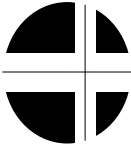




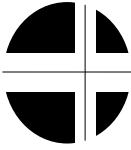
**Table 2: Project Selection and Prioritization Score Sheet**

| Project Name   |   |             |
|--|---|-------------|
| <b>1 Economic</b>  |   | <b>10%</b>  |
| <i>Support the economic vitality of the metropolitan area</i>  |   |             |
| A  | Promotes general economic development   | 40%         |
| B  | Specifically improves or enhances tourism                                     | 20%         |
| C  | Improves or enhances the movement of workers                                  | 20%         |
| D  | Advances smart growth objectives  | 20%         |
| <b>2 Safety and Congestion</b>   |   | <b>20%</b>  |
| <i>Increase the safety and decrease the congestion of the transportation system for motorized and nonmotorized users</i> |   |             |
| A  | Reduces vehicular accidents   | 40%         |
| B  | Enhances the public safety of pedestrians                                     | 20%         |
| C  | Contributes to a reduction in traffic congestion                              | 40%         |
| <b>3 Freight</b>   |   | <b>10%</b>  |
| <i>Increase the accessibility and mobility options for freight movement</i>  |   |             |
| A  | Enhances or adds capacity or mobility to the system to move freight           | 40%         |
| B  | Enhances or adds accessibility to the system to move freight                  | 40%         |
| C  | Improves intermodal connectivity for the freight transportation system        | 20%         |
| <b>4 Environmental and Quality of Life</b>   |   | <b>10%</b>  |
| <i>Protect and enhance the environment and improve quality of life</i>   |   |             |
| A  | Reduces vehicular emissions and decreases fuel consumption                    | 40%         |
| B  | Reduces vehicle noise   | 40%         |
| C  | Supports community cohesion and design  | 20%         |
| <b>5 System Preservation</b>   |   | <b>10%</b>  |
| <i>Emphasize the preservation of the existing transportation system</i>  |   |             |
| A  | Emphasizes system rehabilitation rather than expansion                        | 25%         |
| B  | Enhances or adds capacity or mobility to the system to move vehicular traffic | 25%         |
| C  | Enhances or adds accessibility to the system to move vehicular traffic        | 25%         |
| D  | Improves intermodal connectivity for non-freight vehicular traffic            | 25%         |
| <b>6 Local Factors</b>   |   | <b>20%</b>  |
| <i>Factors of local importance</i>   |   |             |
| A  | Conformance with transportation plan  | 40%         |
| B  | Project ready for implementation  | 30%         |
| C  | Provides benefit for multiple jurisdictions                                   | 10%         |
| D  | Environmental Justice impact (enhances positive benefits)                     | 10%         |
| E  | Environmental Justice impact (reduces negative impacts)                       | 10%         |
| <b>7 Non-motorized</b>   |   | <b>10%</b>  |
| <i>Factors that support non-motorized transportation activities such as sidewalks and shared-use trails</i>              |   |             |
| A  | Enhances or adds capacity or mobility to the system for non-motorized travel  | 40%         |
| B  | Enhances or adds accessibility to the system for non-motorized travel         | 40%         |
| C  | Improves intermodal connectivity for non-motorized travel                     | 20%         |
| <b>Project Total</b>   |   | <b>100%</b> |

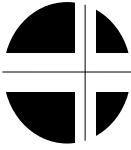
Scoring: 0 (n/a); 1 (minor); 2 (moderate); 3 (major)



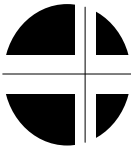
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|--------|-------|----------------------------------|---|---|-------------------------------------|-------------|---------------|---------------|---|------|-------|------|--------------------------|-------------|-----------------------|------------------------------|----------------------|---------------|----------------|---------------------|--------------------|-----------|--|--|
|        |       |                                  |   |   |                                     |             |               |               | State Fiscal Year   |      |       |      |                          |             |                       |                              |                      |               |                |                     |                    |           |  |  |
|        |       |                                  |   |   |                                     |             |               |               | 2012  | 2013 | 2014  | 2015 |                          |             |                       |                              |                      |               |                |                     |                    |           |  |  |
| 1      | 90479 | CLA-2011 Sign Upgrades           | Clark   | Countywide  | 63                                  | F           | C-STP         | C             | 50  |      |       |      |                          |             |                       |                              |                      |               |                | Clark County        | None               |           |  |  |
|        |       |                                  |   |   |                                     | O           | L             | C             | 13  |      |       |      |                          |             |                       |                              |                      |               |                |                     |                    |           |  |  |
| 2      | 89430 | CLA-Battery Backups              | Various locations in Springfield                      | Purchase battery backup systems to install throughout City  | 50                                  | F           | M-STP         | C             |   |      | 50    |      |                          |             |                       |                              | X                    |               |                | Springfield         | None               |           |  |  |
| 3      | 85172 | CLA-Bechtle Bridge               | over Buck Creek                                       | Replace bridge  | 1,265                               | F           | M-STP         | P             |   |      | 67    |      |                          |             |                       |                              |                      |               |                | Springfield         | 4/21/2014          |           |  |  |
|        |       |                                  |   |   |                                     | O           | L             | P             |   |      | 17    |      |                          |             |                       |                              |                      |               |                |                     |                    |           |  |  |
|        |       |                                  |   |   |                                     | F           | M-STP         | R             |   |      | 20    |      |                          |             |                       |                              |                      |               |                |                     |                    |           |  |  |
|        |       |                                  |   |   |                                     | O           | L             | R             |   |      | 5     |      |                          |             |                       |                              |                      |               |                |                     |                    |           |  |  |
|        |       |                                  |   |   |                                     | F           | BR            | C             |   |      | 1,012 |      |                          |             |                       |                              |                      |               |                |                     |                    |           |  |  |
| O      | L     | C                                |   |   | 253                                 |             |               |               | X   | E    |       |      |                          |             | 1                     |                              |                      |               |                |                     |                    |           |  |  |
| 4      | 89423 | CLA-Bethel Twp Study             | On SR 235 from Gerlaugh Rd to US40 in Bethel Township | Comprehensive planning study to include roadway safety, access management, bike/ped, enhancements, and economic development |                                     | O           | M-STP         | P             | 120   |      |       |      |                          |             |                       |                              |                      |               |                | TCC                 | None               |           |  |  |
|        |       |                                  |   |   |                                     | O           | L             | P             | 30  |      |       |      |                          | X           |                       |                              |                      |               |                |                     |                    |           |  |  |
| 5      | 90343 | CLA-CCS TCC 12 Air Quality Prgm  | None  | CCS TCC 2012 Air Quality Program  | 40                                  | F           | M-CMAQ        | O             | 40  |      |       |      |                          |             |                       |                              | X                    |               |                | TCC                 | None               |           |  |  |
| 6      | 90344 | CLA-CCS TCC 13 Air Quality Prgm  | None  | CCS TCC FY 2013 Air Quality Program   | 40                                  | F           | M-CMAQ        | O             |   | 40   |       |      |                          |             |                       |                              | X                    |               |                | TCC                 | None               |           |  |  |
| 7      | 90345 | CLA-CCS TCC 14 Air Quality Prgm  | None  | CCS TCC 2014 Air Quality Program  | 40                                  | F           | M-CMAQ        | O             |   |      | 40    |      |                          |             |                       |                              | X                    |               |                | TCC                 | None               |           |  |  |
| 8      | 90349 | CLA-CCS TCC 15 Air Quality Prgm  | None  | CCS TCC 2015 Air Quality Program  | 40                                  | F           | M-CMAQ        | O             |   |      |       | 40   |                          |             |                       |                              | X                    |               |                | TCC                 | None               |           |  |  |
| 9      | 90340 | CLA-CCS TCC 12 Rideshare Program | None  | CCS TCC FY 2012 Rideshare Prgram  | 30                                  | F           | M-CMAQ        | O             | 30  |      |       |      |                          |             |                       |                              | X                    |               |                | TCC                 | None               |           |  |  |



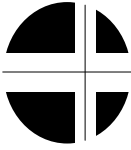
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|        |       |                                  |   |   |                                     |             |               |               | State Fiscal Year   |       |       |       |                          |             |                       |                              |                      |               |               |                     |                    |           |
|        |       |                                  |   |   |                                     |             |               |               | 2012  | 2013  | 2014  | 2015  |                          |             |                       |                              |                      |               |               |                     |                    |           |
| 10     | 90341 | CLA-CCS TCC 13 Rideshare Program | None  | CCS TCC 2013 Rideshare Program  | 30                                  | F           | M-CMAQ        | O             |   | 30    |       |       |                          |             |                       |                              | X                    |               |               | TCC                 | None               |           |
| 11     | 90342 | CLA-CCS TCC 14 Rideshare Program | None  | CCS TCC 2014 Rideshare Program  | 30                                  | F           | M-CMAQ        | O             |   |       | 30    |       |                          |             |                       |                              | X                    |               |               | TCC                 | None               |           |
| 12     | 90348 | CLA-CCS TCC 15 Rideshare Program | None  | CCS TCC 2015 Rideshare Program  | 30                                  | F           | M-CMAQ        | O             |   |       |       | 30    |                          |             |                       |                              | X                    |               |               | TCC                 | None               |           |
| 13     | 80469 | CLA-CR68-0.00                    | from jct. SR72 ramp n. to County Line Road                  | Maintenance upgrade of existing signs, signals, and culverts  | 1,611                               | F           | C-STP         | C             | 1,289   |       |       |       |                          |             |                       |                              |                      | P             |               | Clark County        | 2/28/2012          |           |
|        |       |                                  |   |   |                                     | O           | L             | C             | 322   |       |       |       | X                        | E           |                       |                              |                      | X             | D             |                     |                    | X         |
| 14     | 88008 | CLA-CR316 1.71                   | Lower Valley Pike   | Install paved shoulders, upgrade traffic signal at Spangler Rd./Sycamore St., add auxiliary signal for northbound motorists | 3,330                               | F           | HSIP          | C             |   | 2,970 |       |       |                          |             |                       |                              |                      | E             |               | Clark County        | 6/19/2013          |           |
|        |       |                                  |   |   |                                     | O           | L             | C             |   | 330   |       | X     | E                        | X           |                       |                              | X                    | D             | X             |                     |                    |           |
| 15     | 79011 | CLA-CR327-0.55                   | s. of SR41  | Reconstruct roadway, replace/enclose drainage, replace/eliminate guardrail, upgrade/replace signals                         | 1,351                               | F           | C-STP         | C             |   | 1,081 |       |       |                          |             |                       |                              |                      |               |               | Clark County        | 4/24/2013          |           |
|        |       |                                  |   |   |                                     | O           | L             | C             |   | 270   |       | X     | E                        | X           |                       |                              | E                    | X             |               |                     |                    |           |
| 16     | 89437 | CLA-CR 333 3.92                  | On Dayton-Springfield Road from Enon NCL to Springfield WCL | Resurface and reconstruct Dayton Road   | 2,500                               | F           | M-STP         | C             |   |       |       | 2,000 |                          |             |                       |                              |                      |               |               | Clark County        | None               |           |
|        |       |                                  |   |   |                                     | O           | L             | C             |   |       | 500   |       | E                        | X           |                       |                              | E                    | X             |               |                     |                    |           |
| 17     | 80450 | CLA-CR333-0.00                   | From milepost .527 to the Enon SCL                          | Construct a center left-turn lane and dedicated turn lanes at the intersections, resurface, and repair joints and culverts  | 3,042                               | F           | C-STP         | C             |   |       | 2,434 |       |                          |             |                       |                              |                      |               |               | Clark County        | 1/21/2014          |           |
|        |       |                                  |   |   |                                     | O           | L             | C             |   | 608   |       | A     | X                        | X           | X                     |                              |                      | P             | X             |                     |                    |           |
| 18     | 87079 | CLA-CR351-3.03/ 3.04             | Selma Pike at the Little Miami River                        | Replace bridges with single structure   | 1,306                               | F           | BR            | P             |   | 65    |       |       |                          |             |                       |                              |                      |               |               | Clark County        | 8/3/2012           |           |
|        |       |                                  |   |   |                                     | O           | L             | P             |   | 16    |       |       |                          |             |                       |                              |                      |               |               |                     |                    |           |
|        |       |                                  |   |   |                                     | F           | BR            | C             |   | 1,241 |       |       |                          |             |                       |                              |                      |               |               |                     |                    |           |
|        |       |                                  |   |   |                                     | O           | L             | C             |   | 65    |       | E     |                          |             |                       | 2                            |                      | X             |               |                     |                    |           |



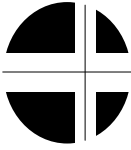
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|        |       |                                |   |   |                                     |             |               |               | State Fiscal Year   |       |       |      |                          |             |                       |                       |        |                      |               |                |                     |                    |           |  |  |
|        |       |                                |   |   |                                     |             |               |               | 2012  | 2013  | 2014  | 2015 |                          |             |                       |                       |        |                      |               |                |                     |                    |           |  |  |
| 19     | 87480 | CLA-CR380-1.44                 | Croft Road 0.10 miles north of Columbus Road              | Replace bridge  | 901                                 | F           | M-STP         | R             | 16  |       |       |      |                          |             |                       |                       |        |                      |               |                | Clark County        | 1/21/2013          |           |  |  |
|        |       |                                |   |   |                                     |             | O             | L             | R   | 4     |       |      |                          |             |                       |                       |        |                      |               |                |                     |                    |           |  |  |
|        |       |                                |   |   |                                     |             | F             | M-STP         | C   |       | 655   |      |                          |             |                       |                       |        |                      |               |                |                     |                    |           |  |  |
|        |       |                                |   |   |                                     |             | O             | L             | C   |       | 246   |      |                          |             |                       |                       |        |                      |               |                |                     |                    |           |  |  |
| 20     | 84979 | CLA-Downtown Spfld Street Impv | Downtown Springfield                                      | Resurface existing roadways and other related items                       | 1,197                               | F           | HP            | C             |   | 1,197 |       |      |                          |             |                       |                       |        |                      |               | Springfield    | 1/21/2013           |                    |           |  |  |
| 21     | 89507 | CLA-George Rogers Clark Park   | Pavement repairs and resurfacing with asphalt concrete    | CLA George Rogers Clark Park at the Interchange of SR 4 and SR 369        | 28                                  | S           | S             | C             | 34  |       |       |      |                          |             |                       |                       |        |                      |               | ODOT           | 12/15/2011          |                    |           |  |  |
|        |       |                                |   |   |                                     |             | S             | S             | C   | 4     |       |      |                          |             |                       |                       |        |                      |               |                |                     |                    |           |  |  |
| 22     | 89438 | CLA-Harding Road               | On Harding Road from St. Paris Pike to Fountain Blvd.     | Reconstruct and resurface existing roadway                                | 1,075                               | F           | M-STP         | C             | 860   |       |       |      |                          |             |                       |                       |        |                      |               | Springfield    | 4/24/2012           |                    |           |  |  |
|        |       |                                |   |   |                                     |             | O             | L             | C   | 215   |       |      |                          |             |                       |                       |        |                      |               |                |                     |                    |           |  |  |
| 23     | 88793 | CLA-IR 675 .90                 | IR 675 (0.90-1.60) & IR 70 (2.75-3.54)                    | Replace the existing lighting on the loop ramps connecting IR675 and IR70 | 397                                 | F           | F             | C             |   | 397   |       |      |                          |             |                       |                       |        |                      |               | ODOT           | 7/1/2012            |                    |           |  |  |
| 24     | 84663 | CLA-IR70-6.27                  | from log point 6.27 to 13.95                              | Rehabilitation  | 3,928                               | F           | F             | C             |   |       | 3,535 |      |                          |             |                       |                       |        |                      |               | ODOT           | 1/1/2014            |                    |           |  |  |
|        |       |                                |   |   |                                     |             | S             | S             | C   |       |       | 393  |                          |             |                       |                       |        |                      |               |                |                     |                    |           |  |  |
| 25     | 82381 | CLA-IR70-6.75/10.55 Ph.1       | from .68 mi east of jct. SR4 to jct. US68                 | Construct additional lane in each direction and resurface existing lanes  | 24,668                              | P           | S             | P             | 1,800   |       |       |      | X                        | A           | X                     | X                     |        |                      |               | ODOT           | 7/1/2015            |                    |           |  |  |
| 26     | 83663 | CLA-IR70-10.55/13.98 Ph.2      | from US68 to SR72   | Construct additional lane in each direction and resurface existing lanes  | 43,466                              | S           | S             | P             | 2,735   |       |       |      |                          |             |                       |                       |        |                      |               | ODOT           | 6/4/2015            |                    |           |  |  |
|        |       |                                |   |   |                                     |             | -             | -             | C   |       |       |      |                          | X           | A                     | X                     | X      |                      |               |                |                     |                    |           |  |  |
| 27     | 75316 | CLA-IR70/IR675-0.51/0.00       | from 0.51 mi. e. of MOT CL to SR4 n.; from GRE CL to IR70 | Plane pavement and resurface roadway                                      | 4,639                               | F           | IM            | C             |   | 4,175 |       |      |                          |             |                       |                       |        |                      |               | ODOT           | 7/1/2012            |                    |           |  |  |
|        |       |                                |   |   |                                     |             | S             | S             | C   |       | 464   |      |                          |             |                       |                       |        |                      |               |                |                     |                    |           |  |  |
| 28     | 89432 | CLA-Lagonda/Belmont Signal     | At Lagonda and Belmont                                    | Upgrade the existing traffic signal                                       | 55                                  | F           | M-STP         | C             |   |       | 50    |      |                          |             |                       |                       |        |                      |               | Springfield    | None                |                    |           |  |  |



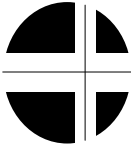
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|        |       |                                  |   |  |                                     |             |               |               | State Fiscal Year   |      |      |      |                          |             |                       |                              |                      |               |                       |                       |                    |           |  |  |
|        |       |                                  |   |  |                                     |             |               |               | 2012  | 2013 | 2014 | 2015 |                          |             |                       |                              |                      |               |                       |                       |                    |           |  |  |
| 29     | 90721 | CLA-Limestone Street Bridge      | Limestone Street over Buck Creek  | Repair the deck and overlay bridge   | 250                                 | F           | HP            | P             | 50  |      |      |      |                          |             |                       |                              |                      |               | P<br>E<br>M<br>X      | Springfield           | 7/1/2012           |           |  |  |
|        |       |                                  |   |  |                                     | F           | HP            | C             |   | 250  |      |      |                          |             |                       |                              |                      |               |                       |                       |                    |           |  |  |
| 30     | 82314 | CLA-Little Miami Trail Extension | From Fair Street to Johnny Lytle Avenue and from John Street to Leffel Lane | Construct a multi-use trail  | 550                                 | F           | M-CMAQ        | P             | 231   |      |      |      |                          |             |                       |                              |                      |               | P<br>E<br>M<br>D<br>X | Springfield           | 4/10/2013          |           |  |  |
|        |       |                                  |   |  |                                     | F           | M-CMAQ        | R             | 150   | 50   |      |      |                          |             |                       |                              |                      |               |                       |                       |                    |           |  |  |
|        |       |                                  |   |  |                                     | F           | M-CMAQ        | C             |   | 430  |      |      |                          |             | A                     |                              |                      |               |                       |                       |                    |           |  |  |
| 31     | 89433 | CLA-Mitchell/Belmont Signal      | At Mitchell Blvd and Belmont Ave.   | Upgrade the existing signal  | 55                                  | F           | M-STP         | C             |   |      |      | 50   |                          |             |                       |                              |                      | E<br>M<br>X   | Springfield           | None                  |                    |           |  |  |
| 32     | 89436 | CLA-New Carlisle Sign upgrade    | Various locations in New Carlisle   | Update the retro-reflectivity on approximately 80 stop signs, 100 regulatory signs, and 40 warning signs                                     | 11                                  | F           | M-STP         | O             | 8   |      |      |      |                          |             |                       |                              |                      |               | P<br>E<br>D           | New Carlisle/ODOT Let | 9/22/2011          |           |  |  |
|        |       |                                  |   |  |                                     | O           | L             | O             | 3   |      |      |      |                          |             | E                     |                              |                      |               |                       |                       |                    |           |  |  |
| 33     | 89426 | CLA-New Carlisle Study           | Galewood Drive North to Addison Carlisle Road                               | Engineering study to find a solution to eliminate dangerous intersections that involves SR235, Galewood Drive, and Addison-New Carlisle Road |                                     | F           | M-STP         | P             |   |      |      |      |                          |             |                       |                              |                      |               | P<br>E                | New Carlisle/ODOT Let | None               |           |  |  |
|        |       |                                  |   |  |                                     | O           | L             | P             |   |      |      |      | 6                        |             |                       |                              |                      |               |                       |                       |                    |           |  |  |
| 34     | 89441 | CLA-New Carlisle Trail Signs     | On W. Lake Ave. to the location of the old YMCA on SR235                    | Placement of trail signs consistent with those used by Springfield (up to 6 signs).  | 4                                   | F           | M-TE          | C             |   | 3    |      |      |                          |             |                       |                              |                      |               |                       | New Carlisle          | 7/19/2012          |           |  |  |
|        |       |                                  |   |  |                                     | O           | L             | C             |   | 1    |      |      |                          |             |                       |                              |                      |               |                       |                       |                    |           |  |  |
| 35     | 85169 | CLA-Rocky Point Rd Bridge        | 150' w. of Old Mill Road  | Rehabilitation and enhancement of historic bridge  | 740                                 | F           | M-TE          | C             |   | 592  |      |      |                          |             |                       |                              |                      |               |                       | Clark County          | 3/29/2013          |           |  |  |
|        |       |                                  |   |  |                                     | O           | L             | C             |   | 148  |      |      |                          |             | E                     |                              | 1                    |               |                       |                       |                    |           |  |  |
| 36     | 85177 | CLA-Spfld Sign Replacement       | citywide  | Develop and implement a retroreflectivity inventory and management plan  | 55                                  | F           | M-STP         | C             | 50  |      |      |      |                          |             |                       |                              |                      |               | P<br>E<br>M<br>D<br>X | Springfield           | 4/20/2011          |           |  |  |
|        |       |                                  |   |  |                                     | O           | L             | C             | 5   |      |      |      |                          |             | E                     |                              |                      |               |                       |                       |                    |           |  |  |



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|--------|-------|------------------------------|---|---|-------------------------------------|-------------|---------------|---------------|---|------|--------|------|--------------------------|-------------|-----------------------|-----------------------|----------------------|--------|---------------|-----------------|---------------------|--------------------|-----------|-----------|--|--|--|--|--|--|--|--|
|        |       |                              |   |   |                                     |             |               |               | State Fiscal Year   |      |        |      |                          |             |                       |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
|        |       |                              |   |   |                                     |             |               |               | 2012  | 2013 | 2014   | 2015 |                          |             |                       |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
| 37     | 85178 | CLA-Spfld Sign Upgrade       | citywide  | Install reflective panels on existing signs   | 33                                  | F           | M-STP         | C             | 30  |      |        |      |                          |             |                       |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
|        |       |                              |   |   |                                     |             |               |               | O   | L    | C      | 3    |                          |             |                       |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
| 38     | 89440 | CLA-Spfld Trail Enhancements | Various bikepaths in Springfield                              | Trail amenities including wayward signs, kiosk signs, bicycle racks, benches, and restroom facility | 242                                 | F           | M-CMAQ        | C             |   |      | 176    |      |                          |             |                       |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
|        |       |                              |   |   |                                     |             |               |               | O   | L    | C      |      |                          | 66          |                       |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
| 39     | 83911 | CLA-SR41-6.05                | from SLM 6.05 to jct. IR70                                    | Plane pavement and resurface roadway  | 1,023                               | F           | S-STP         | C             |   |      | 818    |      |                          |             |                       |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
|        |       |                              |   |   |                                     | S           | S             | C             |   |      | 205    |      |                          |             | X                     |                       |                      |        |               |                 |                     |                    | ODOT      | 10/1/2012 |  |  |  |  |  |  |  |  |
| 40     | 89505 | CLA-SR41-20.35               | Two ramp intersection on State Route 41 and US 68 interchange | Traffic signal upgrade at the two ramp intersection of State Route 41 and the US 68 interchange     | 268                                 | F           |               | F             | C   | 244  |        |      |                          |             |                       |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
|        |       |                              |   |   |                                     |             |               |               |   | O    | L      | C    | 24                       |             |                       |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
| 41     | 80885 | CLA-SR72-0.00                | from the Greene CL to the Springfield SCL                     | Plane pavement and resurface roadway  | 1,105                               | F           |               | F             | C   | 803  |        |      |                          |             |                       |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
|        |       |                              |   |   |                                     |             |               |               |   | S    | S      | C    | 301                      |             |                       |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
| 42     | 88392 | CLA-SR235-2.56               | CLA SR235 02.56 SFN #1205730                                  | Replace existing structure carrying Mud Run (length 88 ft)  | 858                                 | F           | S-STP         | P             | C   | 43   |        | 53   |                          |             |                       |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
|        |       |                              |   |   |                                     |             |               |               |   | S    | S      | P    | 11                       |             | 13                    |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
|        |       |                              |   |   |                                     |             |               |               |   | F    | S-STP  | R    |                          |             | 8                     |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
|        |       |                              |   |   |                                     |             |               |               |   | S    | S      | R    |                          |             | 2                     |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
|        |       |                              |   |   |                                     |             |               |               |   | F    | S-STP  | C    |                          |             | 686                   |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
|        |       |                              |   |   |                                     |             |               |               |   | S    | S      | C    |                          |             | 172                   |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
| 43     | 85181 | CLA-SR235-5.08               | from Galewood to 0.85 mi. n. of Galewood in New Carlisle      | Construct a two-way left-turn lane, install storm sewer, sidewalks, and other roadway improvements  | 1,761                               | F           | M-STP         | R             | C   | 67   |        |      |                          |             |                       |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
|        |       |                              |   |   |                                     |             |               |               |   | O    | L      | R    | 17                       |             |                       |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
|        |       |                              |   |   |                                     |             |               |               |   | F    | M-CMAQ | R    | 10                       |             |                       |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
|        |       |                              |   |   |                                     |             |               |               |   | F    | M-CMAQ | C    |                          |             | 726                   |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
|        |       |                              |   |   |                                     |             |               |               |   | F    | M-CMAQ | C    |                          |             | 234                   |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
|        |       |                              |   |   |                                     |             |               |               |   | F    | S-STP  | C    |                          |             | 291                   |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
| O      | L     | C                            |   |   | 161                                 |             |               |               |   |      |        |      |                          |             |                       |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
| 44     | 78677 | CLA-SR794-0.60               | SR794 from US68 to SR72                                       | Relocate roadway  | 3,368                               | F           | HP            | R             | C   | 816  |        |      |                          |             |                       |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
|        |       |                              |   |   |                                     |             |               |               |   | F    | F      | C    |                          |             | 2,975                 |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
|        |       |                              |   |   |                                     |             |               |               |   | O    | L      | C    |                          |             | 298                   |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |
| 45     | 85182 | CLA-Tecumseh Trail Ph. 2     | from existing terminus at SR235 to the Tecumseh YMCA          | Construct a multi-use trail   | 400                                 | F           | M-CMAQ        | C             |   |      | 400    |      |                          |             |                       |                       |                      |        |               |                 |                     |                    |           |           |  |  |  |  |  |  |  |  |



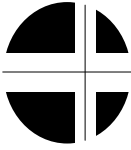
| Item # | PID   | County-Route-Section         | Location & Termini   | Project Description   | Total Construction Cost (thousands) | Fund Source | Type of Funds | Phase of Work | Federal Share of Costs for Federal-aid Projects or Total Costs for Non-Federal Projects |      |      |      | Future Construction Year | Air Quality | New Const./Add. Lanes | Resurface/Reconstruct Bridge | At-grade RR Crossing | Miscellaneous | EI Target Area | LPA Non-traditional | Responsible Agency | Sale Date                  |            |  |  |  |  |
|--------|-------|------------------------------|--|---|-------------------------------------|-------------|---------------|---------------|---|------|------|------|--------------------------|-------------|-----------------------|------------------------------|----------------------|---------------|----------------|---------------------|--------------------|----------------------------|------------|--|--|--|--|
|        |       |                              |  |   |                                     |             |               |               | State Fiscal Year   |      |      |      |                          |             |                       |                              |                      |               |                |                     |                    |                            |            |  |  |  |  |
|        |       |                              |  |   |                                     |             |               |               | 2012  | 2013 | 2014 | 2015 |                          |             |                       |                              |                      |               |                |                     |                    |                            |            |  |  |  |  |
| 46     | 89439 | CLA-Tremont City Road Bridge | On Tremont City Road   | Replace Existing Bridge   | 700                                 | F           | M-STP         | C             |   | 560  |      |      |                          |             | E                     |                              |                      |               |                | X                   | Clark County       | None                       |            |  |  |  |  |
| 47     | 89434 | CLA-Upper Valley Bridge      | On Upper Valley Pike south of the intersection of UVP, County Line Road and Storms Creek Rd. | Replace bridge and upgrade intersections  |                                     | F           | M-STP         | P             | 140   |      |      |      |                          |             |                       |                              |                      |               |                |                     |                    | Clark County               | 4/4/2016   |  |  |  |  |
|        |       |                              |  |   |                                     | O           | L             | P             | 35  |      |      |      |                          |             |                       |                              |                      |               |                |                     |                    |                            |            |  |  |  |  |
|        |       |                              |  |   |                                     | F           | M-STP         | R             | 20  |      |      |      |                          |             |                       |                              |                      |               |                |                     |                    |                            |            |  |  |  |  |
|        |       |                              |  |   |                                     | O           | L             | R             | 5   |      |      |      |                          | X           | E                     |                              |                      |               | I              |                     |                    |                            |            |  |  |  |  |
| 48     | 80869 | CLA-US40-0.00                | from the Miami CL to the Donnelville WCL   | Resurface Roadway   | 886                                 | F           | F             | C             | 708   |      |      |      |                          |             |                       |                              |                      |               | P              |                     |                    | ODOT                       | 10/20/2011 |  |  |  |  |
|        |       |                              |  |   |                                     | S           | S             | C             | 178   |      |      |      |                          |             | E                     |                              | X                    |               |                |                     |                    |                            |            |  |  |  |  |
| 49     | 85404 | CLA-US40-17.02               | from Bird Road to Springfield ECL  | Resurface roadway   | 638                                 | F           | S-STP         | C             |   | 511  |      |      |                          |             |                       |                              |                      |               | P              |                     |                    | ODOT                       | 7/1/2012   |  |  |  |  |
|        |       |                              |  |   |                                     | S           | S             | C             |   | 127  |      |      |                          |             | E                     |                              | X                    |               |                |                     |                    |                            |            |  |  |  |  |
| 50     | 88796 | CLA-US 40 26.03              | CLA 40 2603L SFN 1201417 Beaver Creek  | Replace deteriorating bridge substructure with minimal approach work                | 550                                 | F           | S-STP         | P             |   | 80   |      |      |                          |             |                       |                              |                      |               |                |                     |                    | ODOT                       | 10/6/2015  |  |  |  |  |
|        |       |                              |  |   |                                     | S           | S             | P             |   | 21   |      |      |                          | X           | E                     |                              |                      |               |                |                     |                    |                            |            |  |  |  |  |
| 51     | 84717 | CLA-US42-5.26                | US42 from log point 5.26 to 6.27; SR41 from log point 3.86 to 4.36                           | Resurfacing   | 408                                 | S           | S             | C             |   | 408  |      |      |                          |             | E                     |                              | X                    |               |                |                     | ODOT               | 4/1/2013                   |            |  |  |  |  |
| 52     | 85180 | CLA-US42-5.72                | from Rankin to the IORY crossing in South Charleston   | Remove and replace curb and gutter, construct sidewalks, and install ADA curb ramps | 378                                 | F           | M-STP         | P             |   | 25   |      |      |                          |             |                       |                              |                      |               |                |                     |                    | South Charleston/ ODOT Let | 6/4/2015   |  |  |  |  |
|        |       |                              |  |   |                                     | O           | L             | P             |   | 6    |      |      |                          |             |                       |                              |                      |               |                |                     |                    |                            |            |  |  |  |  |
|        |       |                              |  |   |                                     | F           | M-STP         | C             |   |      |      |      | 302                      |             |                       |                              |                      |               |                |                     |                    |                            |            |  |  |  |  |
|        |       |                              |  |   |                                     | O           | L             | C             |   |      |      |      | 76                       |             |                       |                              |                      |               |                |                     |                    |                            |            |  |  |  |  |
| 53     | 83580 | CLA-US42-6.27                | 0.31 mi. ne. of jct. SR41 in South Charleston  | Replace bridge  | 776                                 | F           | S-STP         | C             | 620   |      |      |      |                          |             |                       |                              |                      |               |                |                     | ODOT               | 5/10/2012                  |            |  |  |  |  |
|        |       |                              |  |   |                                     | S           | S             | C             | 155   |      |      |      |                          |             | E                     |                              |                      |               |                |                     |                    |                            |            |  |  |  |  |
| 54     | 88691 | CLA-US 42 6.29               | ECL of the Village of South Charleston (SLM 6.29) to CLA/MAD County Line (SLM 10.07)         | Resurfacing of the existing roadway with asphalt concrete                           | 632                                 | F           | S-STP         | C             |   |      |      |      |                          |             |                       |                              |                      |               |                |                     | ODOT               | 1/13/2015                  |            |  |  |  |  |
|        |       |                              |  |   |                                     | S           | S             | C             |   |      |      |      | 505                      |             |                       |                              |                      |               |                |                     |                    |                            |            |  |  |  |  |



| Item # | PID   | County-Route-Section           | Location & Termini  | Project Description   | Total Construction Cost (thousands) | Fund Source | Type of Funds | Phase of Work | Federal Share of Costs for Federal-aid Projects or Total Costs for Non-Federal Projects |      |      |       | Future Construction Year | Air Quality | New Const./Add. Lanes | Resurface/Reconstruct Bridge | At-grade RR Crossing | Miscellaneous | El Target Area        | LPA Non-traditional   | Responsible Agency | Sale Date |  |   |
|--------|-------|--------------------------------|---|---|-------------------------------------|-------------|---------------|---------------|---|------|------|-------|--------------------------|-------------|-----------------------|------------------------------|----------------------|---------------|-----------------------|-----------------------|--------------------|-----------|--|---|
|        |       |                                |   |   |                                     |             |               |               | State Fiscal Year   |      |      |       |                          |             |                       |                              |                      |               |                       |                       |                    |           |  |   |
|        |       |                                |   |   |                                     |             |               |               | 2012  | 2013 | 2014 | 2015  |                          |             |                       |                              |                      |               |                       |                       |                    |           |  |   |
| 55     | 89424 | CLA-Var Road Reconstruction    | John St. from Fountain to Yellow Springs; Kenton From Burnett to East; McCreight from Fountain to Plum; Limestone from Pleasant to Spring | Reconstruct and resurface roadway and other related items                                       | 1,978                               | F           | M-STP         | C             |   |      |      | 1,439 |                          |             | E                     | X                            |                      |               | P<br>E<br>M<br>D<br>X | Springfield           | None               |           |  |   |
| 56     | 88484 | CLA-Veterans Bridge            | on Fountain Ave. at 0.14 mi N of North St.  | Replace/Rehab bridge, add sidewalks. PE study to determine action.                              | 2,200                               |             |               | L<br>C        |   |      |      |       |                          | E           |                       | I                            |                      |               | P<br>E<br>M<br>D<br>X | Springfield           | 11/11/2013         |           |  |   |
| 57     | 89421 | CLA-Villa Road                 | On Villa Road from Derr Road to Urbana Road   | Widen Villa Road and improve drainage. Add a traffic signal.                                    | 2,176                               | F           | M-CMAQ        | R             |   |      | 180  |       |                          |             |                       |                              |                      |               |                       | P<br>E<br>M<br>D<br>X | Springfield        | None      |  |   |
|        |       |                                |   |   |                                     | O           |               | L<br>R        |   |      | 45   |       |                          |             |                       |                              |                      |               |                       |                       |                    |           |  |   |
|        |       |                                |   |   |                                     | F           | M-CMAQ        | C             |   |      |      |       | 1,740                    |             |                       |                              |                      |               |                       |                       |                    |           |  |   |
|        |       |                                |   |   |                                     | O           |               | L<br>C        |   |      |      |       | 435                      |             |                       |                              |                      | A             |                       | X                     |                    |           |  | X |
| 58     | 89460 | CLA-WESTCO Crossings           | At Mound St, Willow St, and Columbus-Xenia Road in Clark County   | Install new active warning devices with gates and flashers with constant warning time circuitry | 567                                 | F           | M-STP         | C             |   |      |      | 567   |                          |             | E                     |                              |                      |               | X<br>E<br>X           | WESTCO                | None               |           |  |   |
| 59     | 87931 | CLA/MOT-Guide Sign Replacement | CLA IR70 from MOT CL to Enon Rd; CLA SR334 from US68 to SR72; MOT IR 675 from IR 75 to Greene CL  | Systemmatic Guide Sign replacement, Mainline and Ramps, where applicable.                       | 1,210                               | F           | S-STP         | C             | 1,045   |      |      |       |                          |             |                       |                              |                      |               |                       | P<br>E<br>D           | ODOT               | 1/26/2012 |  |   |
|        |       |                                |   |   |                                     | F           |               | F<br>C        | 39  |      |      |       |                          |             |                       |                              |                      |               |                       |                       |                    |           |  |   |
|        |       |                                |   |   |                                     | S           |               | S<br>C        | 126   |      |      |       |                          |             |                       | E                            |                      |               |                       | X                     |                    |           |  |   |

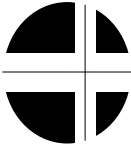
\*Projects that are highlighted in orange are a result of an ODOT request of a schedule modification to be consistent with ODOT’s financial management practices which based state fiscal year by encumbrance dates, projects that scheduled for award in early 2012 need to be authorized in late fiscal year 2011 to meet the required advertising and award process. To meet these processes the projects highlighted in orange were included in the 2008-2011 TIPs to allow for federal authorization in FY2011.





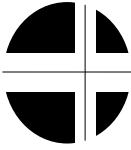
| COUNTY-ROUTE-SECTION | STATEWIDE LINE ITEMS           | DEFINITION  | TOTAL PROJECT COST (000'S) | TYPE OF FEDERAL FUNDS                          | TOTAL COST BY PHASE |       |       |
|----------------------|--------------------------------|---|----------------------------|--|---------------------|-------|-------|
|                      |                                |   |                            |  | PE                  | R/W   | CO    |
| ALL SYSTEMS          | FEDERAL DISCRETIONARY PROGRAMS | Several programs are funded on the national level, interstate maintenance, covered bridge, ferry boat, and innovative bridge. The funding for these programs is appropriated late in the federal fiscal year and is required to be authorized prior to the end of that year.  | 000's                      | IMD<br>DCB<br>FBD<br>INB<br>NCPD<br>SB<br>TCSP | 000's               | 000's | 000's |
| ALL SYSTEM           | FOREST HIGHWAYS/PUBLIC LANDS   | This program is administered and funded through the Eastern Federal Public Lands Highways Division of FHWA. Forest Highways assist rural and community economic development as well as promote tourism and travel. Projects are cooperatively selected and managed by ODOT, FHWA and the National Forest Service. These funds may be used for the planning, design and construction of highways, roads, parkways, and transit facilities that provide access to or within National Forest System lands. | 000's                      | FH<br>PLH                                      | 000's               | 000's | 000's |
| ALL SYSTEM           | GEOLOGIC SITE ASSESSMENT       | ODOT provides construction funding for the remediation of landslide, rock fall, underground mine, erosion and sinkhole sites. Eligible activities include both preventive site mitigation and reactive repair. To be eligible, a project must be identified on the District Geologic Site Inventory and have undergone a Cost to Benefit analysis to determine if the site is a viable project.   | 000's                      | IM<br>NH<br>STP                                | 000's               | 000's | 000's |
| ALL SYSTEMS          | HIGHWAY MAINTENANCE ACTIVITIES | ODOT completes numerous small projects which are planned, designed and constructed quickly to maintain the highway system. These projects include mowing, lighting, signing, guardrail, city maintenance contracts, spot safety improvements, traffic signals, patching and pavement markings; in addition other projects are also considered important pavement and structure maintenance activities; such as, shoulder work and spot pavement repair.   | 000's                      | IM<br>NH<br>STP                                | 000's               | 000's | 000's |
| ALL SYSTEMS          | HIGHWAY PLANNING AND RESEARCH  | The planning portion funds the MPO staff activities, special studies, and the ODOT planning and data collection activities. The research portion funds specific research projects within the state.   | 000's                      | SPR<br>PL<br>STP<br>CMAQ                       | 000's               | 000's | 000's |

\*Monetary line item amounts are reflected in the Statewide Transportation Program (STIP)



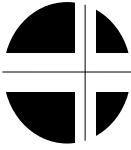
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|----------------------|---|---|----------------------------|---------------------------|---------------------|-------|-------|
|                      |   |   |                            |                           | PE                  | R/W   | CO    |
| ALL SYSTEMS          | HIGHWAY RESURFACING, REHABILITATION, & IMPROVEMENTS | Highway Resurfacing, Rehabilitation, & Improvements - The need for resurfacing or rehabilitation on a particular highway may be accelerated by weather or other conditions requiring quick action by ODOT. This covers basic resurfacing on any level highway: interstate, US route, or state route; and any number of lanes, two-, four- or more lanes; divided or undivided. Also covered are highway restoration, rehabilitation, shoulder improvements, addition of medians, and the widening of narrow pavement lanes. | 000's                      | IM<br>NH<br>STP           | 000's               | 000's | 000's |
| ALL SYSTEMS          | HIGHWAY SAFETY PROGRAM                              | Highway Safety - ODOT targets specific safety concerns for hazard elimination which can require quick action. These projects include vertical and horizontal alignment, signalizations and intersection channelization.   | 000's                      | IM<br>NH<br>STP<br>HSIP   | 000's               | 000's | 000's |
| ALL SYSTEMS          | JOB ACCESS REVERSE COMMUTE                          | Job Access Reverse Commute – FTA funds this program which provides grants for competitively selected projects to improve access to transportation services to employment, job training and support activities for welfare recipients and eligible low-income individuals. The program requires coordination of federally assisted programs and services in order to make most efficient use of available resources.   | 000's                      | 5316                      | 000's               | 000's | 000's |
| LOCAL SYSTEMS        | LOCAL GOVERNMENT PROGRAMS                           | Local Government Programs - Like ODOT, the county paving and bridge programs complete numerous small projects which are planned, designed, and constructed quickly to maintain the local systems.   | 000's                      | BR<br>HRRR<br>HSIP<br>STP | 000's               | 000's | 000's |
| ALL SYSTEMS          | LOCAL PLANNING AGENCIES                             | Local Planning Agencies (LPAs) - ODOT occasionally provides guidance and information to local planning agencies outside of MPO areas, but which are outside of the Highway Planning and Research program.   | 000's                      | STP                       | 000's               | 000's | 000's |
| ALL SYSTEMS          | NATIONAL RECREATIONAL TRAILS                        | National Recreational Trails Program - Nationally funded program which is coordinated by the Ohio Department of Natural Resources. The funding for this program is appropriated by the U.S. Congress on an annual basis. Therefore funding is not committed to individual trail projects outside of the current year.   | 000's                      | NRT                       | 000's               | 000's | 000's |

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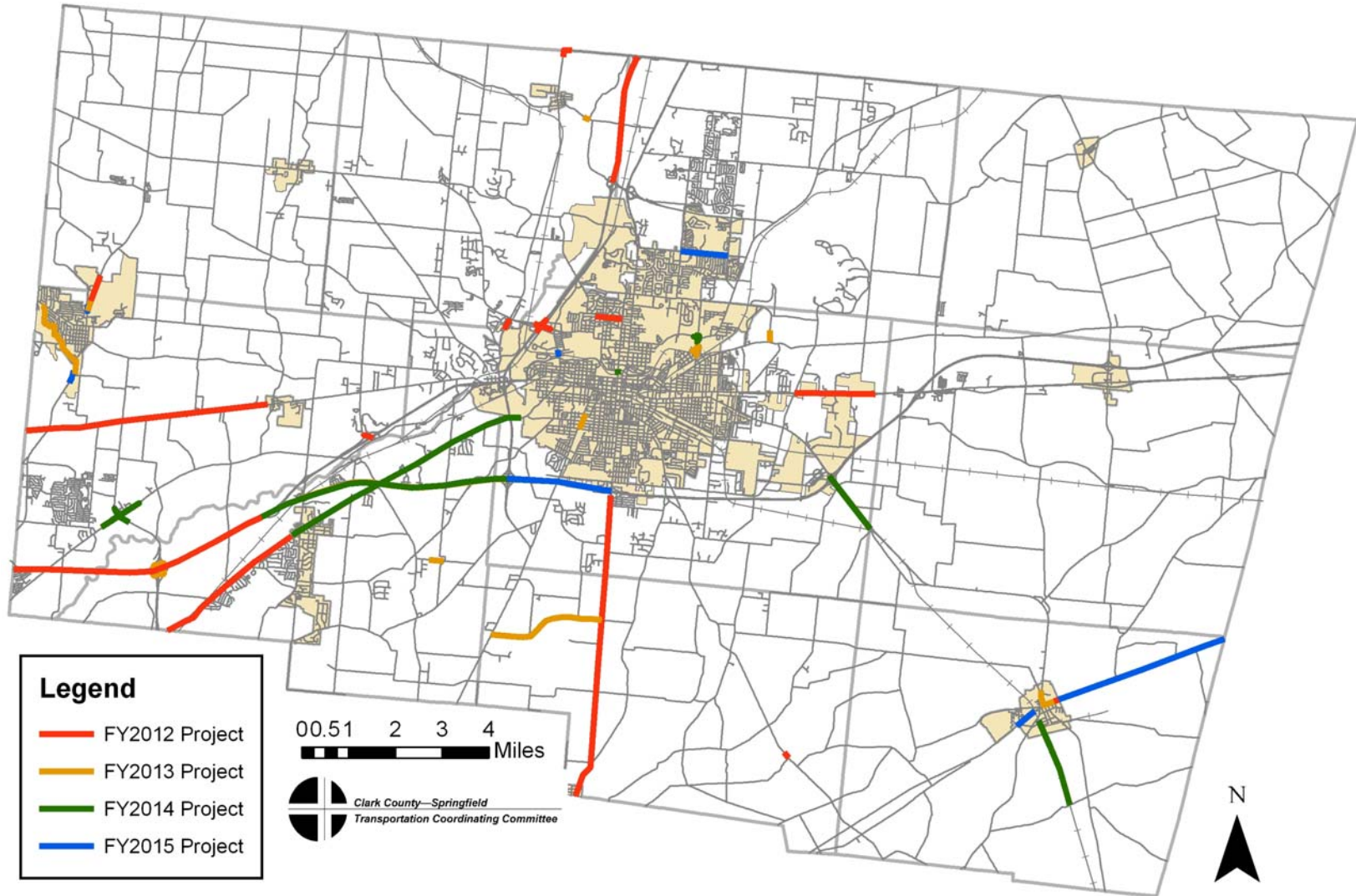
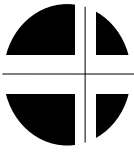
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|-------------------------------|--|---|----------------------------|-----------------------|---------------------|-------|-------|
|                               |  |   |                            |                       | PE                  | R/W   | CO    |
| ALL SYSTEMS                   | NEW FREEDOM  | New Freedom – FTA funds this program to support new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (ADA) that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services.  | 000's                      | 5317                  | 000's               | 000's | 000's |
| ALL SYSTEMS                   | OHIO DEPARTMENT OF PUBLIC SAFETY 402 SAFETY PROGRAM ACTIVITIES | Ohio Department of Public Safety – 402 Safety Program – Specific funding is set aside by SAFEETEA-LU for this program which is administered by the Ohio Department of Public Safety.  | 000's                      | STP                   | 000's               | 000's | 000's |
| ALL SYSTEMS                   | RAIL GRADE SEPARATION PROGRAM<br>* no funding after 2012       | Rail Grade Separation Program - This program was created by Governor Taft in 2002. The funding of specific crossing for separation may happen outside of the usual schedule to address safety concerns  | 000's                      | STP<br>CMAQ           | 000's               | 000's | 000's |
| ALL SYSTEMS EXCEPT INTERSTATE | RAIL HIGHWAY CROSSING SAFETY                                   | Rail Highway Crossing Safety - This program funds rail grade crossing protection improvements. Projects are selected by Ohio Rail Development Commission and the Ohio Public Utilities Commission with the work being performed by the railroad companies.  | 000's                      | STP                   | 000's               | 000's | 000's |
| ALL SYSTEMS                   | RIDESHARE PROGRAM  | Rideshare Program - This is a statewide program which provides funding to regional coordination agencies.   | 000's                      | STP<br>CMAQ           | 000's               | 000's | 000's |
| ALL SYSTEMS                   | RIGHT-OF-WAY HARDSHIP AND PROTECTIVE BUYING                    | Right-of-way Hardship and Protective Buying - Prior to the completion of a transportation system improvement environmental assessment which would determine exactly which properties need to be purchase under the right-of-way phase, an individual property becomes available. When ODOT is reasonably certain the property will be required for the planned improvement the property may be purchase ahead of the complete right-of-way plan approval. | 000's                      | NH<br>STP             | 000's               | 000's | 000's |
| ALL RURAL TRANSIT SYSTEMS     | RURAL TRANSIT PROGRAM  | Rural Transit Program - ODOT provides capital and operation assistance to public transportation system in areas outside of urbanized areas. The federal funding appropriations for this program are made annually with the federal fiscal year.   | 000's                      | 5311                  | 000's               | 000's | 000's |

\*Monetary line item amounts are reflected in the Statewide Transportation Program (STIP)

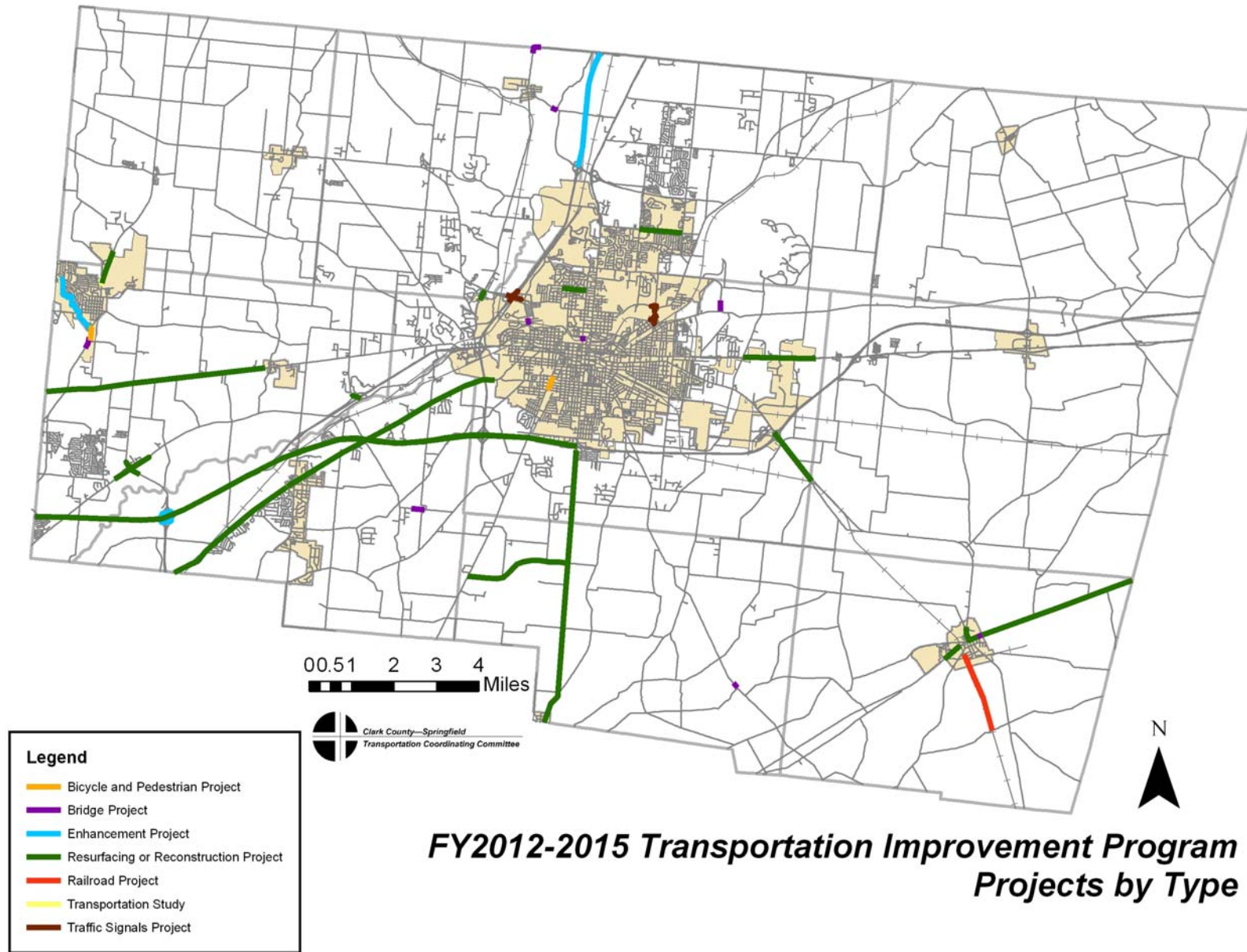
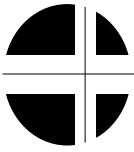


| COUNTY-ROUTE-SECTION | STATEWIDE LINE ITEMS   | DEFINITION  | TOTAL PROJECT COST (000'S) | TYPE OF FEDERAL FUNDS | TOTAL COST BY PHASE |       |       |
|----------------------|--|---|----------------------------|-----------------------|---------------------|-------|-------|
|                      |  |   |                            |                       | PE                  | R/W   | CO    |
| ALL SYSTEMS          | SAFE ROUTES TO SCHOOL  | Rural Transit Program - ODOT provides capital and operation assistance to public transportation system in areas outside of urbanized areas. The federal funding appropriations for this program are made annually with the federal fiscal year.   | 000's                      | LU10<br>LU20<br>LU30  | 000's               | 000's | 000's |
| ALL SYSTEMS          | SPECIALIZED SERVICES PROVIDED BY STATE WIDE/DISTRICTWIDE CONSULTANT CONTRACT | Specialized Services Provided by Statewide/Districtwide Consultant Contract - The fluctuating work load of ODOT at times requires outside assistance to meet project deadlines. Which individual projects may be affected are difficult to anticipate.  | 000's                      | NH<br>STP             | 000's               | 000's | 000's |
| ALL TRANSIT SYSTEMS  | SPECIALIZED TRANSPORTATION PROGRAMS  | Specialized Transportation Program - ODOT provides funding vehicles ad related equipment for special services for the elderly and people with disabilities. The local agencies which participate in this program operate on calendar year basis and the federal program funding appropriations are made on an annual basis. | 000's                      | 5310                  | 000's               | 000's | 000's |
| ALL SYSTEMS          | TRANSPORTATION ENHANCEMENT ACTIVITIES  | Transportation Enhancements - The local sponsoring agency funds the preliminary engineering for a project once it is selected. The timing for the actual construction phase in not within ODOT's control following selection.   | 000's                      | STP                   | 000's               | 000's | 000's |

\*Monetary line item amounts are reflected in the Statewide Transportation Program (STIP)



## **FY2012-2015 Transportation Improvement Program Projects by Fiscal Year**





## **Public Transportation**

### *Transit*

The TIP includes capital, operating and planning assistance projects for fixed route transit, Dial-a-Ride and complementary ADA paratransit services provided by Springfield City Area Transit (SCAT) for the City of Springfield. It also includes the ODOT Elderly and Persons with Disabilities Program for elderly and disabled residents of Clark County. The Springfield Urbanized Area Public Transportation program for the next four years is presented on page 24.

The City of Springfield is the recipient of the capital, operating and planning assistance funds. In turn, the City contracts for the operation of SCAT transit services pursuant to the City's Private Sector Participation Policy adopted August 8, 1989. SCAT leases the city-owned buses and facilities. The city "passes through" planning assistance grants to the TCC.

SCAT provides fixed route transit service to Springfield, Clark State Community College, Prime Ohio Corporate Park and the Upper Valley Mall. The system has 11 regularly scheduled routes that cover a total of 42 miles. A maximum of 13 buses are used at peak times with two in reserve. Service is available Monday through Friday from 6:40 a.m. to 5:40 p.m. The average daily ridership for 2010 was 1,110 trips per day.

In February of 1993, SCAT initiated Complementary Paratransit Service under the Americans with Disabilities Act (ADA). ADA service has been fully implemented throughout the required service area and provides an average of 19 trips a day.

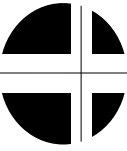
In 2003, SCAT initiated a Dial-a-Ride service to utilize capacity available in ADA vans. The 2010 total annual Dial-a-Ride use has grown from 1,018 trips in 2004 to 7,131 trips in 2010 for an average of 28.4 trips per day.

In 2008, TCC staff completed the Locally Developed Coordinated Public Transit Human Services Transportation Plan. This plan provides the groundwork to expand paratransit services to parts of the community that are underserved by public transportation.

### *Specialized Transportation Program*

The TCC manages the Specialized Transportation Program that provides 80% funding for vans and light transit buses for transporting elderly and disabled persons in Clark County. The 2010 recipient was Qwest Adult Services. The minimum federal allocation of \$35,000 per year is projected through the life of the TIP. The 2007 transportation bill (SAFETEA-LU) requires that applicants must be part of the Locally Developed Coordinated Public Transit Human Services Transportation Plan that addresses becoming more of mobility managers instead of ride providers.





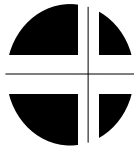
*Rideshare*

The TCC operates a rideshare and vanpool matching program for Clark County. TCC staff maintains a carpool matchlist and makes presentations to employers and employees, and colleges that ask for information on the program for college students. The TCC also coordinates with the rideshare programs of the Miami Valley Regional Planning Commission (MVRPC) and the Mid-Ohio Regional Planning Commission (MORPC). Vanpool services are arranged through VanOhio. There are currently four park and ride lots in Clark County.

*Air Pollution Advisory Program*

The TCC also promotes an air pollution advisory program to assist in maintaining healthy air quality. This program encourages alternative means of traveling and provides for subsidized bus fare on SCAT during days that have been declared air pollution advisory days by the Regional Air Pollution Control Agency (RAPCA). Public awareness of the air quality program is accomplished through newspaper and radio advertising. Local cable also provides information about the program to the public.





### Transit Project Listing

| Transit System Name | FTA ALI Code | Project Description    | PID   | Air Quality | Type      | SFY  | Fiscally Constrained | Federal Funding \$ | Federal Funding Source | State Funding \$ | State Funding Source     | Local Funding \$ | Local Funding Source | Amount      |
|---------------------|--------------|------------------------|-------|-------------|-----------|------|----------------------|--------------------|------------------------|------------------|--------------------------|------------------|----------------------|-------------|
| SCAT                | 11.7C.00     | Preventive Maintenance | 89840 | Exempt      | Operating | 2012 | Yes                  | \$170,000          | Urban Formula          |                  |                          | \$42,500         | Local Match          | \$212,500   |
| SCAT                | 11.7A.00     | Preventive Maintenance | 89840 | Exempt      | Operating | 2012 | Yes                  | \$723,000          | Urban Formula          |                  |                          | \$180,750        | Local Match          | \$903,750   |
| SCAT                | 30.09.01     | Operating Assistance   | 89820 | Exempt      | Operating | 2012 | Yes                  |                    |                        | \$127,000        | State Urban Transit      | \$125,000        | Local Match          | \$252,000   |
| SCAT                | 30.09.01     | Operating Assistance   | 89820 | Exempt      | Operating | 2012 | Yes                  | \$400,000          | Urban Formula          | \$35,000         | State Elderly & Disabled | \$200,000        | Farebox Revenue      | \$635,000   |
| SCAT                | 44.21.00     | Transit Planning       | 89843 | Exempt      | Planning  | 2012 | Yes                  | \$64,000           | Urban Formula          |                  |                          | \$16,000         | Local Match          | \$80,000    |
|                     |              |                        |       |             |           |      |                      |                    |                        |                  |                          |                  |                      |             |
| SCAT                | 11.7C.00     | Preventive Maintenance | 89854 | Exempt      | Capital   | 2013 | Yes                  | \$175,000          | Urban Formula          |                  |                          | \$43,750         | Local Match          | \$218,750   |
| SCAT                | 11.7A.00     | Preventive Maintenance | 89854 | Exempt      | Capital   | 2013 | Yes                  | \$750,000          | Urban Formula          |                  |                          | \$187,500        | Local Match          | \$937,500   |
| SCAT                | 30.09.01     | Operating Assistance   | 89844 | Exempt      | Operating | 2013 | Yes                  | \$450,000          | Urban Formula          | \$40,000         | State Elderly & Disabled | \$150,000        | Local Match          | \$640,000   |
| SCAT                | 30.09.01     | Operating Assistance   | 89844 | Exempt      | Operating | 2013 | Yes                  |                    |                        | \$130,000        | State Urban Transit      | \$210,000        | Farebox Revenue      | \$340,000   |
| SCAT                | 44.21.00     | Transit Planning       | 89855 | Exempt      | Operating | 2013 | Yes                  | \$64,000           | Urban Formula          |                  |                          | \$16,000         | Local Match          | \$80,000    |
|                     |              |                        |       |             |           |      |                      |                    |                        |                  |                          |                  |                      |             |
| SCAT                | 11.7A.00     | Preventive Maintenance | 89863 | Exempt      | Capital   | 2014 | Yes                  | \$775,000          | Urban Formula          |                  |                          | \$193,750        | Local Match          | \$968,750   |
| SCAT                | 11.7C.00     | Preventive Maintenance | 89863 | Exempt      | Capital   | 2014 | Yes                  | \$180,000          | Urban Formula          |                  |                          | \$45,000         | Local Match          | \$225,000   |
| SCAT                | 30.09.01     | Operating Assistance   | 89856 | Exempt      | Operating | 2014 | Yes                  | \$475,000          | Urban Formula          | \$135,000        | State Urban Transit      | \$160,000        | Local Match          | \$770,000   |
| SCAT                | 30.09.01     | Operating Assistance   | 89856 | Exempt      | Operating | 2014 | Yes                  |                    |                        | \$45,000         | State Elderly & Disabled | \$215,000        | Farebox Revenue      | \$260,000   |
| SCAT                | 44.21.00     | Transit Planning       | 89869 | Exempt      | Planning  | 2014 | Yes                  | \$64,000           | Urban Formula          |                  |                          | \$16,000         | Local Match          | \$80,000    |
|                     |              |                        |       |             |           |      |                      |                    |                        |                  |                          |                  |                      |             |
| SCAT                | 11.7C.00     | Preventive Maintenance | 89871 | Exempt      | Capital   | 2015 | Yes                  | \$180,000          | Urban Formula          |                  |                          | \$47,500         | Local Match          | \$180,000   |
| SCAT                | 11.7A.00     | Preventive Maintenance | 89871 | Exempt      | Capital   | 2015 | Yes                  | \$800,000          | Urban Formula          |                  |                          | \$200,000        | Local Match          | \$1,000,000 |
| SCAT                | 30.09.01     | Operating Assistance   | 89870 | Exempt      | Operating | 2015 | Yes                  | \$500,000          | Urban Formula          | \$140,000        | State Urban Transit      | \$175,000        | Local Match          | \$815,000   |
| SCAT                | 30.09.01     | Operating Assistance   | 89870 | Exempt      | Operating | 2015 | Yes                  |                    |                        | \$50,000         | State Elderly & Disabled | \$220,000        | Farebox Revenue      | \$270,000   |
| SCAT                | 44.21.00     | Transit Planning       | 89872 | Exempt      | Planning  | 2015 | Yes                  | \$64,000           | Urban Formula          |                  |                          | \$16,000         | Local Match          | \$80,000    |