

TO: Delaware-Franklin Staff Summit Participants
FROM: Mid-Ohio Regional Planning Commission
DATE: January 21, 2010
SUBJECT: Status Report



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1. UNION COUNTY

A. Southeast Thoroughfare Plan and Traffic Studies

Building upon work from the last couple of years, the Union County Engineer's Office, working with ODOT and MORPC, has begun a study of the US 42 corridor from Industrial Parkway to Union/Delaware county line. The purpose of this study is to examine the corridor and identify the long term needs taking into consideration all of the development plans along the corridor. The study will determine the number of lanes needed on US 42, intersection spacing and other access management issues. The study will also include identifying other supporting road needs to provide for mobility in the corridor and provide adequate surface street capacity to accommodate traffic going to, coming from and crossing over US 33. Currently, Union County staff is going through the traffic count results and is awaiting future land use projections from MORPC.

B. Jerome Village

Jerome Village is a 1,350-acre development which will include residential, office, retail and other amenities.

"A preliminary plat was approved by the Logan-Union-Champaign Regional Planning Community in February 2008....The city of Marysville, the county and the developer, Highland Real Estate, began negotiating water and sewer service in February 2006 and [continued] into 2009."

Final plat should be submitted January 21, 2010.



C. Comprehensive Plan Update 2010

10/22/2009 – The Logan-Union-Champaign Regional Planning Commission, partnering with the Union County Engineer's Office, is embarking on an update to the County's 1999 Comprehensive Plan. This update is accessing the 1999 plan's goals and objectives and developing an updated plan to address current and future population, housing, and development trends.

Thus far, five subcommittees have been established to focus on the different sections of the plan – Land Use, Agriculture & Natural Resource Sustainability, Infrastructure, Economic Development, and Community Services & Housing. Members from county government, county agencies, local jurisdictions, and various other entities have been invited to serve on these subcommittees. A survey has gone out for the second time to county residents to help provide feedback on how they would like to see the County develop. Surveying should be completed by mid-February. The goal is to complete the updated plan and get adoption from the County Commissioners by the end of first quarter of 2010.

2. DELAWARE COUNTY PLANNING

A. Trails and Bikeways Master Plan

Preservation Parks and Regional Planning continue to make progress on collecting GIS data on existing and proposed trails, mapping subdivisions with sidewalks (for connection purposes) and

creating a spec book for trail cross-section and signage guidelines. This information will be included in a set of information serving as background material for an Economic Strategic Plan for the county. Preservation Parks continues to hold occasional meetings of those entities within the county which are involved in the planning and development of trails.

B. Northstar

05/15/08 – In the planning stage since 2001, this proposed project in Berkshire and Kingston townships will be comprised of approximately 1,700 acres of residential, commercial and mixed use development serviced by an on-site package plant to be maintained by the county. The first phase of treatment facility construction is nearing completion. The first phase will provide approximately 500,000 gpd of treatment capacity whereas the second and final phase of the plant will provide an ultimate capacity of nearly 1 mgd. The first phase of the treatment plant has been accepted by the County. The developer is nearly complete with the associated gravity trunk sewer, pump station and force main. The Berkshire Township portion will be a planned district including 600 residential units and 300 acres of commercial/mixed-use development. Wilson Road, a spine road which links the development with 36/37, has been built and platted. The Kingston Township portion will include 700 residential units, proposed to be developed in a cluster style, as well as the existing golf course and middle and elementary schools.

A New Community Authority was established for the proposed development, allowing the area to issue bonds for public utilities, land transactions, landscaping and other related projects. Some condominium development (12 permits) has begun just west of the clubhouse. No commercial development has begun. The Final Development Plan for the Kingston portion has been approved.

C. Township Comprehensive Plans

The County is in the final stages of updating the Orange Township and Berlin Township comprehensive plans. Both plans should be complete by summer 2010.

3. DELAWARE COUNTY ENGINEER

A. Sawmill Pkwy. Extension

The project will extend the road from its current terminus at Home Road to a point near the Delaware city airport. The six-mile extension is estimated to cost \$45 million.

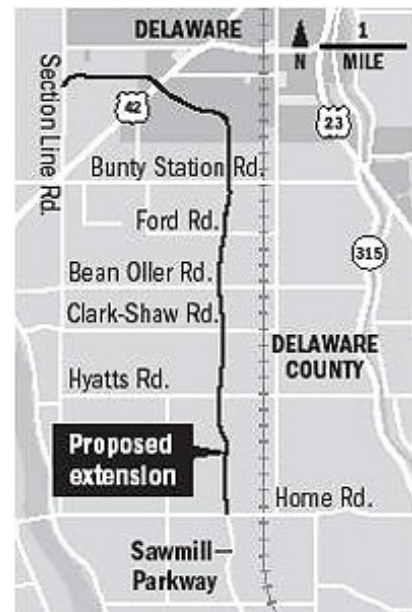
Construction of the parkway from the northern boundary of Golf Village north to Hyatts Road is complete. This project includes a roundabout at Hyatts Road.

Project design is complete from Hyatts Road to the City of Delaware Corporation line north of Bunty Station Road. The design from there to South Section Line Road will be complete in the spring of 2010.

The County is in the process of acquiring the right of way from Hyatts Road to north of Bunty Station Road, which is expected to be accomplished in the next several months.

The right of way acquisition from the City corporation line to South Section line Road should be completed by 2011.

For more information, visit <http://www.co.delaware.oh.us/>.



B. Home Road Grade Separation at CSX Railroad Tracks

Plans call for a two-lane overpass, though the new bridge will be wide enough to accommodate four lanes. The design phase of the project is complete. The project is being funded through ARRA. The plans are being revised accordingly, and it is anticipated to be bid in the first quarter of 2010 pending ODOT and FHWA review and approval.

C. Liberty Rd. Realignment at Home Rd.

The project includes rerouting the north leg of Liberty Road through an open field to the east to tie it into the existing intersection of the south leg of Liberty and Home roads. Liberty Road will be widened to three lanes for about 2,000 feet south of Home Road. Plans include a signal at the intersection. The construction is divided into two phases at Home Road.

Phase 1 will be bid and awarded in early 2010, pending USACE approval. Phase 1 will include relocation of Liberty Road through the field north of Home Road. Subsequent widening of Home Road and South Liberty Road, Phase 2, will begin in spring 2010 depending on utility relocation. Estimated construction cost is \$4.4 million. For more information, visit <http://www.co.delaware.oh.us/>.

D. E. Orange Rd. from South Old State Rd. to Bale-Kenyon Rd.

The project is designed to widen East Orange Road between South Old State Road and Bale Kenyon, and it includes three roundabouts and a bike trail. The roundabouts will be constructed where East Orange Road intersects with Rosepark, Walker Wood Boulevard, and Bale Kenyon. This project is at the 'Utilities Realignment stage' which is required to be completed before construction can start. Construction will begin in April 2010 with completion expected that summer.

E. Interchange Justification Study for I-71 at Big Walnut Rd.

10/22/2009 – The county received preliminary approval for the study from ODOT in January 2005. The county is working with ODOT and URS on the full interchange justification study (IJS). The study is being coordinated with ODOT's study of the I-71 interchange at US 36/SR 37. MORPC worked with ODOT, Delaware County Engineer's Office, and their consultants to prepare consistent traffic forecasts for use in the I-71 interchange modification study at US 36/SR 37 and interchange justification study in the Big Walnut Road area.

ODOT prepared the certified traffic for the studies from MORPC's data. Because of differences between the 2005 feasibility study traffic and the newer ODOT certified traffic, the County worked with MORPC and ODOT on a review of the modeling assumptions and preparation of updated information for development of revised certified traffic. A federal earmark is paying for the remainder of the planning phase.

In February 2009, Delaware County submitted to ODOT a revised Feasibility Study for consideration. Delaware County indicated at that time that it was not in a position to fund any improvements on I-71 between Big Walnut Road and Gemini Parkway, if ODOT deemed those to be necessary because of the construction of this interchange. ODOT has commented on the study, saying it needs to be expanded south from Gemini Parkway to I-270.

F. Home Rd. at SR 257 and South Section Line Rd.

10/22/2009 – The preferred alternative includes two separate double-lane roundabouts (one at SR 257, other at Section Line). ODOT received Stage 1 plans in August and finished its review in October. The project is programmed with CMAQ funds from MORPC. Right of way acquisition will begin in July 2011, with construction beginning in either 2013 or 2014.

G. Green Cook Road Bridge north of Center Village Road

This bridge replacement over a tributary to Duncan run is scheduled for completion in March 2010.

H. Green Cook Road Bridge over Duncan Run

10/22/2009 -- Replacement of this bridge, about ¼ mile south of Center Village Road, is scheduled for April to July of 2010. The estimated cost of construction is \$500,000.

I. ARRA (Stimulus) Resurfacing Program

Delaware County received \$1.8 million in MORPC allocated stimulus funds for resurfacing of various city, county and township roads within the county. The county awarded the contract to resurface segments in September. The resurfacing began in October. Segments needing micro-surfacing will be resurfaced in spring 2010. Details are available at: www.co.delaware.oh.us/engineer/Design/Projects/2009ARRAresurfacing.htm.

J. South Old 3-C Bridge over Hoover Reservoir (ARRA) Stimulus Project

10/22/2009 -- This project received MORPC allocated stimulus funds. The bridge is located in the southwest portion of the Village of Galena. The project is a rehabilitation including superstructure replacement. The county filed plans with ODOT in September and is waiting for authorization to advertise for bids. Construction is expected to begin in May 2010 and last for three months. More details are available at www.co.delaware.oh.us/engineer/design/projects/old3cbridge.htm.

K. South Old State Road Corridor Study

This engineering study of necessary upgrades from Polaris Parkway to US 36 will begin in the summer of 2010. Engineering design of the recommend upgrades from Polaris Parkway to Orange Road will begin in 2011.

L. Harlem Road and Smothers Road Intersection

This engineering design of a single lane roundabout, which was recommended by the 2008 intersection study, will begin in 2011.

4. DELAWARE COUNTY ENVIRONMENTAL SERVICES

A. Lower Scioto Water Reclamation Facility

The County and the Concord Scioto Community Authority have executed an agreement to bring waste water conveyance and treatment services to Concord Township. The treatment facility is under construction and is expected to be completed in 2010. The overall density with conservation subdivisions is at 0.75 units per acre with centralized sewer, or using a PRD with densities at 1.25 units per acre with centralized sewer. The plant will be able to treat about 2.8 million gallons per day (mgd) at build out, however the first phase will provide a capacity of 1.4 mgd. It is hoped that the community authority will serve as a model for servicing other areas of the county. Plant construction is progressing and is about 90 percent complete. The developer is pursuing supportive improvements that include a regional pump station and force main. Construction of these improvements is expected to begin in 2010.

B. Central Alum Creek Service Area

10/22/2009 – The County has initiated two projects in this new service area that was proposed in the 2005 Sewer Master Plan:

a. *Central Alum Trunk Sanitary Sewer Improvements*

This project will evaluate the potential ways to provide sewer service to Berlin and Brown townships as well as the general area along US 36/SR 37 which has economic development potential. EMH&T has been hired to assist the Sewer District perform the preliminary engineering and permitting for this project. Expected completion date for this phase of the project is early 2010.

b. *Cheshire Elementary School Sanitary Sewer Improvements*

Sewer District engineering staff is designing a new gravity sewer to provide service to a new Olentangy Local School District elementary school located just north of Cheshire Road and east of Gregory Road. The expected completion date for this project is in the early summer of 2010.

C. Sewer Service Planning

10/22/2009 – Sewer district staff continues working with townships in regards to sewer service planning. Periodic meetings are held to insure proper coordination of sewer service provided by the County for the townships.

5. CITY OF DELAWARE PLANNING

A. Southwest Quadrant Strategic Plan

10/22/2009 – “The ‘Southwest Quadrant Strategic Plan: The Economic Engine’ is being produced to plan for the needs of the city’s industrial base. This plan was considered the “cornerstone” of the Job Ready Sites Grant Application the city applied for in order to secure \$5 million dollars in funding for construction of the intersection of the future Sawmill Parkway and US 42” (City of Delaware 2006 Planning & Community Development Annual Report). The Plan is drafted but requires additional infrastructure input. The timeline for completion is unknown.

B. SR 521 and US Route 36 Zaremba Development

10/22/2009 – Approval for a 561,392-square-foot retail center and 337 single-family homes near the intersection of SR 521 and US 36 was granted in June 2007. All anchor tenants are open (Kohl's, Office Max, Meijer's), with the exception of Home Depot, in the commercial development, Glennwood Commons. Home Depot owns the land but has put this store on hold due to the overall economy. The wetlands park behind the shopping center is complete and open, as is the Mill Run Crossing Boulevard. Mill Run Crossing Boulevard is open and connects to the SR 521 / US 36/SR 37 intersection to existing Glenn Rd. The residential component will consist of "neo-traditional" housing units. The residential portion of the project is pending.

6. CITY OF DELAWARE ENGINEERING

A. Veterans Pkwy.

10/22/2009 – The project would provide a connection from approximately the US 23 and SR 42 interchange east to US 36/SR 37. In April, the consultants completed a draft Existing and Future Conditions Report and a draft Purpose and Need Statement. The Red Flag Summary is completed. Development of Conceptual Alternative Solutions is underway and the city and consultant are evaluating them to determine a set of alternatives to present to the public stakeholders group for further comment and consideration.

B. US 23 and Peachblow Rd./Winter Rd. Intersection

The city has secured \$2,000,000 from ODOT in ARRA funds to advance the realignment of the US23/Peachblow and Winter Road intersection. The realignment will construct a new properly aligned four-way intersection with US 23 that can be signalized in the future when warranted. The city is using a combination of ODOT ARRA, MORPC STP, MORPC ARRA and local funds to complete the project. The project received federal authorization to proceed in December 2009 and will be under construction by May.

The project will allow the Glenn Parkway to connect into the new intersection at some future point when constructed in conjunction with additional development activities in the area. Glenn Parkway currently ends approximately 2000 feet north of US 23.

C. US 23/Pennsylvania Ave. Interchange Improvement

10/22/2009 – The project would establish full access to/from all directions at the interchange. The city presented conceptual alternatives to the public on October 8, 2008. In April 2009, ODOT provided comments to the city on the planning study. The city will be authorizing the consultant to complete the alternatives analysis and necessary NEPA documentation in 2010 to determine the preferred alternative. Design and ROW work will not occur until 2011 or later.

D. US 23/SR 315 Intersection

10/22/2009 – The project considers the realignment of both SR315 and Stratford Road with a new intersection at US 23, south of Delaware, to provide a safer and more efficient intersection operation along the 23 corridor. A consultant has been selected (ms consultants) to complete the safety study for this project. Commencement of the study is pending a project kickoff meeting with ODOT officials.

7. CITY OF DUBLIN PLANNING

A. Central Ohio Innovation Center

Efforts continue for the 1,350-acre research and technology area at SR 161/Post Road and US 33. Adoption of Innovation Center Zoning Districts has resulted in development standards that will facilitate shovel-ready sites and allow for administrative review of plans. Nearly 200 acres of city-owned land have been zoned to the classification. With initial planning for the immediate interchange area complete, efforts are being focused toward additional conceptual land use planning for the remaining areas of the Innovation Center. City staff is currently initiating a planning process to engage area land owners to develop general land plans and conceptual prototypes for land uses. Results of the planning effort are expected to result in modifications to

the current development regulations, establishment of internal road networks, a large-scale rezoning of land within the COIC and future phasing for additional infrastructure projects. For additional project information, visit www.dublin.oh.us/econdev/techpark.php.

B. Historic Dublin Development

Construction is nearing completion for a mixed use project at the northwest corner of Bridge and High streets (BriHi Square) that will include approximately 22,000 square feet of restaurant, retail and office space anchoring a public plaza used for outdoor dining, public art and civic amenities. The project is expected to be completed by early Spring of 2010.

C. Bridge Street Study

As an extension of the 2007 Community Plan, the City of Dublin is conducting further analysis of the Bridge Street Corridor, which includes portions of State Route 161 between I-270 and Sawmill Road, including the City's Historic District. The study began last summer with the goal of evaluating opportunities and providing a framework for future development decisions in the City's core. One of the objectives of the study is to identify strategies and guiding development principles for revitalizing distressed, auto-oriented shopping centers, potentially allowing them to transform into sustainable, walkable, mixed-use districts with a substantial residential component. Boston-based planning and urban design firm Goody Clancy & Associates was hired by the City to work with the community to produce a vision for this critical corridor and to conduct detailed housing and commercial market analyses to support the vision. The project, which has strong economic development implications, also looks at ways suburban communities like Dublin can remain competitive in the face of major demographic changes and changing market preferences over the next decade. A final product is expected late spring of 2010. More information is available at: <http://dublin.oh.us/bridgestreet/>.

D. Hyland-Croy Corridor Study

As an extension of the 2007 Community Plan, the City of Dublin is further evaluating the Hyland-Croy Corridor from Post Road to Brock Road. Land Use and Long Range Planning is developing roadway and landscape design concepts to address neighborhood concerns and preferences expressed at previous public input meetings. Public workshops have been well-attended by residents throughout the corridor, in both the City of Dublin and Jerome Township. Design concepts are intended to strike a balance between providing suburban infrastructure improvements and maintaining the rural character of the roadway corridor. Concepts will be presented to the public in the first quarter of 2010.

E. Parks and Recreation Plan

The City of Dublin has completed a draft of its Parks and Recreation Master Plan, which was reviewed by City Council in early 2009. The draft will need to be brought before Council for final approval. The plan will provide a comprehensive inventory of the city's park, recreational facilities and program offerings and will serve as a guide for future park and recreational needs.

F. Dublin Multi-Modal Transportation Study

In May 2009, Dublin began the Multi-Modal Transportation Study (MMTS) that will look comprehensively at all types of bikeways and public transportation venues. The coordinated evaluation of transportation modes will serve as a further refinement of the Bikeway Plan and Thoroughfare Plan adopted as part of the 2007 Dublin Community Plan. The proposed study will help determine how different areas of the City can be best served by available modes of transportation in a manner that will best serve the public with the most convenient and cost effective system. So far, efforts have mostly focused around the gathering of information. The

MMTS will begin conducting its public input meetings in mid-to-late February. The meetings will provide information that will guide the project through completion.

Following the public input sessions, additional meetings and interviews will be held to gather more detailed information from key stakeholders. The MMTS will continue to coordinate ongoing work from the City's Bicycle Advisory Task Force (BATF), and final plans will consist of detailed recommendations from all modes of transit and the implementation tools to carry out the plan. Expected completion for the MMTS is during the third quarter of 2010.

8. CITY OF DUBLIN ENGINEERING

A. Tuttle Crossing Blvd. Extension

01/22/2009 -- "With the Tuttle Crossing widening project to be done [in 2007], the city has put the boulevard's extension from Wilcox Road to Avery Road back in its five-year CIP. The city plans to budget \$2.3-million for design and land acquisition. There is still no timetable, however, for the construction of the extension. Whenever the city does decide to move forward with the estimated \$7-million, four-lane landscaped boulevard with a bike path tunnel at Avery, Dublin will use money from an existing tax-increment financing district." (Dublin Villager, 8/17/06).

The 2009 CIP programmed engineering and acquisition for this project for 2009 and 2011, respectively. Construction has not been programmed.

B. US 33/SR 161 at Post Rd.

"The interchange reconfiguration to a partial cloverleaf is scheduled for 2010 and will take two years to complete. That work is estimated to cost about \$25-million. Current project estimates show the entire project, including things such as land acquisition and construction will cost \$55-million." (Dublin Villager, 9/3/08.)

In April, MORPC committed \$1 million of funding to the Industrial Parkway realignment portion of the project from the American Recovery and Reinvestment Act. The project is currently on hold, however.

C. Avery-Muirfield Dr. and Post Rd. Roundabout Improvements

05/08/2008 -- The city "will be constructing a two-lane roundabout at Post Road and Avery-Muirfield Drive. The project, expected to cost about \$1.35-million, is scheduled to begin after the Memorial Tournament in June and be completed by the end of October 2008. Traffic will be maintained on Avery-Muirfield Drive heading north and south, but there will be limited access to Post Road east and westbound" (Dublin Villager, 5/8/08). The 2009 CIP has landscaping for the project in 2009.

D. Emerald Pkwy. Widening and Post Rd. Realignment

Adjustments are needed on Emerald Parkway between Coffman and Dublin Roads to accommodate the new Cardinal Health building. Intersection control and turn lane modifications were installed in 2008. Design is about 90% complete. Property acquisition should begin soon and hope to be under construction this year. OPWC funds will be used for the project. Duke to donate right-of-way.

E. Sawmill & Hard Roads Intersection Improvements

01/22/2009 - Due to developments on both the north and southwest corners of this intersection, Dublin is coordinating improvements (mainly adding turn lanes) to the intersection. This work will be done in coordination with City of Columbus. The 2009 CIP programmed right-of-way in 2009, utility relocation in 2010, and construction in 2011.

F. Emerald Pkwy. – Riverside to Bright Rd.

01/22/2009 - The 2009 CIP programmed right-of-way in 2009 and construction completed in 2011.

G. Riverside Dr./SR 161

01/22/2009 - An alternatives study, including a series of roundabouts, widening and signalization, and others, is currently underway for this intersection. The 2009 CIP programmed design in 2009, right-of-way in 2010 and construction in 2011.

9. LIBERTY TOWNSHIP

A. Home Rd. at Sawmill Pkwy.

The contract was bid on September 30 using ODOT funds. Right-of-way has been acquired and clearing and preparation is underway. This project will be considered for ARRA funds. DCEO will proceed with construction whether or not the Home Road grade separation project moves forward.

B. Park Opening

The Havener family donated 190 acres to Liberty Township and Preservation Parks. They now have hiking trails, an active play area, and soccer fields. There is still some area to be developed and 97 acres on the Preservation Parks site is all preservation, with an interpretive center. It opened to the public in October at Liberty and Ford roads.

10. CITY OF POWELL

A. Four Corners Intersection Improvement

05/17/07 - The City of Powell has completed preliminary engineering for a project to add turn lanes at the intersection of SR-750 and Liberty Rd. This project is on hold.

B. Murphy Parkway Extension

1/22/2009 -- The City will be coordinating with the Delaware County Engineer's office to soon begin the Murphy Parkway extension to Liberty Road.

11. CITY OF COLUMBUS PLANNING

A. Parking Code Revision

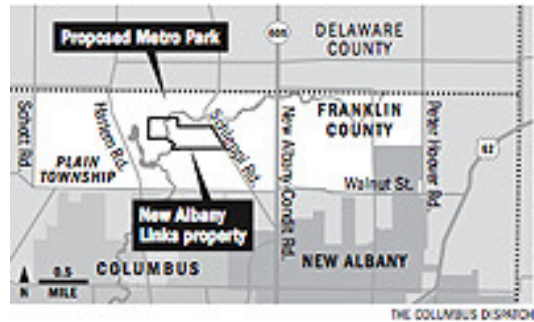
Various changes are being proposed to the Parking Code to ensure "that adequate, but not excessive amounts of parking are provided". Proposed changes include requiring bicycle parking

for most land uses, lowering parking requirements for various land uses, and establishing limits on the amount of parking, among others. The proposed revisions encourage green infrastructure and required enhanced landscaping.

Final proposal to “right-size” Columbus’ parking requirements has been submitted to City Council for consideration. Endorsements have been provided by the City’s Development Commission, Health Commission, Pedestrian and Transportation Committee, Mayor’s Green Team and the Sierra Club. It can be reviewed on the City’s Plans and Overlays Webpage.

B. New Metro Park near Walnut Street

“Metro Parks, Columbus, New Albany and Plain Township have agreed to create a 1,200-acre park in northern Plain Township along the Delaware County line. They’ve pledged \$13 million toward its creation.” 400 acres have already been purchased. Acquisition will continue with park planning scheduled for the Fall of 2010.



C. Far North Plan Update

The Far North Plan is among the City’s oldest area plans and is in need of substantial revision. The Planning Division is tentatively set to initiate this process during 2010, pending staff availability.

D. Rocky Fork-Blacklick Accord Development Standards

Preliminary discussions are underway with New Albany and Plain Township regarding the establishment of commercial development standards for the Rocky Fork-Blacklick Accord.

12. CITY OF COLUMBUS TRANSPORTATION

A. Polaris Area Improvements

a. Polaris Pkwy. and Orion Pl. Improvements

1/22/2009 – The City of Columbus is in contract with Stantec for the design of the widening of Polaris from I-71 to Worthington Road. With this project, the city is also looking at significant improvements to not only the intersection of Orion, but also on Orion between Gemini and Hannawalt. Columbus is coordinating its efforts with the City of Westerville. The Preliminary Engineering Study has been completed. Design is on hold pending funding.

b. Worthington-Galena Rd. from Lazelle Rd. to County Line Rd. W.

The City of Westerville and the City of Columbus are working together to complete improvements on Worthington-Galena Road, which will include addition of a turn lane, lane widening, drainage improvements, the installation of a traffic signal at Lazelle Road, street lighting, and a bikeway. Westerville’s application was recommended for SCIP assistance totaling almost \$2 million. F&OC plans have been submitted for review and comments returned to the consultant. Columbus has acquired necessary R/W. Westerville is lead agency on utility relocations. The project is nearing completion.

c. South Old State Rd./Lazelle Rd./Flint Rd. at CSX

The City of Columbus plans to widen Lazelle Road in phases from US 23 to Worthington-Galena Road. Columbus has selected an engineering consultant to update an earlier engineering source document. The city is in contract with Gannett-Fleming to conduct the preliminary engineering study. Other possible short term improvements are under investigation. The PE study is about 80% complete. A public meeting was held in November 2009. The PE study is expected to be completed and accepted by the end of March.

d. North-South Connector between Powell Rd. and Gemini Pkwy.

Representatives of Orange Township, the Delaware County Engineer, the City of Columbus, and MORPC met on March 8, 2007, to discuss opportunities to connect Powell Road and Gemini Parkway. Columbus has obtained an agreement with developers to extend the right-of-way to Gemini and possibly convert a private drive to a public road, if necessary. Orange Township expressed opposition to extending Greentree Drive because of the negative effect of the traffic on township residents. The remaining alternatives are to modify Abbey Orchard Lane, a private drive, to handle the traffic or to create a new road and access point west of Greentree Drive. Orange Township was amenable to removing Greentree Drive's access to Powell Road and connecting it to the new road.

An alignment that utilizes a corridor west of Greentree is no longer feasible due to private development adjacent to Gemini that has blocked provisions of public rights-of-way. As part of the Gemini Parkway Extension Study for the Germain Amphitheatre property, a new north-south alignment will be investigated.

e. Gemini Parkway Extension Study

Representatives from Columbus, Westerville, Delaware County and MORPC met on November 20 to discuss traffic planning for the Germain Amphitheatre Property. It was agreed that MORPC would be funded jointly by the three local agencies to conduct an area traffic study and create a vehicle, bicycle and pedestrian network that will support current and future development. The study began in early January 2010.

f. Hard Road from Sawmill Rd. to SR 315

The project will widen Hard Road from 3 to 5 lanes and add sidewalks and bicycle lanes. It has been broken into three phases. (Phase B is complete.):

(1) Phase A (Sawmill Rd. to Smoky Row Rd.)

Design is expected to begin in 2010. An RFP for design services should be advertised in November and proposals were submitted December 29th. Authorization to begin design is expected in late April. Construction is expected to begin in 2014. MORPC has committed federal funds for design, right-of-way and construction.

(2) Phase C (Linworth Rd. to SR 315)

1/22/2009 – This phase will provide direct access between Hard Rd and SR 315, except for eastbound to northbound. There will be dual left turn lanes from northbound to westbound. ODOT awarded the contract in June 2008. The new lanes will open in 2009 and work will shift to existing lanes. Construction is expected to be completed by October 2010.

B. SR 161 from Sawmill Rd. to Olentangy River Rd.

1/22/2009 – As a result of public input from the Northwest Plan Update study, the city has agreed to conduct a traffic study to determine the range of short term and long term improvements to address current and future traffic needs. In addition to the no-build alternative, the study will consider intersection improvements, three lanes, three/five lanes and five lanes. The study will conform to ODOT requirements to retain eligibility for federal funds. Funds for the traffic study are not available in the city's capital improvement program.

C. Hamilton Rd. Extension

10/22/2009 – The SR 161 Ramp & Hamilton Road (Northeast Area TIF (FRA-161-18.63) Stage 3 plans were reviewed and returned to the consultant in April 2009. Dublin Granville Road Improvements Parts 1 and 2 (Albany Park Drive/East Dublin Granville Rd & Old Hamilton Rd/East Dublin Granville R) Line Grade and Typical plans were reviewed and returned to the consultant. F&OC plans have not been submitted.

13. ODOT DISTRICT 6

A. Powell Rd. (SR 750) Area Projects

a. Powell Rd. (SR 750) & SR 315

10/22/09 – The consultant is currently evaluating the environmental effects of the slope stabilization. As part of that effort they are also evaluating the effects of a possible EB left turn lane on SR 750 and minimum left turn lanes on SR 315. A final decision on what will be done at the intersection is pending. Construction for the slope stabilization is currently scheduled in FY 2012. This may need to be adjusted based on the final scope of the project.

b. SR 257/SR 750 Safety Initiative

10/22/09 – The rebuilding of SR 257 and widening of Powell Road (SR 750) to Sawmill Parkway has been separated into two separate projects. The rebuilding of SR 257 is scheduled for FY 2012 using District Preservation funding. A TRAC application was submitted for the widening of SR 750. The schedule is dependent on the action of the TRAC concerning this project.

B. North Central Outerbelt Projects

Construction has been separated into eight projects as follows:

CRS	PID	Project	Award FY	Description
FRA-23-22.23	81746	B	2014	US 23 Widening & NB Express Lanes
FRA-23-22.23	81746	B1	2014	York Temple Drive Relocation
FRA-270-24.43	81737	B2	In Construction	CSX RR Bridge Widening and IR 270 widening
FRA-270-21.67	81747	C	2015	Reconfigure IR 270 EB
FRA-270-22.42	81739	C1	2011	Linworth Road Bridge
FRA-270-22.85	81748	D	2015	Reconfigure IR 270 WB
FRA-315-11.37	81738	F	Complete	IR 270 Ramps to SR 315 SB
FRA-315 NB Ramp	81749	G	Not Funded	SR 315 NB to IR 270 WB Flyover ramp

C. SR 161 Freeway Extension (District 5)

10/22/09 – Extension of limited access facility from New Albany bypass to Granville. Phase 1 is complete. Phase 2, from Watkins Road to the existing 4-lane just west of Granville, is also under construction and is expected to be completed in May 2010.

D. SR 3 Projects

a. *SR 3 from SR 161 to I-270*

The project includes the addition of a third lane from SR-161 to Cooper Rd, resurfacing SR-3 from Paris Blvd to Huber Village Blvd, modification to I-270 ramps, upgrades to the intersections at Huber Village and Dempsey Rd. Right-of-way acquisition is underway. Construction is scheduled for 2011.

b. *SR 3 from Morse Rd. to I-270*

The Northland Community Council had expressed concerns that the traffic conditions on SR 3 were hurting businesses and could contribute to economic decline. ODOT, Columbus, and Franklin County contributed funding for MORPC to conduct a planning study. Phase A of the three-phase SR 3 study, which included preparing the Existing and Future Conditions report, is done and identified some road capacity issues in the corridor along with the lack of pedestrian and bicycle facilities. The study is moved into Phase B with a public open house in November. This phase includes developing the draft Purpose and Need document, identifying alternative conceptual solutions and transportation system alternatives, evaluation criteria, and evaluation of the alternatives. Phase B is expected to be completed in early spring.

E. I-71 at US 36/SR-37

ODOT plans to construct safety upgrades in 2012. Several potential developments in the area will significantly increase traffic at the interchange and local road system. ODOT continues to hold discussions with the various developers and local government officials to determine what studies need to be conducted to determine needed improvements and funding scenarios. ODOT and the Delaware County Engineer's Office have completed review of a consultant scope of services for an interchange modification study. The study will look at three options: the no build, a north interchange and south overpass and a south interchange and a north overpass. The study is expected to take about 6 months to complete.

F. US 36/SR 37 Roundtable Forum

At the forum held on December 8, 2009, representatives from TetraTech presented the details on the access management plan for the US 36/I-71 interchange and corridor. The plan had been sent out to the group prior to the meeting. All were asked to submit comments to the District by the end of December. The consultants will review these and complete the final access management plan in the spring.

14. ORANGE TOWNSHIP

A. Comprehensive Land Use Plan Update

The Delaware County Regional Planning Commission is updating the township's land use plan, last updated in 2001. The update discussion is now focusing on subareas, and the project should be completed by the summer of 2010.

15. CITY OF WESTERVILLE

A. Westar Center of Business

A 70,000 square foot national training facility for Emerson/Liebert is now open. It is a green building. Recently approved projects that have been delayed due to financing include a four-story, 127-room Residence Inn, a 17,000 square foot medical office building and a 10,500 square foot daycare facility. Daimler is under construction with the fourth and final five-story, 144,000 square foot office building. The first three buildings are fully occupied.

a. Altair

1/22/2009 – At 150 acres, Altair is the largest individual developer in Westar. Recently approved projects that are either under construction or soon will be include a 70,000 sq. ft. national training facility for Emerson/Liebert, a 4 story, 127-room Residence Inn, a 17,000 sq. ft. medical office building and a 10,500 sq. ft. daycare facility.

b. Offices at Westar

5/21/2009 – Daimler is under construction with the fourth and final 5-store, 144,000 square foot office building. The first 3 buildings are fully occupied.

c. Zumstein Property

01/22/2009 – The property is located on the southeast corner of Polaris Parkway and Olde Worthington Rd. A developer is proposing mixed uses for the 100,000-acre site. Its future is tied to the Germain Amphitheater property.

The plans have received Preliminary Development Plan approval. The proposed plans suggest a mixed use campus with office (342,600 square feet), retail (160,750 square feet), restaurant (60,250 square feet) and residential (26.43 acres) components. No Final Development Plan applications have been submitted at this time.

The existing transportation network in the area will be a key issue for the development, particularly around Polaris Parkway and the Germain property. Development of this site contemplates a new traffic signal on Polaris Parkway. With the current network, all traffic has to be funneled to Polaris Parkway. When the Germain Amphitheater sells, Westerville would like to see Gemini Parkway extended eastward to help relieve congestion.

16. GENOA TOWNSHIP

A. SR 3 and Freeman Rd. Signalization

10/22/2009 – Genoa Township and the Delaware County Engineer have received a \$300,000 safety grant from ODOT to construct turn lanes and install a signal at the intersection. The

Trustees have voted to proceed with the project. ODOT programmed the project for state fiscal year 2011.

The Township has received an engineering option for ODOT's review showing two possible alignment plans. Stage 1 plans were due in September.

The project will also allow for a safe pedestrian crossing to the Ohio to Erie Trail at this intersection. The Township and Delaware County have applied for an OPWC Grant for the balance of the project.

B. Township-Wide Parks Plan

The Steering Committee has inventoried parks, preservation easements and other public properties. Tours were taken of lands that were inventoried and the committee visited other recreational amenities within a 30-minute drive that either serve Genoa Township residents or may be a model for development. Data consisting of existing residential populations and future development areas with consideration for our build out population has been analyzed. The committee is currently finalizing interviews with stakeholders and drafting recommendations.

The Township plans to form a partnership with local agencies to discuss funding and other implementation methods. The Parks Advisory Board membership has been expanded substantially to allow for sub committees to advance the plans goals. Public workshops are being planned for the summer of 2010 to receive additional public input on the plan.

C. McNamara Park Plan

Genoa Township Board of Trustees hired landscape architect John Edsall of Edsall & Associates LLC of Columbus to prepare a master plan for the future development of McNamara Park. Edsall met with Township staff and representatives from the Board of Trustees and Parks Advisory Board on June 29th to develop a layout for the plan. On July 13th, a presentation was held for owners of lands adjacent to McNamara Park and comments were collected regarding current issues and future recommendations. On July 20th, a public workshop was held at McNamara Park to gather community-wide feedback regarding future development of the Park. Results were presented to the Board of Trustees on August 12th. On August 19th, a presentation of a preliminary draft plan was given to the Board of Trustees.

On October 1st, the Board reviewed the Final Draft Plan. The Trustees have reviewed the plan and have agreed to fund the base work of McNamara Park Phase II in 2010.

17. VILLAGE OF SUNBURY

A. Big Walnut Schools

There are two schools underway in Sunbury. There is a joint venture agreement in place between the Village and the school district for the elementary school. In exchange for the land, the district has agreed to put in certain park amenities that will be enjoyed by everyone. The elementary school is scheduled to open in August 2010. Site work has also begun on a new middle school that will open for the 2011-2012 school year.

B. Northwest Sunbury Sewer Project

The Village is working with the Robert Weiler Company on the development of a trunk sewer that will service the northwest corner of the Village. This project is in the phase of the

developer contacting property owners to get commitment to easement letters signed before actual engineering begins. This project will open several hundred acres for commercial, light industrial and residential development, and it will allow the Village to take three pump stations off line, allowing us to save significant money in electricity, maintenance and repairs.

18. VILLAGE OF NEW ALBANY PLANNING

A. Village Center Form-Based Code

05/21/2009 – The Village of New Albany is developing a form-based code for its village center. Numerous meetings between Village Staff, the Village Center Form-Based Code Committee, and consultant, MSI have resulted in a draft village center street design standards and typologies, sub-districts, block standards, and potential bike route integration into the streets. Adoption of the plan is expected in late 2010.

B. Village Center Stormwater Strategy

In an effort to increase the Village's sustainable practices, a team, consisting of the Village Staff members and consultants MSI and Stantec, has been created to assess the village's stormwater management. The team has been evaluating drainage in the village center. A draft report is under review which identifies required stormwater storage and quality volumes as well as potential sites/areas for shared detention facilities to use in the planning of future development

C. New Metro Park near Walnut Street

"Metro Parks, Columbus, New Albany and Plain Township have agreed to create a 1,200-acre park in northern Plain Township along the Delaware County line. They've pledged \$13 million toward its creation." 400 acres have already been purchased. Acquisition will continue with park planning scheduled for the fall of 2010.



19. VILLAGE OF NEW ALBANY ENGINEERING

A. SR-605 and Walton Pkwy. Signalization

In April, MORPC committed \$500,000 of funding to the project from the American Recovery and Reinvestment Act. The village has received advertising approval from ODOT and the bid opening was held on December 7, 2009 with the apparent lower bidder being Kokosing Construction at a base bid price of \$367,809.39. Contracts are expected to be executed by mid January 2010 with construction scheduled to begin spring of 2010 and completion by September 2010.

B. US 62, Kitzmiller Rd., & Central College Rd. Intersection

The Public Works Integrating Committee selected the project to receive assistance from the State Capital Improvements Program (SCIP). The project would add turn lanes, traffic signals, curb ramps, and a leisure path at the intersection. Currently, the first phase of the intersection work is complete and the roadway is open to through traffic. Pole, mast arm and signal installation is expected by February 2010 with final paving, striping and grading by May 2010.

C. US 62 Turn Lane Widening

In April 2010, contactors are expected to begin lane widening work on north bound US 62 from Zarley Street to Smith's Mill Road by installing a dedicated right turn lane. Kokosing Construction is the general contractor submitting a low bid price of \$106,967.75. This work will be completed by June 2010 and no road closures are planned during construction.

20. FRANKLIN COUNTY PLANNING

A. Blendon Township Comprehensive Plan

The Blendon Community Plan is nearly complete. Since April 2009, Franklin County Planning staff have been working with citizens, local officials and community leaders on a land use plan for unincorporated Blendon Township. The planning area includes the communities of Huber Ridge, Sunbury Woods and Cleveland Heights, plus a largely-undeveloped area east of Hoover Reservoir.

The draft Blendon Community Plan is complete. The plan's recommendations are divided into three themes: **Grow Smart, Live Well** and **Go Safely**. The complete draft plan is available on the web at www.franklincountyoio.gov/commissioners/edp/planning/blendon

These recommendations fully comply with the Central Ohio Green Pact, the Regional Connections visions for place, prosperity, people and leadership, plus the Franklin County Board of Commissioners' adopted Sustainability Principles.

Franklin County Planning and Blendon Township will host a final public presentation for the draft plan on Monday, February 8, 2010 at 6:30 p.m. at the Blendon Township Senior Center, 6330 Hempstead Road. If you can't make it to the public meeting, an online input tool will be available beginning February 9. Otherwise, feel free to contact the project manager, Ben Weiner, at biweiner@franklincountoio.gov. Please have your comments in by Friday, February 19.

21. FRANKLIN COUNTY ENGINEERING

A. ARRA Resurfacing Program

Franklin County received \$4.3 million in MORPC allocated stimulus funds for resurfacing of various city, county and township roads within the county (outside the City of Columbus). The county divided the program into two phases. The county awarded the contract for Phase 1 in September 2009, including segments on County Line Road and Kitzmiller Road. All of the Phase I segments were completed in the fall. The county will award Phase 2 in 2010. It includes resurfacing on Post Road (Avery-Muirfield to Commerce Pkwy), Rings Road (Dublin west corp. to Avery Road) and High Street (South Street to Dublin-Granville Road).

B. Central College Rd. Bridge over Big Walnut Creek

In April, MORPC committed \$960,000 of funding from the American Recovery and Reinvestment Act to the rehabilitation of the bridge.. The county has received FHWA authorization to advertise for bids. Bidding will start January 14th with estimated contract award on February 23rd. The project will require a full closure of Central College Road at this location. The closure will be no

earlier than April 20th to avoid a sailing regatta event in area in early April. The project is expected to last 90 days with an opening in late July.

C. Dublin-Granville Rd. Bridge over Sugar Run

In April, MORPC committed \$500,000 of funding from the American Recovery and Reinvestment Act to the rehabilitation of the bridge.. The county has received FHWA authorization to advertise for bids. Bidding will start February 11th with contract award on March 23rd. The project will require a full closure of Dublin-Granville Road at this location. The closure will follow the Central College closure in late July for 90 days with an opening in late October.

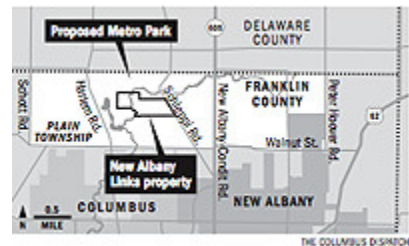
D. W. Main St. Bridge Replacement

Construction plans are approximately 90% complete. Recent discussions with the County Engineers Association of Ohio have opened the opportunity for federal funds to be committed to the project. To be eligible for the funding, though, the County would need to start to follow through the federal funding process by mid-May 2010. The County currently anticipates a late summer contract approval for a total road closure extending through September 2011. The City of Westerville is funding a portion of the project.

22. PLAIN TOWNSHIP

A. New Metro Park near Walnut Street

“Metro Parks, Columbus, New Albany and Plain Township have agreed to create a 1,200-acre park in northern Plain Township along the Delaware County line. They've pledged \$13 million toward its creation.” 400 acres have already been purchased. Acquisition will continue with park planning scheduled for the Fall of 2010.



23. TRANSIT

A. Central Ohio Transit Authority

COTA continues to expand service, although the annual rate of service growth has been reduced from about 10% to 5% (compared to the 2006 service level). This change in service growth mainly is a result of declining sales tax revenue. In the beginning of 2010, the service improvements will focus upon running service later on both weekdays and weekends. A fare increase has gone into effect, too.

COTA is also adjusting the #38 and #39 express routes to improve their productivity. COTA is investigating possibilities for route changes for the #36 and #37 that will be required during the reconstruction of the West Main Street bridge in Westerville.

COTA wants to partner with entities that are working on interchange improvements to incorporate Park-N-Ride sites.

B. Delaware Area Transit Agency

DATA has installed bike racks on most of its buses with funding through MORPC's CMAQ program. DATA ordered three new vehicles to expand its fleet to 19. The vehicles were intended as replacement vehicles, but with increased demand for services DATA will use them as expansion vehicles. DATA has also reduced rates for demand-response transit, and increased frequency on its green line. It used ARRA funds to build a shelter at the library on Winter Street. Lastly, on October 5th 2009 DATA Bus reduced its rates for 19-59 year olds from \$4.00 to \$2.00 on Demand Response and created monthly unlimited passes.

a. Mobility Management and Data Voucher Programs

The Delaware Area Transportation collaborative with DATA Bus, DCTB, as the lead agency has received a Federal Grant to create a Mobility Management Program for Delaware County. The Mobility Management Program will establish a one-stop call center for transportation referrals. It will also set up a program to link passenger's needs with their best source of transportation and create a volunteer travel training program to give extra ride-along help to those who need it.

The Transportation Collaborative and DATA Bus have also received a grant to establish a Voucher Program for work and work related activities, such as job training. DATA Bus is partnering with the Delaware County Department of Job and Family Services for local match funding and to establish eligibility. Both the Mobility Management and Voucher Program will begin the 1st quarter of 2010.

24. METRO PARKS

A. New Metro Park near Walnut Street

"Metro Parks, Columbus, New Albany and Plain Township have agreed to create a 1,200-acre park in northern Plain Township along the Delaware County line. They've pledged \$13 million toward its creation." 400 acres have already been purchased. Acquisition will continue with park planning scheduled for the Fall of 2010.



25. WATER RESOURCES/ODNR

A. Olentangy River Water Trail

The City of Columbus has officially designated the water trail from the southern Riverlea corporation limit to the confluence with the Scioto River. FLOW is working to obtain ODNR recognition for the trail from below the Delaware dam to just north of Riverlea. FLOW still intends to apply to ODNR for the Delaware County section to become a state water trail, but they are waiting for lowhead dam removal before making the application.

B. Watershed Action Plans

In the Franklin / Delaware County Region, five Watershed Coordinators are working in the Scioto, Big Walnut (including Rocky Fork & Blacklick), Olentangy, and Alum Creek watersheds developing or implementing endorsed watershed action plans, in partnership with local communities. There

are approximately 30 coordinators in Ohio, working toward a common water quality goal – to reach 80 percent of Ohio's surface water in attainment of full water quality standards by 2010. These positions are made possible by Ohio's Watershed Coordinator Grants Program (begun in 2000), funded by Ohio EPA Section 319 of the Clean Water Act (CWA) Program. However, the grants for the Lower Olentangy Coordinator and the Lower Alum Creek Coordinator run out at the end of 2009 and will not be funded again through the current organizations, FLOW and FACT. Without dedicated staff to pursue implementation of the Watershed Action Plans, MORPC is worried about the loss of opportunities to continue restoring and protecting these streams. MORPC's Greenways workgroup is working with the central Ohio watershed groups, Ohio Environmental Council, Franklin Soil and Water, and OSU Extension to try and figure out how to continue to fund the work that these coordinators have been doing.

The watershed action plan for Blacklick Creek continues on pace. Also, the Rocky Fork Plan was resubmitted in June, and there was a meeting about Spring Run on June 4th at the Genoa Township Hall. MORPC has hired a new watershed coordinator, Christina Burri, who will be working on the plans.

C. Olentangy Watershed Monitoring

Volunteers have been helping FLOW monitor streams for which there previously was no data, name unnamed streams, and prepare reports for local decision makers regarding the Olentangy Watershed and its waterways.

Ohio EPA will use the data to fill in the gaps from previous studies and provide background for decision-making about development projects. The data will also serve as the basis for updating FLOW's Watershed Action Plan for the Lower Olentangy.

A map of the EWH (exceptional warm water habitat) area of the Lower Olentangy Watershed is nearing completion. The map is being created by DRPC in partnership with FLOW, and with assistance from OEPA, Preservation Parks, and Delaware SWCD. The map includes identification of waterways (perennial, intermittent, ephemeral, mainstem) with their buffers as defined by the Olentangy General Permit. The map will also indicate high priority areas for preservation, restoration and stormwater management, as identified by GIS analysis. The map will be used to discuss with local jurisdictions how to maintain water flow-rate and water quality.

One example problem identified through the mapping and prioritization is how to preserve streamside woods, especially on sloped banks, in order to prevent erosion/siltation and loss of aquatic habitat resulting from unchecked stormwater run-off. The next meeting with local jurisdictions and agencies will take place in early Feb, 2009.

D. OEPA Water Quality Management Plans

MORPC has started the research needed for Ohio EPA to update the next round of 208 Water Quality Plans for the 12 county central Ohio Region that is within the upper Scioto drainage area. This includes all of Delaware and Franklin Counties. MORPC is working closely with county and local governments and agencies to gather information about the current conditions, current sewage districts, and the potential growth areas. This will be incorporated as part of MORPC's larger regional plan. .

E. Hoover, O'Shaughnessy and Griggs reservoirs restoration project

10/22/2009 – The Columbus Department of Public Utilities is pleased to have the opportunity to participate in a stimulus-funded restoration project which will be taking place along the shorelines of Columbus' three drinking water reservoirs. Green infrastructure including

bioswales, pervious parking areas, and other innovative stormwater management techniques will be installed at Hoover, O’Shaughnessy and Griggs Reservoirs. These improvements will assist in capturing and filtering stormwater from parking lots, roadways, and neighboring developed areas. Improved erosion control and overall water quality improvements are key outcomes of the projects. At this point, engineering and design is complete and construction is anticipated to start in spring of 2010.

F. Olentangy Watershed Balanced Growth Plan

MORPC has been awarded a grant to work with the jurisdictions in the Olentangy Watershed to create a Balanced Growth plan that will identify Priority Conservation Areas and Priority Development areas within each partnering jurisdiction. The focus is on land use planning to protect and preserve clean water in our rivers and streams.

26. FUNDING PROGRAMS

A. American Recovery and Reinvestment Act

Ohio received \$774 million for transportation from the American Recovery and Reinvestment Act (ARRA). Larger metropolitan areas received a suballocation of these funds through their metropolitan planning organizations, such as MORPC. These funds must be obligated to projects (i.e., the projects must have federal authorization to advertise for bids) by March 2, 2010. ODOT has made a few adjustments to its initially announced list of projects. This updated information for projects in Delaware and Franklin counties are below and all of these have been authorized.

Agency	Project Description	Stimulus Funds
Columbus	Parsons and Livingston	\$25,000,000
Columbus	Front Street conversion	\$5,500,000
DATA	Capitalized Maintenance	\$90,200
DATA	Computerized operating data and dispatching system	\$81,401
DATA	1 ADA Accessible Mini Van	\$33,000
DATA	1 Bus Shelter	\$7,200
DATA	Maintenance Equipment	\$2,700
Delaware	US 23 and Peachblow Rd/ Winter Road Intersection	\$2,000,000
ODOT	Rickenbacker Parkway Widening	\$14,000,000
ODOT	US 40, Hague Ave. to Central Ave., Resurfacing	\$504,800
ODOT	US 40 over I-71, Bridge Rehabilitation	\$664,000
ORDC	Camp Chase Railroad Bridge Rehabilitation	\$300,000
Delaware County	Home Road at CSX Railroad Grade Separation	\$8,918,000

In April, MORPC committed its \$28 million suballocation to a program of projects. Some minor changes to the original program are reflected in the table below. All are authorized.

Obligation Date	Agency	Project Description	ARRA Funds	Total Project Cost Est.
7/21/2009	Columbus	Various Federal-aid routes in Columbus, Resurfacing	\$2,938,283	\$2,938,283
7/23/2009	Franklin County	Various Federal-aid routes in Franklin County, Phase 1, Resurfacing	\$2,226,274	\$2,448,901

8/5/2009	Delaware County	Various Federal-aid routes in Delaware County, Resurfacing	\$1,795,005	\$1,974,506
8/13/2009	Dublin	Industrial Pkwy at SR-161, Realignment	\$1,000,000	\$5,592,558
8/25/2009	Upper Arlington	School/Bus Routes, Sidewalks	\$466,000	\$466,000
10/22/2009	Columbus Rec & Parks	Alum Creek Trail from Sunbury Rd near Mock Rd to Innis Rd at Innis Park, Bikeway, Multi-Use Path	\$3,000,000	\$4,037,712
10/27/2009	New Albany	SR-605 at Walton Pkwy, Signalization	\$388,809	\$388,809
11/6/2009	Delaware County	Old 3-C Highway at Hoover Reservoir, Bridge Rehabilitation	\$684,753	\$684,753
12/3/2009	Hilliard	Avery Rd at Northwest Pkwy, Intersection Upgrade	\$1,000,000	\$2,327,100
12/3/2009	Franklin County	Various Federal-aid routes in Franklin County, Phase 2, Resurfacing	\$2,069,686	\$2,276,655
12/9/2009	ODOT 6	Rich St Bridge at Scioto River, Bridge Replacement	\$2,000,000	\$26,676,317
12/17/2009	Bexley	Bexley ADA Accessibility, Sidewalks	\$1,145,000	\$1,145,000
12/3/2009	Delaware City	US-23 at Winter/Peachblow Rd, Intersection Upgrade	\$1,465,177	\$6,460,000
1/15/2010	Whitehall	Yearling Rd from Broad St to Mayflower Blvd, Reconstruction	\$2,500,000	\$2,779,176
1/20/2010	Gahanna	I-270 at SR-317 (Hamilton Rd), Interchange Upgrade	\$2,333,043	\$4,147,957
12/15/2009	Franklin County	Dublin-Granville Rd at Sugar Run, Bridge Deck Replace	\$500,000	\$924,000
12/3/2009	Franklin County	Central College Rd at Big Walnut Creek, Bridge Deck Replace	\$960,000	\$1,304,621
12/17/2009	Reynoldsburg	Blacklick Creek Greenway Trail from Civic Park trailhead to Blackoak Dr, Bikeway, Multi-Use Path	\$405,596	\$405,596
1/15/2010	Pataskala	Downtown Pataskala, Sidewalks	\$250,000	\$250,000
12/3/2009	Fairfield County	Various Federal-aid routes in Fairfield County, Resurfacing	\$514,815	\$775,000
12/7/2009	Licking County	Various Federal-aid routes in Licking County, Resurfacing	\$378,765	\$650,000

More information about economic stimulus and recovery programs are available on the web:

- <http://www.recovery.gov/>
- <http://recovery.ohio.gov/>
- <http://stimulus.morpc.org/>

The US House of Representatives has passed HR 2847 Jobs for Main Street Act, 2010 which provides transportation funding similar to that provided by the first stimulus, the American Recovery and Reinvestment Act of 2009 (ARRA; please see the attached summary). Please be aware the Senate has not taken up this legislation and there is no certainty that it is in its final form.

Although the legislation includes funding for other programs, this e-mail is specifically about the transportation portions of it.

As in ARRA, this bill contains use-it-or-lose-it provisions calling for 50% of the funding to be out the door quickly, in fact it is in even less time than ARRA. The other half would need to be out in a year. None of the projects funded would be exempt from any federal

requirements. This means the projects funded through this bill would still need to follow the ODOT process. We have already been contacted by ODOT and FHWA about the possibility of this funding and the need to prepare to use it.

What does this mean for your community? First, be prepared. Think about the projects your community has in the pipeline. Which of them already conform to ODOT's process? Which of them can also proceed in, perhaps, as little as 30 to 45 days? At this point, there is no need to send these lists to MORPC since the rules are not firm. However, if you wish to discuss the specifics of a project, please contact Nick Gill (ngill@morpc.org, 614-233-4151).

As we learn more, we will share that information with you. Once we have enough information, MORPC will host a workshop with eligible communities to work out how we will proceed with this new transportation stimulus funding. You should be prepared to join with other communities and MORPC staff on short notice once sufficient information is available. Depending on other stimulus funding provided, an additional separate workshop or other guidance may be provided for you.

For the ARRA stimulus we placed guidance on MORPC's website at <http://stimulus.morpc.org/>. As we learn more about how the new funding programs will be crafted, we will also post this information. We will notify you when that happens.

As we did before, MORPC will work closely with your community and federal and state officials to bring forward the best program of projects we can under the requirements of the law.

B. TRAC

Projects costing more than \$5 million ("Major New" projects) must be approved by the Transportation Review Advisory Council (TRAC), a nine-member body jointly appointed by the governor, the speaker of the (Ohio) House of Representatives, and the president of the (Ohio) Senate and chaired by the director of ODOT.

The TRAC last published a program of projects in 2006. In the absence of subsequent TRAC rounds, a backlog of projects emerged. Earlier this year TRAC solicited new and updates to projects. Fifteen applications were submitted from within the MORPC Transportation Planning Area alone. As part of the TRAC process, MORPC is asked to prioritize projects within our area. At MORPC, this process includes our public and private partners in a collaborative effort to bring the best projects forward for potential funding by the TRAC. Each of the 15 projects submitted was assigned to one of two groups:

- The first group are projects that are fully or substantially funded (these are not seeking a substantial portion of their cost from TRAC) and are primarily seeking approval from TRAC to move forward. Some of these projects are seeking Tier 1 status (approval for construction) and others are seeking Tier 2 (continued development).
- The second group of projects is seeking a substantial share of their funding from TRAC for construction or further development. As TRAC considers future funding availability, it may decide it cannot accommodate all projects seeking further development, so it is important that this list reflect regional priorities.

In November, TRAC held public hearings throughout the state to hear presentations from project sponsors and MPOs on project prioritizations. County Engineer Ringle presented MORPC's TRAC project prioritization, and each project sponsor was afforded the opportunity to present on the

merits of their respective projects. As a whole, there was a positive reaction from the TRAC on what our region had put forward.

More recently, ODOT released initial feedback on each project on how the application fared during their modeling process for factors such as economic development, safety, and benefit/cost analysis. Project sponsors had until January 8th to respond to any changes needed to their applications to improve their scores. TRAC is planning to hold working sessions in January and February to develop a draft TRAC list. It is expected that there will be a public hearing sometime in March or April concerning the draft list. The new TRAC list is scheduled to be approved in May.

Group 1 - Endorse for Construction and Further Development	Group 2 - Seeking Funds
I-71/SR 665 Interchange (City of Grove City, Requested Tier I Status)	1. East/West Connector (Pickaway County Engineer's Office, Requested Tier I Status)
I-270 South Outerbelt Widening (ODOT District 6, Requested Tier I Status)	2. North High Street (City of Columbus, Requested Tier I Status)
I-71 Morrow/Delaware (ODOT District 6, Requested Tier I Status)	3. I-270 /US 33 Interchange (City of Dublin, Requested Tier II Status)
I-71 South (ODOT District 6, Requested Tier II Status)	4. SR 315/I-70/I-71 (Innerbelt) Reconstruction (ODOT District 6, Requested Tier II Status)
Veteran's Parkway (City of Delaware, Requested Tier II Status)	5. US 33/Carroll Interchange (ODOT District 5, Requested Tier I Status)
	6. SR 257-750 Realignment (ODOT District 6, Requested Tier I Status)
	7. I-270 South Outerbelt Interchange Study (ODOT District 6, Requested Tier II Status)
	8. Far East Freeway Study (ODOT District 6, Requested Tier II Status)
	9. Reconstruct the SR 256 Interchange (ODOT District 5, Requested Tier I Status)
	10. I-70 Widening (ODOT District 5, Requested Tier I Status)

For more information, visit www.dot.state.oh.us/TRAC.

C. Ohio 21st Century Transportation Priorities Task Force

Ohio's 21st Century Transportation Priorities Task Force's report "recognizes that a fully-integrated, well-managed transportation system can make Ohio a leader in the national and global economies - driving business growth and prosperity, creating good jobs, making Ohio communities places people are proud to call home, and allowing Ohioans to get where they want to go safely and in an environmentally sound way." The final report and more information are available at: <http://TransportationForTomorrow.ohio.gov>.

The Task Force recommended 76 actions to achieve the goals it set out. ODOT has fully completed 8 of its action items by the end of September 2009 and 44 other action items have either already been launched or are set to be launched/implemented by the end of the biennium (the remaining 24 action items are directed at other entities).

ODOT is pursuing the goals identified by the task force by:

- ODOT has begun a Statewide Transportation Futures Plan, a **strategic** multi-modal investment plan, **called Go Ohio.**
- **Developing modal plans such as a statewide rail plan. It also applied for “3C” corridor stimulus funding to restore service in that corridor.**
- ODOT has reorganized the Division of Planning into a multi-modal Division of Transportation System Development.
- **ODOT is encouraging local land use decisions that reduce transportation costs and bolster the use of alternative modes. It is also pursuing the concept that transportation is a means to end. It is establishing economic development roundtables in each district.**
- Using the revised TRAC process to select projects more responsive to multi-modal transportation needs and land use interactions.
- ODOT is investigating innovative mechanisms for financing projects such as by Transportation Investment Authorities **which is expected to pass HB 166 this week.**
- ODOT is exploring how to work more closely with local agencies including
 - **how innovative public-private partnerships (PPPs) can leverage additional state and federal resources; specifically, promote the creation of Port Authorities, Transportation Innovation Authorities (TIAs), or other local/private sector partnerships to develop and operate passenger rail stations along the 3C “Quick Start” corridor, and to fund specific freight business cluster (job center) infrastructure needs. Create incentives for local communities who partner with the state to support Ohio’s “Livable Community” program – in conjunction with Governor Strickland’s Office, the Ohio Environmental Protection Agency and the Ohio Department of Development – to improve access to housing opportunities and allow more transportation options while lowering transportation costs to households.**
 - **Provide priority funding to transit authorities and regions to consolidate public transportation services – with particular attention to coordination of specialty transportation services in the health and human services sectors – including the creation of a comprehensive statewide plan and inventory of service providers, resulting in improved service and a better return on investment of limited resources.**

ODOT released their 2010-2011 Business Plan on January 5, 2010 which includes how ODOT is advancing many of the Task Force’s goals. The Business Plan is available at: <http://www.dot.state.oh.us/policy/2010-2011BusinessPlan/>

D. OPWC

The Public Works Integrating Committee (PWIC) for Franklin County (District 3) held a public meeting on December 11, 2009 and recommended the funding of 14 SCIP/LTIP projects totaling more than \$30.7 million in grants and loans. These projects will receive funding in July 2010. The PWIC for Delaware, Morrow, Knox and Licking counties (District 17) will meet on January 15th to recommend the funding of their Round 24 projects. Below is a list of the Round 24 projects funded in Franklin County.

Community	Project Name	Total Project Costs	OPWC Award
Urbancrest	Sanitary & Storm Improvements	\$354,037	\$354,037

Grandview Hts.	Oakland Avenue Reconstruction	\$973,619	\$973,619
Prairie	S Greener Ave Rd Improvement Phase 3	\$2,378,137	\$2,378,137
Upper Arlington	Arlington Avenue - Phase 2	\$3,567,667	\$999,999
Jackson	White Rd Reconstruction Phase 2	\$5,384,567	\$4,977,567
Reynoldsburg	Summit Rd Reconstruction, Phase II	\$3,432,575	\$3,312,575
Whitehall	Country Club Village Roadway Improve.	\$1,961,302	\$1,150,066
Clinton	Lehner Rd Resurfacing & Drainage Imp Phase II	\$615,000	\$615,000
Columbus	Hilliard-Rome Road (I-70 to Roberts Road)	\$18,009,738	\$3,499,000
Franklin Co Eng	Johnstown Rd - Stelzer Rd - Hubler Rd Improve.	\$6,864,000	\$2,994,000
Canal Winchester	Gender Rd Improvements Phase 1 & 2	\$3,093,069	\$2,007,410
Columbus	Emerald Parkway Tuttle to Rings Road	\$7,755,155	\$4,373,647
Franklin Co Eng	Alton & Darby Creek Rd @ Roberts Rd	4272000	1411000
Columbus	Thomas Lane Improvements	\$2,273,415	\$1,625,343

E. Ohio Job Ready Sites Program

The Ohio Job Ready Sites (JRS) Program provides funding assistance to significantly improve sites, making them marketable and “certified” for immediate development by large-scale end users. The third funding round of the Ohio Job Ready Sites Program will provide eligible applicants the opportunity to file a pre-application and receive feedback on the prospective project prior to filing a formal competitive application. The new guidelines and pre-application materials were released in December. Pre-applications were due on December 23, 2009. The competitive application is scheduled to be released in January of 2010. There is a total of \$50 million available this round. The program website is <http://www.odod.state.oh.us/edd/obd/jrs/>.

F. Transportation Improvement Program

MORPC is preparing to solicit applications for use of MORPC’s federal transportation funding in 2010. The Federal Funding Committee began reviewing the process for selecting projects last November. Updates to the process will be completed and available for public review and comment in April. Solicitation for new projects will begin around June.

ODOT informed the MPOs in October that it would not prepare a SFY 2010-2013 Statewide Transportation Improvement Program (STIP). Instead, ODOT amended the STIP in the spring of 2009 to make any necessary changes to SFY 2010 and 2011 projects. MORPC coordinated with ODOT to identify projects in the region for the amendment, which MORPC approved in March. Per the federal regulations, projects included in the SFY 2008-2011 TIP/STIP can be sold through the end of SFY 2011 (June 30, 2011).