

TO: Delaware-Franklin Staff Summit Participants
FROM: Mid-Ohio Regional Planning Commission
DATE: May 19, 2011
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 LUC Regional Planning Commission, 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 was to examine the corridor and identify the long term needs taking into consideration all of the development plans along the corridor. The study identified 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. The County has finalized the traffic projections with ODOT. MORPC provided a draft of the completed plan to Union County Engineer's Office, LUC and ODOT in March.

B. Jerome Village

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

The preliminary plat was approved by the Logan-Union-Champaign Regional Planning Community in February 2008. Marysville has been designated the water and sewer treatment provider. Sanitary sewer and water lines continue to be placed by contractors, and that will continue through the 2011 construction season.

Various phases, or pods, of the development are continuing to be submitted to LUC Regional Planning Commission for Preliminary Plat approval. The first Final Plat approval in the Jerome Village development was approved in October 2010 and construction of that phase has begun. (See also Jerome Township)

C. Comprehensive Plan Update 2010

1/20/2011 - 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 has been completed. The subcommittees have completed their work in drafting their respective sections of the plan. LUC Planning is currently reviewing and incorporating these sections into a final draft.

2. JEROME TOWNSHIP

A. Jerome Village

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sewer and water lines continue to be placed by contractors, and that will continue through the 2011 construction season.

Various phases, or pods, of the development are continuing to be submitted to LUC Regional Planning Commission for Preliminary Plat approval. The first Final Plat approval in the Jerome Village development was approved in October 2010 and construction of that phase has begun. (See also Union County)

3. DELAWARE COUNTY PLANNING

A. Trails and Bikeways Master Plan

DCRPC has completed a draft document that describes the parks and trail efforts of the multiple jurisdictions in the county. The document maps existing and proposed trails, sidewalks (for connection purposes) and references cross-section and signage guidelines. DCRPC and Preservation Parks plan to continue to hold meetings of those entities within the county which are more actively involved in the planning and development of trails. The draft is at <http://www.dcrpc.org/RESOURCES/files/Parks-Trails.pdf>.

B. Township Comprehensive Plans

DCRPC is working with Shawnee Hills to update their Comprehensive Plan adopted in 2002.

C. OEEF Application for Olentangy Permit Area

The DCRPC received a grant for a project entitled "Protecting Olentangy Riparian Corridors" through the Ohio Environmental Education Fund. The Olentangy Permit is defined by the EPA and includes the watershed from I-270 north to the Delaware Dam, and the Whetstone Creek watershed up into Morrow County. Work will include mapping of the streams in the Olentangy Permit's area, creation of a training manual for communities and citizens, and hold workshops for those groups. There are many partners, including FLOW, Heart of Ohio RC&D, Ohio NEMO program, Franklin and Delaware County Soil and Water Districts, ODNR, private firms and others. RPC is responsible for the mapping project and as the overall manager and fiscal agent. (See also Water Resources/ODNR)

4. DELAWARE COUNTY ENGINEER

A. Sawmill Pkwy. Extension

10/21/2010 - Sawmill Parkway is currently completed up to Hyatts Road at a new, modern roundabout. Project design is complete from Hyatts Road to US 42.

The County is in the process of acquiring the right-of-way from Hyatts Road to US 42, which is expected to be accomplished by the end of 2012.

Construction from Hyatts to US 42 expected to commence in 2013. For more information, visit www.SawmillParkway.org.

B. Home Road Grade Separation at CSX Railroad Tracks

10/21/2010 - The project broke ground in May 2010, including a new grade separated railroad crossing on Home Road. The new bridge will be wide enough to accommodate four lanes. Construction is expected to be finished by August 2011. Home Road traffic is maintained for the duration of the project except for short term closures at the tie-in points. Preliminary engineering and right-of-way acquisition was funded by Delaware County. The \$7.75 million construction contract is funded through ODOT's ARRA allocation.

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

The project includes widening of 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. The Bale Kenyon Road roundabout was completed in September 2010, and the Walker Wood roundabout was completed in December 2010. Construction from South Old State to Rosepark Drive will continue through early June 2011. The intersection of Rosepark and Orange Road will close from June to August for construction of the third and final roundabout. Through traffic is being detoured using Lewis Center Road to Bale Kenyon, or the reverse. They are two-thirds of the way through the project and hope to be finished with it by the end of August.

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

10/21/2010 – 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. This project is on hold.

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.

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

Right-of-way plans are being finalized and environmental clearance is expected by June 2011. Right-of-way acquisition will continue through early 2013. The preferred alternative includes two separate double-lane roundabouts (one at SR 257, other at Section Line). The project is programmed with CMAQ funds from MORPC. Construction is scheduled to begin in summer 2013.

F. South Old State Rd. Corridor Study

Preliminary engineering began in April 2010. A public meeting was held August 9, 2010 to share preliminary study results and seek input. There has been a great deal of public support for this project, including area businesses. The study indicates need for major widening from Polaris Parkway to Orange Road. The project has received a funding commitment from MORPC for STP funding in 2017-18. Preliminary engineering will continue through 2012. The construction schedule may be advanced to SFY 2016, if possible. A second public meeting will be scheduled for June 2011. More information is available on the project website at www.southoldstateroad.org.

G. Harlem Rd. and Smothers Rd. Intersection

10/21/2010 – This project includes construction of a single lane roundabout, which was recommended by the 2008 intersection study. Preliminary engineering began in November 2010. Construction is scheduled for 2013.

H. Worthington Rd. Corridor Study

10/21/2010 – This corridor study from Polaris Parkway to Big Walnut Road is planned to begin in May 2011 pending results of the Gemini study by MORPC. The study will examine existing and future safety and capacity issues within the corridor.

I. Sawmill Parkway Signal Upgrades

10/21/2010 – This project will include signal coordination from Bradford Court to Seldom Seen Road, as well as construction of ADA curb ramps and pedestrian signals. Construction is expected in late summer 2011.

5. DELAWARE COUNTY ENVIRONMENTAL SERVICES

A. Lower Scioto Water Reclamation Facility

1/20/2011 – The County and the Concord Scioto Community Authority have executed an agreement to bring waste water conveyance and treatment services to Concord Township. Construction began on the treatment facility but the project has been on hold. 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 on the force main will begin soon.

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. EMH&T completed the preliminary engineering plan.

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. Construction of the sewer is complete and final project clean up is in the works. Most of the improvements have been completed.

6. 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.

7. CITY OF DELAWARE ENGINEERING

A. Veterans Pkwy.

The project would provide a connection from approximately the US 23 and SR 42 interchange east to US 36/SR 37. 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. A public presentation is expected to occur during the late fall of 2011.

B. US 23/Pennsylvania Ave. Interchange Improvement

The project would establish full access to/from all directions at the interchange. The city will be authorizing the consultant in November 2011 to complete the alternatives analysis and necessary NEPA documentation in 2012 to determine the preferred alternative. Design and ROW work will not occur until 2012 or later.

C. US 23/SR 315 Intersection

The project considers the realignment of both SR-315 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. The proposed scope is under review after the recently completed safety study offered support for a simpler solution

8. CITY OF DUBLIN PLANNING

A. Central Ohio Innovation Center

a. Economic Advancement Zone Plan

10/21/2010 – Building upon the 2007 Dublin Community Plan and past land use plans for the Central Ohio Innovation Corridor (COIC), the Economic Advancement Zone Plan will provide greater direction for future development along the western edge of the city. Current planning activities have included an extensive input process with major landholders and an upcoming public input process expected to result in an adopted plan by March 2011. As a portion of the COIC targeted for "speed-to-build" projects, the plan will address the following key areas:

- Greater clarity as to future land use patterns and character elements;
- Modification of applicable zoning regulations to align with planning visions for the area;
- City-sponsored zoning of land to facilitate administrative approval of future development requests;
- Focus of future public improvements in a targeted and comprehensive fashion; and

- Direct implementation recommendations regarding public infrastructure and economic development incentives.

More project information can be obtained at

<http://dublin.oh.us/planning/long/econzoneplan.php>

b. Web Portal

10/21/2010 – As part of efforts to promote the Central Ohio Innovation Corridor as an employment core with available sites for businesses of all types and sizes, a comprehensive web portal is under development to provide a one-stop location for development and planning information relating to the COIC. Plans for the portal development by the end of 2011 will include the following elements:

- General information about the City of Dublin and the COIC as a preferred development location
- Applicable area plans and planning processes/projects
- Engineering and applicable capital projects
- Available and planned infrastructure
- Property searches and resources to identify development opportunities and available tenant spaces
- Potential economic development incentives and opportunities
- Information about Dublin's efforts to promote business, sustainability and the growth of research and technology companies

More information on other long range planning projects can be obtained at <http://dublin.oh.us/planning/long/current.php>

B. Bridge Street Study

As an extension of the 2007 Dublin Community Plan, the City has conducted further analysis of the Bridge Street Corridor, including Historic Dublin and portions of State Route 161 between I-270 and Sawmill Road. The study began last summer with the goal of evaluating opportunities and providing a framework for future development decisions within the City's core. One of the objectives is to identify strategies and guiding development principles for revitalizing distressed, auto-oriented shopping centers to allow transformations into sustainable, walkable, mixed-use districts incorporating a substantial residential component. Boston-based planning and urban design firm Goody Clancy & Associates was retained by the City to develop a future vision and to conduct housing and commercial analyses to support the vision. The plan – *Planning Foundations* – looks at ways for a suburban community like Dublin to remain competitive in the face of major demographic changes and market shifts. *Planning Foundations* is now complete. The City has hired consultants to complete the traffic components of the study, and they hope for a report to Council in July.

To view *Planning Foundations*, visit <http://dublin.oh.us/bridgestreet/pdf/PlanningFoundations.pdf>.

Additional information is available at: <http://dublin.oh.us/bridgestreet/>

C. Hyland-Croy Road Corridor Character Study

As a more refined study of the 2007 Dublin Community Plan, the City worked with residents to further evaluate the future design character of the Hyland-Croy Corridor from Post Road to Brock Road. *Land Use and Long Range Planning* has drafted a proposed amendment to the

Northwest/Glacier Ridge Area Plan as the final product of the Hyland-Croy Road Corridor Character Study. A draft is available at <http://dublin.oh.us/planning/hylandcroy/> for public comment..

More project information can be obtained at <http://dublin.oh.us/planning/long/hylandcroy.php>

D. Dublin Multi-Modal Transportation Study

10/21/2010 - In May 2009, Dublin began the Multi-Modal Transportation Study to look comprehensively at all forms of transportation venues as an extension of the 2007 Dublin Community Plan, the Dublin Parks and Recreation Plan and other key planning elements. The proposed study will help determine how different areas of the city can be best served by existing and future modes of transportation in a manner that will best serve the public. With the recent completion of the major public input phase, work is ongoing to develop a draft document for additional comment. Work on the MMTS project also includes coordination between other ongoing projects such as the Central Ohio Innovation Center, Bridge Street Corridor Study and the Dublin Bicycle Advisory Task Force.

More information can be obtained at <http://dublin.oh.us/planning/long/multimodal.php>

E. Industrial Code Update

10/21/2010 - Code provisions for Dublin's industrial zoned properties have not been significantly revised since 1970. As part of a comprehensive plan to provide enhanced service and greater zoning flexibility to meet the changing needs of growing businesses, the City is initiating the development of a new zoning district with greater focus toward technology and flex-space needs. Following adoption, the Tech-Flex District will be implemented through a City-sponsored zoning to phase out older industrial zones and provide greater alignment with the 2007 Dublin Community Plan and development concepts for the Central Ohio Innovation Center.

More information on other long range planning projects can be obtained at <http://dublin.oh.us/planning/long/current.php>

F. Metro Center Intensification Plan

As Dublin's first major interstate office park development, Metro Center has been an important component of the City's employment base. Providing a wide range of office spaces, the development is centrally located along the City's major development spine at I-270 and US 33/SR 161. Planning efforts for the Center will consider the following major objectives:

- Fostering the promotion of the Center's integral office environment as part of the larger Innovation Corridor meeting the needs of specific business sectors;
- Considering future planning techniques and use/intensity levels that will maintain the Center's viability and attractiveness as a visible corporate node along I-270;
- Contemplating additional development opportunities that can enhance amenities for the employment sector and general pedestrian needs; and
- Determining planning and economic development strategies that will assist the private-sector in maintaining Metro Center as an identifiable and successful office environment.

More information on other long range planning projects can be obtained at <http://dublin.oh.us/planning/long/current.php>

G. Blazer Research District Plan

As a component of the Central Ohio Innovation Corridor, the Blazer Research Plan will study future development options for commercial areas east of I-270 and south of Metro Center. Already the location of Ashland Chemical and Nationwide Insurance, the area is home to many research and office facilities. The planning process will look at the future character of the area, provide further

direction as to future development types and uses and will consider proposed Zoning Code modifications to implement the vision of the adopted Plan.

More information on other long range planning projects can be obtained at <http://dublin.oh.us/planning/long/current.php>

9. CITY OF DUBLIN ENGINEERING

A. Tuttle Crossing Blvd. Extension

1/20/2011 – The project will extend Tuttle Crossing from Wilcox Road to Avery Road as a four-lane landscaped boulevard with a bike path tunnel at Avery. In the 2011 – 2015 CIP, this project has been postponed. Design is programmed for 2012 and 2013 and acquisition for 2014. Construction has not been programmed.

B. Emerald Pkwy. Widening –Emerald Crossing Blvd. to Rings Rd.

10/21/2010 – Adjustments are needed on Emerald Parkway between Tuttle Crossing Boulevard and Rings Road to create a four lane divided section for the entire length of Emerald Parkway. This is a joint project between the cities of Dublin and Columbus. An additional study is being done on the type of intersection control needed. OPWC funds have been awarded for the project. It is anticipated that Duke Realty will donate right-of-way.

C. Sawmill & Hard Roads Intersection Improvements

10/21/2010 – 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 design has been completed and provides additional right-turn lanes and modification to the signal. The 2011 CIP designates construction in 2013.

D. Emerald Pkwy. Phase 8– Riverside Dr. to Bright Rd.

10/21/2010 – This is the remaining piece of Emerald Parkway within the City of Dublin. Once complete, traffic will be able to access Sawmill Road and Tuttle Crossing Boulevard without using I-270. A roundabout will provide intersection control at Emerald Parkway and Bright Road. Bright Road will be disconnected at Riverside Drive. The design is substantially complete. The adopted 2011 CIP designates construction in 2011.

E. Riverside Dr./SR 161

10/21/2010 – An alternatives study, including a series of roundabouts, widening and signalization, and others, has been completed for this intersection. The alternatives are being evaluated. The 2011 CIP programmed for a potential right-of-way acquisition in 2010 and design in 2011. Construction is not programmed for 2011-2015.

F. I-270/US 33 Interchange

10/21/2010 – In 2006, MORPC and ODOT completed the I-270/US 33 Northwest Freeway Study identifying over \$1 billion of needed transportation improvements in this area with this interchange being one of its highest priorities. However, without funding most of the freeway recommendations have not advanced. In May 2010, TRAC committed \$2 million to move this interchange into the next study phase. Dublin's share, \$500,000, is programmed for 2010.

The design contract will be administered by ODOT. A consultant has been selected.

G. Dublin Road South Bike Path

10/21/2010 – Funds have been programmed in 2012 and 2013 for the construction and landscaping of the Dublin Road South multi-use path between Historic Dublin (Karrer Place) and Tuttle Road.

10. LIBERTY TOWNSHIP

A. Home Rd. at Sawmill Pkwy.

1/21/2010 – The contract was bid on September 30, 2009, 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. SR 315/Carriage Road Roundabout

5/20/2010 – A roundabout has been proposed at the intersection of State Route 315 and Carriage Road. Delaware County Engineering and ODOT are coordinating.

C. Liberty Township Wildcat Run Ecological Restoration

10/21/2010 – Liberty Township, with support from FLOW, received an Ohio EPA SWIF grant to restore the ecological services provided by Wildcat Run within Liberty Township Park. Restoration will include constructing a new, sinuous stream channel where the stream is currently channelized and incised, constructing a vegetated swale, and constructing a self forming channel. Design work has been kicked-off, with construction planned for 2011. (Also see Water Resources/ODNR)

11. CITY OF POWELL

A. Four Corners Intersection Improvement

10/21/2010 – 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, but if the income tax increase is passed in November, the project will be funded and proceed for final engineering in 2011.

B. Murphy Parkway Extension

10/21/2010 – The City will be coordinating with the Delaware County Engineer's office to extend Murphy Parkway to Liberty Road. If the income tax increase passes in November 2010, the project will be funded and proceed for final engineering in 2011, with a completion date in 2012.

12. CITY OF COLUMBUS PLANNING

A. New Metro Park near Walnut Street

10/20/2010 – "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. Park planning is scheduled for 2012. (See also Metro Parks, Plain Township, and Village of New Albany Planning)

B. 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 initiated the process in August 2010 in collaboration with the Far North Columbus Communities Coalition. The project is currently in the plan development stage, and the planning process is scheduled to be completed in fall 2011.

C. Rocky Fork-Blacklick Accord Development Standards

10/21/2010 - Preliminary discussions are underway with New Albany and Plain Township regarding the establishment of commercial development standards for the Rocky Fork-Blacklick Accord.

13. 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.

1/20/2011 - 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 the lead agency and sold the project in May. Completion is expected in June 2011. (See Westerville)

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

1/20/2011 - 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. Gannett-Fleming conducted the preliminary engineering study. A budget request was submitted so the project will hopefully move forward later this year.

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 in 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.

A developer has continued to remain in contact with the Delaware County Engineer's office concerning a possible connector. As part of the Gemini Parkway Extension Study for the Germain Amphitheatre property, a new north-south alignment was investigated. The Engineer's office is reviewing that information to determine the next steps.

e. Gemini Parkway Extension Study

Columbus, Westerville, and Delaware County are jointly funding a study by MORPC to create a network that will support future redevelopment of the amphitheater area. Various alternative networks in the area were analyzed based on 2030 traffic projections. A draft report has been provided to the three agencies for their review.

f. Hard Road from Sawmill Rd. to Smoky Row Rd.

1/20/2011 – The project will widen Hard Road from 3 to 5 lanes and add sidewalks and bicycle lanes. The design contract is being circulated for signatures. A kickoff meeting with the consultant was held in October 2010. Construction is expected to begin in 2014. MORPC has committed federal funds for design, right-of-way and construction. URS is the consultant.

B. 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.

14. ODOT DISTRICT 6

A. Powell Rd. (SR 750) Area Projects

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

The preferred alternative includes soil bioengineering and rock channel protection to stabilize the slope. The preferred alternative also includes minimal work at the intersection. The vertical profile of SR 750 west of the intersection will be improved along with the addition of a dedicated left turn lane. A left turn lane will also be added on the east leg by restriping the bridge. Construction is scheduled for 2013.

B. North Central Outerbelt Projects

Construction has been separated into eight projects as follows. The start date for the Linworth Road bridge project was delayed from March to October 2011.

CRS	PID	Project	Construction Period	Description
FRA-315-11.37	81738	F	Complete	IR 270 Ramps to SR 315 SB
FRA-270-24.43	81737	B2	Complete	CSX RR Bridge Widening and IR 270 widening
FRA-270-22.42	81739	C1	Oct 2011 - Oct 2012	Linworth Road Bridge
FRA-23-22.23	81746	B/B1	Jun 2014 - Oct 2016	US 23 Widening & NB Express Lanes
FRA-270-21.67	81747	C	Jun 2015 - Oct 2017	Reconfigure IR 270 EB
FRA-270-22.85	81748	D	Jun 2015 - Oct 2017	Reconfigure IR 270 WB
FRA-315 NB Ramp	81749	G	Not Funded	SR 315 NB to IR 270 WB Flyover ramp

C. SR 3 Projects

a. *SR 3 from SR 161 to I-270 Safety and Maintenance Project*

1/20/2011 - The project includes the addition of a third lane on SR 3 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 Blvd. and at Dempsey Rd. ODOT has agreed to include a 4-foot paved area on both sides of SR 3 for bicycles. Construction is scheduled to begin in 2011.

MORPC, ODOT and Franklin County have committed funding in 2014 for a separate project to add sidewalks to SR 3.

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

1/20/2011 - 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. Phase B of the study is nearing completion. During this phase, a Draft Purpose and Need document was prepared and alternative conceptual alternative solutions were developed and evaluated. Another public open house was held in July on the conceptual alternatives and to garner feedback on the solution to be recommended. The final study report is expected to be completed soon. Additional information is available on MORPC's website at <http://www.morpc.org/transportation/study/SR3CorridorStudy.asp>.

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

ODOT plans to construct safety upgrades in 2012. The safety project will widen the exit ramps, restripe the bridge to provide longer left turn lanes in each direction and include access management along US36/SR37. The safety project will also construct a back road from Flying J Truck Stop to Wilson Road. TRAC approved funding for preliminary engineering for 2012.

On March 23rd ODOT held a stakeholder meeting to provide an update on the studies for the I-71 and US 36/SR37 interchange. ODOT is revising their PDP process and this project is a pilot to try to shorten the time frame to deliver projects. Much of the work that has already been done over the last few years will be utilized to be able to move through the new process. ODOT has a task order

consultant on board to work through the existing information and complete the initial planning steps getting to a Purpose and Need document. An RFP for consultant services to complete the environmental process and begin the design is expected to be out in May. Consultant for this is expected to be under contract by late summer/early fall. ODOT has created a website at <http://www.dot.state.oh.us/districts/D06/projects/71/Pages/default.aspx> to provide updates on the project. The county is still in the process of completing an economic development study of the interchange area.

E. US 36/SR 37 Roundtable Forum

The plan has been completed and will be used by local officials and ODOT to guide access decisions in the future. These roundtable meetings will remain scheduled every quarter.

15. CITY OF WESTERVILLE PLANNING

A. Westar Center of Business

a. Altair

At 150 acres, Altair is the largest individual developer in Westar. A two-story, 69,000 square foot learning center for Emerson Liebert Global Services was complete in 2008. A couple of approved projects, including a 4 story, 127-room Residence Inn and a 17,000 square foot medical office building have been delayed. A 10,500 square foot daycare facility was recently constructed and is now open.

b. Offices at Westar

10/21/2010 –Daimler has completed the fourth and final 5-story, 144,000 square foot office building. The first 3 buildings are fully occupied, and the 4th is filling-up.

c. Zumstein Property

The property is located on the north and south of Polaris Parkway at Worthington Rd. A developer is proposing mixed uses for the 120-acre site.

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, but the developer is currently seeking grading and floodplain work permits.

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. CITY OF WESTERVILLE ENGINEERING

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

1/20/2011 – 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 the lead agency and sold the project in May. Completion is expected in June 2011. (See City of Columbus Transportation)

B. Cleveland Ave. and Schrock Road

Planning for safety and capacity improvements will begin soon.

17. GENOA TOWNSHIP

A. SR 3 and Freeman Rd. Signalization

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 project will also allow for a safe pedestrian crossing to the Ohio to Erie Trail at this intersection. ODOT is still reviewing the plans for the project. The project is expected to be completed by mid-August 2011.

B. 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. Staff and Park Board members are currently working on a legacy program to solicit donations from residents and businesses to offset park construction costs.

Bids for this project have been received, and work is planned to begin in late July. Around 1 mile of new multiuse trails, tennis courts, draining improvements, a rain garden and expanded parking will be included in this phase of improvements.

18. VILLAGE OF SUNBURY

A. Big Walnut Schools

1/20/2011 - 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 opened in August 2010, and the middle school is on schedule for an opening in August 2011.

B. Northwest Sunbury Sewer Project

01/21/2010 - 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.

C. 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. An initial feasibility study was

completed to look at three options: the no build, a north interchange and south overpass and a south interchange and a north overpass. The study concluded that there was no significant impact on the freeway system on whether the north or south option was selected. There were additional benefits on US 36/SR 37 with the southern option. The southern option was the recommendation from the study. ODOT continues to hold discussions with the various developers and local government officials to determine what additional studies and activities are needed to advance either a north or south option. TRAC approved funding for the project for 2012.

ODOT is also working through its environmental services area on a task order to help better define the logical termini and the purpose, need and goals for the project. They are trying to get a meeting set with consultant. The county is also beginning an economic development study of the interchange area. See also ODOT District 6)

19. CITY OF NEW ALBANY PLANNING

A. Village Center Form-Based Code

The City of New Albany adopted a form-based code, titled Urban Center Code, for its village center area. The new code includes urban street design standards and typologies, building typologies, block standards, and bicycle parking and route integration into the streets.

B. Village Center Storm Water Strategy

New Albany's Village Center Stormwater Mitigation Strategy is a proactive approach to address stormwater management comprehensively in order to ensure good urban design and minimize the challenges for private redevelopment. The strategy will help to ensure that the vision for the restoration of the Rose Run stream and greenway is realized by comprehensively dealing with stormwater throughout the village center. The comprehensive strategies for the management of existing and future stormwater issues, allows the community to improve the Rose Run stream corridor's biology and ecology while facilitating redevelopment.

Council adopted the strategy in February 2011, in order to provide support and direction for sustainable development and infrastructure efforts. Tools and strategies identified in the document will help city staff direct developers to utilize 'green' stormwater solutions. The Third Street road project is one of the strategies from this document that has already been implemented.

C. New Metro Park near Walnut Street

10/20/2010 – "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. Park planning is scheduled for 2012. (See also City of Columbus Planning, Metro Parks, and Plain Township)

D. Rocky Fork-Blacklick Accord Development Standards

01/21/2010 – Preliminary discussions are underway with New Albany and Plain Township regarding the establishment of commercial development standards for the Rocky Fork-Blacklick Accord.

E. Trail Markers

The design and development of signage for New Albany's trail system began in the spring of 2010 in conjunction with an environmental signage design project. A "family" of signs was created, ready for implementation as funding and signage opportunities become available. The project also established a design and signage system to identify, mark and direct users to the trails. The primary goal of the system is to help users navigate the popular trail system to make it more usable and

understandable. The first trail markers, large wood bollards with mileage indicated on a colored circle medallion embedded in the wood, identify over 4 miles of trails. The markers were designed and constructed last year and installed by our Public Service Department staff at the end of March 2011.

The markers were unveiled and dedicated on April 3rd with over 35 people attending the event.

20. CITY OF NEW ALBANY ENGINEERING

A. Business Campus East Project

In the third quarter of 2011, New Albany began an \$8.7 million infrastructure improvement of a new commercial development in the Licking County portion of the City located east of the Smith's Mill Road and Beech Road intersection of SR 161. This project includes a truck cul-de-sac road, commercial loop road, public sanitary and storm sewers, main water line extensions and a gray water system for hydrant and building fire protection services. Current construction work does not impede traffic flow and is expected to be completed by December of 2011.

21. FRANKLIN COUNTY PLANNING

A. Blendon Community Plan

Franklin County Planning has released a Year 1 Results Report documenting progress in implementing the Blendon Community Plan. In the first year since the plan's adoption, Blendon Township and Franklin County have worked together to accomplish several goals and start new community improvement projects. In the Results Report, we list our accomplishments to date, our projects in-progress and our upcoming plans for the plan's second year of implementation.

The Blendon Community Plan Year 1 Results Report is available online: www.franklincountyohio.gov/commissioners/edp/planning/blendon

B. Blendon Parks Master Plan

In September 2010, Franklin County planners, working together with the Blendon Township community, began a parks master plan for unincorporated Blendon Township. The parks master plan was recommended by the Blendon Community Plan, which was adopted in June 2010. The Blendon Parks Master Plan will be completed in two phases. The first phase, nearing completion, includes parks in the Huber Ridge and Sunbury Woods areas. After several public meetings, the first phase of the Parks Master Plan is entering the adoption process. We are currently accepting comments through the end of June. The County anticipates beginning the second phase of the plan in late summer 2011.

To view the draft online visit:

www.franklincountyohio.gov/commissioners/edp/planning/blendonparks

22. FRANKLIN COUNTY ENGINEERING

A. W. Main St. Bridge Replacement

1/20/2011 – Construction continues with a total road closure extending through August 2011. A shuttle service around the construction site for Otterbein students and the public will be provided while Otterbein is in session. The City of Westerville is funding a portion of the project.

23. PLAIN TOWNSHIP

A. New Metro Park near Walnut Street

10/20/2010 – “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.” Over 500 acres have already been purchased. Park planning is scheduled for 2012. (See also City of Columbus Planning, Metro Parks, and Village of New Albany Planning).

B. Rocky Fork-Blacklick Accord Development Standards

01/21/2010 – Preliminary discussions are underway with New Albany and Plain Township regarding the establishment of commercial development standards for the Rocky Fork-Blacklick Accord.

24. TRANSIT

A. Central Ohio Transit Authority

1. COTA received a \$300,000 grant to study Bus Rapid Transit (BRT) on Cleveland Avenue this summer. BRT provides express route service frequency on regular routes by limiting the number of stops the buses make. The RFP for the study will go out during the summer of 2011.
2. COTA also received a grant of approximately \$3.2 million for bus service to connect medical and educational institution facilities in the downtown Columbus area. The service will require less use of transfers and facilitate a greater ease of travel for staff and patrons.
3. In January 2011, COTA opened a paratransit facility on Fields Avenue.
4. COTA's Short Range Transit Plan was adopted in April 2011.
5. COTA is developing six new Park-n-Ride facilities in central Ohio.

B. Delaware Area Transit Agency

1/20/2011 – DATA recorded record ridership for 2010 with almost 67,000 trips provided. This is just under a 59% increase over last year. DATA will be consolidating its two Delaware City routes (Red and Blue) into one route (Purple). This will allow for more stop opportunities and less time on the vehicle since each run will not be the same. In addition, DATA will be increasing fare rates for subscription service only. Since this is a premium service, the rates will also be at a premium. The rates will go from \$2.00 base fare to \$4.00 base fare. Discounts for elderly and disabled will continue to apply at half the base rate.

DATA has been verbally informed by the ODOT that its request for the purchase of its current rented facility in Delaware City has been approved by the FTA under the State of Good Repair program. The environmental work has been completed and DATA is now just in waiting mode.

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. Mobility Management is underway. The purpose of this program is to not just be a transportation provider but also to be a resource to customers who may benefit from other transportation providers.

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.

b. Complementary Paratransit Plan

DATA has completed its Complementary Paratransit Plan and is awaiting approval from ODOT / FTA for implementation.

C. Franklin County Coordinated Plan

MORPC and COTA are working out the scope for the Franklin County Coordinated Plan Update. The first coordinated plan was completed in 2008. It documents the general transportation needs of elderly, disabled, and those seeking access to jobs. It also documents public transit and human services transportation resources available to these populations in an attempt to use these resources in a more coordinated, efficient and effective manner. FTA requires an update of coordinated plans every four years.

25. METRO PARKS

A. New Metro Park near Walnut Street

05/20/2010 –“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.” Park planning is scheduled for 2012. (See also City of Columbus Planning, Village of New Albany Planning, and Plain Township)

26. WATER RESOURCES/ODNR

A. Olentangy River Water Trail

01/21/2010 – 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

1/20/2011 – 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.

Franklin Soil and Water Conservation District is currently building a Watershed Implementation program, housing two coordinators, including Ryan Pilewski as the watershed coordinator, working to implement specific projects from the Lower Olentangy and Alum Creek. Franklin Soil and Water, in partnership with MORPC, has received additional funding to house a new coordinator position for

implementing projects within the Lower Big Walnut, Rocky Fork and Blacklick Watersheds under each respective Action Plan. This position is funded through an ODNR Watershed Coordinator implementation grant.

With the end of 2010, MORPC has successfully concluded the ODNR Watershed Coordinator Planning Grant resulting in the fully endorsed Watershed Action Plans for Rocky Fork and Blacklick Creeks. Franklin Soil and Water was awarded an ODNR Watershed Coordinator Implementation Grant for both of these watersheds and is in the process of hiring a second watershed coordinator. This new position will be responsible for implementation projects in the Big Walnut Watershed as well as Rocky Fork and Blacklick Watersheds. With this change there are four watershed coordinators being funded with ODNR Watershed Coordinator grants working on the Upper Big Walnut, Upper Olentangy, Lower Olentangy and Alum Creek, and Big Walnut Creek/Rocky Fork Creek/Blacklick Creek watersheds. Both the Friends of the Lower Olentangy Watershed and The Rocky Fork Creek Watershed Protection Task Force have hired part-time coordinators to work on specific projects also.

C. Olentangy Watershed Monitoring

10/21/2010 – 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. Details are available on our website at www.olentangywatershed.org.

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.

D. OEPA Water Quality Management Plans

1/20/2011 – MORPC continues the research for Ohio EPA that will be used to update the 208 Water Quality Plan for the Upper Scioto Basin. The initial focus was on the northern portion of this basin and staff started working with local leaders to identify issues, map locations of HSTS, and gather future needs data. Staff is nearly finished collecting data and is in the process of mapping and organizing all of the gathered information. MORPC will be working with local leaders to share the collected information with the public this spring.

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

The Columbus Department of Public Utilities is pleased to have the opportunity to participate in a stimulus-funded restoration project that will be taking place along the shorelines of Columbus' three drinking water reservoirs. Green infrastructure including bio-swales, pervious parking areas, and other innovative storm water management techniques have been installed at Griggs Reservoir. Hoover and O'Shaughnessy reservoirs will be completed by April 2011. These improvements will assist in capturing and filtering storm water from parking lots, roadways, and neighboring developed areas. Improved erosion control and overall water quality improvements are key outcomes of the projects. **This project was expected to be completed in June 2011.**

F. Watershed Balanced Growth Plans

MORPC is working with local leaders and stakeholders in northern Franklin and southern Delaware counties to develop Balanced Growth Plans for the Olentangy, Upper Scioto and Big Walnut watersheds. MORPC is also working in other parts of central Ohio to develop Balanced Growth Plans for the Walnut Creek and Whetstone Creek watersheds. MORPC staff is completing a series of community scale maps that show preliminary Priority Conservation Areas, Priority Development Areas and Priority Agricultural Areas for the Olentangy Watershed. MORPC distributed the preliminary maps to the Olentangy Watershed Planning Partnership (OWPP) at the beginning of 2011 and asked communities to review the maps locally. MORPC staff is drafting the text of the

Olentangy Watershed Balanced Growth Plan and will be distributing the draft plan to the OWPP for review this summer.

In addition to the Olentangy watershed, MORPC staff has worked with the Upper Scioto Planning Partnership (USPP) and the Big Walnut Planning Partnership (BWPP) to finalize the criteria lists that will be used to identify preliminary Priority Conservation Areas, Priority Development Areas and Priority Agricultural Areas in those watersheds. MORPC staff is in the process of creating the preliminary Priority Area maps for both the Upper Scioto and the Big Walnut Planning Partnerships.

G. Liberty Township Wildcat Run Ecological Restoration

10/21/2010 – Liberty Township, with support from FLOW, received an Ohio EPA SWIF grant to restore the ecological services provided by Wildcat Run within Liberty Township Park. Restoration will include constructing a new, sinuous stream channel where the stream is currently channelized and incised, constructing a vegetated swale, and constructing a self forming channel. Design work has been kicked-off, with construction planned for 2011. (Also see Liberty Township)

H. FLOW's Golf Course Initiative

10/21/2010 – In partnership with Heart of Ohio RC&D, FLOW received funding to outreach to golf courses in the Lower Olentangy and pay for selected golf course's membership in the Audubon Cooperative Sanctuary Program. The Program is an education and certification program that helps golf courses protect our environment while improving efficiency. FLOW's outreach will begin in November.

I. Urban SubH2Oshed Initiative

1/20/2011 – Watershed Coordinator, Ryan Pilewski, will be working with watershed groups in collaboration with landscape architecture students from The Ohio State University's Knowlton School of Architecture over the winter quarter to develop sub-watershed profiles for impaired tributaries of the Lower Olentangy River, Lower Alum Creek and Big Walnut Creek watersheds. As part of the Franklin Soil and Waters ***Urban SubH2Oshed Initiative***, students will help to develop a detailed physical profile (stream profile, soils, land cover, imperviousness etc.) of a number of select tributaries including Rush Run (Olentangy), Spring Run (Alum Creek), and Mason Run (Big Walnut) to aid in our understanding of the complex relationship between land use and a watersheds function. Students will also research a given storm water issue (e.g. non-point source pollution) and develop an information poster/pamphlet on these topics as an outreach component for watershed residence, and how they can influence watershed processes on their property.

A panel discussion will be held in late January/early February with members of watershed groups, Franklin Soil and Water, and students to talk about on-going projects, successes and obstacles to water quality in Central Ohio. Ryan will also lead a watershed tour with students to help conceptualize on-going issues (stream erosion, flooding, development impacts, etc.) and some of the responses to these issues (rain gardens, floodplain restoration, etc.). Student poster will be presented in March. Ryan hopes that future collaboration with OSU and the Neighborhood Design Center can lead to the development of responsive conceptual designs for restoration and storm water retrofits targeted at implementing restoration on these highly urbanized tributaries.

Franklin Soil and Water Conservation District's ***Urban SubH2Oshed Initiative*** is a method that advances the opportunity to locate and evaluate where *in-stream* and *upland* restoration and storm water best management practices (BMP) will yield the greatest locally acceptable and quantifiable results within urban stream sub-watersheds. The ***Urban SubH2Oshed Initiative***, builds on the Center for Watershed Protections process for targeting and providing feasible solutions for curbing sources contributing to nonpoint pollution, alterations to flow regime and deviation from morphological process, and provides a tracking system to record resulting improvements. The product from each

analysis will outline and build conceptual work for opportunities for protection, restoration and sustainable actions within a targeted impaired sub-watershed.

The process was developed to target tributaries within the Lower Olentangy River, Lower Alum and Big Walnut Creek watersheds whose source of impairment according to the Ohio Environmental Protection Agency's Total Maximum Daily Load report is due partially to the highly developed nature of the surrounding landscape.

In addition to targeted implementation, Franklin Soil and Water anticipates that the *Initiative* will aid in updating Watershed Action Plans (WAP) within these watersheds and help to streamline the implementation process within the agency's means.

For more information or to get involved with the **Urban SubH2Oshed Initiative** and these collaborative efforts for targeting and providing water quality solutions please contact Ryan Pilewski at (614) 486-9613 ext. 123 or rpilewski@franklinswcd.org.

J. OEEF Application for Olentangy Permit Area

The DCRPC received a grant for a project entitled "Protecting Olentangy Riparian Corridors" through the Ohio Environmental Education Fund. The Olentangy Permit is defined by the EPA and includes the watershed from I-270 north to the Delaware Dam, and the Whetstone Creek watershed up into Morrow County. Work will include mapping of the streams in the Olentangy Permit's area, creation of a training manual for communities and citizens, and hold workshops for those groups. There are many partners, including FLOW, Heart of Ohio RC&D, Ohio NEMO program, Franklin and Delaware County Soil and Water Districts, ODNR, private firms and others. RPC is responsible for the mapping project and as the overall manager and fiscal agent. (See also Delaware County Planning)

27. FUNDING PROGRAMS

A. 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.

Last year, TRAC solicited new and updated projects. Five projects were submitted from within the MORPC Transportation Planning Area. Some of these projects are seeking Tier 1 status (approval for construction) and others are seeking Tier 2 (continued development). See the attached pages for a map of TRAC projects. The 2010 TRAC process was concluded in April 2011 when TRAC approved over \$70 million dollars of projects across the state of Ohio. More locally, our region fared well:

2011 Regional TRAC Results						
County	Project	Funding (Millions)			Phase	SFY
		ODOT	Local	TRAC		
TIER I - Fast TRAC						
Morrow	I-71 Widening	46.9	0.0	0.0	CON	2011
TIER I - Projects Advancing with Local and Other Funding						
Del/Morrow	I-71 Widening	123.5	0	1.5	DD	2011
TIER II - New Projects w/ New TRAC Commitments						
Delaware	I-71 & 36/37 Interchange	65.2	5.0	PE	2012	
Marion	Mid-Ohio Intermodal Center	2.1	0.8	PE	2012	
TIER II - Existing Projects w/ New TRAC Commitments						
Pickaway	E/W Connector	0.5	4.7	2.7	DD	2012

DD – Detailed Design
PE – Preliminary Engineering
CON – Construction

All TRAC Dollars New

Local Projects Not Selected:

- Pataskala Rail Spur
- Downtown Transit Center (Columbus)

Recently, the Transportation Review Advisory Council (TRAC) announced proposed changes to the Major/New program policies and procedures. Attached please find documentation describing the proposed policy/scoring changes. The completed new draft document can be found at <http://www.dot.state.oh.us/TRAC>. The TRAC plans to vote on the changes on June 2, 2011.

ODOT is accepting public comments on the draft changes, which are due on **May 20, 2011 (rather than the previously announced May 16th)**

Comments may be sent to: TRAC@dot.state.oh.us

-or-

Ohio Department of Transportation
Attn: Ed Kagel, PE
1980 West Broad Street
Columbus, Ohio 43223

B. Ohio's Transportation Futures Plan (Go OHIO)

Ohio's Transportation Futures Plan (Go OHIO) will deliver a detailed blueprint for transforming Ohio's vast road, rail, transit, maritime; air and bicycle/pedestrian transportation assets into one, fully integrated, technically-advanced system that will help ignite the economy and bring value to communities across the state. *Go OHIO* will:

1. Focus on developing policies needed to develop efficient, high value transportation solutions that attract and grow business and in Ohio;
2. Identify high priority, existing transportation needs in which future investment has the potential to dramatically grow business and lay the groundwork for long-term prosperity;
3. Protect the safety and security of Ohio's residents, support the long-term vitality of its communities, and incorporate green principles while improving its transportation assets;
4. Ensure that Ohio considers all modes of transportation - including pedestrian, bicycle, and transit - when new transportation infrastructure is developed;
5. Provide a step-by-step process that will identify the most strategic elements of the transportation system for future investment; and
6. Establish performance criteria so Ohio gets the biggest bang for its buck and closely tracks results of transportation investments.

In the coming weeks, ODOT will be sharing more of the rich compilation of data and detailed analysis collected as part of the Go OHIO effort. This resource will be invaluable in future planning, land use, and economic development efforts. To ensure that Ohio can take full advantage of this new resource, the data and results are being incorporated into a Go OHIO planning software tool. For more information, visit <http://Go.Ohio.gov>.

C. OPWC

The Public Works Integrating Committee (PWIC) for Franklin County (District 3) held a public meeting on December 10, 2010 and recommended the funding of 9 SCIP/LTIP projects totaling more than \$20.6 million in grants and loans. These projects are expected to receive funding in July 2011. The PWIC for Delaware, Morrow, Knox and Licking counties (District 17) met on February 11, 2011 to recommend their slate of Round 25 projects. Below is a list of the recommended Round 25 projects for District 3, Franklin County and District 17, Delaware County.

District	County	Community	Project Name	Total Project Costs	OPWC Funding
3	Franklin	City of Bexley	College Ave. & South Cassady Improvements	\$5,472,379	\$2,309,129
3	Franklin	Village of Canal Winchester	Gender Rd Improvements Phase 2	\$4,546,334	\$2,095,847
3	Franklin	Franklin Co Engineer	Alum Creek Drive at Groveport Rd Phase 2	\$14,220,000	\$2,548,000
3	Franklin	Franklin Co Engineer	Georgesville Rd Improvements	\$8,440,000	\$3,920,000
3	Franklin	Franklin Co Sanitary	Eureka Park Sanitary Sewer	\$923,341	\$923,341
3	Franklin	City of Grove City	Stringtown Phase 2	\$7,107,659	\$6,396,893
3	Franklin	Jefferson Township	Shull Rd Safety Improvement	\$496,499	\$496,499
3	Franklin	Madison Township	Blacklick Estates Phase 8 (Blair, Bixford Aves & Eastwick Rd)	\$323,162	\$271,456
3	Franklin	City of Whitehall	Rosemore Avenue Reconstruction	\$1,732,926	\$1,732,926
District 3 Total				\$43,262,300	\$20,694,091

Delaware County, District 17 recommended projects for Round 25 –

District	County	Community	Project Name	Total Project Costs	OPWC Funding
17	Delaware	Delaware County	Home/Concord Rd Intersection Reconst	\$1,780,000	\$445,000
17	Delaware	City of Delaware	Buehler Dr/Lexington Blvd Resurf	\$603,185	\$299,000
17	Delaware	Scioto Township	Degood Rd Improv	\$601,400	\$496,400
17	Delaware	Porter Township	East Liberty Rd Improv	\$161,100	\$116,100
17	Delaware	Village of Galena	Wastewater Facility Improv	\$272,461	\$258,837
17	Delaware	Berkshire Township	Dustin Rd Improv	\$564,000	\$379,000
Total Request				\$3,982,146	\$1,994,337

D. Clean Ohio Revitalization Fund (CORF)

The Clean Ohio Revitalization Fund (CORF) program is a statewide competitive program that provides grants of up to \$3 million to acquire property, demolish structures, conduct environmental cleanup, and improve infrastructure on or serving a brown field property. This program was originally approved as part of the Clean Ohio Fund programs by voters in 2000. In November of 2008, the Clean Ohio Fund was renewed and another \$400 million in bond funds were made available.

The Ohio Department of Development (ODOD) has \$20 million in funding available for Round 10 of the CORF program. In Round 10 there are three funding tracks: 1) Known End User; 2) Redevelopment Ready; and 3) Sustainable Reinvestment Pilot Track.

District 3's Public Works Integrating Committee forwarded the following two applications on to the statewide competition:

1) Kinnear Road Redevelopment (Columbus-Franklin County Finance Port Authority) – Known End User Track, \$2,342,190 request

2) Southern Tier of Whittier Peninsula (Columbus & Franklin County Metro Parks) – Sustainable Reinvestment Pilot, \$1,500,000 request

E. Ohio Job Ready Sites Program

10/21/2010 – 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. District 3, Franklin County, received one Job Ready Sites application for fiscal years 2010 & 2011. The Green Pointe application was submitted by the city of Gahanna. The city requested \$2.24 million to develop a 13.567 acre existing brown field site for 150,000 sq. ft. Silver-level LEED certified technical center/research laboratory. The project was not granted funding.

F. Transportation Improvement Program

MORPC approved the TIP for SFYs 2012-2015 on May 12. It describes funding commitments totaling over \$2 billion in federal, state and local funds for central Ohio's transportation system from July 2011 through June 2015. It also includes MORPC-attributable funding commitments. It does not become effective until the state and federal governments approve it, which is expected by July 1. The TIP is available at www.morpc.org/tip.

28. OTHER PROJECTS OF INTEREST

A. 2012 Metropolitan Transportation Plan

Progress on the 2012 Metropolitan Transportation Plan (MTP) continues. Members of the MORPC Technical Advisory Committee, Federal Funding Committee, and other area agency representatives met to discuss and draft the MTP's objectives and potential system-wide measures to know whether we are advancing those objectives. The objectives are organized around the plan's six goals, adopted by MORPC last July. This working group met subsequently to discuss how criteria organized around the same goals and objectives can be used to evaluate candidate transportation projects. These candidate projects being considered for inclusion in the MTP will be posted on MORPC's website by the end of May. MORPC will then solicit additions to this list. For additional information, visit <http://www.morpc.org/transportation/mtp/UnderDevelopment.asp>

B. Complete Streets

MORPC adopted a Regional Complete Streets policy in April 2010 which requires project sponsors who receive funding from MORPC to design and build roadways that accommodate all users of all ages and abilities. The type of accommodation and appropriate design depends on the roadway and the surrounding environment.

Through a grant from the Ohio Department of Health, MORPC is developing a Complete Streets toolkit which provides resources on planning, designing, and implementing Complete Streets projects. The majority of the factsheets are online and others will become available as they are finalized: www.morpc.org/completestreets. MORPC has also purchased expensive automated ped/bike counting equipment to be borrowed by its members to conduct more in-depth studies on ped/bike travel.