

TO: Delaware-Franklin Staff Summit Participants
FROM: Mid-Ohio Regional Planning Commission
DATE: November 10, 2011
SUBJECT: Status Report



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1. UNION COUNTY

A. Jerome Village

5/19/2011 – 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)

B. 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.

C. Woodbine Village

A new residential subdivision has been proposed at the southeast corner of Industrial Parkway and Brock Road called Woodbine Village. The development has been on hold for several years, but the engineering plans were just approved for the first phase of development, consisting of 31 lots. There will also be a road widening and left turn lane into the development on Brock Road. The final plat is going in front of the LUC Planning Commission for approval on November 10. The developer wants to begin clearing the site by the end of the year.

2. JEROME TOWNSHIP

A. Jerome Village

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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

5/19/2011 - 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 ENGINEERING

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

The project broke ground in May 2010, including a new grade separated railroad crossing on Home Road. **The new bridge is open and is wide enough to accommodate four lanes.** 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 were 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. The third roundabout was constructed at the intersection of Rosepark and Orange Road. The road is open for thru traffic.

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.

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

FHWA granted environmental clearance for the project in September. Right-of-way plans are being finalized and 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 was held during summer 2011. Feasible alternatives have been determined. A decision on the preferred alternative will be made soon. More information is available on the project website at www.southoldstateroad.org.

G. Harlem Rd. and Smothers Rd. Intersection

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. A public meeting was held in August 2011, and right-of-way acquisition is expected in early 2012.

H. Worthington Rd. Corridor Study

This study addresses the corridor from Polaris Parkway to Big Walnut Road. The study is examining existing and future safety and capacity issues within the corridor.

I. Sawmill Parkway Signal Upgrades

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 to be complete in December.

5. DELAWARE COUNTY ENVIRONMENTAL SERVICES

A. Lower Scioto Water Reclamation Facility

The County and the Concord Scioto Community Authority executed an agreement to bring waste water conveyance and treatment services to Concord Township. Construction began on the treatment facility in 2008. 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 about 90 percent complete.** The developer is pursuing supportive improvements that include a regional pump station. **Construction on the force main is also 90 percent complete.** The current project schedule shows completion in spring 2012.

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.

5/19/2011 – The project would provide a connection from approximately the US 23 and SR 42 interchanges 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

5/19/2011 – 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

5/19/2011 – 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*

Building upon the 2007 Dublin Community Plan and past land use plans for the Central Ohio Innovation Corridor (COIC), the Economic Advancement Zone Plan provides greater direction for future development along the western edge of the city. The plan addresses 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.

On May 23, 2011, City Council adopted the final version of the Economic Advancement Zone Plan. More project information can be obtained at <http://dublin.oh.us/planning/eaz/plan.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 in the summer of 2010 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.

The Bridge Street Corridor Study established a market-based vision of a vibrant, walkable environment with a dynamic mix of land uses and housing types at the center of our community that will also enhance the City's efforts at becoming more sustainable. The Bridge Street Corridor Vision reinforces the City's long-term competitiveness and promotes fiscal health and adaptability by creating new environments and amenities that will help retain, expand, and attract the next generation of employees and businesses to Dublin.

Facilitating comprehensive and systematic implementation of the concepts embodied in the Bridge Street Corridor Vision requires additional technical analysis to understand the scope of transportation and infrastructure improvements. City Council authorized the City Manager to commence the implementation analyses, including development of a new regulatory framework with new zoning districts, requirements, and administrative procedures to allow the Bridge Street Corridor Vision to be implemented.

For more information, visit <http://www.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. City Council approved the plan on June 27, 2011.

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

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 initiated the development of a new zoning district with greater focus toward technology and flex-space needs. City Council adopted the Technology Flex (TF) District code on May 23, 2011. City-sponsored area rezonings were also adopted on June 27, 2011.

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

5/19/2011 – 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

5/19/2011 – 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

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 2012-2016 CIP, 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.

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. The main intersections north of Tuttle Crossing Boulevard will be converted to roundabouts. 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

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 the City of Columbus. The design has been completed and provides additional right-turn lanes and modification to the signal. The 2012-2016 CIP designates construction in 2014.

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

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 2012 CIP designates construction in 2012.

E. Riverside Dr./SR 161

An alternatives study, including a series of roundabouts, widening and signalization, and others, has been completed for this intersection. The intersection will be converted to a roundabout as the Bridge Street Corridor develops. The 2012 CIP programs for design in 2012. Construction is not programmed for 2012-2016.

F. I-270/US 33 Interchange

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, has been programmed for 2011. Dublin's local contribution for the design is programmed in 2013, right-of-way acquisition and utility relocation in 2014, and construction in 2016.

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.

The contract was bid on September 30, 2009, using ODOT funds. Right-of-way has been acquired and clearing and preparation is underway.

The Home Road grade separation project received ARRA funds. ODOT and DCEO proceeded with construction simultaneously with the Liberty Road relocation project moving forward. Both projects are now completed; the overpass was opened to traffic this summer and provides an important east west access point over the railroad for public safety crews between the rivers.

B. SR 315/Carriage Road Roundabout

A roundabout has been proposed at the intersection of State Route 315 and Carriage Road. Delaware County Engineering and ODOT are coordinating the project which should see removal of certain trees that are a preferred breeding habitat of the Indiana Bat, a rare or endangered species. The construction schedule is not finalized, but construction should begin in summer 2012.

C. Liberty Township Wildcat Run Ecological Restoration

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 is over 60% complete and 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. Stream restoration work began this summer, and the earthwork and planting are complete for the season. There will be some additional planting in 2012, and the restored stream segments are scheduled to come on line in 4th quarter of 2012. (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 in Plain Township

Metro Parks has started planning for the new metro park in the Plain Township, Columbus, and New Albany Area. Metro Parks has acquired 548 acres and plans on adding approximately 300 more. Two public open houses were held to present proposed plans and gain public comment. A preferred conceptual plan of the park will be finalized early next year. First phase of development is planned for 2012 pending budget approval. (See also City of Columbus Planning, Village of New Albany Planning, and Plain Township)

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 draft was reviewed by the Plan Working Committee in October. The draft plan will be available for public review by mid-November before it is presented at the public open house early next year.

C. Rocky Fork-Blacklick Accord Development Standards

Preliminary discussions are underway with New Albany, Plain Township, and Columbus regarding the establishment of commercial development standards for the Rocky Fork-Blacklick Accord. Funding has not been secured for this project. (See also City of New Albany Planning and Plain Township)

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.

The project included the addition of a turn lane, lane widening, drainage improvements, the installation of a traffic signal at Lazelle Road, street lighting, and a bikeway. Construction was completed last summer. (See City of Westerville Engineering)

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. Gannett-Fleming conducted the preliminary engineering study. An engineering consultant has been selected and fee negotiations are in progress.

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

5/19/2011 – 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. MORPC is completing the final report based on comments from the agencies.

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

The project will widen Hard Road from 3 to 5 lanes and add sidewalks and bicycle lanes. The project is undergoing design. 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

5/19/2011 – 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) & SR 315

The preferred alternative includes soil bioengineering and rock channel protection to stabilize the slope. Slope stabilization will occur between the Olentangy River and SR 315 from approximately Jewett Road to 1/3 mile north of SR 750 using various biostabilization techniques. Drainage will be improved along SR 315, and east and westbound turn lanes will be added on SR 750 at SR 315 by widening the west leg. The bridge over the Olentangy River will be restriped. Sight distance will be improved on SR 750 near Valley Run Drive. Construction is scheduled for spring 2014.

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. ODOT is going to try to sell the US 23 widening and northbound express lanes project as early as July 2013 – one year in advance of what was previously expected.

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	Jul 2013 - 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*

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 has begun on this project. The northern half of the project from Paris Boulevard to I-270 shall be completed this winter expect pavement surface course and permanent pavement markings. ODOT will begin drainage and signal work this winter on the southern portion. 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. The study identified some road capacity issues in the corridor along with the lack of pedestrian and bicycle facilities. The study also prepared a Draft Purpose and Need document and developed and evaluated conceptual alternative solutions. A public open house was held in July 2010 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

a. *Safety Project*

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. This project is planned to sell in late spring 2012.

b. *Long Term Solution*

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. ODOT has created a website at <http://www.dot.state.oh.us/districts/DO6/projects/71/Pages/default.aspx> to provide updates on the project. The county has completed an economic development study of the interchange area. TRAC approved funding for preliminary engineering for 2012.

A second stakeholder meeting was held in October 2011. The information from that meeting is available through the link above. The final report from the task order consultant is expected by the end of 2011 to discuss alternatives. The next steps lie with the developer(s) and ODOT to establish and Public-Private Partnership (P3) to advance the project. (See also Village of Sunbury)

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. The meetings are not taking place as frequently since they were tied to the selling of the safety project and the access management plan, which has been completed.

15. CITY OF WESTERVILLE PLANNING

A. Westar Center of Business

a. Altair

5/19/2011 – 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. Grading and wetland mitigation began this summer.

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.

The project included the addition of a turn lane, lane widening, drainage improvements, the installation of a traffic signal at Lazelle Road, street lighting, and a bikeway. Construction was completed last summer. (See City of Columbus Transportation)

B. Cleveland Ave. and Schrock Road

Planning for safety and capacity improvements will begin soon. The next stakeholder meeting is anticipated to be held in the spring.

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 project will also allow for a safe pedestrian crossing to the Ohio to Erie Trail at this intersection.

The intersection is 98.4% complete. The remainder of the project involves the relocation of Ameritech phone lines and the removal of plastic signal head covers.

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.

The project began in late summer and is ongoing. Base completion is slated for late November depending on the weather. Approximately 1 mile of new multiuse trails, tennis courts, draining improvements, a rain garden and expanded parking will be included in these 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

a. *Safety Project*

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. This project is planned to sell in late spring 2012.

b. *Long Term Solution*

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. ODOT has created a website at <http://www.dot.state.oh.us/districts/DO6/projects/71/Pages/default.aspx> to provide updates on the project. The county has completed an economic development study of the interchange area. TRAC approved funding for preliminary engineering for 2012.

A second stakeholder meeting was held in October 2011. The information from that meeting is available through the link above. The final report from the task order consultant is expected by the end of 2011 to discuss alternatives. The next steps lie with the developer(s) and ODOT to establish and Public-Private Partnership (P3) to advance the project. (See also ODOT District 6)

19. CITY OF NEW ALBANY PLANNING

A. Urban Center 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 in Plain Township

Metro Parks has started planning for the new metro park in the Plain Township, Columbus, and New Albany Area. Metro Parks has acquired 548 acres and plans on adding approximately 300 more. Two public open houses were held to present proposed plans and gain public comment. A preferred conceptual plan of the park will be finalized early next year. First phase of development is

planned for 2012 pending budget approval. (See also City of Columbus Planning, Village of New Albany Planning, and Plain Township)

D. Rocky Fork-Blacklick Accord Development Standards

Preliminary discussions are underway with New Albany, Plain Township, and Columbus regarding the establishment of commercial development standards for the Rocky Fork-Blacklick Accord. Funding has not been secured for this project. (See also City of Columbus Planning and Plain Township)

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 installed at the end of March 2011, and they were unveiled and dedicated on April 3rd with over 35 people attending the event.

The City is conducting a survey of trail users to identify gaps, which trails are used the most, and to prioritize signage.

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.

B. Souder Road Extension and Water Line Improvements

The extension of Souder Road past Nationwide and associated water line improvements will begin this fall and are expected to be completed by the end of September 2012.

21. FRANKLIN COUNTY ENGINEERING

A. W. Main St. Bridge Replacement

Construction was completed last summer. The city of Westerville is funding a portion of the project.

22. PLAIN TOWNSHIP

A. New Metro Park in Plain Township

Metro Parks has started planning for the new metro park in the Plain Township, Columbus, and New Albany Area. Metro Parks has acquired 548 acres and plans on adding approximately 300 more. Two public open houses were held to present proposed plans and gain public comment. A

preferred conceptual plan of the park will be finalized early next year. First phase of development is planned for 2012 pending budget approval. (See also City of Columbus Planning, Village of New Albany Planning, and Plain Township)

B. Rocky Fork-Blacklick Accord Development Standards

Preliminary discussions are underway with New Albany, Plain Township, and Columbus regarding the establishment of commercial development standards for the Rocky Fork-Blacklick Accord. Funding has not been secured for this project. (See also City of Columbus Planning and City of New Albany Planning)

C. Big Walnut Watershed Planning Partnership

Plain Township is currently reviewing the proposed priority areas for the Big Walnut Watershed Planning Partnership overlay that has been prepared by MORPC, identifying conservation, agricultural and development areas for the watershed.

23. 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 study completion date is expected to be fall 2012.
2. COTA is searching for a park-and-ride site in the Polaris area.
3. COTA will provide additional trips on several routes in the northern Columbus and Westerville areas in response to the projects on I-71 in downtown Columbus.

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

The Franklin County Coordinated Plan Update commenced in October. MORPC is working with COTA's Mobility Advisory Board to make the appropriate adjustments to the original plan, which 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.

24. METRO PARKS

A. New Metro Park in Plain Township

Metro Parks has started planning for the new metro park in the Plain Township, Columbus, and New Albany Area. Metro Parks has acquired 548 acres and plans on adding approximately 300 more. Two public open houses were held to present proposed plans and gain public comment. A preferred conceptual plan of the park will be finalized early next year. First phase of development is planned for 2012 pending budget approval. (See also City of Columbus Planning, Village of New Albany Planning, and Plain Township)

25. 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. 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.

C. OEPA Water Quality Management Plans

MORPC has completed the research for Ohio EPA that will be used to update the 208 Water Quality Plan for the Upper Scioto Basin. The final report and resulting maps are available on MORPC's website at www.morpc.org/energy/center/OurSciotoRiverBasin.asp. Ohio EPA has not been able to provide a time frame for updating the 208 plan.

D. 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 is not yet complete.

E. 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. A 30 day public review of the draft Olentangy Balanced Growth Plan wrapped up on October 14th. The Olentangy Watershed Planning Partnership will meet November 9th to discuss the final plan and the local and state endorsement process. Draft plans for the Big Walnut and Walnut Creek watersheds are expected to be out in early 2012, follow soon after by draft plans for the Upper Scioto and Whetstone Creek.

F. Liberty Township Wildcat Run Ecological Restoration

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. Stream restoration work began this summer, and the earthwork and planting are complete for the season. There will be some additional planting in 2012, and the restored stream segments are scheduled to come on line in 4th quarter of 2012. (Also see Liberty Township)

G. 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.

H. 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 watershed's 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.

I. 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)

26. FUNDING PROGRAMS

A. TRAC

Projects costing more than \$12 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.

In June, the TRAC approved the proposed changes to the Major/New program policies and procedures attached to the report for the May meeting. It increased the threshold for projects from \$5 million to \$12 million and limited funding to projects that “add transportation capacity, and are critical to the mobility, economic development, and quality of life of the citizens of Ohio.”

Ten projects were submitted for Major/New Program funding in the MORPC Transportation Planning Area for the 2011 round. After an objective review of the projects, an opportunity for public review, review by its Citizen Advisory Committee and its Transportation Advisory Committee, MORPC’s Policy Committee adopted by Resolution T-21-11 the below list of projects as the priorities for the central Ohio region. Our process considered the opinions of the business community through the Columbus Chamber, as well as other partners. MORPC and the Columbus Chamber presented these priorities to the TRAC public meeting in October. A draft TRAC list is expected in December.

1. City of Delaware: Veterans’ Parkway – PID#80824
2. ODOT District 5: I-70 Widening – PID#77238
3. ODOT District 5: Carroll Interchange – PID#76938
4. ODOT District 6: East/West Connector – PID#83666
5. ODOT District 6: I-70/71/SR 315 Interchange Improvements – PID#81828
6. ODOT District 6: I-70 Widening (Far East Freeway) – PID#76997
7. ODOT District 6: I-270/US 33 Interchange Improvements (Dublin) – PID#88310
8. ODOT District 6: South Outerbelt (I-270) – PID#25733
9. ODOT District 6: I-71/US 36/SR 37 Interchange Improvements – PID#90200
10. ODOT District 6: I-71 Widening (South) – PID#79329

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.

“The Go OHIO 2011 Overview captures some of the cutting-edge analysis that helps us understand the relationship between transportation, economic growth and prosperity in Ohio. In this brief document you will get an overview of Go OHIO’s unique insight into future trends that will affect our ability to move people and goods, and better understand what changes need to be made to drive positive economic growth.” This will probably be dropped from this report. For more information, visit <http://Go.Ohio.gov>.

C. OPWC

District 3's Public Works Integrating Committee received 18 applications for Ohio Public Works Commission program funding on September 6, 2011 from 12 Franklin County applicants. Total funding requested is \$23.2 million and District 3 has an allocation of \$21 million available. See project list below.

The Public Works Integrating Committee (PWIC) for District 3 will hold a final meeting on December 16, 2011 at 1:30 pm to make final recommendations for Round 26 funding. Round 26 funding will be available after July 1, 2012.

<u>Community</u>	<u>Project Name</u>	<u>Total Project Cost</u>	<u>OPWC \$ Req</u>
Bexley	E. Main Street Comprehensive Improvements	\$1,981,188	\$1,747,188
Canal Winchester	Tanktown Waterline Replacement & Roadway Recon.	\$2,298,200	\$1,944,632
Grove City	Holton Rd/Hoover Rd Intersection Improvements	\$1,275,821	\$925,821
New Albany	High Street Improvements	\$1,111,000	\$999,900
Upper Arlington	Waltham Road/Kinnear Rd/North Star Intersection	\$1,870,399	\$999,975
Worthington	Kenyonbrook Siphon Removal	\$1,268,081	\$999,999
Columbus	FY 2012 Intersection Safety Improvements	\$2,108,491	\$999,999
Columbus	NCR-Milo-Grogan (Fifth Avenue) Roadway Improve.	\$4,518,350	\$999,999
Columbus	Third Avenue Reconstruction	\$7,588,709	\$3,461,346
Franklin County	Fisher Road at Hague Avenue	\$3,910,000	\$3,490,000
Franklin County	Hague Valleyview Safe Routes to School	\$1,160,000	\$520,000
Franklin County	Lithopolis Winchester Rd over Little Walnut Creek	\$2,190,000	\$610,000
Franklin County	Smothers Road at Harlem Road	\$1,000,000	\$595,000
Hamilton Township	Hamilton Meadows Road Improvements	\$406,859	\$382,359
Jefferson Township	Cotts Road Culvert Replacement & Improvements	\$238,606	\$238,606
Prairie Township	Beacon Hill Road & Drainage Improvements	\$1,932,397	\$1,932,397
Prairie Township	Woodlawn Ave. Road & Drainage Improvements	\$2,555,123	\$2,175,123
Minerva Park	2012 Street Repairs	\$223,756	\$223,756
	TOTAL	\$37,636,980	\$23,246,100

District 17's (Morrow, Knox, Licking, Fairfield, Pickaway and Delaware Counties) Public Works Integrating Committee received a total of 89 applications for funding on October 7, 2011. Total funding requested is \$25.8 million and District 17 has an allocation of \$9 million available. Ten applications were received from Delaware County applicants requesting \$2.3 million in funding. See project list below.

The Public Works Integrating Committee (PWIC) for District 17 will hold a final meeting in January 2012 to make final recommendations for Round 26 funding.

<u>Community</u>	<u>Project Name</u>	<u>Total Project Cost</u>	<u>OPWC \$ Req</u>
City of Delaware	Euclid & North Liberty St Resurf	\$449,999	\$299,999
Village of Ostrander	Houston & 4th St Improv	\$154,552	\$106,452

Village of Sunbury	Various Street Improv	\$430,000	\$280,000
Berlin Township	Piatt Rd Improv	\$205,260	\$93,660
Berkshire Township	Dustin Rd Improv	\$619,740	\$160,480
Harlem Township	Robins Rd Improv	\$257,620	\$187,620
Porter Township	E. Liberty/Patrick Rd Improv	\$260,480	\$160,480
Delaware County	Cheshire & 3B's & K Intersection Improvements	\$1,430,000	\$486,200
Village of Shawnee Hills	Overlay & Berming-Variou Locations	\$201,386	\$191,286
Village of Galena	Walnut St Reconst Ph III	\$437,266	\$387,266
	TOTAL	\$4,446,303	\$2,353,443

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 \$27 million in funding available for Round 11 of the CORF program. District 3 received one application from the city of Columbus for the Former Timken Site located at 1047 Cleveland Avenue. The city is requesting \$3 million in assistance from the ODOD. The Clean Ohio Council will meet on November 18 to make their final recommendations.

E. Ohio Job Ready Sites Program

The application deadline was November 1, 2011. No applications were received from District 3.

F. Transportation Improvement Program

MORPC is preparing to solicit applications for federal transportation funding in 2012. The Federal Funding Committee began reviewing the process for selecting projects in November.

MORPC approved the TIP for SFYs 2012-2015 on May 12. It became effective July 1, following state and federal approvals. The TIP is available at www.morpc.org/tip.

27. OTHER PROJECTS OF INTEREST

A. 2012 Metropolitan Transportation Plan

Progress on the 2012 Metropolitan Transportation Plan (MTP) continues. In August, MORPC ended the comment period that served to help identify candidate projects for inclusion in the plan. All projects are currently being evaluated using metrics approved by MORPC's Policy Committee earlier this year. The results of this process will be available for public review and comment beginning in late November.

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 factsheets are available online, along with a video on why it is so important for communities to think about Complete Streets: www.morpc.org/completestreets. MORPC has also purchased automated ped/bike counting equipment to be borrowed for free by its members to conduct more in-depth studies on ped/bike travel.