

RECOMMENDATION	DESCRIPTION	AGENCY LEAD	PARTNER AGENCIES	COST ESTIMATE	POTENTIAL FUNDING SOURCES	TIME-FRAME
Create an stakeholder-led committee to oversee the implementation of this study's recommendations	Past Rickenbacker studies culminated with the creation of an oversight committee that convened on a quarterly basis to expedite infrastructure improvements as prioritized in the latest MORPC Rickenbacker study. This study recommends a similar committee be convened in 2019, similar to past committees such as the Rickenbacker Infrastructure Coordination Committee (RICC). This committee should be composed of area stakeholders and would oversee the implementation of the 2018 Rickenbacker Area Study recommendations.	Local jurisdictions CRAA MORPC Northern Pickaway JEDDs		Low		Ongoing
Make Workforce Access Rickenbacker's Competitive Advantage through Comprehensive Strategy	Rickenbacker is not alone in its challenges of workforce mobility. Job sprawl impacts peer industrial areas around the region and county as large-scale industrial development often occurs outside of developed areas where affordable housing exists. Rickenbacker has an opportunity to become one of the most integrated workforce access environments in the nation with a comprehensive approach that includes housing development, transit improvements, and innovative mobility solutions. Success of this strategy would allow economic developers to market the area as a location where transportation barriers are heavily minimized, ensuring employers will be able to access our region's workforce and not experience turnover and absenteeism costs that often result from workforce access challenges. Recommendations under the workforce mobility and safety section support this larger strategy, in addition to Insight2050's Corridor Concepts Study, which includes a potential high capacity transit corridor in the Rickenbacker area.	Local jurisdictions Northern Pickaway JEDDs MORPC Private developers	COTA Pickaway Area Rural Transit GREAT CRAA Columbus 2020 Central Ohio Greenways	n/a	Regional partnership tools (see description), Private developers, Local jurisdictions	1-3 years
Workforce Access: First Mile/Last Mile On-going Planning Recommendation	In addition to the new GREAT shuttle route that is proposed in this study, to meet demand based on existing developments, planning and coordination needs will evolve as development continues. As new lands to the east, west, and south of the airport are developed and achieve a critical mass of businesses and employment, similar first/last mile solutions may be necessary to provide a bridge to regional transit routes. Therefore, the study recommends that MORPC, COTA, local jurisdictions, CRAA, the Northern Pickaway JEDD districts, private developers, GREAT partners, and other mobility providers should collaborate to regularly evaluate evolving needs for first/last mile solutions as these areas develop. This could include expansion of GREAT service or other innovative mobility solutions.	COTA Pickaway Area Rural Transit MORPC Local jurisdictions Northern Pickaway JEDDs Private developers	CRAA Columbus 2020 GREAT	Low	Refocus existing resources	Ongoing
Leverage Regional Partnership Tools to Create Sustainable Funding Sources, Improve Services, and Implement Projects	The Rickenbacker Area includes two counties and multiple jurisdictions. While these entities have a good history of collaboration, there are opportunities to utilize regional partnership tools to continue improvements in the area. These tools are enabled through the Ohio Revised Code, such as Transportation Improvement Districts or Special Improvement Districts, which could be utilized to pool resources to advance infrastructure investments and operations. Other tools, such as Councils of Governments and Joint Economic Development Districts, allow multiple jurisdictions to collaborate to advance development of an area. The attached matrix outlines example opportunities using these partnership tools.	Local jurisdictions	MORPC	Low	Refocus existing staff resources	Ongoing
Diversify Industry Mix for Resiliency	Distribution and warehousing are the predominant industry uses in the core of the Rickenbacker Area, but are often only utilizing highway and trucking assets. For the purposes of economic resiliency, area wage growth, and fully leveraging the air and rail assets, significant interest and opportunity exists to provide for industry use diversification. This study recommends that economic development partners collaborate to advance manufacturing uses and target firms that will utilize the airport and/or intermodal assets. Manufacturing uses could leverage the Foreign Trade Zone and benefit from close proximity to transportation facilities for raw materials sourcing and product distribution. Value-added manufacturing may also be an opportunity.	Columbus2020, local jurisdictions/economic development officials, Northern Pickaway JEDDs, private developers	Columbus Partnership	Low	Refocus existing economic development resources	5 years +
Expand Commercial and Mixed-Use Development in the Rickenbacker Core Business Area	Limited retail, restaurant, and hospitality opportunities exist in the core area of Rickenbacker. As additional and diversified employment grows, retail and restaurant development is necessary to create a desirable workplace environment to provide employees with options for food and shopping at lunch and after the workday. The study recommends that community partners collaborate to identify locations and facilitate development of restaurant and retail uses. These uses would preferably be located in mixed-use developments where housing and other uses (e.g. office, hotels, etc.) are adjacent. Finally, hospitality needs should be studied to determine if the market can support additional hotel development.	Local jurisdictions	Private developers	Low	Refocus existing planning and development resources	2-5 years
Create a Hub for Smart Technologies	The Columbus Region has positioned itself to be the epicenter of smart transportation technologies development and deployment. As part of the Smart Columbus initiatives, the Freight Signal Priority technology will be installed on the traffic signals along Alum Creek Drive to allow for truck platooning once trucks reach the interstate system. As a logistics hub and major employment center, Rickenbacker has the opportunity to become a hub for development of related smart technologies. During the study process, innovative ideas that emerged included a hyperloop freight portal (i.e. station) near Rickenbacker Airport, deployment of artificial intelligence and drone technologies in warehouse operations, electric generation through solar field and/or solar roofs, and switching to electric vehicles for drayage from the intermodal facility to area warehouses.	Smart Columbus Columbus 2020 Columbus Partnership Local economic development officials	MORPC DriveOhio	TBD	Dependent on technologies pursued	Ongoing
Leverage the North American International Freight Center Branding	The Rickenbacker Area has been marketed as the Rickenbacker Inland Port for nearly a decade. During development of this study, regional partners and CRAA collaborated to create the North American International Freight Center brand. This new brand actually recognizes the freight and logistics assets of the larger Columbus Region, with Rickenbacker as a key set of assets within the International Freight Center. Partners in the Rickenbacker Area should leverage this opportunity by incorporating the new brand in marketing and business attraction efforts. Additionally, area signage and wayfinding improvements recommended for placemaking should incorporate the brand to position the area as a key hub in the International Logistics Center.	Local economic development officials	CRAA MORPC	TBD	Local jurisdictions Private developers	1-2 years and Ongoing

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Monitor Opportunity Zones to Maximize Impact	Opportunity Zones (OZ) were created by Congress in December 2017 to encourage investment in economically-distressed communities by providing federal tax advantages. After recommendations from the State of Ohio, several census tracts within the Rickenbacker Area were designated as OZs by the U.S. Department of Treasury. Guidance and regulations are still being finalized for the program at the time of completion of the study, but local economic development officials see potential to use OZs to significantly spur development and provide a competitive advantage that other areas may not be able to provide. This tool should be closely monitored by economic development officials to ensure maximum impact for community and economic growth in the Rickenbacker Area.	Local economic development officials	Private developers	Low	Refocus existing economic development resources	1-2 years
Increase Frequency of COTA Line 22 (from Eastland to Rickenbacker)	Two COTA lines service the core job center at Rickenbacker and tie into the GREAT shuttle for first/last mile connections. Ridership on these lines is relatively high and COTA has responded by adding additional buses that follow the scheduled bus to handle the capacity at peak times (known as 'Trippers'). COTA should strive to permanently increase frequency along these lines. This is especially important as additional bike/pedestrian and first/last mile services are added that connect to COTA service. In this way, COTA Line 22 is a key component to comprehensively improving workforce access at Rickenbacker. Line 22 OSU/Rickenbacker– COTA currently has 30-minute service all day, 7 days a week down to Rickenbacker. The following scenarios have been estimated to provide the annual and operating costs to improve service, from Broad & Ohio to Rickenbacker: 1) 15-minute service from approximately 5:00 a.m. to 9:00 a.m. and 2:00 p.m. to 6:00 p.m. on weekdays, all year 2) Same scenario as above but only during peak season (September-December) The cost shown in this table reflects scenario 1, which is double the current frequency.	COTA	MORPC	One-time capital cost for additional buses: \$2.7 million Additional annual operating cost: \$675,400	TBD by lead agency and stakeholder oversight committee	1-3 years
Increase Frequency of COTA Line 24 (from Broad & Ohio to Rickenbacker)	Two COTA lines service the core job center at Rickenbacker and tie into the GREAT shuttle for first/last mile connections. Ridership on these lines is relatively high and COTA has responded by adding additional buses that follow the scheduled bus to handle the capacity at peak times (known as 'Trippers'). COTA should strive to permanently increase frequency along these lines. This is especially important as additional bike/pedestrian and first/last mile services are added that connect to COTA service. In this way, COTA Line 24 is a key component to comprehensively improving workforce access at Rickenbacker. Line 24 Hamilton – COTA currently provides 60-minute service during weekday peak periods from Eastland to Rickenbacker. For the same timeframe in morning and evening time periods, the following scenarios have been estimated to provide the annual & operating costs to improve service, from Eastland to Rickenbacker: 1) 30-minute service 2) 15-minute service 3) 30-minute service - all day on weekdays 4) 60-minute late night service only during the peak season (September-December) The cost shown in this table reflects scenario 1, which is double the current frequency.	COTA	MORPC	One-time capital cost for additional buses: \$1.08 million Additional annual operating cost: \$168,800	TBD by lead agency and stakeholder oversight committee	1-3 years
Add 4th GREAT service route	Observations during the GREAT shuttle survey as well as interviews with shuttle staff identified the need for service into parts of the City of Columbus. The current three lines circulate in Obetz and Groveport only. Employees outside these jurisdictions face the same access challenges: COTA transit stops are not in close proximity, sidewalks and crosswalks do not exist in many areas, and roadways are not lighted. Workers in the City of Columbus are already using some lines of the GREAT shuttle to shorten their walking commute, but are still left to cross Alum Creek Drive without proper crosswalk accommodations and sidewalk connections. Working with GREAT staff, a fourth shuttle route has been identified to circulate through parts of the City of Columbus. Like the existing GREAT service, this route would leverage COTA Lines 22 and 24 to provide more direction connections between affordable neighborhoods and major employers at Rickenbacker.	City of Columbus City of Groveport	Village of Obetz COTA	\$165,000 annual operating, plus vehicle cost	TBD by lead agency and stakeholder oversight committee	1-3 years
Mobility Center	The Mobility Center is envisioned as a multi-modal hub for the Rickenbacker area, similar to transit centers constructed by COTA. The Marathon Gas Station at SR 317 and Alum Creek Drive functions as a de facto mobility center today, as COTA and GREAT services both stop and exchange riders at the station. A new mobility center is envisioned as a physical site and building(s) where transit converges and connecting services are available, including bike and/or scooter rentals, autonomous vehicle connections, ride hailing access, connections with other regional transit such as Lancaster's system, etc. This facility could also include workforce services, such as job training or a day care center.	Rickenbacker jurisdictions COTA MORPC	CRAA Columbus 2020	\$3.75 million +	Private-Public Partnership	5 years +
Low Stress Bicycle and Pedestrian Network and Supporting Pedestrian Connections	Creating a safe network of bike and pedestrian routes within the study area is critical to improve safety and improve the area's non-motorized mobility. This study proposes eliminating existing gaps in the area's bike and pedestrian network, or low-stress network, that will connect low-stress islands by adding separated on-and off-street bike and pedestrian facilities, allowing for safe travel for non-motorized users of all ages and abilities.	Local jurisdictions	MORPC	TBD	TBD by lead agency and stakeholder oversight committee	1-3 years
Lancaster to Columbus transit corridor	As a regional employment center, workers travel from surrounding counties to jobs at Rickenbacker. The City of Lancaster Public Transit Department, which operates Lancaster-Fairfield Public Transit, has proposed launching a new transit route linking Lancaster with Rickenbacker. The service is envisioned for commuters and would be timed to exchange with the GREAT shuttle. This service could eventually connect to the proposed Mobility Center.	Lancaster-Fairfield Public Transit	COTA MORPC	\$80,000 annual operating, plus vehicle cost	TBD by lead agency and stakeholder oversight committee	1-3 years

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Roadway Transportation Tier 1 Priorities	Highest-priority roadway improvements to be made first. Complete street facilities should be included as appropriate. Cost estimates are in year 2020 dollars. Projects are not listed in a particular order and are not prioritized within each tier level.					
I-270 and US 23 - Interchange Modification	Improvements to the existing interchange at I-270 and US 23.	ODOT	MORPC	\$16 million	TBD by lead agency and stakeholder oversight committee	
US 23 - Convert to Freeway from I-270 to SR 317	Access management on US 23 with eventual conversion to freeway from I-270 to SR 317.	ODOT	MORPC	\$26 million	TBD by lead agency and stakeholder oversight committee	
Groveport Road and Alum Creek Drive - Intersection Modification	Intersection modification at Groveport Road and Alum Creek Drive to improve safety.	Local jurisdiction	MORPC	TBD	TBD by lead agency and stakeholder oversight committee	
Alum Creek Drive - Major Widening from SR 317 to Groveport Rd.	Major widening of Alum Creek Drive from SR 317 to Groveport Road from four lanes to six lanes with complete streets facilities	Local Jurisdiction	MORPC	\$27 million	TBD by lead agency and stakeholder oversight committee	
Rickenbacker Parkway - Extension from Ashville Pike to SR 317	Construction of a new roadway, two lanes in each direction, to extend Rickenbacker Parkway from Ashville Pike to SR 317.	Local jurisdiction	MORPC CRAA	\$32 million	TBD by lead agency and stakeholder oversight committee	
US 23 and SR 762 - New Interchange	Construction of new interchange at US 23 and SR 762.	ODOT	MORPC	\$17 million	TBD by lead agency and stakeholder oversight committee	
Roadway Transportation Tier 2 Priorities	Second highest-priority roadway improvements to be completed next. Complete street facilities should be included as appropriate. Cost estimates are in year 2020 dollars. Projects are not listed in a particular order and are not prioritized within each tier level.					
Groveport Road - Minor Widening from Williams Road to Alum Creek Drive	Minor widening of Groveport Road from Williams Road to Alum Creek Drive, adding turn lanes and complete-street facilities.	Local jurisdiction	MORPC	\$14 million	TBD by lead agency and stakeholder oversight committee	
US 33, SR 317, and Williams Road - Interchange Modification	Interchange modification at US 33, SR 317, and Williams Road.	ODOT	MORPC	\$21 million	TBD by lead agency and stakeholder oversight committee	
US 23 - Convert to Freeway from SR 317 to SR 762	Access Management on US 23 with eventual conversion to freeway from SR 317 to SR 762.	ODOT	MORPC	\$37 million	TBD by lead agency and stakeholder oversight committee	
SR 762 (Duvall Road/Ashville Pike) - Major Widening from US 23 to Rickenbacker Parkway	Major widening of SR 762 (Duvall Road/Ashville Pike) from US 23 to Rickenbacker Parkway from two to four lanes total both directions with complete streets facilities.	Local jurisdiction	MORPC ODOT	\$37 million	TBD by lead agency and stakeholder oversight committee	
Roadway Transportation Tier 3 Priorities	Third highest-priority roadway improvements to be completed as funding becomes available. Complete street facilities should be included as appropriate. Cost estimates are in year 2020 dollars. Projects are not listed in a particular order and are not prioritized within each tier level.					
US 23 and Williams Road - Intersection Modification	Intersection modifications at US 23 and Williams Road.	Local jurisdiction	MORPC ODOT	\$2 million	TBD by lead agency and stakeholder oversight committee	
US 23 (High Street) at Obetz Road - Intersection Modification	Intersection modification at High St. (US 23) and Obetz Road.	Local jurisdiction	MORPC ODOT	\$2 million	TBD by lead agency and stakeholder oversight committee	
Groveport Road - Minor Widening from Watkins Road to Williams Road	Minor widening, adding turn lanes and complete streets facilities to Groveport Road from Watkins Road to Williams Road.	Local jurisdiction	MORPC	\$9 million	TBD by lead agency and stakeholder oversight committee	
US 23 and SR 665/SR 317 - Intersection Modification	Intersection modifications at US 23 and SR 665/SR 317.	Local jurisdiction	MORPC ODOT	\$4 million	TBD by lead agency and stakeholder oversight committee	
Williams Road - Minor Widening from Corr Road/Lockbourne Road to Alum Creek Drive	Minor widening of Williams Road from Corr Road/Lockbourne Road to Alum Creek Drive, adding turn lanes and complete streets facilities.	Local jurisdiction	MORPC	\$14 million	TBD by lead agency and stakeholder oversight committee	
Williams Road - Minor Widening from Alum Creek Drive to Hamilton Road	Minor widening of Williams Road from Alum Creek Drive to Hamilton Road, adding turn lanes and complete streets facilities.	Local jurisdiction	MORPC	\$18 million	TBD by lead agency and stakeholder oversight committee	
Williams Road and Groveport Rd. - Intersection Modification	Intersection modification at Williams Road and Groveport Rd.	Local jurisdiction	MORPC	\$2 million	TBD by lead agency and stakeholder oversight committee	

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SR 665 - Major Widening from Hoover Road to SR 104 (Jackson Pike)	Widening of SR 665 (London-Groveport Road) from Hoover Road to SR 104 (Jackson Pike) from two lanes to four lanes total in both directions with complete streets facilities.	Local jurisdiction	MORPC ODOT	\$24 million	TBD by lead agency and stakeholder oversight committee	
SR 665 - Major Widening and Road Realignment from SR 104 to Scioto River	Realign SR 665 from SR 104 to Scioto River, and widen from one to two lanes in each direction with complete streets facilities.	Local jurisdiction	MORPC ODOT	\$14 million	TBD by lead agency and stakeholder oversight committee	
SR 104 - Major Widening from SR 665 to SR 762	Major widening of SR 104 from SR 665 to SR 762 from two to four lanes total both directions with complete streets facilities.	Local jurisdiction	MORPC ODOT	\$39 million	TBD by lead agency and stakeholder oversight committee	
Groveport Road - Minor Widening from Swisher Road to SR 317	Minor widening of Groveport Road from Swisher Road to SR 317, adding turn lanes and complete streets facilities.	Local jurisdiction	MORPC	\$6 million	TBD by lead agency and stakeholder oversight committee	
SR 317 (London-Groveport Road) - Major Widening from Alum Creek Drive to Main Street (Groveport Road)	Major widening of SR 317 (London-Groveport Rd) from Alum Creek Drive to Main Street (Groveport Road) from two lanes to four lanes total in both directions with complete streets facilities.	Local jurisdiction	MORPC ODOT	\$29 million	TBD by lead agency and stakeholder oversight committee	

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Fuel-Switching	Electric vehicles have three times the energy efficiency of internal combustion engine vehicles. Public and private fleets should take advantage of grants and incentives available to reduce the capital costs of these purchases. This study recommends that local governments work with MORPC, Smart Columbus and others on creating a public/private strategy with corporate entities to create an accessible network of alternative fuel charging stations on public and private property. This will maximize existing charging and fueling infrastructure, and present opportunities for public/private investments in alternative fueling infrastructure.	Local governments	MORPC Clean Fuels Ohio Smart Columbus Utilities	TBD	Incentive funding typically available through Smart Columbus and utilities	1-3 years
Alternative Fueling Stations	In early 2018, the majority of I-71 and all of I-270 were designated by the Federal Highway Administration as Alternative Fuel Corridors. These corridors fit the requirements for fueling station signage for both electric vehicles and compressed natural gas. There are fourteen publicly available alternative fuel stations located in the Rickenbacker study zip code area, with opportunities to increase these assets as part of broader economic development strategies. This study recommends that regional stakeholders work with MORPC to leverage opportunities for planning, funding, and construction of alternative fuel stations.	Local governments	MORPC Clean Fuels Ohio Smart Columbus Utilities	TBD	Incentive funding typically available through Smart Columbus and utilities	1-3 years
Mobility Center and Additional GREAT Routes	The concept of a mobility center and additional GREAT routes both offer the potential for energy savings, and thus emissions and dollar savings. The mobility center proposed in the workforce mobility and safety section could be designed to include solar panels and other alternative energy sources. Additional GREAT routes could present an opportunity to use alternatively fueled shuttle buses (such as natural gas or electric).	Rickenbacker jurisdictions	MORPC Rickenbacker Energy Consortium	TBD		
Rickenbacker Area Energy Consortium	This study recommends forming a Rickenbacker Energy Consortium, a group of local officials, corporate social responsibility directors, economic developers and utilities providers that would work in tandem with the Energy Consortium of local governments developed through MORPC's Local Government Energy Partnership. By providing the arena for the necessary parties to work with each other on energy initiatives, costs and time can be minimized by removing duplicate effort. The Energy Consortium should identify the energy needs and issues of the commercial and industrial communities within the Rickenbacker study area, and the pathway to achieve their energy goals through tools such as energy efficiency programs, cooperative purchasing, solar tool-kits, clean energy finance, and alternative energy zones.	Rickenbacker Energy Consortium	Private companies in area MORPC Utilities Local governments	Low		1-3 years
Energy Efficiency Programs	Develop programs targeted at sectors we know could greatly improve in energy efficiency based on the study's energy baseline analysis (example: Microgrids retrofit assistance programs for warehousing and other industrial facilities to minimize wasted energy).	Rickenbacker Energy Consortium	Utilities Local governments MORPC	Low		
Cooperative Purchasing	Cooperative purchasing programs have proven to be successful and provide benefits for participants. Currently, Smart Columbus has developed a cooperative purchasing program to provide electric vehicles for government fleets at a reduced cost. This program is available to all government entities within the Smart Columbus 7-county region, which includes the Rickenbacker area. A similar program could be developed for private activities focusing specifically on drayage and other warehousing vehicles. This could also include another program that negotiates and provides access to high efficiency products, solar panels, cogeneration systems, and associated services. Rickenbacker presents an excellent pilot opportunity.	Rickenbacker Energy Consortium	TBD	Low		
Solar Tool-Kit	In an effort to be able to respond to the individual needs of different companies and entities, it is recommended that a solar toolkit be developed which lays out the general process of solar development, expected successes, appropriate contact information, common issues, and the ways community partners are positioned to help overcome these challenges.	Rickenbacker Energy Consortium	MORPC Local governments Department of Energy	Low		6 months
Clean Energy Financing	Multiple avenues for funding clean energy projects exist in the Rickenbacker area. Property Assessed Clean Energy (PACE) financing is a common option property owners can use to afford upgrades, without utilizing capital expenditure funds. More funding was available for PACE financed projects in 2018.	Rickenbacker Energy Consortium	Columbus Franklin County Finance Authority	Low		
Alternative Energy Zone	The Franklin County portion of the Rickenbacker Study Area can be classified as an Alternative Energy Zone, exempting qualified energy facilities from certain real and property taxes. An energy consortium could work with County Commissioners to adopt a resolution to designate an Alternative Energy Zone and through this process they would agree to approve all applications for energy projects seeking tax exemptions under S.B. 232. This endeavor would require the support of the jurisdictions within the Rickenbacker Area, which could be facilitated through the Energy Consortium.	Rickenbacker Energy Consortium	Franklin County	Low		1 year

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Local Generation						
Solar and Storage Opportunities	With significant square footage of rooftops in the Rickenbacker Study Area, it is recommended to conduct a full potential study of the costs and benefits of commercial solar in the study area. Many issues which would impede solar development exist, and should be identified by the study. This study, as well as recommendations based upon them, should be pursued by a group of stakeholders with both local and regional perspectives (such as the Rickenbacker Area Energy Consortium or through MORPC's Local Government Energy Partnership).	Rickenbacker Energy Consortium	Utilities Private organizations	TBD		1-3 years
Combined Heat and Power	Combined Heat and Power technology has shown exceptional energy and dollar savings for commercial and industrial businesses. This study recommends stakeholders consider doing a full study of the costs and benefits of combined heat and power technology deployed within the study area, in the same manner as the solar potential recommendation above.	Rickenbacker Energy Consortium	Utilities Private organizations	TBD		1-3 years
Microgrids	Microgrids are a relatively new approach to providing energy resources to large businesses or a smaller area of multiple businesses. Not only do microgrids improve resiliency and ensure up-time of an energy network, they have the ability to monetize energy capacity as another source of income for owners. The Ohio State University, Engie Services, and AEP Ohio are currently investigating microgrid opportunities in the region. This study recommend that Rickenbacker area jurisdictions consider microgrids as one of the tools to increase the area's energy efficiency.	Rickenbacker Energy Consortium	MORPC Utilities Local governments	TBD		
Public broadband network expansion						1-3 years
MORPC Smart Region Task Force	By the end of 2019, the MORPC Smart Region Task Force will complete its work on several deliverables. Included in these is a Smart Region Resource Guide that provides local governments with guidance on building digital infrastructure through best practices, policies, and funding opportunities. The Task Force will also produce a Smart Region Playbook consisting of recommended projects and initiatives for MORPC staff and committees to undertake over the next several years to support smart region efforts in Central Ohio. Rickenbacker presents a great opportunity to pilot creative, ambitious infrastructure agreements that contribute to expanded fiber/broadband networks and access. This study recommends that jurisdictions within the Rickenbacker Study Area look for such opportunities, and continue to participate in MORPC's Smart Region Task Force.	MORPC	Local jurisdictions	Low		Ongoing
MORPC Smart Streets Policies	Through its new Smart Streets Policy, MORPC is ensuring that projects receiving transportation funding through the MORPC attributable funding process are considering the inclusion of digital infrastructure components, such as fiber, wireless communications, or conduit to support future installations, as are appropriate for the circumstances. It also encourages local governments to develop similar policies of their own. This study recommends that Rickenbacker area jurisdictions use this and other policy tools to incorporate needed digital infrastructure in future infrastructure improvement projects.	MORPC	Local jurisdictions	Low		Ongoing

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Placemaking corridors - community strengthening	<p>Community Strengthening corridors have some existing amenities and are already destinations for residents and workers in the area. However, opportunities exist to provide even more amenities along these corridors, therefore they are identified for mixed-use infill development. This study recommends that Rickenbacker jurisdictions consider targeting construction of diverse housing options and residential-supportive amenities in proximity to these corridors. Connectivity to these corridors should be considered for new residential and commercial development. This includes inclusion of complete streets to connect and foster sustainable, livable neighborhoods. Community Strengthening Corridors include:</p> <ul style="list-style-type: none"> - Williams Road from US 23 (High Street) to Hamilton Road - US 23 (High Street), from SR 104 to I-270 - Lockbourne Road, from SR 104 to Groveport Road - Parsons Avenue, from SR 104 to Rathmell Road - Alum Creek Drive, from SR 104 to I-270 - S. Hamilton Road, from SR 317 to Rail line/College Street - Groveport Road, from SR 104 to West Street (Canal Winchester) 	Local jurisdictions	MORPC	n/a		Ongoing
Placemaking corridors - Recreational Greenways & Blueways	<p>Focusing on recreation as a quality of life factor, these corridors provide connections to green space, water access, and other proposed Low-stress Network facilities within the study area, as well as the regional Central Ohio Greenways network. Promotion of these corridors include: Developing more access points in conjunction with public property owners such as local municipalities and regional (Metro Parks) and state parks (ODNR) districts; promoting safe and legal use of the rivers and environmental stewardship to maintain and improve water quality for drinking and wildlife; and, creating a River Towns Program as an inspiration for civic, economic, and tourism development. Blueway corridors in the Rickenbacker study area are proposed along the Scioto River, Big Walnut Creek, and Alum Creek. Recreational trails connecting the blueway corridors are proposed along Walnut Creek between the Scioto River and SR 317.</p>	Local jurisdictions	ODNR MORPC/Central Ohio Greenways	n/a		Ongoing
Placemaking corridors - Business Core	<p>Providing a "sense of place" or branding for the Rickenbacker business core corridors is a tool that would improve the identity of this employment area, as well as improve the aesthetic marketability for potential new businesses. Adding signage, lighting, and common site design requirements with a branded theme will provide gateways, identity, and sense of place to the logistics core. Easily identifiable way-finding will support additional efforts to route commercial vehicles on desired facilities. Business Core Placemaking Corridors include:</p> <ul style="list-style-type: none"> - SR 665/SR 317 (London-Groveport Road/S. Hamilton Road), between I-71 and US 33 - Alum Creek Drive, between I-270 and Port Road/Rickenbacker Parkway - Shook Road, between SR 317 and Rohr Road - Rohr Road, between Norfolk Southern rail line and Sharps Landing Drive - Rickenbacker Parkway (existing and future extension) - SR 762, between Rickenbacker Parkway and Duvall Road - Airbase Road 	Stakeholder Oversight Committee	Local jurisdictions CRAA Intermodal facilities	n/a		Ongoing