NOTICE OF A MEETING

ATTRIBUTABLE FUNDS COMMITTEE
MID-OHIO REGIONAL PLANNING COMMISSION
111 LIBERTY STREET, SUITE 100
COLUMBUS, OHIO 43215
SCIOTO CONFERENCE ROOM

Wednesday, May 29, 2019
2:00 p.m.

AGENDA

1. Introductions
2. Approval of May 1, 2019 Minutes
3. Follow-up on Brainstorming of Process and Changes for Next Round
4. Overview of Out-of-Cycle Funding Request
5. Discussion and Consideration of Action to Program of Projects
6. Timeline and Next Steps
7. Other Business

PLEASE NOTIFY MARTA AT 614-233-4150 or mcrispinrondon@morpc.org TO CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR IF YOU REQUIRE SPECIAL ASSISTANCE.

The next AFC Meeting is
October 2, 2019 at 10:00 a.m.
111 Liberty Street, Suite 100
Columbus, Ohio 43215
PARKING AND TRANSIT: When parking in MORPC's parking lot, please be sure to park in a MORPC visitor space or in a space marked with a yellow "M". Handicapped parking is available at the side of MORPC's building. Three electric vehicle charging stations are available for MORPC guests.

MORPC is accessible by CBUS. The closest bus stop to MORPC is S. Front Street & W. Blenkner St. Buses that accommodate this stop are the Number 61 - Grove City, the Number 5 - West 5th Ave. /Refugee, and the Number 8 - Karl/S. High/Parsons.

MEETING ROOM ACCESS: When you arrive in MORPC's lobby, a video screen will display the day's meetings. Each meeting will list a phone extension. Use the phone in the lobby to call the extension and someone will come escort you to the meeting.
Members/Alternates Present

<table>
<thead>
<tr>
<th>Name</th>
<th>Representing</th>
<th>Name</th>
<th>Representing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ted Beidler</td>
<td>Franklin Co. Eng.</td>
<td>Thea Walsh</td>
<td>MORPC</td>
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<tr>
<td>Josh Lockhart</td>
<td>ACEC</td>
<td>Nick Gill</td>
<td>MORPC</td>
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<tr>
<td>Matt Peoples</td>
<td>Canal Winchester</td>
<td>Stephen Patchan</td>
<td>MORPC</td>
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<tr>
<td>Dan Whited</td>
<td>City of Worthington</td>
<td>Larry Robertson</td>
<td>MORPC CAC</td>
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<td>Mike McCann</td>
<td>COTA</td>
<td>Ira Weiss</td>
<td>MORPC CAC</td>
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<td>Greg Butcher</td>
<td>Violet Township</td>
<td>Eric Walli</td>
<td>MORPC SAC</td>
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<tr>
<td>Brian Davidson</td>
<td>ODOT District 6</td>
<td>Brandi Whetstone</td>
<td>MORPC</td>
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<tr>
<td>James Young</td>
<td>City of Columbus</td>
<td>Clark Rausch</td>
<td>City of Hilliard</td>
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<tr>
<td>Paul Kennedy</td>
<td>CRAA</td>
<td>Kevin Weaver</td>
<td>City of Westerville</td>
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<tr>
<td>Bill Ferrigno</td>
<td>City of Delaware</td>
<td>Jud Hines</td>
<td>City of Columbus</td>
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<tr>
<td>Tiffany Jenkins</td>
<td>Delaware Co. Eng.</td>
<td>Kimberly Moss</td>
<td>Ohio State University</td>
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<tr>
<td>Cindi Fitzpatrick</td>
<td>City of Grove City</td>
<td>Alan Moran</td>
<td>City of Columbus</td>
</tr>
</tbody>
</table>

MORPC Staff Present
Nathaniel Kaelin
Ronni Nimps
Maria Schaper
Nate Vogt

Guests Present
Anthony Turowski, ODOT District 6
Vandia Kelsey, ODOT District 6
Tim Nittle, City of Columbus
Jim Pajk, City of Columbus
John Morehead, City of Powell
Dan Hoying, LJB Inc.
Ralph Norman, LJB Inc.
Dave Becker, JMT
Tom Hibbard, American Structurepoint
Megan O’Callaghan, City of Dublin
Andrea Lossick, Franklin Co. Eng.
Megan Mattrka, West Erie Realty Solutions

Introductions
Vice Chair Cindi Fitzpatrick called the meeting to order at 10:19 a.m. and asked the committee members and guests to introduce themselves.

Approval of February 6, 2019 Meeting Minutes
Fitzpatrick entertained a motion for the approval of the February 6, 2019 meeting minutes; Ira Weiss moved; Ted Beidler seconded; and the motion carried.
Follow-up from Last Application Cycle – Nick Gill, MORPC

Nick Gill provided several updates from the recently-completed funding cycle:

- Staff is updating project information with ODOT, and may be reaching out to project sponsors to ensure update and application information remains current.
- Partnering agreements are being finalized with a goal to have them complete before the end of the fiscal year in June.
- MORPC and the City of Columbus received a negative response from ODOT on the proposed solution to use a phased encumbrance approach to advance both the North and South Hamilton Road projects in FY 2020. MORPC continues to seek MPO loan funds to help advance South Hamilton as desired by the City of Columbus.
- ODOT’s TRAC program is now active once again with the state transportation budget having passed with a motor vehicle fuel user fee increase. Tier 1 projects with construction funding can move forward and are expected to finalize their non-TRAC funding match.
- In response to the TRAC update, MORPC received a letter from the Union County Engineer’s Office and City of Dublin formally making an out-of-cycle funding request for $10 million towards the US 33 and SR 161/Post Road interchange modification project. Nick and Thea Walsh highlighted some points regarding the request:
  - No major category projects were funded in the most recent funding round due to the uncertainty with TRAC and other state funding. When the final list of projects was approved, it was noted by the AFC that out-of-cycle requests may be appropriate if TRAC or other funding programs necessitated discussion about major category projects.
  - Dublin would forgo the current commitment of $7 million towards the Tuttle Crossing extension, resulting in a net increase of $3 million to the program. The $7 million is currently scheduled in FY 2020.
  - The new request would be for FY 2022 dollars, which will help with nearer-term fiscal balance issues.
  - As an application was submitted during the last cycle, it can be used in evaluation of the out-of-cycle request. Walsh noted that it was the highest-scoring non-Columbus project in the major category.
  - Staff is recommending that the AFC review the request, which is one of three options under the policies to evaluate out-of-cycle requests.

Tim Nittle asked if the request was truly out-of-cycle given that partnership agreements are being finalized. Gill explained that approval of the funding updates and new applications by the Transportation Policy Committee concludes the application cycle for all intents and purposes.

Meagan O’Callahan spoke on behalf of the request explain that there is pressure from TRAC and ODOT to finalize local funds, and they have directed the project to pursue MPO funds. She also noted that Union County secured a significant funding contribution from FedEx (which is building a new facility in Jerome Township) and OSU Medical Center is also contributing funds.

Matt Peoples asked how frequently out-of-cycle funding requests are received. Gill explained that they are rare, and that it has been a goal to make them uncommon so that projects can be evaluated against one another during the application cycles.

Walsh suggested holding an AFC meeting following the June 5, 2019 TAC meeting to discuss the request.
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Toni Turowski from ODOT District 6 said that discussion of the request was justified given the status of the TRAC program.

Overview of Policies Update Process – Nick Gill, MORPC

Gill reviewed the cycle of attributable funds and how the update process occurs. He noted the relationship between attributable funding and the Metropolitan Transportation Plan (MTP), which he explained the funds are intended to advance the goals and direction of the MTP. This means the evaluation and selection process should align with the goals of MTP document.

Brainstorm Thoughts on Process and Changes for Next Round

Nathaniel Kaelin opened the discussion of the policies by introducing potential changes to the schedule: since the attributable funding cycle no longer immediately precedes the Transportation Improvement Program (TIP) schedule, he shared the staff idea to delay the process a couple of months. Gill elaborated, saying that the application window could start in July 2020 and end a month or two after the application deadline for the Ohio Public Works Commission’s State Capital Improvement Program (SCIP) and Local Transportation Improvement Program (LTIP) in early September.

Walsh asked Nittle and other potential applicants if that timeline was reasonable, given that they would likely write and submit applications for both programs. Nittle responded that the current schedule was busy but manageable because program deadlines were staggered, but added that he would prefer to increase the separation between updates and new applications and suggested keeping the current update deadline if the committee decided to push back the deadline for new applications.

Turowski asked how changes would affect staff and funding partners; he also asked if there was a benefit to knowing one set of outcomes before the other. Paul Kennedy suggested making a Gantt chart (or similar) and Walsh agreed that such a charting could be helpful.

Nittle said that he appreciated that the application form was electronic and online, but asked staff to open the online application site earlier. He also suggested that staff shorten update forms to the essential details (specifically schedule, budget and scope).

Beidler then asked about situations when updates would need to compete against new applications. Gill explained that existing commitments with cost increases greater than 10 percent are required to explain the increase and based on the explanation, the AFC would determine if the project would need to compete for the additional funding.

In response to a question from Kennedy, Gill explained that MORPC alerted all local governments when applications became available and Kaelin added that MORPC also held a workshop to assist with the process. Walsh noted that some local jurisdictions did not expect available funding levels to be so low when applying and Gill added that amounts were MORPC’s best estimate. Nittle then made the case for more time between screening and final applications since he felt applicants needed to start work on the final versions immediately after turning in the screening applications. Gill added that this would give more time for MORPC’s estimate of available funding to circulate.

Beidler thought there were several criteria in the application (stormwater and natural habitat improvements, among others) that would benefit from greater direction, specifically about project characteristics that would
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earn points. He was interested in specific examples. Ronni Nimps said that SCIP and LTIP application forms listed examples that would receive points and Beidler agreed that would be helpful.

Walsh said that in the past round some local jurisdictions were confused about desired funding years and feasible funding years based on MORPC’s fiscal constraints. She wanted to make the difference clear and requested feedback on an easily understandable way to present and communicate the attributable funding program.

Fitzpatrick asked when the Smart Streets Policy would become part of the attributable funding process. Walsh said that she believed it would be a part of the coming application cycle, but the execution was up to the AFC, whether it took the form of specific criteria or the submission of a checklist. James Young said it should be determined prior to the next round starting and Fitzpatrick referred to the checklist as a possible starting point. Nittle thought that waiting until October for a next meeting to continue the Policies update process was too long because the updated Policies should be done with more time until applications are due as it could influence what applications jurisdictions would choose to advance.

Timeline and Next Steps – Nick Gill, MORPC

Gill summarized the typical schedule in the past, which had the AFC drafting policies by the end of calendar year, a public comment period in January and February, the adoption of policies in April, and a workshop in May. He noted that MORPC would push back the May workshop this coming round.

Walsh mentioned asking feedback of heavy users (like Nittle and Beidler) and requested that all interested members of the AFC provide comments, as well.

Other Business

With no other business, Fitzpatrick entertained a motion to adjourn the meeting. Beidler moved; Young seconded; and the motion carried. The meeting adjourned at approximately 11:13 a.m.

Respectfully submitted,

_________________________
Thea Walsh
Secretary
Memorandum

TO: Attributable Funds Committee (AFC)

FROM: Nick Gill & Nathaniel Kaelin
Transportation & Infrastructure Development

DATE: May 22, 2019

SUBJECT: MORPC-Attributable Funding Out-of-Cycle Funding Request

As you are aware, MORPC completed the most recent application cycle for attributable funding in March with adoption of Resolution T-2-19, which adopted new and updated funding commitments. Due to the uncertainty with state transportation funding during the application cycle, including ODOT’s TRAC program for major new projects, no projects in the Major Widening/New Roadway project category were funded in the cycle. The AFC acknowledged the potential for out-of-cycle requests to be submitted if TRAC or other state programs required sponsors to explore MPO funding on an expedited timeframe.

MORPC has subsequently received an out-of-cycle request for MORPC-attributable funds by the City of Dublin and Union County. The request was formally received by MORPC on April 30, 2019, and requests a minimum of $10 million in SFY 2022 funding for construction of the US 33/SR 161 at Post Road Interchange Modification project. MORPC staff introduced the request at the AFC meeting on May 1, 2019, but no action was requested or taken.

In accordance with the MORPC-attributable fund policies, staff shared the out-of-cycle request with the MORPC Chair for direction. Following the staff recommendation, Chairman McGuiness directed the request to the AFC for a recommendation.

Sponsor Requirements for Out-of-Cycle Requests
The policies require a project sponsor making an out-of-cycle request to complete an application for scoring. In this instance, the project application was submitted and evaluated during the most recent application cycle. Additionally, the sponsor must address three questions in a letter, outlining why the request is being made outside a normal cycle, why there is urgency to the request, and when the applicant knew funds were needed. In this case, the request and urgency are a result of the status of the TRAC program. The sponsors have been aware of this funding need, which is why they applied for funding in the last cycle. The letter is attached for reference.
**Request and Project Details**
The US 33/SR 161 at Post Road Interchange Modification project will reconstruct the current rural interchange to accommodate the growth of the surrounding area of Dublin and Southeast Union County. Near-term developments include continued expansion of the Ohio University extension campus with a hotel and conference center, a new FedEx distribution center, and an outpatient facility for Ohio State University Wexner Medical Center. The latter two developments will contribute approximately $2.75 million toward the interchange construction. The current funding plan for the project is outlined below:

<table>
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<th>Source</th>
<th>Amount (millions)</th>
<th>Percent of Total</th>
<th>Status</th>
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<tr>
<td>Dublin and Union County*</td>
<td>$18.6</td>
<td>42.9%</td>
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<tr>
<td>TRAC Existing Commitment</td>
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<td>Private Commitments</td>
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<td>MORPC CON $ Requested</td>
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<td>23.0%</td>
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<td>TRAC Additional Request</td>
<td>$5.0</td>
<td>11.5%</td>
<td>Requesting</td>
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<tr>
<td><strong>Total Estimated Project Cost</strong></td>
<td><strong>$43.4</strong></td>
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*Includes $17.3 million spent to date in environmental, design, and right-of-way.

With passage of the state transportation budget, ODOT has announced that funding is restored to projects with TRAC commitments. Additionally, an application cycle for TRAC funds will be administered this summer/fall to commit approximately $300-400 million in new funds. Applications are due May 31, 2019. Given that this project has a $7 million commitment from TRAC and will request $5 million additionally, ODOT directed Dublin and Union County to identify the balance of non-TRAC funds or potentially risk losing the existing TRAC commitment. In order to document full local funding during the application cycle, the sponsors are seeking an out-of-cycle commitment of funds in order to leverage TRAC funds for the project and region.

In order to ease any impacts of funding the request, the City of Dublin is willing to forego an existing $7 million construction commitment towards the Tuttle Crossing Boulevard Extension project. Additionally, Union County is open to pursuing a State Infrastructure Bank (SIB) loan if necessary.

**Fiscal Balance Review & Other Program Considerations**
The policies direct staff to determine the impact on other funding commitments and target range for the type of project (e.g. Major Widening/New Roadway). Given that no Major Widening projects were funded in the most recent cycle, and that Dublin would forego a $7 million Major Widening commitment, funding the project will not significantly impact the overall program and would still be in the target range for the Major Widening/New Roadway category.

As discussed with AFC, MORPC has been working with the City of Columbus to advance construction of both the South and North Hamilton Road projects during SFY 2020. Funding for South Hamilton is currently programmed for SFY 2022. MORPC and Columbus discussed multiple funding scenarios with ODOT, including State Infrastructure Bank (SIB) loans, self-financing, and spreading of encumbrances. No scenarios were successful because of an insufficient statewide SIB balance and ODOT accounting requirements.
Because this request included the City of Dublin foregoing their $7 million commitment toward Tuttle Crossing in SFY 2020, staff is seeking to achieve a funding program that included both the South and North Hamilton Road projects in SFY 2020.

See the Fiscal Balance Review attachment for additional details on program funding impacts.

**Scoring Review**
Staff must also evaluate the score of the application relative to other projects in the most recent application cycle. Staff is recommending a scoring increase in the Collaboration criteria because of the funds returned for Tuttle Crossing and the applicant achieving a higher match percentage.

See the Application Scoring Review attachment for additional scoring details.

**Request for AFC Action**
The AFC has been asked to discuss the request and make a recommendation. The recommendation will inform a resolution for consideration by the Community Advisory Committee (CAC), Transportation Advisory Committee (TAC), and Transportation Policy Committee (TPC). Should the AFC decide to make a financial commitment to the US-33/SR-161 and Post Road project or modify funding to other projects, MORPC staff is prepared to advance a resolution to amend the MORPC-attributable funding program of projects previously approved by Resolution T-2-19 during. This new resolution would be considered during the June cycle of CAC, TAC, and TPC meetings.
April 30, 2019

Mr. William Murdock, Executive Director
Mid-Ohio Regional Planning Commission
111 Liberty Street, Suite 100
Columbus, OH 43215

Dear Executive Director Murdock:

Union County and the City of Dublin respectfully request out-of-cycle funding consideration for construction dollars for Union County’s US 33/SR 161/Post Road interchange improvements. The US 33/SR 161/Post Road interchange is partly in the corporate limits of the City of Dublin, with the remainder in the unincorporated areas of Jerome Township and Washington Township. It is a gateway into Union County and is identified as the major gateway into Dublin’s identified West Innovation District, a district slated for research and development, office and clean industrial uses. Currently a rural diamond interchange with a single ramp in each quadrant, the US 33/SR 161/Post Road interchange experiences significant backups and delays during peak hours from the ramp intersections at SR 161/Post Road onto US 33. Heavy truck volumes utilize the interchange to access the Industrial Parkway area, West Innovation District and Perimeter commerce business districts.

As you are aware, the US 33/SR 161/Post Road interchange project was submitted as part of the 2018 funding round and evaluated against other projects in the major category. Ultimately, the project was not funded, along with all other projects in this category. This request is being made pursuant to, and consistent with, the Policies for Managing MORPC-Attributable Funds; specifically, Section 10 Out-of-Cycle Requests.

The Policies require the following for out of cycle requests:

1. Fill out the final application from the previous funding round including all information used to score it.
2. Provide a letter to the Executive Director and Transportation Director requesting the funding which answers the following questions:
   • Why is this request being made outside the normal funding cycle?
   • What is the urgency of the request that it cannot wait until the next normal funding cycle?
   • When did the applicant know the funds being requested would be needed?

These are addressed below:

1. Fill out the final application from the previous funding round including all information used to score it.

The application submitted for the 2018 funding round is being used to fulfill this requirement. This extraordinary project is nearly ‘shovel ready’ for construction, as Dublin and Union County’s recognition of the upgrades necessary to meet the tremendous growth around the interchange began in 2006. Since that time, working in full collaboration with Union County, Dublin has underwritten the right of way, environmental and design for a cost to the City of $17,300,000 to date. Dublin has also made significant financial commitments to the project area, including a newly-constructed, 3-legged roundabout at SR 161/Eitterman Road designed to more efficiently move the mix of traffic just west of the interchange. The TRAC commitment of $7 million, along with $18.6 million contributed or committed by the City of Dublin and Union County, and developer contributions of up to $2.75 million account for nearly 65% of
the total $43.35 million project costs. We are pleased to provide our local revenue, as this is such a key interchange along one of Ohio’s fastest growing corridors, the US-33 Smart Mobility Corridor. Yet, with all our contributions, the unfunded cost of construction will remain an outstanding $15 million. Therefore, our Out-of-Cycle request is for a minimum of $10 million.

In addition to the information provided in the 2018 application, the following is additional information with regard to the economic development and collaboration related criteria questions in the application.

Ohio University continues to expand programming on the newly established campus served by the interchange. With the framework plan for the 100-acre campus now complete, enrollment at Ohio University and academic partner Columbus State Community College has exceeded 4,000 college students. The interchange, in its current state, is inadequate to accommodate this volume of commuter traffic. The University is also moving forward with a new Hotel and Conference Center at the southwest quadrant of the interchange that will complement the academic and research programs surrounding the property, including hosting programmatic offerings, events, conferences and guest accommodations.

Construction will begin later this summer on a FedEx distribution facility to be located 2 miles north of SR161, along the Industrial Parkway corridor. The 530,000 sq. ft. ground transportation complex will direct approximately 2/3 of its traffic through the interchange. An Infrastructure Agreement between Union County and the developer was executed recently, directing roadway improvement contributions to the corridor, of which at least $1.5 million will be set aside for this project. The interchange upgrade will significantly improve the efficiency and safety with which businesses like FedEx can deliver goods and services to their final destination.

Additionally, The Ohio State University Wexner Medical Center is expanding its ambulatory care network with a new, large outpatient care center planned to be constructed on 34 acres of land owned by the City of Dublin near State Route 161, State Route 33 and Shier Rings Road. While accommodating new growth, this outpatient care center allows the Ohio State Wexner Medical Center to consolidate several specialty and primary care facilities in Dublin into one comprehensive location, making it easier for patients to see their healthcare providers in the same building. An Economic Development Agreement between the City of Dublin and the developer was approved by Dublin City Council recently, directing roadway improvement contributions to the corridor, of which up to $1.25 million may be set aside for this project. The medical center is planned to open in 2022.

This project represents a strong collaboration. As the US-33 Smart Mobility Corridor experiences some of the fastest business and economic expansion in the state, partnerships are complementing that growth. In 2014, Washington, Jerome and Millcreek Townships joined Dublin, the City of Marysville and Union County in forming the NW 33 Innovation Corridor Partnership to plan for future growth with projects such as this one. The improved interchange is necessary for the burgeoning economic development corridor from Dublin through Union County to meet the demands of the 50+ automotive related companies and other firms along the route. Approximately 8,000 jobs are expected to be created around the interchange at full build out.

Union County and Dublin will continue to enhance economic development around the US 33/SR 161/Post Road interchange as we are upbeat about the future there. As part of the State’s efforts to build its reputation as a world leader in smart mobility, including autonomous and connected vehicle research, Ohio committed to investing $15 million to install advanced highway technology along a 35-mile stretch of U.S. Route 33, known as the Smart Mobility Corridor. The US 33/SR 161-Post Road Interchange is a vital part of this Corridor. However, when traffic is snarled at this interchange that is 200% over capacity, autonomous and connected vehicle research cannot occur. Those developments
will take place with MORPC dollars completing this most worthwhile project for the area, the region and all Ohio.

2. Provide a letter to the Executive Director and Transportation Director requesting the funding which answers the following questions:
   - Why is this request being made outside the normal funding cycle?
   - What is the urgency of the request that it cannot wait until the next normal funding cycle?
   - When did the applicant know the funds being requested would be needed?

This request is urgent and is being made outside of the normal funding cycle because the region stands to lose a $7 million State investment in this interchange. This is largely due to the timing of ODOT’s TRAC application and award process as it relates to the MORPC-Attributable Funds timing, coupled with the recent uncertainty of ODOT’s funding. As you are aware, the US 33/SR 161/Post Road interchange project was submitted as part of the 2018 funding round and evaluated against other projects in the major category. Ultimately, the project was not funded, along with all other projects in this category. ODOT has indicated a desire to move the Post Road Interchange project to TRAC Tier II status if the funding gap cannot be resolved. We have been able to temporarily postpone that decision until the Attributable Funds process concludes and two developments in the vicinity of the interchange are finalized. This request cannot wait until the 2020 funding round because the $7 million investment by the State is at risk. If this Out-of-Cycle funding request is granted, we will have the opportunity to leverage the funds by seeking to increase the ODOT TRAC award for this project with the next TRAC application cycle. Union County is also open to consideration of a SIB loan scenario over 20 years. Dublin is also willing to consider foregoing the $7 million MORPC-Attributable Funds grant for the Tuttle Crossing Boulevard Extension from Wilcox Road to Avery Road project to assist with accommodating this Out-of-Cycle funding request and to ensure the ODOT TRAC funding commitment is retained.

The significant financial match already invested in the project by Dublin, leveraging ODOT’s TRAC $7 million commitment and contributions from developers, and recognizing the projected job growth around the interchange site and along the NW 33 Innovation Corridor, present MORPC a project that is a sound and appropriate investment.

Thank you for your consideration and please contact Megan O’Callaghan directly at (614)740-7471 or mocallaghan@dublin.oh.us should you have any questions.

Sincerely,

Dana McDaniel
Dublin City Manager

Jeff Stauch
Union County Engineer
MORPC-Attributable Funding Out-of-Cycle Funding Request
US-33/SR-161 and Post Road, Interchange Modification

Fiscal Balance Review
May 22, 2019

In addition to evaluating the impact of the out-of-cycle request for the US-33/SR-161 and Post Road project, staff is seeking to achieve a scenario which allows projects that are ready for construction to move forward in their desired construction year.

MORPC has been working with the City of Columbus to advance construction of both the South and North Hamilton Road projects during SFY 2020. Columbus and ODOT explored several financing scenarios, but were unable to find a workable solution. Because this out-of-cycle request included the City of Dublin foregoing their $7 million commitment toward Tuttle Crossing in SFY 2020, staff is seeking to achieve a funding program that included both South and North Hamilton Road projects in SFY 2020.

Table 1 below details line item changes for consideration by AFC that achieve both funding for the US-33/SR-161 and Post Road project and advance the South and North Hamilton projects to their desired SFY.

Table 1: Potential Line Item Changes

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<thead>
<tr>
<th>Applicant</th>
<th>Project</th>
<th>Net Change</th>
<th>SFY 20</th>
<th>SFY 21</th>
<th>SFY 22</th>
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<tbody>
<tr>
<td>Columbus</td>
<td>S Hamilton Rd from 1500’ S of Refugee Rd to 550’ N of Groves Rd, Safety Improvement</td>
<td>$0</td>
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<tr>
<td>Columbus</td>
<td>N Hamilton Rd from Morse Rd to Preserve Blvd, Major Widening</td>
<td>$0</td>
<td>$13,996,429</td>
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<td>Dublin</td>
<td>Tuttle Crossing Blvd from Wilcox Rd to Avery Rd, New Roadway</td>
<td>($7,000,000)</td>
<td></td>
<td>$0</td>
<td></td>
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<tr>
<td>Union County</td>
<td>US-33 &amp; SR-161 and Post Road, Interchange Modification</td>
<td>$10,000,000</td>
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<td>$10,000,000</td>
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| Net Change      | $3,000,000     | $18,785,920 | ($13,996,429) | ($1,789,491) |

Desired construction year
Current construction year
Fiscal Impact of Potential Changes

Staff updated the funding worksheet reviewed by AFC when the program of projects was approved earlier this year. This included updating projected allocations based on preliminary information received from ODOT in response to the newly-passed transportation budget. These also included already completed MPO-to-MPO loans. Tables 2 and 3 below summarize and compare the fiscal impacts on the program as a result of the potential changes detailed above in Table 1 and updating allocations.

Table 2: Attributable Funding Balances & Projections – March 2019

<table>
<thead>
<tr>
<th></th>
<th>SFY 20</th>
<th>SFY 21</th>
<th>SFY 22</th>
<th>SFY 23</th>
<th>SFY 24/25</th>
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<tr>
<td>Funds Available for Projects</td>
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<td>Project Total</td>
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</tr>
<tr>
<td>Running Balance</td>
<td>$4,970,442</td>
<td>($3,031,571)</td>
<td>$677,153</td>
<td>$2,571,136</td>
<td>$17,054,134</td>
</tr>
</tbody>
</table>

Table 3: Attributable Funding Balances & Projections with Potential Changes – May 2019

<table>
<thead>
<tr>
<th></th>
<th>SFY 20</th>
<th>SFY 21</th>
<th>SFY 22</th>
<th>SFY 23</th>
<th>SFY 24/25</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funds Available for Projects</td>
<td>$35,164,404</td>
<td>$22,136,697</td>
<td>$34,136,697</td>
<td>$35,398,856</td>
<td>$73,410,383</td>
</tr>
<tr>
<td>Project Total</td>
<td>$44,062,732</td>
<td>$15,035,971</td>
<td>$28,755,609</td>
<td>$33,626,100</td>
<td>$59,178,325</td>
</tr>
<tr>
<td>Running Balance</td>
<td>($8,898,328)</td>
<td>($1,797,602)</td>
<td>$3,583,486</td>
<td>$5,356,242</td>
<td>$19,588,301</td>
</tr>
</tbody>
</table>

The impact of the removing funding for the Tuttle Crossing project in SFY 2020 and funding US 33/SR 161 and Post Road project in SFY 2022, a net impact of -$3 million, maintains a fiscally balanced program by SFY 2022.

Accommodating both South and North Hamilton Road projects in SFY 2020 results in a notable negative balance for SFY 2020. However, staff is optimistic that this amount can be accommodated through additional MPO-to-MPO loans. In the event that MPO borrowing would not yield sufficient funding, staff would work with the City of Columbus to award one of the two Hamilton Road projects in SFY 2020 and the other in SFY 2021.
Each scoring category is summarized below, describing how the US 33/SR 161 and Post Road was evaluated relative to other projects in the Major Widening/New Roadway category during the most recent MORPC-attributable funding cycle.

**Economic Opportunity:** This project had moderate congestion relief benefits, serves the second highest average daily traffic (ADT), and has a high truck percentage. Existing jobs were in the mid-range but continued job growth is expected as a result of the interchange modification. **No change to score recommended.**

**Energy:** This project is estimated to result in a slight increase in vehicle miles traveled (VMT). The project includes two roundabouts that will reduce energy usage relative to traffic signals. **No change to score recommended.**

**Health, Safety, and Welfare:** This project will significantly improve facility conditions. Crash numbers and environmental justices factors are lower than average. Components of the project seek to reduce speed. **No change to score recommended.**

**Natural Resources:** This project may increase regional emissions. No impacts to sensitive lands have been identified through environmental documentation. **No change to score recommended.**

**Sustainable Neighborhoods:** This project area’s origin/destination density is lower than the median. Sidewalks and multi-use paths exist in the area. Transit lines do not serve the corridor. **No change to score recommended.**

**Collaboration:** This project has a high match percentage but the request is greater than 50% of the midpoint of forecasted funds. The project has many letters of support and financial commitment, including private commitments. This project is far along in the project development process and is a first priority for the applicant.

Staff recommends a change to the score in the Collaboration criteria. An increase is recommended because the City of Dublin has offered to forego the $7 million commitment towards the Tuttle Crossing Extension and because the amount of funding requested has been reduced from $17.58 million to $10.0 million. These actions reduce the fiscal impact to the program and increase the match percentage. The project has further demonstrated collaboration by securing additional private sector funding commitments. An additional two points are recommended, bringing the base score to 7 and the weighted score to 10.5.

The total application score is 48.5 points with the recommended scoring increase.
Major Widening Category Scoring

The table below lists the projects reviewed in the Major Widening/New Roadway project category during the last round, ranked in order by total score.

<table>
<thead>
<tr>
<th>Project</th>
<th>Applicant</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-70 at Brice Road, Interchange Modification</td>
<td>City of Columbus</td>
<td>57.0</td>
</tr>
<tr>
<td>Avery Road from Hayden Run to Tuttle Crossing Blvd, Major Widening</td>
<td>City of Columbus</td>
<td>53.0</td>
</tr>
<tr>
<td>Sancus Blvd from Wellingshire Blvd to Lazelle Rd, Major Widening</td>
<td>City of Columbus</td>
<td>53.5</td>
</tr>
<tr>
<td>US-33/SR-161 and Post Rd, Interchange</td>
<td>Union County</td>
<td>48.5*</td>
</tr>
<tr>
<td>Tuttle Crossing Blvd from Wilcox Rd to Avery Rd, New Roadway **</td>
<td>City of Dublin</td>
<td>46.5</td>
</tr>
<tr>
<td>Havens Corners Rd from 500’ W of Taylor Station to 1000’ E of Reynold</td>
<td>Franklin County Engineer</td>
<td>41.5</td>
</tr>
<tr>
<td>Hocking Rd from Scioto Darby Rd to Alton Darby Creek Rd, New Roadway</td>
<td>City of Hilliard</td>
<td>35.5</td>
</tr>
<tr>
<td>Home Road from Green Meadows Drive to Lewis Center Rd, New Roadway</td>
<td>Delaware County/Delaware County TID</td>
<td>35.0</td>
</tr>
<tr>
<td>Rickenbacker Parkway from Heartland Court to 3000’ E, New Roadway</td>
<td>Columbus Regional Airport Authority</td>
<td>24.0</td>
</tr>
</tbody>
</table>

*Score represents staff recommended change.

**Request to increase funding no longer relevant if the existing Tuttle Crossing commitment is returned.
### Major widening/New roadway

<table>
<thead>
<tr>
<th>Total Score</th>
<th>Goal Score out of 10</th>
<th>Goal Rationale</th>
<th>Goal Score Weight %</th>
<th>Agency</th>
<th>Requested Amount:</th>
<th>Map ID</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>57.0</td>
<td></td>
<td></td>
<td></td>
<td>City of Columbus</td>
<td>$1,000,000</td>
<td>102</td>
<td>I-70 at Brice Road, Interchange Modification</td>
</tr>
</tbody>
</table>

- **Second highest in terms of congestion relief and truck percentage with a high travel time uncertainty. Highest ADT.** Providing congestion relief at the Brice interchange area can be an impetus for significant redevelopment in the area which still has third highest existing job total of the projects in the category.

- **This project has significantly higher estimated regional emissions reductions than any other projects in this category.** Additionally, this project is one of a few to not impact sensitive lands.

- **By far highest VMT reduction.** No other energy reducing measures as part of the project.

- **This project has a high match percentage but the request is greater than 50% of the midpoint of forecasted funds.** The project has no letters of support or financial commitments from others, including no private commitments. The project is far along in the project development process relative to other projects in this category and is a collaboration with ODOT and neighboring jurisdictions. The project is the third priority in this category for the applicant.

- **This project distinguished itself predominantly by high crash numbers.** Improvement to existing conditions is not significant. Environmental justice is the highest in the category.

---

| 53.0        |                      |                |                     | City of Columbus | $6,000,000       | 101   | Avery Rd from Hayden Run Rd to Tuttle Crossing Blvd, Major Widening |

- **The facility is key in serving significant population growth in the area.** As a result there is significant ADT growth and the improvement provides the highest congestion relief. Truck percentage and existing jobs, however, are on the lower end for the category.

- **This project has an estimated midrange reduction in regional emissions.** There are no unusual impacts or problems addressed with this project.

- **Mid range of VMT reduction.** No other significant energy reducing measures as part of the project.

- **The project has a midrange match percentage and a request less than 50% of the midpoint of forecasted funds.** The project also has three letters of support, but no financial commitment, including no private commitments. The project is a collaboration with neighboring jurisdictions. The project is a second priority in this category for the applicant.

- **This project will result in the largest improvement of facility condition.** It is also in upper third in terms of crashes. Adding to that, the proposed project is predicted to have a service life of 30 years, an improvement of 50% over the typical 20 years.

- **This area’s origin/destination density is higher than the median for this category.** However, this project has the largest displacement, an apartment building, in the category, where the majority have no displacements. The area will construct a sidewalk and multi-use path (where neither exist) that crosses the I-70 bridge. Transit serves this area, unlike most projects in the category. The project will help make first- and last-mile connections and the sponsor plans to collaborate with COTA to ensure the bus stop at Brice Road and Scarborough Boulevard has necessary accommodations. Also, new pedestrian and bicycle facilities through the corridor will provide first mile and last mile connections to transit.
### MORPC Funding 2018 - Evaluation Summary by Category - Sorted by Total Score

<table>
<thead>
<tr>
<th>Major widening/New roadway</th>
<th>Requested Amount:</th>
<th>Total Score</th>
<th>Agency</th>
<th>City</th>
<th>Map ID</th>
<th>Title</th>
<th>Weighted Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>103 Sancus Blvd from Wellingtonshire Blvd to Lazelle Rd, Major Widening</td>
<td>$17,584,240</td>
<td>52.5</td>
<td>City of Columbus</td>
<td>1</td>
<td>05</td>
<td>This project serves an area with the most existing jobs for the category. The area is expected to continue to have job growth. Congestion relief is moderate for the category and truck percentage is low.</td>
<td>3.5</td>
</tr>
<tr>
<td>106 Tuttle Crossing Blvd from Wilcox Rd to Avery Rd, New Roadway</td>
<td>$13,563,323</td>
<td>46.5</td>
<td>City of Dublin</td>
<td>1</td>
<td>04</td>
<td>This project will add another major route in the area to address increased traffic demand. It is second highest in terms of existing jobs in the area. It is expected to be mid range in terms of future volumes and on the lower end of truck percentage.</td>
<td>3.5</td>
</tr>
<tr>
<td>109 US-33/SR-161 at Post Rd, Interchange Modification</td>
<td>$17,584,240</td>
<td>45.5</td>
<td>Union County, Ohio</td>
<td>1</td>
<td>01</td>
<td>This project may increase regional emissions. An environmental document has been completed with no impact to sensitive lands.</td>
<td>3.5</td>
</tr>
</tbody>
</table>

**Goal Score out of 10**
- Economic Opportunity: 30%
- Natural Resources: 10%
- Energy: 15%
- Collaboration: 15%
- Welfare: 10%
- Sustainable Neighborhood: 10%

**Goal Rationale**
- Economic Opportunity
  - 10% Growth in this part of the region
  - 3.5
- Natural Resources
  - 0.5 No significant change in VMT. No other significant energy reductions in other projects in the category. There are no unusual impacts or problems addressed with this project.
  - 3.5
- Energy
  - 10% A project has a low match percentage and the request is greater than 50% of the midpoint of forecasted funds. The project has no letters of support (311 reports submitted) or financial commitments by others, including no private commitments. The project is a first priority in this category for the applicant.
  - 3.5
- Collaboration
  - 10% This project has high crash numbers. It will also significantly improve facility condition. A slightly higher environmental justice than the median also compares favorably to the rest of the category.
  - 3.5
- Welfare
  - 10% This project area has the highest origin/destination density in the category. This project will construct a corridor on one side of the corridor and a multi-use path on the other, where no facilities currently exist. The multi-use path will connect others on Lazelle and Worthington-Galena. Two transit lines serve the corridor, where most projects in the category have no transit: the project will install landing pads at all stops and ensure that all stops are ADA-accessible.
  - 3.5
- Sustainable Neighborhood
  - 10% This project area's origin/destination density is higher than the median for this category. This project will construct multi-use paths on both sides of the corridor, when currently the only existing pedestrian facility in the area is on Rings Road. The paths will connect to existing pedestrian and bikeway facilities and community resources, such as parks. However, this project does have one displacement, when most projects in the category have none.
  - 3.5

**Recommended score:**
- 48.5 points
- +3 in Collaboration

**Recommended score:**
- Base: 7 points
- Weighted: 10.5 points

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*Monday, October 29, 2018*
### Major widening/New roadway

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Title</th>
<th>Agency</th>
<th>Requested Amount</th>
<th>Goal Score Weight %</th>
<th>Goal Score of 10</th>
<th>Goal Rationale</th>
<th>Weighted Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>107</td>
<td>Havens Corners Rd from 500' W of Taylor Station Rd to 1000' E of Reynoldsburg-New Albany Rd, Major Widening</td>
<td>Franklin County Engineer</td>
<td>$10,040,000</td>
<td>30%</td>
<td>3.3</td>
<td>15%</td>
<td>41.5</td>
</tr>
<tr>
<td>108</td>
<td>Cosgray Rd from Scioto Darby Rd to Alton Darby Creek Rd, New Roadway</td>
<td>City of Hilliard</td>
<td>$5,473,153</td>
<td>10%</td>
<td>3.2</td>
<td>5%</td>
<td>35.5</td>
</tr>
</tbody>
</table>

- **Total Score of 100**: The total score for each project is calculated based on various criteria such as congestion relief, truck percentage, economic development, traffic signals, energy consumption, financial commitments, and priority level.
- **Goal Score Weight %**: The weightage percentage assigned to each criterion.
- **Goal Score of 10**: The maximum score achievable for each criterion.
- **Goal Rationale**: The rationale behind assigning the goal score.
- **Weighted Score**: The calculated weighted score for each project.

- **41.5** (Havens Corners Rd): The project is in the moderate range for congestion relief and ADT for the category. The truck percentage is low and existing jobs in the area are very low. As the project is in primarily a residential area, economic development opportunities are limited.
- **35.5** (Cosgray Rd): The estimated congestion relief is on the low end although the "dog-leg" movement will provide significant isolated congestion relief. Future ADT and truck percentage is at the lower end for the category. Existing jobs is on the lower end, but project will facilitate development in the area.

- **Requested Amount**: The amount requested for the project.

- **Agency**: The agency responsible for the project.

- **Goal Score Weight %**: The weightage percentage assigned to each criterion.
- **Goal Score of 10**: The maximum score achievable for each criterion.
- **Goal Rationale**: The rationale behind assigning the goal score.
- **Weighted Score**: The calculated weighted score for each project.

- **41.5** (Havens Corners Rd): The project has an estimated midrange reduction in regional emissions. There are no unusual impacts or problems addressed with this project.
- **35.5** (Cosgray Rd): The project has an estimated midrange reduction in regional emissions. There are no unusual impacts or problems addressed with this project.

- **Goal Rationale**: The rationale behind assigning the goal score.

- **Weighted Score**: The calculated weighted score for each project.

- **Havens Corners Rd**: This project has an estimated midrange reduction in regional emissions. There are no unusual impacts or problems addressed with this project.
- **Cosgray Rd**: This project has an estimated midrange reduction in regional emissions. There are no unusual impacts or problems addressed with this project.

- **Requested Amount**: The amount requested for the project.

- **Agency**: The agency responsible for the project.

- **Goal Score Weight %**: The weightage percentage assigned to each criterion.
- **Goal Score of 10**: The maximum score achievable for each criterion.
- **Goal Rationale**: The rationale behind assigning the goal score.
- **Weighted Score**: The calculated weighted score for each project.
<table>
<thead>
<tr>
<th>Map ID</th>
<th>Title</th>
<th>Economic Opportunity</th>
<th>Natural Resources</th>
<th>Energy</th>
<th>Collaboration</th>
<th>Welfare</th>
<th>Sustainable Neighborhood</th>
<th>Total Score</th>
<th>Agency</th>
<th>Requested Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>105</td>
<td>Home Rd from Green Meadows Dr to Lewis Center Rd, New Roadway</td>
<td>30%</td>
<td>10%</td>
<td>5%</td>
<td>15%</td>
<td>10%</td>
<td>10%</td>
<td>35.0</td>
<td>Delaware County / Delaware County TID</td>
<td>$4,901,960</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Mid range of VMT reduction. Mid range of VMT reduction.</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>The project has an estimated midrange reduction in regional emissions. There are no unusual impacts or problems addressed with this project.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>104</td>
<td>Rickenbacker Pkwy from Heartland Court to 3000' E, New Roadway</td>
<td>30%</td>
<td>10%</td>
<td>5%</td>
<td>15%</td>
<td>10%</td>
<td>10%</td>
<td>24.0</td>
<td>Columbus Regional Airport Authority</td>
<td>$6,301,416</td>
</tr>
<tr>
<td></td>
<td></td>
<td>This project may increase regional emissions. There are no unusual impacts or problems addressed with this project.</td>
<td></td>
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<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>By itself, VMT is increased. No other energy reducing measures as part of the project.</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

The estimated congestion relief is on the low end. However, the grade separation at the railroad is significant in providing a reliable east-west route in the area. Existing jobs in the area is low but this link as well as other Home Road improvements are allowing for economic development in the area. Future ADT and truck percentage is at the low end for the category.

Mid range of VMT reduction. Mid range of VMT reduction.

Roundabout to reduce energy consumption compared to traffic signal.

The project has a high match percentage and a request less than 50% of the midpoint of forecasted funds. The project also has one letter of support and financial commitment from others, including private commitment. The project is a first priority in this category for the applicant.

By itself, VMT is increased. No other energy reducing measures as part of the project.

As this project will construct a new roadway, it has less potential to reduce crashes. Furthermore, no existing facilities will be improved as part of the project. However, the sponsor had a strong system life and physical factors to slow traffic also contribute to the project.

This project has an estimated midrange reduction in regional emissions. There are no unusual impacts or problems addressed with this project.

The project has a low match percentage and the request is slightly greater than 50% of the midpoint of forecasted funds. The project has no letters of support or financial commitments by others, including no private commitments. The project is a first priority in this category for the applicant.

This project area has the one of the lowest origin/destination densities in the category. Currently there are no dedicated facilities for bicyclists or pedestrians, but this project will construct a multi-use path on one side of the corridor that provides a valuable east-west connection in the area and a grade-separated crossing of the railroad.

This project area has the one of the lowest origin/destination densities in the category. This project will construct a multi-use path along the south side of the project limits, connecting to transit stops on the north side of the airport.

This project area has the one of the lowest origin/destination densities in the category. Currently there are no dedicated facilities for bicyclists or pedestrians, but this project will construct a multi-use path on one side of the corridor that provides a valuable east-west connection in the area and a grade-separated crossing of the railroad.