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March 30, 2022

The Honorable Pete Buttigieg  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue S.E.  
Washington, D.C. 20590

**Re: Support for the Williams Road Corridor Plan RAISE Application**

Dear Secretary Buttigieg:

On behalf of the Central Ohio Transit Authority (COTA), I am writing this letter to express our strong support and to reinforce the regional commitment for the joint City of Columbus, Franklin County, and Mid-Ohio Regional Planning Commission (MORPC) RAISE planning grant application for the Williams Road Corridor Plan project. This project is seeking to use the RAISE planning grant to develop a consistent corridor concept plan for the entire 6.5 mile Williams Road corridor, from the road's western terminus near the Scioto River, to its eastern terminus at State Route 317 (Hamilton Road).

As the largest transportation provider in Central Ohio, COTA collaborates with government, industry, and the community to increase access to equitable opportunities and to enhance the quality of life for area residents. We provide fixed route, on-demand, and paratransit public transportation throughout the Central Ohio area. COTA is building a multi-modal mobility hub at the nearby Rickenbacker Global Logistics Park that will support increased transportation options, including COTA's fixed-route lines, future area transportation corridors, rural county transit systems, Groveport Rickenbacker Employee Access Transportation (GREAT) shuttle service, and County Connections services. COTA'S mobility hub will provide space to job training services, job access, food access, day-care and other supportive services in a manner that lends to the greater economic stability of this region that is exploding with industrial development. The current condition of Williams Road is not safe for pedestrians and bicyclists who need to access public transportation and nearby industry. COTA enthusiastically supports the vision and plan to widen Williams Road. A wider Williams Road will assist the regional economic recovery by eliminating barriers to new jobs and help us to continue our mission "To provide solutions that connect people to prosperity through innovation, dedication and teamwork" and our vision "To move every life forward."

Williams Road is an important east-west roadway and is identified on the Central Ohio Greenway's Trail Vision Plan as a future corridor for a significant bikeway and pedestrian connection on Columbus' south side. It also supports projected household and employment growth within the larger south side region and Rickenbacker Airport and Global Logistics Park, including Foreign Trade Zone 138. MORPC identified the need for improving the Williams

Road corridor as part of its 2018 Rickenbacker Area Study, due to the projected population and employment growth along the corridor. The current roadway is heavily travelled by residents and freight, yet it is only two lanes and lacks any bicycle or pedestrian facilities. This has contributed to multiple traffic fatalities and serious injuries. Significant improvements are required to ensure the roadway can safely support the corridor's projected growth.

However, the large scale of the corridor and its required significant multi-jurisdictional, multi-use, and multi-modal improvements are far too difficult for any single, local jurisdiction to implement on its own. The project area involves the coordination of three cities (Columbus, Obetz, and Groveport), two townships (Hamilton and Madison), Franklin County, the Columbus and Franklin County Metro Parks, and numerous stakeholders. The corridor serves a wide variety of land uses, including regional parkland, residential, commercial, logistics, and two rail yards (CSX and Norfolk Southern). The corridor's two at-grade rail crossings and one separated crossing have a significant impact on traffic moving through the corridor. There are utility challenges, the majority of the corridor lacks bicycle and pedestrian facilities, and the existing roadway and intersections are inadequate to safely support the variety of users who currently use the corridor (personal and commercial vehicles) or want to use the corridor (bicyclists and pedestrians). Addressing these challenges will significantly improve freight and transportation opportunities along a corridor that includes opportunity zones, areas of persistent poverty, and a historically disadvantaged census tract.

A RAISE planning grant is necessary to help create a unified concept for this very complicated corridor that is in such great need of safety, mobility, congestion, and capacity improvements. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,



Joanna M. Pinkerton  
President/CEO

JMP: rf

xc: Andrew Biesterveld, Sr. Director, Capital Projects  
Kimberly Sharp, Sr. Director, Development  
Angel Mumma, Chief Financial Officer  
Rebecca Felkner, Grants Administrator