MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

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Memorandum

TO: Central Ohio Metropolitan Planning Organization Board
Transportation Advisory Committee
Community Advisory Committee

FROM: Maria Schaper, Transportation Director

DATE: August 28, 2025

SUBJECT: Proposed Resolution T-12-25**: "Establishing Priorities for Central Ohio Candidate Projects Submitted in 2025 for TRAC Funding**"

As reported to you previously, eleven (11) projects were submitted to the Transportation Review Advisory Council (TRAC) for the 2025 funding cycle. TRAC is responsible for committing development and construction funding toward projects that meet the criteria of the Major New Capacity Program (generally projects that cost over $12 million and increase roadway capacity and/or reduce congestion). Information sheets (attached) were prepared and posted to our website over the summer with details on the projects.

Resolution T-12-25 establishes MORPC's priorities for the 2025 TRAC funding requests that fall within MORPC's Metropolitan Organization Planning (MPO) area. Facilitating the development and implementation of these projects is an element of implementing the strategies in the 2024-2050 Metropolitan Transportation (MTP). The projects seeking advancement with TRAC funding specifically relate to implementation of these MTP strategies:

- SAF 3: Implement countermeasures that address priority safety locations
- OP 4: Apply access management along arterial and collector corridors
- TRAN 3: Implement high-capacity transit service along additional corridors
- RDWY 1: Add capacity, where appropriate, to alleviate existing or anticipated congestion along existing freeways and at interchanges

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- RDWY 3: Construct new interchanges, where appropriate, to alleviate congestion or support regional development goals
- RWDY 6: Construct new roadways, where appropriate, to alleviate congestion or support regional or local development goals
- BP 3: Build safe and comfortable infrastructure for walking and bicycling

MORPC accepted comments on the projects from the public, and staff completed a technical evaluation of the projects. This memo provides a summary of how the projects were evaluated and concludes with a recommendation on project prioritization. The priorities will be presented to TRAC at a regional public hearing this fall, and upon adoption of Resolution T-12-25, submitted in writing by September 12.

Project Evaluation Summary

MORPC staff evaluated the eleven TRAC projects requesting funding based on the 2024-2050 Metropolitan Transportation Plan (MTP) goals and objectives. Key elements of the MTP evaluation criteria were used for the evaluation. For the projects being ranked, the analysis results by goal are:

Adopted Goal: Position Central Ohio to attract and retain economic opportunity to prosper as a region and compete globally.
The criteria for this goal focus on congestion relief and the total number of jobs as well as non-retail jobs within one mile of the facility at present and projected in 2050. The East Main BRT, Downtwon Ramp Up Phase 2D, and SR 315 at Lane Avenue projects showed the strongest support for non-retail jobs. The Alum Creek Drive, Northern Outerbelt Interchange, and I-70 at SR 256 and Taylor Rd projects showed the most significant reductions in congestion.

Adopted Goal: Protect natural resources and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community.
The criteria for this goal considered reductions in emissions (VOC and NOx). The I-70 and Taylor Rd/SR 256 Interchanges performed the strongest for this goal. All other projects showed no significant changes in emissions.

Adopted Goal: Reduce per capita energy consumption and promote alternative fuel resources to increase affordability and resilience of regional energy supplies.
The criteria for this goal considered reduction in regional vehicle-miles traveled. No projects showed significant reductions in regional vehicle-miles traveled.

Adopted Goal: Increase regional collaboration and employ innovative transportation solutions to maximize the return on public expenditures.
The criteria for this goal included the number of communities being served by the project, consideration for collaboration with regards to project development and funding the project, and new development in the area. The two Sunbury Parkway projects scored higher than the rest due to having the highest levels of projected new development in the project area. The DEL-23 Home Road, Alum Creek Drive, and SR 161 and SR 37 Widening projects all scored well due to projected new development in the project area.

Adopted Goal: Provide transportation and mobility options to benefit the health, safety, and welfare of all people.
The criteria for this goal considered the safety/crash ranking analysis, pavement and bridge condition, and Environmental Justice (EJ) populations served. The East Main BRT and Downtwon Ramp Up Phase 2D scored high because of expected safety improvements for all road users and serving EJ populations. They were followed by Alum Creek Drive and SR 25 at Lane Avenue which have expected safety improvements for all road users.

Adopted Goal: Create sustainable neighborhoods to improve all residents' quality of life.
The criteria for this goal considered which projects serve users going to or coming from higher density areas and multimodal elements of the project, such as facilities for transit, bicyclists, and pedestrians. The East Main BRT project scored highest in this goal, followed by the Downtwon Ramp Up Phase 2D and SR 315 at Lane Avenue projects as they serve the highest density areas among projects submitted.

Comments Received from the Public

On June 23, MORPC issued a press release requesting comments from the public on this year's TRAC applications. Comments were due by August 8. The table below summarizes the number of comments received. In all, MORPC received 12 submissions, with some containing multiple comments for specific projects as well as general observations and input.

Application	In Support	Opposed	Total Comments
Downtown Ramp Up Phase 2D	0	0	0
Sunbury Parkway Phase B	0	0	0
Sunbury Parkway Phase C	0	0	0
East Main St BRT	0	0	0
Alum Creek Drive	0	0	0
I-70 at SR 256 and Taylor Rd	1	0	1
SR 161 and SR 37 Widening	0	0	0
SR 315 at Lane Avenue	7	0	7
North Outerbelt Interchange (I-71S to I-270E)	0	0	0
DEL-23 at Home Rd	1	0	1
DEL-23 at Orange Rd	0	0	0

A mix of opinions on the proposals was submitted during the public comment period with most being supportive. SR 315 at Lane Avenue received the most support by far, with commenters noting the benefits toward congestion, economic development, and other transportation infrastructure investments including the LinkUS Northwest BRT corridor. The I-70 at SR 256, DEL-23 at Home Rd, and DEL-23 at Orange Rd projects were all deemed beneficial for congestion relief.

Opposition comments were generally against freeway expansion projects and supported funding transit and active transportation facilities instead. A neutral comment suggested TRAC funding be used for improvements along Brice Road.

MORPC Staff Ranking Recommendation

Based on the goal-by-goal evaluation summarized above, the public comments and the phase for which money is being requested, MORPC staff recommends the following priority ranking (classified as A, B, or C priorities, alphabetically) for the eleven TRAC applications requesting funding:

Priority A: Alum Creek Drive
Priority A: Downtown Ramp Up Phase 2D
Priority A: East Main BRT
Priority A: SR 315 at Lane Avenue
Priority B: I-70 at SR 256 and Taylor Rd
Priority B: SR 161 and SR 37 Widening
Priority B: Sunbury Parkway Phase B
Priority B: Sunbury Parkway Phase C
Priority C: DEL-23 Home Rd
Priority C: DEL-23 Orange Rd
Priority C: Northern Outerbelt Interchange (I-71S to I-270E)

Resolution T-12-25 recommends these rankings.

MS:TG

Attachment: Resolution T-12-25