MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

111 Liberty St., Suite 100
Columbus, Ohio 43215
www.morpc.org

NOTICE OF A MEETING

MPO FUNDS COMMITTEE MEETING
MID-OHIO REGIONAL PLANNING COMMISSION
111 LIBERTY STREET, SUITE 100
COLUMBUS, OH 43215
ROOM 113 – TOWN HALL

Wednesday, November 4, 2026, at 10:00 AM

AGENDA

1. **Welcome and Introductions**
2. **Approval of September 30, 2026 Minutes**
3. **Update on Application Evaluation and Presentation of Draft Scores**
4. **Timeline and Next Steps**
5. **Other Business**
6. **Adjournment**

PLEASE NOTIFY DAN SCHMUHL AT 614-233-4185 OR dschmuhl@morpc.org IF YOU REQUIRE SPECIAL ASSISTANCE.

The next MPOFC Meeting is
Thursday December 3, 2026, at 10:00 AM
111 Liberty Street, Suite 100
Columbus, Ohio 43215

William Murdock, AICP
Executive Director

Ben Kessler
Chair

Laurie Jadwin
Vice Chair

Matthew Starr
Secretary

Mid-Ohio Regional Planning Commission
MPO Funds Committee Meeting Minutes

Date: **September 30, 2026**
Time: **10:00 a.m.**
Location: **MORPC**

Members Present

Boucher, Christine	Crosier, Fritz	Hamons, Shannon
Jenkins, Tiffany	Komlac, Tom	Moorehead, John
Nittle, Tim	Owen, Jonathan	Pajk, Jim
Sanders, Scott	Schamp, Letty	Stargell, Reynaldo
Weiss, Ira	Wilfong, Gary	

Guests

Banks, Anna	Burkholder, Gary	Deer, Shane
Gottke, Jeff	Grushon, Erin	Hibbard, Tom
Like, Dan	Naragh, Hossein	Nimps, Ronni
Prichard, Aaron	Rosepiler, Amy	Sanders, Lori
Schultz, Kevin	Stevenson, Andrea	Stimpson, Rory
Utterback, Vince	Wawszkiewicz, Tina	

MORPC Staff

Agrawal, Parag	Dixon, Dave	Graham, Thomas
Heider, Jon	Ortega, Jeff	Petrov, Jordan
Reda, Eva	Schaper, Maria	Schmuhl, Dan
Vonstein, Melinda		

I. Welcome & Introductions

- Chair Crosier called the meeting to order at 10:03 a.m. There was a quorum present.

II. Approval of August 5, 2026, Meeting Minutes

- Chair Crosier asked for a motion to approve August 5, 2026, meeting minutes. Mr. Weiss moved; Mr. Pajk seconded; and the motion passed.

III. Ad Interim MPOFC Membership Changes

- Ad Interim seats are held by jurisdictions with either an outstanding funding commitment or an active final application. All jurisdictions currently holding ad interim seats will retain them, as they either have an outstanding commitment or have submitted another final application.
- There are currently four vacant seats for Bexley, Reynoldsburg, Liberty Township, and Violet Township. Each jurisdiction may formally appoint one

voting member to the MPO Funding Committee for the remainder of the process.
- No action is required currently, but appointments are encouraged as soon as possible. Jurisdictions may contact MPO staff or the MPO Funding Committee email to coordinate their appointments.

IV. Consideration of Commitment Updates

- 29 commitment updates were submitted, while five projects were not required to submit updates. The requests increased current commitments from approximately $263.96 million to $282.33 million, an increase of about $18.37 million or 6.6%.
- Mr. Schmuhl explained that the higher update totals and the slightly higher number of projects requesting increases above 10% were caused solely by newly published inflation factors applied as applications moved from screening to final review. No other major changes were communicated before the meeting.
- The committee asked about the City of Bexley's approximately $5.6 million increase for resurfacing 1.4 miles of Livingston Avenue. The response explained that the project includes permanent improvements following a temporary repair, traffic-calming medians, sidewalk and shared-use-path elements, and work in a constrained urban right-of-way with significant utility and space limitations.
- The requested action was approval of commitment amounts only; changes to the state fiscal year schedules did not need to be finalized and could be balanced later alongside new commitments.
- Chair Crosier asked for a motion to approve. Mr. Weiss moved; Ms. Jenkins seconded; Mr. Owen opposed; and the motion passed.

V. Projection of Available Funds

- The committee reviewed available funds by activity category, including roadway and operational changes, system preservation, bike and pedestrian projects, transit, and interchange/freeway programs. The figures reflected the approved commitment updates and showed the amount for new commitments within each category.
- The overall program summary showed approximately $77.65 million available to new commitments after updated commitments and other adjustments. New funding is generally unavailable until state fiscal year 2031 because existing commitments and schedule shifts consume earlier-year capacity.

VI. Summary of Final Applications

- The committee received 20 final applications after 23 screening applications. Applications 101,305, and 501 were identified in the discussion as withdrawn, and staff summarized requests in both current year dollars and inflated dollars for the requested construction years.
- The final application summary showed total inflated requests exceeding the available new-commitment amount, requiring staff scoring, ranking, and later development of funding scenarios rather than immediate selection of projects.

VII. Applicant Presentations

- Roadway and operational project request sponsors presented roadway, intersection, interchange, and corridor-improvement requests focused on safety, congestion relief, multimodal access, and anticipated residential, employment, and institutional growth.
- System preservation project sponsors presented requests for aging signals, bridges, and major corridors, combining rehabilitation with ADA, drainage, safety, and multimodal improvements.
- Bike and pedestrian connectivity project sponsors presented requests to close trail and sidewalk gaps, improve vulnerable-user safety, and connect neighborhoods with transit, parks, employment centers, and regional greenways.
- COTA submitted a transit request for five 60-foot compressed natural gas buses, with no separate construction or right-of-way request.

VIII. Timeline and Next Steps

- MORPC will distribute draft application scores and rankings near the end of October, before the November 4, 2026, meeting. The committee will review the scores, discuss the rankings, and provide feedback for staff to incorporate.
- After receiving committee feedback, MORPC will return before December 2, 2026, meeting with funding scenarios. The committee will develop draft funding commitments on December 2 and is scheduled to approve those draft commitments on December 16, 2026.
- The draft funding recommendation is scheduled to be announced and opened for public comment on January 11, 2026. Public comments are expected by February 17, 2026, after which recommendations for changes will be sent to the MPO Funds Committee.

IX. Adjournment

- The meeting was adjourned at 11:56 a.m.

Maria Schaper

Maria Schaper, Secretary
MPO Funds Committee

MORPC MPO Funds Draft Scores For New Commitment Requests (SFY 2027 to 2033)

Project Information	Score	Rationale
Roadway Capacity and Operational Changes - Economic Opportunity Goal		
App ID: 102 Agency: City of Columbus Name: Trabue Road	**5**	Does not significantly reduce severe congestion. Moderate number of existing jobs near project; No new jobs potentially created because of the project. Moderate number of new housing units and high number of future units; All future units are committed; New and future units are infill development. Moderate average peak travel time uncertainty. Moderate AADT and low truck traffic percentage. Redevelopment incentives exist, with recent infill growth and rezoning; Moderate acreage amount and surrounding area is primarily residential or park.
App ID: 103 Agency: Franklin County TID Name: Morse Road	**3**	Provides a low level of severe congestion reduction, which will benefit some nearby ongoing development efforts. Low number of existing jobs near project; No new jobs potentially created because of the project. High number of new housing units and future units (mixture); All future units are committed; New and future units are greenfield development. Low average peak travel time uncertainty. Low AADT and high truck traffic percentage. Possible nearby travel route to and from four regional major economic development projects; Surrounding area is primarily SF suburban residential.
App ID: 104 Agency: City of Columbus Name: North Knot, SR315 at Lane	**9**	Provides a moderate to high level of severe congestion reduction, which will benefit ongoing development efforts. High number of existing jobs near project; High number of new jobs potentially created because of the project. Low number of new housing units and high number of future units; All future units are committed; New and future units are infill development. Highest average peak travel time uncertainty. High AADT and no available truck traffic percentage. Redevelopment incentives exist and area designated by Ohio as an innovation district; Moderate acreage amount and surrounding area is primarily research park.
App ID: 105 Agency: City of Delaware Name: SR 37 & US 42 Intersection	**5**	Provides a moderate to high level of severe congestion reduction, which will benefit ongoing development efforts. Moderate number of existing jobs near project; No new jobs potentially created because of the project. Low number of new housing units and high number of future units; All future units are committed; New and future units are mixture of infill and greenfield development. Moderate average peak travel time uncertainty. Low AADT and high truck traffic percentage. Serves as an important freight route; Low acreage amount and surrounding area is primarily a mixture of light uses with potential for higher density.
App ID: 106 Agency: City of Gahanna Name: Stygler, Agler, US62	**6**	Provides a low level of severe congestion reduction, which will benefit ongoing development efforts. Moderate number of existing jobs near project; Moderate number of new jobs potentially created because of the project. No new housing units and moderate number of future units; All future units are committed; Future units are infill development. High average peak travel time uncertainty. Moderate AADT and no available truck traffic percentage. Possible nearby travel route to and from a regional major economic development project; Low acreage amount and surrounding area is primarily light commercial and residential.
App ID: 107 Agency: City of Upper Arlington Name: Henderson Road Phase 1	**5**	Provides a low level of severe congestion reduction, which will benefit ongoing development efforts. Moderate number of existing jobs near project; No new jobs potentially created because of the project. No applicable housing information provided. Low average peak travel time uncertainty. High AADT and low truck traffic percentage. Redevelopment / revitalization potential in corridor's adjacent primary commercial zone; Low acreage amount and surrounding area is primarily shopping center and residential.
App ID: 108 Agency: City of Upper Arlington Name: Henderson Road Phase 2	**4**	Provides a low level of severe congestion reduction, which will benefit ongoing development efforts. Moderate number of existing jobs near project; No new jobs potentially created because of the project. No applicable housing information provided. Moderate average peak travel time uncertainty. Low AADT and low truck traffic percentage. Some redevelopment / revitalization potential in corridor's adjacent primary commercial zone; Surrounding area is primarily light commercial and residential.
App ID: 109 Agency: FCEO Name: Havens Corners Road	**3**	Does not significantly reduce severe congestion. Low number of existing jobs near project; No new jobs potentially created because of the project. Low number of new housing units and no future units; All future units are committed; New units are greenfield development. Moderate average peak travel time uncertainty. Low AADT and low truck traffic percentage. Possible nearby travel route to and from regional major economic development projects; Surrounding area is primarily SF rural / suburban residential and park.
App ID: 110 Agency: Violet Township Name: SR 204	**5**	Does not significantly reduce severe congestion. Moderate number of existing jobs near project; Moderate number of new jobs potentially created because of the project. No applicable housing information provided. High average peak travel time uncertainty. Low AADT and low truck traffic percentage. Planned site of large medical center within project area; High acreage amount and surrounding area is primarily SF suburban residential and strip mall.

Project Information	Score	Rationale
Roadway Capacity and Operational Changes - Natural Resources Goal		
App ID: 102 Agency: City of Columbus Name: Trabue Road	**4**	Unlikely to significantly reduce emissions. No additional natural resource goal considerations.
App ID: 103 Agency: Franklin County TID Name: Morse Road	**6**	Unlikely to significantly reduce emissions. Includes the planting of 300 new street trees.
App ID: 104 Agency: City of Columbus Name: North Knot, SR315 at Lane	**4**	Unlikely to significantly reduce emissions. No additional natural resource goal considerations.
App ID: 105 Agency: City of Delaware Name: SR 37 & US 42 Intersection	**7**	May contribute to regional emissions reductions. Implements stormwater best management practices to treat runoff that discharges into the Olentangy River.
App ID: 106 Agency: City of Gahanna Name: Stygler, Agler, US62	**4**	Unlikely to significantly reduce emissions. Introduces landscape and streetscape features that will increase vegetative cover.
App ID: 107 Agency: City of Upper Arlington Name: Henderson Road Phase 1	**5**	Unlikely to significantly reduce emissions. Will result in some mode-shift which will reduce emissions.
App ID: 108 Agency: City of Upper Arlington Name: Henderson Road Phase 2	**5**	Unlikely to significantly reduce emissions. Will add a significant number of street trees within the R/W in addition to low maintenance streetscaping.
App ID: 109 Agency: FCEO Name: Havens Corners Road	**4**	Unlikely to significantly reduce emissions. No additional natural resource goal considerations.
App ID: 110 Agency: Violet Township Name: SR 204	**4**	Unlikely to significantly reduce emissions. No additional natural resource goal considerations.

Project Information	Score	Rationale
Roadway Capacity and Operational Changes - Energy Goal		
App ID: 102 Agency: City of Columbus Name: Trabue Road	**6**	Expected to contribute moderately toward regional VMT reduction. Installs LED fixtures and constructs a roundabout that replaces signals.
App ID: 103 Agency: Franklin County TID Name: Morse Road	**3**	Not expected to reduce regional VMT. Installs LED fixtures and constructs a roundabout.
App ID: 104 Agency: City of Columbus Name: North Knot, SR315 at Lane	**5**	Expected to contribute moderately toward regional VMT reduction. Installs LED fixtures.
App ID: 105 Agency: City of Delaware Name: SR 37 & US 42 Intersection	**7**	Expected to contribute the most toward regional VMT reduction. Installs LED fixtures.
App ID: 106 Agency: City of Gahanna Name: Stygler, Agler, US62	**3**	Not expected to reduce regional VMT. Installs LED fixtures, and constructs a roundabout.
App ID: 107 Agency: City of Upper Arlington Name: Henderson Road Phase 1	**3**	Not expected to reduce regional VMT. Installs LED fixtures and constructs roundabouts that replace signals.
App ID: 108 Agency: City of Upper Arlington Name: Henderson Road Phase 2	**2**	Not expected to reduce regional VMT. Installs LED fixtures.
App ID: 109 Agency: FCEO Name: Havens Corners Road	**4**	Expected to contribute relatively little toward regional VMT reduction. Installs LED fixtures and constructs a roundabout.
App ID: 110 Agency: Violet Township Name: SR 204	**5**	Expected to contribute the second most toward regional VMT reduction. No additional energy goal considerations.

Project Information	Score	Rationale
Roadway Capacity and Operational Changes - Collaboration and Funding Goal		
App ID: 102 Agency: City of Columbus Name: Trabue Road	**3**	MORPC would fund approximately 70.0% of the applicable project cost. MORPC would provide approximately $11,562,018 in SFY 2026 dollars. Has 3 letters of support, 0 public funding partners, and multiple private funding partners. Is in this PE phase of ODOT PDP and has been developed through the City of Columbus Renner Trabue McKinley Mobility Study and Belmont II development Traffic Impact Study.
App ID: 103 Agency: Franklin County TID Name: Morse Road	**5**	MORPC would fund approximately 71.1% of the applicable project cost. MORPC would provide approximately $9,958,461 in SFY 2026 dollars. Has 13 letters of support, 3 public funding partners, and 2 private funding partners; Was awarded congressionally directed spending of $250,000. Is in the EE phase (Stage 1 design) of ODOT PDP and has been developed through a Morse Road Corridor Feasibility Study and the FCEO 10-year CIP Applicant's top priority project.
App ID: 104 Agency: City of Columbus Name: North Knot, SR315 at Lane	**6**	MORPC would fund approximately 11.2% of the applicable project cost. MORPC would provide approximately $11,496,000 in SFY 2026 dollars. Has over 20 letters of support, 1 public funding partner, and 0 private funding partners. Is in the PE phase of ODOT PDP and has been developed through inclusion in MORPC's CAP program and a coordinated multi-jurisdictional initial study. Applicant's top priority project.
App ID: 105 Agency: City of Delaware Name: SR 37 & US 42 Intersection	**5**	MORPC would fund approximately 60.0% of the applicable project cost. MORPC would provide approximately $7,123,490 in SFY 2026 dollars. Has 4 letters of support, 0 public funding partners, and 0 private funding partners. Is in the PE phase of ODOT PDP and has been developed through an Intersection Alternatives Study Applicant's top priority project.
App ID: 106 Agency: City of Gahanna Name: Stygler, Agler, US62	**5**	MORPC would fund approximately 62.7% of the applicable project cost. MORPC would provide approximately $15,000,000 in SFY 2026 dollars. Has 4 letters of support, 1 public funding partner, and 1 private funding partner. Is in the PE phase of ODOT PDP and has been developed through inclusion on The City of Gahanna's Capital Needs Assessment, Land Use Plan, CIP, and a Tier 1 CAP through MORPC; A feasibility study was completed initially in 2019 and an update is currently underway. Applicant's top priority project.
App ID: 107 Agency: City of Upper Arlington Name: Henderson Road Phase 1	**5**	MORPC would fund approximately 54.2% of the applicable project cost. MORPC would provide approximately $11,711,600 in SFY 2026 dollars. Has 3 letters of support, 1 public funding partner, and 0 private funding partners. Is in the PE phase of ODOT PDP and has been developed through inclusion in the City of UA Master Plan, the City's Transportation Plan, the City of Columbus Northwest Plan, the Arts & Cultural Master Plan, UA's Economic Development Blueprint, Zone In Columbus, and the Envision Henderson Corridor Plan. Applicant's top priority project.
App ID: 108 Agency: City of Upper Arlington Name: Henderson Road Phase 2	**5**	MORPC would fund approximately 45.4% of the applicable project cost. MORPC would provide approximately $5,415,520 in SFY 2026 dollars. Has 3 letters of support, 1 public funding partner, and 0 private funding partners. Is in the PE phase of ODOT PDP and has been developed through inclusion in the City of UA Master Plan, the City's Transportation Plan, the City of Columbus Northwest Plan, the Arts & Cultural Master Plan, UA's Economic Development Blueprint, Zone In Columbus, and the Envision Henderson Corridor Plan.
App ID: 109 Agency: FCEO Name: Havens Corners Road	**5**	MORPC would fund approximately 78.3% of the applicable project cost. MORPC would provide approximately $6,089,151 in SFY 2026 dollars. Has 9 letters of support, 1 public funding partner, and 2 private funding partners; Was awarded congressionally directed spending of $1M. Is in the PE phase of ODOT PDP and has been developed through inclusion on the FCEO 10-year CIP Applicant's top priority project.
App ID: 110 Agency: Violet Township Name: SR 204	**4**	MORPC would fund approximately 80.0% of the applicable project cost. MORPC would provide approximately $4,690,256 in SFY 2026 dollars. Has 2 letters of support, 0 public funding partners, and 0 private funding partners. Is in the PL phase of ODOT PDP and has been developed through inclusion in a previous corridor study Applicant's top priority project.

Project Information	Score	Rationale
Roadway Capacity and Operational Changes - Health, Safety, & Welfare Goal		
App ID: 102 Agency: City of Columbus Name: Trabue Road	**7**	Can reduce motor vehicle crashes by realigning an offset signalized intersection into a roundabout, eliminating multiple unsafe turning movements and severe angle crash opportunities; Has a relatively average crash density but a relatively high fatal and serious injury crash rate Can reduce VRU crashes by adding sidewalks to close gaps and adding a SUP where there is none, which will include making continuous regional trail connections, and adding safe intersection crossings; Has a relatively low crash density and no fatal and serious injury crashes Provides many features that enhance transportation network safety and somewhat impacts the safety of the overall system by its implementation. Appears in regional planning documents. Average roadway PCR is 79.5. Serves and provides modal options for some economically disadvantaged residents and enhances access for all to a regional metro park. Encourages healthier lifestyles and increases access to recreational park facilities.
App ID: 103 Agency: Franklin County TID Name: Morse Road	**3**	Can reduce motor vehicle crashes by introducing a two-way left turn lane which will assist with access management and allow vehicles to make left-hand turns outside of the travel lane; It will also install a three-leg roundabout, eliminating the opportunity for severe angle crashes at a rural high-speed intersection; It will also install lighting; Has a relatively low crash density and no fatal and serious injury crash rate Can reduce VRU crashes by adding sidewalk, an SUP, and marked crossings where there are none; Some sidewalk gaps will be closed to adjacent neighborhoods; Has had no VRU crashes. Provides few features that enhance transportation network safety and somewhat impacts the safety of the overall system by its implementation. Average roadway PCR is 93.5, bridge SFN 2535017 BSR is 93.6, and SFN 2536269 BSR is 79.1. Serves an area with a slightly higher than average proportion of aging individuals. Will use means and methods that will lead to a longer service life of the project.
App ID: 104 Agency: City of Columbus Name: North Knot, SR315 at Lane	**6**	Can reduce motor vehicle crashes by improving interchange configuration which will assist in moving traffic more smoothly and reducing start/stop conditions that can lead to rear end crashes; It will Aso install streetscaping elements which assist with traffic calming; These measures are not as impactful on their own as others in the category, but Has a relatively high crash density and a high fatal and serious injury crash rate. Can reduce VRU crashes by improving sidewalks and closing gaps, adding an SUP, and adding landscape elements and lighting; Has a relatively high crash density but no fatal and serious injury crashes. Provides few features that enhance transportation network safety and somewhat impacts the safety of the overall system by its implementation. Appears in regional planning documents. Average roadway PCR is 82.5, bridge SFN 2515571 BSR is 98.0, and SFN 2561166 BSR is not available. Serves economically disadvantaged residents on all sides of its project area; It also serves areas designated as Vision Zero Communities of Interest by the City of Columbus, indicating residents in the area are zero-car households or have otherwise limited transportation options. Will improve safe access to medical facilities for multiple modes.
App ID: 105 Agency: City of Delaware Name: SR 37 & US 42 Intersection	**5**	Can reduce motor vehicle crashes by realigning a skewed intersection and providing new/extended turn lanes and signal upgrades, which will improve sight distance and allow for safer turning movements at the intersection; Has a relatively low crash density and a moderate fatal and serious injusry crash rate Can reduce VRU crashes by improving sidewalk facilities, adding a SUP, and making continuous connections to regional trails; Has a relatively low crash density and no fatal and serious injury crashes. Provides many features that enhance transportation network safety and somewhat impacts the safety of the overall system by its implementation. Appears in regional planning documents. Average roadway PCR is 95.0 and bridge SFN 2101599 BSR is 81.0. Serves some areas with economically disadvantaged residents including currently under development affordable housing units. No additional natural resource goal considerations.
App ID: 106 Agency: City of Gahanna Name: Stygler, Agler, US62	**6**	Can reduce motor vehicle crashes by eliminating or limiting turning movements at closely spaced intersections which will prevent vehicle queues overflowing onto adjacent roads and unsafe turning movements across multiple lanes; Has arelatively moderate crash density but no fatal and serious injury crashes Can reduce VRU crashes by adding and improving sidewalk facilities, adding SUPs, and closing sidewalk and trail gaps; Has a relatively low crash density and no fatal and serious injury crashes. Provides some features that enhance transportation network safety and somewhat impacts the safety of the overall system by its implementation. Average roadway PCR is 55.0. Serves adjacent areas with higher proportions of economically disadvantaged and limited vehicle access residents. Will improve neighborhood connections.

Project Information	Score	Rationale
Roadway Capacity and Operational Changes - Health, Safety, & Welfare Goal		
App ID: 107 Agency: City of Upper Arlington Name: Henderson Road Phase 1	**7**	Can reduce motor vehicle crashes by installing roundabouts which will eliminate severe angle crashes and eliminating left turns into commercial drives which will allow traffic to flow more smoothly and prevent rear end and other crashes due to sudden congestion; Has a relatively high crash density but no fatal and serious injury crashes Can reduce VRU crashes by adding and improving sidewalks and an SUP, closing gaps and providing access to residential and commercial areas; Improved separated facilities will also provide safer access to transit and will serve future BRT routes; Has a relatively high crash density but no fatal and serious injury crashes. Provides many features that enhance transportation network safety and greatly impacts the safety of the overall system by its implementation. Appears in regional planning documents. Average roadway PCR is 63.0. Serves some bordering areas with economically disadvantaged residents including above average poverty rates and lack of vehicle access. Will encourage active lifestyles, align with Columbus' Vision Zero plan, provide safe access to recreational facilities, and enhance neighborhood connections.
App ID: 108 Agency: City of Upper Arlington Name: Henderson Road Phase 2	**7**	Can reduce motor vehicle crashes by improving and interconnecting signals along the corridor which and eliminating left turns into commercial drives, both of which will allow traffic to flow more smoothly and prevent rear end and other crashes due to sudden congestion; Has a relatively low crash density but a high fatal and serious injury crash rate Can reduce VRU crashes by adding and improving sidewalks and an SUP, closing gaps and providing access to residential and commercial areas; Improved separated facilities will also provide safer access to transit and will serve future BRT routes; Accessible crossings at intersection and additional lighting will also provide a safer environment for VRUs; Has a relatively high crash density and a high fatal and serious injury crash rate. Provides many features that enhance transportation network safety and greatly impacts the safety of the overall system by its implementation. Appears in regional planning documents. Average roadway PCR is 63.0. Serves some bordering areas with economically disadvantaged residents including above average poverty rates and lack of vehicle access. Will align with Columbus' Vision Zero plan, provide safe access to recreational facilities, and enhance neighborhood connections.
App ID: 109 Agency: FCEO Name: Havens Corners Road	**3**	Can reduce motor vehicle crashes by replacing an offset rural intersection with a roundabout, eliminating severe angle crashes and unsafe turning movements; Has a relatively low crash density and no fatal and serious injury crashes Can reduce VRU crashes by adding sidewalk and SUP and providing safe intersection crossings where there are none; Has had no VRU crashes. Provides some features that enhance transportation network safety and somewhat impacts the safety of the overall system by its implementation. Average roadway PCR is 74.7. Does not serve areas with significant populations of disadvantaged residents. Will preserve CTSS fiber infrastructure for use in future systems as needed.
App ID: 110 Agency: Violet Township Name: SR 204	**3**	Can reduce motor vehicle crashes by reducing congestion resulting in smoother movement of traffic and providing dedicated left turn lanes into new developments; Has a relatively low crash density and no fatal and serious injury crashes Can reduce VRU crashes by adding sidewalk and SUP where there are none; Has had no VRU crashes. Provides some features that enhance transportation network safety and minimally impacts the safety of the overall system by its implementation. Average roadway PCR is 87.0. Serves and provides access to areas with some small minority and aging populations. Will greatly enhance accessibility to a new major healthcare facility currently in development on adjacent property; It will also provide multimodal options for transportation to the nearby elementary school.

Project Information	Score	Rationale
Roadway Capacity and Operational Changes - Sustainable Neighborhoods and Quality of Life Goal		
App ID: 102 Agency: City of Columbus Name: Trabue Road	**7**	Moderate current OD density, high future OD density, and high increase in future OD density. Provides pedestrian infrastructure where none currently exists; Overcomes significant intersection barrier; Connects to existing adjacent networks, metro park, and future regional trail. Provides bicycle infrastructure where none currently exists; Overcomes significant intersection barrier; Connects to existing / proposed adjacent networks, metro park, and future regional trail; Significantly improves bicycle level of stress. Improves first / last mile transit connection; Four stops located adjacent to project; No transit amenity improvements proposed. Directly supports significant regional trail infrastructure.
App ID: 103 Agency: Franklin County TID Name: Morse Road	**4**	Low current OD density, low future OD density, and high increase in future OD density. Provides pedestrian infrastructure where none currently exists; Connects to existing / proposed adjacent networks. Provides bicycle infrastructure where none currently exists; Connects to existing / proposed adjacent networks; Significantly improves bicycle level of stress. Improves first / last mile transit connection (minor); No stops located within 1 mile of project. No additional sustainable neighborhood and quality of life goal considerations.
App ID: 104 Agency: City of Columbus Name: North Knot, SR315 at Lane	**8**	High current OD density, high future OD density, and moderate increase in future OD density. Significantly enhances existing pedestrian infrastructure; Overcomes significant highway and railroad barrier; Connects to existing / proposed adjacent networks; Area of high demand. Provides bicycle infrastructure where none currently exists; Overcomes significant highway and railroad barrier; Connects to existing / proposed adjacent networks; Significantly improves bicycle level of stress; Area of high demand. Improves first / last mile transit connection; Multiple stops located within 1 mile of project; Supports planned high capacity transit corridor. No additional sustainable neighborhood and quality of life goal considerations.
App ID: 105 Agency: City of Delaware Name: SR 37 & US 42 Intersection	**3**	Low current OD density, low future OD density, and high increase in future OD density. Enhances existing pedestrian infrastructure; Overcomes significant river barrier; Maintains connection to existing adjacent networks. Provides bicycle infrastructure where none currently exists; Overcomes significant river barrier; Connects to existing / proposed adjacent networks and regional trail; Improves bicycle level of stress. No reasonable fixed route service; May improve railroad crossing for transit vehicles. No additional sustainable neighborhood and quality of life goal considerations.
App ID: 106 Agency: City of Gahanna Name: Stygler, Agler, US62	**5**	High current OD density, high future OD density, and low increase in future OD density. Significantly enhances existing pedestrian infrastructure; Overcomes significant highway barrier; Connects to existing / proposed adjacent networks. Provides bicycle infrastructure where none currently exists; Overcomes significant highway barrier; Connects to existing / proposed adjacent networks and regional trail; Improves bicycle level of stress. Improves first / last mile transit connection; Three stops located adjacent to project; No transit amenity improvements proposed. No additional sustainable neighborhood and quality of life goal considerations.
App ID: 107 Agency: City of Upper Arlington Name: Henderson Road Phase 1	**6**	Moderate current OD density, moderate future OD density, and moderate increase in future OD density. Provides pedestrian infrastructure where none currently exists; Maintains connection to existing adjacent networks. Provides bicycle infrastructure where none currently exists; Connects to existing / proposed adjacent networks; Significantly improves bicycle level of stress. Improves first / last mile transit connection; Four stops located adjacent to project; Minimal transit amenity improvements proposed. Directly supports significant neighborhood redevelopment efforts.
App ID: 108 Agency: City of Upper Arlington Name: Henderson Road Phase 2	**5**	Moderate current OD density, moderate future OD density, and moderate increase in future OD density. Significantly enhances existing and provides pedestrian infrastructure where none exist; Connects to existing / proposed adjacent networks Provides bicycle infrastructure where none currently exists; Connects to existing / proposed adjacent networks; Significantly improves bicycle level of stress. Improves first / last mile transit connection; Two stops located adjacent to project; Minimal transit amenity improvements proposed. Directly supports significant neighborhood redevelopment efforts.
App ID: 109 Agency: FCEO Name: Havens Corners Road	**3**	Moderate current OD density, moderate future OD density, and low increase in future OD density. Provides pedestrian infrastructure where none currently exists; Connects to future network. Provides bicycle infrastructure where none currently exists; Connects to future network; Significantly improves bicycle level of stress. No reasonable fixed route service; Roundabout designed to accommodate transit vehicles. No additional sustainable neighborhood and quality of life goal considerations.
App ID: 110 Agency: Violet Township Name: SR 204	**3**	Low current OD density, low future OD density, and decrease in future OD density. Provides pedestrian infrastructure where none currently exists; Connects to future network; Provides bicycle infrastructure where none currently exists; Connects to future network; Significantly improves bicycle level of stress. No reasonable fixed route service; No transit accommodations planned for the project. No additional sustainable neighborhood and quality of life goal considerations.

Project Information	Score	Rationale
System Preservation - Economic Opportunity Goal		
App ID: 201 Agency: City of Columbus Name: W 5th Ave Signals	**7**	High number of existing jobs near project; No new jobs potentially created because of the project. High number of new housing units and moderate number of future units; All future units are committed; New and future units are infill development. Moderate AADT and no available truck traffic percentage. Significant adjacent redevelopment potential with recent infill growth and rezoning; Moderate acreage amount and surrounding area is primarily medium urban residential, light commercial, and mixed use.
App ID: 202 Agency: FCEO Name: Scioto & Darby Creek Bridge	**3**	Minimum number of existing jobs near project; No new criteria information provided. No applicable housing information provided. Low AADT and high truck traffic percentage. No additional economic opportunity goal considerations.
App ID: 203 Agency: City of Worthington Name: N High St	**6**	Moderate number of existing jobs near project; No new jobs potentially created because of the project. No new housing units and high number of future units; Approximately half of future units are committed; Unknown number of units planned for one additional development; Future units are infill development. High AADT and moderate truck traffic percentage. No additional economic opportunity goal considerations.
App ID: 204 Agency: Licking County TID Name: LIC Pike St Phase 2	**4**	Low number of existing jobs near project; No new jobs potentially created because of the project. No new housing units and moderate number of future units; All future units are committed; Future units are greenfield development. Low AADT and no available truck traffic percentage. Redevelopment opportunity in area surrounding project; High acreage amount and surrounding area is primarily SF / MF suburban residential and light industrial.
App ID: 205 Agency: City of Worthington Name: Olentangy Trail Bridge	**5**	Moderate number of existing jobs near project; No new jobs potentially created because of the project. No new housing units and high number of future units; Approximately half of future units are committed; Unknown number of units planned for one additional development; New and future units are infill development. No applicable traffic composition information available. Minor development opportunity in area surrounding project.
System Preservation - Natural Resources Goal		
App ID: 201 Agency: City of Columbus Name: W 5th Ave Signals	**4**	Will have minimal impacts and earth disturbances and will not increase impervious area;
App ID: 202 Agency: FCEO Name: Scioto & Darby Creek Bridge	**5**	Will rehabilitate the bridge utilizing the existing structure, avoiding additional disturbances and closures of the waterway.
App ID: 203 Agency: City of Worthington Name: N High St	**7**	Will correct drainage issues, reducing storm runoff and will not increase impervious area.
App ID: 204 Agency: Licking County TID Name: LIC Pike St Phase 2	**7**	Will introduce stormwater control features that will treat runoff and mitigate drainage issues.
App ID: 205 Agency: City of Worthington Name: Olentangy Trail Bridge	**5**	Will demonstrate no-rise waterway conditions with the new bridges to remain in compliance with floodplain requirements; The project also seeks to improve hydraulic performance in the waterway under the bridges.

Project Information	Score	Rationale
System Preservation - Energy Goal		
App ID: 201 Agency: City of Columbus Name: W 5th Ave Signals	**6**	Installs LED fixtures and connected vehicle capable equipment.
App ID: 202 Agency: FCEO Name: Scioto & Darby Creek Bridge	**4**	No additional energy goal considerations.
App ID: 203 Agency: City of Worthington Name: N High St	**5**	Installs LED fixtures.
App ID: 204 Agency: Licking County TID Name: LIC Pike St Phase 2	**5**	Installs LED fixtures.
App ID: 205 Agency: City of Worthington Name: Olentangy Trail Bridge	**4**	No additional energy goal considerations.
System Preservation - Collaboration and Funding Goal		
App ID: 201 Agency: City of Columbus Name: W 5th Ave Signals	**5**	MORPC would fund approximately 80.0% of the applicable project cost. MORPC would provide approximately $3,671,048 in SFY 2026 dollars. Has 3 letters of support, 0 public funding partners, and 0 private funding partners. Is in the PL phase of ODOT PDP and has been developed through the City of Columbus signal inspection protocols Applicant's top priority project.
App ID: 202 Agency: FCEO Name: Scioto & Darby Creek Bridge	**5**	MORPC would fund approximately 78.7% of the applicable project cost. MORPC would provide approximately $3,475,383 in SFY 2026 dollars. Has 9 letters of support, 0 public funding partners, and 0 private funding partners. Is in the PE phase of ODOT PDP and has been developed through inclusion on the FCEO 10-year CIP Applicant's top priority project.
App ID: 203 Agency: City of Worthington Name: N High St	**5**	MORPC would fund approximately 80.0% of the applicable project cost. MORPC would provide approximately $2,312,800 in SFY 2026 dollars. Has 13 letters of support, 0 public funding partners, and 0 private funding partners. Is in the PE phase of ODOT PDP and has been developed through inclusion in the Worthington Together comp plan and the City's CIP.
App ID: 204 Agency: Licking County TID Name: LIC Pike St Phase 2	**4**	MORPC would fund approximately 80.0% of the applicable project cost. MORPC would provide approximately $4,003,840 in SFY 2026 dollars. Has 0 letters of support, 0 public funding partners, and 0 private funding partners. Is in the FE phase of ODOT PDP and has not gone through any other documented planning activities. Applicant's top priority project.
App ID: 205 Agency: City of Worthington Name: Olentangy Trail Bridge	**7**	MORPC would fund approximately 70.0% of the applicable project cost. MORPC would provide approximately $1,106,900 in SFY 2026 dollars. Has 0 letters of support, 0 public funding partners, and 0 private funding partners. Is in the PE phase of ODOT PDP and has been developed through inclusion in the Vision Worthington plan, Worthing Together comp plan, Worthington Bike and Pedestrian Master Plan. Applicant's top priority project.

Project Information	Score	Rationale
System Preservation - Health, Safety, & Welfare Goal		
App ID: 201 Agency: City of Columbus Name: W 5th Ave Signals	**7**	Can reduce motor vehicle crashes by improving signal operations and using high visibility signal heads; Has a relatively high crash density and a high fatal and serious injury crash rate. Can reduce VRU crashes by providing improved pedestrian signal equipment and operations; Has a relatively high crash density and a high fatal and serious injury crash rate. Provides few features that enhance transportation network safety and somewhat impacts the safety of the overall system by its implementation. Appears in regional planning documents. Focuses on signals and signal electronics and physical infrastructure conditions along the corridor are significantly degraded and at end of service life Serves areas with higher proportions of zero-car households and is adjacent to a Columbus Vision Zero Community of Interest. Will install new detection equipment that is better for bikes and new signal heads that are more visible; New signal equipment will be better equipped to accommodate new safety and operations technologies in the future.
App ID: 202 Agency: FCEO Name: Scioto & Darby Creek Bridge	**5**	Can reduce motor vehicle crashes by replacing deteriorated bridge decking and widening the bridge; Has a relatively high crash density but no fatal and serious injury crashes. Can reduce VRU crashes by installing an SUP where there previously were no separated VRU facilities; Has no VRU crashes. Provides few features that enhance transportation network safety and does not impact the safety of the overall system by its implementation due to its facilities not connecting to anything yet. Average roadway PCR is 87.0 and bridge SFN 2534851 BSR is 55.9. Does not serve areas with significant populations of disadvantaged residents Will use means and methods that will lead to a longer service life of the project; This bridge also provides a critical crossing point of Big Darby Creek
App ID: 203 Agency: City of Worthington Name: N High St	**6**	Can reduce motor vehicle crashes by improving pavement conditions allowing for smoother traffic flow and refreshing pavement markings; Has a relatively high crash density and a high fatal and serious injury crash rate. Can reduce VRU crashes by replacing deteriorated and non-compliant curb ramps and improving pedestrian signal operations; Has a relatively high crash density and a high fatal and serious injury crash rate Provides few features that enhance transportation network safety and somewhat impacts the safety of the overall system by its implementation. Appears in regional planning documents. Average roadway PCR is 78.7 and bridge SFN 2500744 BSR is 98.5. Serves areas with multiple facilities and recreational activities focused on older adults and will provide easier access to those locations for the aging population. Will improve emergency services operations and access;
App ID: 204 Agency: Licking County TID Name: LIC Pike St Phase 2	**4**	Can reduce motor vehicle crashes by adding features that assist in traffic calming such as on-street parking and lighting; Has a relatively moderate crash density and no fatal and serious injury crashes. Can reduce VRU crashes by installing sidewalk and SUP, safe crossings, and lighting; Has no VRU crashes. Provides many features that enhance transportation network safety and somewhat impacts the safety of the overall system by its implementation. Average roadway PCR is 78.0. Does not serve areas with significant populations of disadvantaged residents, but provides improved modal options for all users. Will improves access management and provides a safe environment to travel to and from local businesses.
App ID: 205 Agency: City of Worthington Name: Olentangy Trail Bridge	**3**	Will not reduce motor vehicle crashes. Can reduce VRU crashes by realigning sections of trail to improve sight distance and replacing deteriorating bridges that are narrow and have surfaces that can be unsafe to ride on; Has no VRU crashes. Provides few features that enhance transportation network safety and does not impact the safety of the overall system by its implementation. Trail bridges are near end of service life and have needed extensive maintenance due to fire and deterioration. Does not serve areas with significant populations of disadvantaged residents, but improves modal options and trail connections for all users; Will enable emergency vehicles to traverse the trail bridges, greatly enhancing access and response times to trail emergencies.

Project Information	Score	Rationale
System Preservation - Sustainable Neighborhoods and Quality of Life Goal		
App ID: 201 Agency: City of Columbus Name: W 5th Ave Signals	**6**	High O/D density. Minor enhancements to existing pedestrian infrastructure. No enhancements to existing bicycle infrastructure. Improves first / last mile transit connection (minor); Multiple stops located adjacent to project; No transit amenity improvements proposed. No additional sustainable neighborhood and quality of life goal considerations.
App ID: 202 Agency: FCEO Name: Scioto & Darby Creek Bridge	**4**	Low O/D density. Provides pedestrian infrastructure where none currently exists; Overcomes significant river barrier; Connects to future network. Provides bicycle infrastructure where none currently exists; Overcomes significant river barrier; Connects to future network, including a regional trail; Significantly improves bicycle level of stress. No reasonable fixed route service; No transit accommodations planned for the project. Directly supports significant regional trail infrastructure.
App ID: 203 Agency: City of Worthington Name: N High St	**5**	Moderate O/D density. Minor enhancements to existing pedestrian infrastructure. No enhancements to existing bicycle infrastructure. Improves first / last mile transit connection (minor); Multiple stops located adjacent to project; Possible future transit amenity improvements proposed. No additional sustainable neighborhood and quality of life goal considerations.
App ID: 204 Agency: Licking County TID Name: LIC Pike St Phase 2	**6**	Low O/D density. Provides pedestrian infrastructure where none currently exists; Connects to existing / proposed adjacent networks. Provides bicycle infrastructure where none currently exists; Improves bicycle level of stress; Connects to existing / proposed adjacent networks. No reasonable fixed route service; On street parking is provided which could be used to park future transit shuttles. No additional sustainable neighborhood and quality of life goal considerations.
App ID: 205 Agency: City of Worthington Name: Olentangy Trail Bridge	**5**	Low O/D density. Minor enhancements to existing pedestrian infrastructure. Minor enhancements to existing bicycle infrastructure. Improves first / last mile transit connection (minor); Multiple stops located approximately 1.0 mile to project. No additional sustainable neighborhood and quality of life goal considerations.

Project Information	Score	Rationale
Bike and Pedestrian - Economic Opportunity Goal		
App ID: 301 Agency: City of Reynoldsburg Name: E; Main Street Multi-Modal	**5**	Moderate number of existing jobs near project; No new jobs potentially created because of the project. High number of new housing units and future units (mixture); Most future units are committed; New and future units are greenfield development. Redevelopment opportunity in area surrounding project; Moderate acreage amount and surrounding area is primarily SF / MF suburban residential and light commercial.
App ID: 302 Agency: Liberty Township Name: DEL-750 Crossing Relocation	**4**	Moderate number of existing jobs near project; No new jobs potentially created because of the project. No applicable housing information provided. No additional economic opportunity goal considerations.
App ID: 303 Agency: City of Columbus Name: Alum Creek Drive	**6**	High number of existing jobs near project; No new jobs potentially created because of the project. Low number of new housing units and moderate number of future units; All future units are committed; New and future units are infill development Redevelopment opportunities and incentives exist in area surrounding project; Moderate acreage amount and surrounding area is primarily light industrial.
App ID: 304 Agency: City of Columbus Name: Hall Road	**5**	Moderate number of existing jobs near project; No new jobs potentially created because of the project. Moderate number of new housing units and moderate number of future units; All future units are committed; New and future units are greenfield development. Redevelopment opportunities and incentives exist in area surrounding project; Moderate acreage amount and surrounding area is primarily SF / MF suburban residential and light commercial..
App ID: 306 Agency: Columbus Rec & Parks Name: Big Walnut at Airport to WH	**5**	High number of existing jobs near project; No new jobs potentially created because of the project. No new housing units and high number of future units; All future units are committed; Future units are mixture of infill and greenfield development. No additional economic opportunity goal considerations.
Bike and Pedestrian - Natural Resources Goal		
App ID: 301 Agency: City of Reynoldsburg Name: E; Main Street Multi-Modal	**5**	Will result in some mode-shift which will reduce emissions. Will implement new stormwater control and streetscape features that will help manage stormwater runoff.
App ID: 302 Agency: Liberty Township Name: DEL-750 Crossing Relocation	**3**	Unlikely to result in significant mode-shift. No additional natural resource goal considerations.
App ID: 303 Agency: City of Columbus Name: Alum Creek Drive	**6**	Expected to result in significant mode-shift which will reduce emissions. Will have minimal impacts and earth disturbances; Green stormwater infrastructure will be utilized fort the project.
App ID: 304 Agency: City of Columbus Name: Hall Road	**5**	Will result in some mode-shift which will reduce emissions. Will have minimal impacts and earth disturbances;
App ID: 306 Agency: Columbus Rec & Parks Name: Big Walnut at Airport to WH	**6**	Will result in some mode-shift which will reduce emissions. Will include a public tree plan to minimize and mitigate impacts to the tree canopy; It would also provide views otherwise inaccessible to riders and provide access to an Important Bird Area; The project will utilize pervious pavements and green infrastructure for stormwater management; It will also repurpose felled trees into trail infrastructure such as benches, boardwalks, etc.

Project Information	Score	Rationale
Bike and Pedestrian - Energy Goal		
App ID: 301 Agency: City of Reynoldsburg Name: E; Main Street Multi-Modal	**5**	Will result in some mode-shift to reduce regional VMT. No additional energy goal considerations.
App ID: 302 Agency: Liberty Township Name: DEL-750 Crossing Relocation	**3**	Unlikely to result in significant mode-shift. No additional energy goal considerations.
App ID: 303 Agency: City of Columbus Name: Alum Creek Drive	**7**	Expected to result in significant mode-shift to reduce regional VMT. Installs LED fixtures.
App ID: 304 Agency: City of Columbus Name: Hall Road	**5**	Will result in some mode-shift to reduce regional VMT. No additional energy goal considerations.
App ID: 306 Agency: Columbus Rec & Parks Name: Big Walnut at Airport to WH	**5**	Will result in some mode-shift to reduce regional VMT. Installs LED fixtures.
Bike and Pedestrian - Collaboration and Funding Goal		
App ID: 301 Agency: City of Reynoldsburg Name: E; Main Street Multi-Modal	**7**	MORPC would fund approximately 46.2% of the applicable project cost. MORPC would provide approximately $2,500,000 in SFY 2026 dollars. Has 9 letters of support, 0 public funding partners, and 0 private funding partners. Is in the EE phase of ODOT PDP and has been developed through inclusion in the Reynoldsburg Comprehensive Plan and completion of a feasibility study. Applicant's top priority project.
App ID: 302 Agency: Liberty Township Name: DEL-750 Crossing Relocation	**5**	MORPC would fund approximately 80.0% of the applicable project cost. MORPC would provide approximately $415,752 in SFY 2026 dollars. Has 0 letters of support, 0 public funding partners, and 0 private funding partners. Is in the PE phase of ODOT PDP and has not gone through any other documented planning activities. Applicant's top priority project.
App ID: 303 Agency: City of Columbus Name: Alum Creek Drive	**3**	MORPC would fund approximately 70.0% of the applicable project cost. MORPC would provide approximately $7,304,628 in SFY 2026 dollars. Has 2 letters of support, 0 public funding partners, and 0 private funding partners. Does not discuss its readiness but appears to be in the PL phase of ODOT PDP and has not gone through any other documented planning activities.
App ID: 304 Agency: City of Columbus Name: Hall Road	**4**	MORPC would fund approximately 70.0% of the applicable project cost. MORPC would provide approximately $3,870,073 in SFY 2026 dollars. Has 2 letters of support, 0 public funding partners, and 0 private funding partners. Does not discuss its readiness but appears to be in the PL phase of ODOT PDP and has not gone through any other documented planning activities.
App ID: 306 Agency: Columbus Rec & Parks Name: Big Walnut at Airport to WH	**5**	MORPC would fund approximately 56.0% of the applicable project cost. MORPC would provide approximately $8,000,000 in SFY 2026 dollars. Has 8 letters of support, 0 public funding partners, and 0 private funding partners. Is in the PL phase of ODOT PDP and has been developed through inclusion on MORPC's COG Vision and through various other associated studies with other sections of the trail. Applicant's top priority project.

Project Information	Score	Rationale
Bike and Pedestrian - Health, Safety, & Welfare Goal		
App ID: 301 Agency: City of Reynoldsburg Name: E; Main Street Multi-Modal	**7**	Can reduce motor vehicle crashes by adding features that assist in traffic calming such as streetscaping, lighting, and new pavement markings and signage which can improve driver behavior and decision-making; Has a relatively high crash density and a low fatal and serious injury crash rate. Can reduce VRU crashes by adding SUP where there is none in addition to marked crossings and lighting; Has a relatively high crash density and a high fatal and serious injury crash rate. Provides some features that enhance transportation network safety and greatly impacts the safety of the overall system by its implementation. Appears in regional planning documents. Does not serve specific areas with populations of disadvantaged residents but is a key commercial corridor that serves the whole community, which has a significant minority population; This project also enhances transit access. Enhances connectivity and future proofs infrastructure to be able to accommodate new intelligent transportation system technology.
App ID: 302 Agency: Liberty Township Name: DEL-750 Crossing Relocation	**3**	Can reduce motor vehicle crashes by removing a midblock crossing with poor sight distance that drivers may not see or be aware of, causing sudden stops and possible rear-end or lane departure crashes; Has a relatively low crash density and no fatal and serious injury crashes. Can reduce VRU crashes by relocating a high speed mid-block crossing to a signalized intersection and closing sidewalk gaps to surrounding neighborhoods; Has no VRU crashes. Provides few features that enhance transportation network safety and minimally impacts the safety of the overall system by its implementation. Does not serve areas with populations of disadvantaged residents but does provide a safer crossing location for residential neighborhoods with high numbers of children. No additional natural resource goal considerations.
App ID: 303 Agency: City of Columbus Name: Alum Creek Drive	**7**	Can reduce motor vehicle crashes by replacing traffic signals with updated infrastructure and operational capability; It will also upgrade lighting; Has relatively high crash density and a moderate fatal and serious injury crash rate. Can reduce VRU crashes by adding SUP and sidewalk in areas where there are none, closing gaps; The project will also add enhanced lighting; Has a relatively high crash density and a high fatal and serious injury crash rate. Provides many features that enhance transportation network safety and greatly impacts the safety of the overall system by its implementation. Appears in regional planning documents. Serves areas with higher proportions of minority population, economically disadvantaged residents, and zero-car households identified as Columbus Vision Zero Communities of Interest. Enhances community connectivity and could contribute to positive physical health benefits.
App ID: 304 Agency: City of Columbus Name: Hall Road	**5**	Will not reduce motor vehicle crashes. Can reduce VRU crashes by adding SUP where there is none and improving pavement markings where bikes must mix with motor vehicles… Has a relatively low crash density and no fatal and serious injury crashes. Provides few features that enhance transportation network safety and somewhat impacts the safety of the overall system by its implementation. Appears in regional planning documents. Serves areas with higher proportions of economically disadvantaged residents and zero-car households identified as Columbus Vision Zero Communities of Interest. Fills gaps and enhances connectivity; Significant resident density nearby also means that new facilities will likely improve community physical health.
App ID: 306 Agency: Columbus Rec & Parks Name: Big Walnut at Airport to WH	**3**	Will not reduce motor vehicle crashes. Can reduce VRU crashes by making regional trail connections, providing viable routes to many users who otherwise may have had to use roadways where crashes are more likely; This is a new standalone trail so there are no VRU crashes. Provides few features that enhance transportation network safety and minimally impacts the safety of the overall system by its implementation. Serves surrounding areas with a wide spread of transportation needs, including concentration areas of economic disadvantage and limited transportation options. Will provide significant recreational benefits to residents and will give opportunities for long and enjoyable rides in nature.

Project Information	Score	Rationale
Bike and Pedestrian - Sustainable Neighborhoods and Quality of Life Goal		
App ID: 301 Agency: City of Reynoldsburg Name: E; Main Street Multi-Modal	**6**	Moderate O/D density. Significantly enhances existing and provides pedestrian infrastructure where none exist; Connects to existing / proposed adjacent networks. Provides bicycle infrastructure where none currently exists; Connects to proposed adjacent networks; Significantly improves bicycle level of stress. Improves first / last mile transit connection; Multiple stops located adjacent to project; No transit amenity improvements proposed; Supports planned high capacity transit corridor. Directly supports significant neighborhood redevelopment efforts.
App ID: 302 Agency: Liberty Township Name: DEL-750 Crossing Relocation	**2**	Moderate O/D density. Provides pedestrian infrastructure where none currently exists; Connects to existing adjacent networks; Removes signalized crossing resulting in a loss of accessibility; No enhancements to existing bicycle infrastructure; Removes signalized crossing resulting in a loss of accessibility. Reduces first / last mile transit connection; One stop located within 1 mile of project. No additional sustainable neighborhood and quality of life goal considerations.
App ID: 303 Agency: City of Columbus Name: Alum Creek Drive	**6**	High O/D density. Provides pedestrian infrastructure where none currently exists; Connects to existing / proposed adjacent networks. Provides bicycle infrastructure where none currently exists; Connects to existing / proposed adjacent networks; Significantly improves bicycle level of stress. Improves first / last mile transit connection; Multiple stops located adjacent to project; Transit amenity improvements proposed. No additional sustainable neighborhood and quality of life goal considerations.
App ID: 304 Agency: City of Columbus Name: Hall Road	**5**	Moderate O/D density. Provides pedestrian infrastructure where none currently exists; Connects to existing / proposed adjacent networks. Provides bicycle infrastructure where none currently exists; Connects to existing / proposed adjacent networks; Significantly improves bicycle level of stress. Improves first / last mile transit connection; Multiple stops located within 1 mil of project. No additional sustainable neighborhood and quality of life goal considerations.
App ID: 306 Agency: Columbus Rec & Parks Name: Big Walnut at Airport to WH	**7**	Moderate-high O/D density. Provides pedestrian infrastructure where none currently exists; Connects to existing / proposed adjacent networks and regional trail. Provides bicycle infrastructure where none currently exists; Connects to existing / proposed adjacent networks and regional trail; Significantly improves bicycle level of stress. Improves first / last mile transit connection (minor); Multiple stops located approximately 1.0 mile to project. Directly supports significant regional trail infrastructure.

Project Information	Score	Rationale
Transit - Economic Opportunity Goal		
App ID: 401 Agency: COTA Name: COTA Bus Buy	**5**	No applicable congestion relief information available. No applicable job retention & creation information available. No applicable housing information available. No applicable travel time uncertainty information available. No additional economic opportunity goal considerations.
Transit - Natural Resources Goal		
App ID: 401 Agency: COTA Name: COTA Bus Buy	**5**	Does not result in significant emissions reduction. Will utilize clean natural gas fueling for the buses purchased.
Transit - Energy Goal		
App ID: 401 Agency: COTA Name: COTA Bus Buy	**5**	No applicable VMT information available. No additional energy goal considerations.
Transit - Collaboration and Funding Goal		
App ID: 401 Agency: COTA Name: COTA Bus Buy	**2**	MORPC would fund approximately 80.0% of the applicable project cost. MORPC would provide approximately $6,822,032 in SFY 2026 dollars. No applicable documentation information provided. No applicable ODOT PDP information available. Applicant's top priority project.
Transit - Health, Safety, & Welfare Goal		
App ID: 401 Agency: COTA Name: COTA Bus Buy	**2**	Will not reduce motor vehicle crashes as it is a bus purchase. Will not reduce VRU crashes as it is a bus purchase. Will include buses utilizing the most up-to-date safety technology on board. Will not provide new ridership. Will purchase buses that serve a significant proportion of minority and economically disadvantaged populations. No additional natural resource goal considerations.
Transit - Sustainable Neighborhoods and Quality of Life Goal		
App ID: 401 Agency: COTA Name: COTA Bus Buy	**5**	No applicable origin / destination density information available. No enhancement to existing pedestrian infrastructure. No enhancement to existing bicycle infrastructure; Minor amenity improvement for bicycles. Major enhancement to future transit service. No additional sustainable neighborhood and quality of life goal considerations.