



**To:** Members of Dublin City Council

**From:** Marsha I. Grigsby, City Manager *MIG*

**Date:** September 6, 2012

**Initiated By:** Paul A. Hammersmith, PE, Director of Engineering/City Engineer  
Jean-Ellen M. Willis, PE, Engineering Manager – Transportation

**Re:** Resolution 52-12 - Support of Mid-Ohio Regional Planning Commission  
Attributable Funding Application

## Background

In a continued effort to build advocacy and to compete for various sources of funding for the I-270/US 33 Interchange Upgrade, Phase 1 project, staff is submitting a Mid-Ohio Regional Planning Commission (MORPC) Attributable Funding application. This application is in addition to the application submitted to the Ohio Department of Transportation (ODOT) Transportation Review Advisory Council (TRAC).

It is important that we pursue all potential sources of funding for this project, not only through the TRAC process at the state level, but also through local sources such as MORPC. Actual construction will likely not occur until 2017. A significant effort to obtain funding, however, is required now and must be sustained until construction is realized for Phase I and subsequent phases.

ODOT and Dublin have continued the efforts from previous studies and we are nearing the selection of the preferred alternative (footprint) for the entire interchange. As we have refined the three remaining alternatives and explored the implications of each, updated cost estimates for each have been developed. A workshop with ODOT, Federal Highway, and Dublin staff has been scheduled.

The entire cost of Phase I is estimated to be between \$60 to \$81.2 million, based on various elements of the alternatives. The application was structured using the most expensive alternative. The costs and possible funding sources break down as follows:

- \$9 million is needed to complete the preliminary engineering studies, design, right-of-way acquisition and utility work.
  - \$6.75 million of the \$9 million has been requested through the TRAC funding process.
  - \$2.25 million of the \$9 million will be paid by Dublin as its local share. This funding will be included in the City's Five-Year CIP (2014-2018).
- \$3 million will be needed to complete the detailed construction drawings.
  - \$2 million of the \$3 million will be requested through the TRAC funding process.
  - \$1 million of the \$3 million will be paid by Dublin as its local share.

- \$15 million will be needed to acquire the right-of-way for the entire interchange in Phase 1.
  - \$11 million will be requested through the TRAC funding process.
  - \$4 million will be paid by Dublin as its local share.
- \$51 million will be needed for actual construction.
  - \$6.6 million of the \$51 million will be paid by Dublin as its local share. This funding is included in the City's Five-Year CIP (2013-2017).
  - \$14 million (over two funding years) of the \$51 million has been requested through the MORPC Attributable Funding process
  - If this application to MORPC is successful, \$30.4 million will be requested through the TRAC funding process.

Staff is requesting \$7 million over two years, for a total of \$14 million through the MORPC Attributable Funding program. Based on discussions with MORPC, this would be the maximum award that MORPC would allocate for a project. MORPC's attributable funding is typically used to close funding gaps, not to fund entire projects.

MORPC expects to make approximately \$50 million total available for all project types, with about \$10-\$30 million available for major roadway widening projects. Final applications are due to MORPC by August 31, 2012. The Federal Funding Committee (in MORPC) will review the application scores/rankings and will recommend projects for funding in late October. A draft list of projects selected for funding will be published by the end of November, followed by a public review and comment period. MORPC expects to approve the new funding commitments in February 2013.

### **Recommendation**

Staff recommends adoption of Resolution 52-12 supporting the Mid-Ohio Regional Planning Commission Attributable Funding application.

# RECORD OF RESOLUTIONS

Dayton Legal Blank, Inc., Form No. 30045

Resolution No. **52-12**

Passed \_\_\_\_\_, 20\_\_\_\_

## **A RESOLUTION SUPPORTING ATTRIBUTABLE FUNDING APPLICATION FOR THE I-270/U.S. 33 INTERCHANGE IMPROVEMENTS, PHASE 1, TO THE MID-OHIO REGIONAL PLANNING COMMISSION (MORPC)**

**WHEREAS**, the I-270/U.S.33 Interchange in Dublin, Ohio is an essential portal for the movement of goods and people throughout Central Ohio and, more specifically, in meeting the transportation needs of tens of millions of square feet of commercial and industrial development and over 60,000 existing jobs, representing a broad array of thousands of companies located within one of Ohio's most vibrant corridors of economic activity; and

**WHEREAS**, this interchange is today recognized as a vital link meeting the transportation needs for some of Ohio's most important and successful companies, such as Honda of America Manufacturing, Scotts Miracle-Gro, Cardinal Health, Sterling Commerce, Ashland, Inc., and OCLC; and

**WHEREAS**, the I-270/U.S.33 Interchange will play an increasingly important role in the future as new employment opportunities continue to be attracted to Central Ohio's northwest region; and

**WHEREAS**, projections estimate that these new and expanded developments could generate over 30,000 new jobs within the next decade for the U.S. 33 Corridor from Dublin to Marysville and for the State of Ohio; and

**WHEREAS**, the I-270/U.S. 33 Interchange, which was built over 40 years ago in 1966, carries traffic volumes almost 50 percent higher than its original design capacity; and

**WHEREAS**, the I-270/U.S. 33 Interchange is among the top 20 in Ohio for freeway crashes based on frequency, severity and location; and

**WHEREAS**, the I-270/U.S. 33 Interchange was recommended for replacement by the 2006 Mid-Ohio Regional Planning Commission/Ohio Department of Transportation I-270/U.S. 33 Northwest Freeway Study; and

**WHEREAS**, the I-270/U.S. 33 Interchange is a critical chokepoint for the 20,000 trucks per day that move freight through and within the region; and

**WHEREAS**, the City of Dublin has a long history of working closely with ODOT and is committed to ongoing collaboration with ODOT and other jurisdictions; and

**WHEREAS**, the federal government has a significant interest in maintaining the long-term viability of this federal highway whose northwest area segments have reached capacity, according to the I-270/U.S. 33 Northwest Freeway study.

**NOW, THEREFORE, BE IT RESOLVED** by the Council of the City of Dublin, \_\_\_\_\_ of its elected members concurring, that:

**Section 1.** Dublin City Council respectfully supports all efforts to obtain funding from the Mid-Ohio Regional Planning Commission (MORPC) to assist in advancing Phase 1 of the reconstruction of the I-270/U.S. 33 Interchange, in Dublin, Ohio.

**Section 2.** Dublin City Council remains committed to the local funding level included with this request.

**Section 3.** This Resolution shall be effective upon passage in accordance with Section 4.04(a) of the Revised Charter.

Passed this \_\_\_\_\_ day of \_\_\_\_\_, 2012.

\_\_\_\_\_  
Mayor - Presiding Officer

ATTEST:

\_\_\_\_\_  
Clerk of Council