

# LINDEN GREEN LINE

RECONNECTING COLUMBUS NEIGHBORHOODS



**USDOT RAISE GRANT APPLICATION FY 24**

**FEBRUARY 28, 2024**



THE CITY OF  
**COLUMBUS**  
RECREATION AND PARKS



# PROJECT DESCRIPTION

## EXECUTIVE SUMMARY

The City of Columbus is seeking a \$12 million capital grant for its Linden Green Line project from the U.S. Department of Transportation’s (USDOT’s) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program. The Linden Green Line project is a \$25.7 million investment to transform a 7 mile abandoned rail corridor into an urban active transportation corridor and linear park. **The impact of this project in this disinvested 25 square mile area is extensive: over 130,000 people (15% of the city) live within a mile of this neglected corridor; a corridor which has divided 13 neighborhoods for over a century.** The tide is now turning. In November of 2023, Columbus successfully acquired the entire corridor from a single owner, through an investment of \$5 million. The acquisition was done with the goal of reuniting these communities, transforming a derelict property into a unique, highly accessible, safe space for Linden and Northland residents. This RAISE Grant ask of \$12 million is for 58% of the project costs to help Columbus build this project, estimated at a cost of \$20.7 million. **The result is far-reaching, has a great head start, strong community and regional support, and is submitted with solid project readiness and collaboration. Most importantly, the project goes right to the heart of some of the City’s most significant traffic violence and safety concerns, while heavily reinvesting in areas of persistent poverty (APP) and historically disadvantaged communities (HDC). There is a full flyover video of the project on the CRPD website [here](#).**

## PROJECT LOCATION

The Linden Green Line project transforms the entire 80’ wide rail corridor. The corridor is located within Franklin County, primarily in the City of Columbus, with short sections passing through unincorporated townships. It is in the federally designated Columbus, Ohio Urbanized Area. Maps of the corridor, and its relation to existing infrastructure, are provided in Figures 1 & 2, as well as in Appendix C. The geographical coordinates of the start of the Green Line are 39.99674, -82.97042. The project lies within the 3rd U.S. House District; the 1st, 3rd, and 9th Ohio House Districts; and the 15th and 25th Ohio Senate Districts. The corridor serves two school districts: Columbus City School District, and Westerville City School District.



FIGURE 1 - LOCATION



FIGURE 2 - PROJECT LOCATION

As shown in Figure 2, the project corridor runs south to north following an abandoned Conrail line, from Windsor Avenue to Cooper Road. The project corridor starts approximately one (1) mile north of Downtown Columbus, and it runs roughly parallel to State Route 3. SR-3 heads north out of Downtown Columbus on Cleveland Avenue until it branches northeast on Westerville Road. **The Green Line corridor is less than 0.5 mile (a few minutes' walk) from both Cleveland Avenue and Westerville Road** until it crosses Morse Road. After crossing Morse Road, the corridor then heads northeast, closely following Westerville Road. **The location is ideal for active transportation. Level terrain, ample remaining stone ballast, former bridge trusses and culverts still in place--all excellent for cost effective construction.** Not only does it parallel the area's most traveled roadways, it intersects with multiple east-west arterial routes, neighborhood streets, regional trails, along with transit stops, employment centers, and essential services. **Over 40 access points along the Green Line are available**, including: 17th Avenue; Hudson Street and the Hudson Street Urban Greenway<sup>1</sup>; Innis Road; Morse Road; SR-161 and the planned SR-161 Greenway<sup>2</sup>; and directly connects to the Alum Creek Trail, part of the national Ohio to Erie Trail, as well part of the designated US bike routes 21 and 50. Figure 3 shows the location of the project in relation to other Central Ohio Greenways (COG).

The abandoned line occupies nine different parcels of land in Franklin County<sup>3</sup>, all of which were acquired by Columbus in 2023. The project transects or borders sixteen different census tracts<sup>4</sup>, including twelve historically disadvantaged census tracts<sup>5</sup>, eleven areas of persistent poverty census tracts<sup>6</sup>, and four opportunity zone census tracts<sup>7</sup>.

## SCOPE OF WORK

To convert the rail corridor, several key steps and milestones are detailed in this application. By virtue of being federalized with a RAISE Grant, the city will be following the ODOT Plan Development process. This process has already begun with preliminary design, estimating, environmental assessment (per NEPA standards) and public engagement. Like the acquisition of the corridor, these initial tasks are being paid for as pre-application expenses. This was done to organize a well-founded, feasible, publicly supported project scope. **The experience level of Columbus with federally funded trail projects is extensive, and serves this project well, as the enclosed project readiness and task list will demonstrate.** The entire project can be built off-line, and there will be few interruptions to travel, walks, or daily routine.

The single largest infrastructure of the project is a pedestrian bridge to cross over one of the most dangerous roadway bike & pedestrian crossings in Columbus-the 7 lanes of Morse Road, located near the middle of the LGL. **The city is well poised to develop this large scale project, and can muster the resources to meet the bidding and construction schedule proposed in this application.**

<sup>1</sup> Currently under construction.

<sup>2</sup> Columbus is beginning the planning process to construct the greenway along SR-161 from Cleveland Avenue to the Linden Green Line. It has already received funding commitments from the Mid-Ohio Regional Planning Commission to construct the SR-161 greenway from Busch Boulevard to Cleveland Avenue, and portions are already under construction.

<sup>3</sup> The nine parcels have the following Franklin County parcel identification numbers: 010-066649, 010-244168, 130-000075, 010-087437, 190-000071, 110-000063, 600-110562, 113-001061, and 010-222041.

<sup>4</sup> The sixteen Census Tracts: 39049000730, 39049000820, 39049000920, 39049001400, 39049001500, 39049002510, 39049007112, 39049007113, 39049007114, 39049007115, 39049007120, 39049007511, 39049007531, 39049007534, 39049007710, and 39049007722.

<sup>5</sup> The twelve Historically Disadvantaged Census Tracts: 39049000730, 39049000820, 39049000920, 39049001400, 39049001500, 39049002510, 39049007114, 39049007511, 39049007531, 39049007534, 39049007710, and 39049007722.

<sup>6</sup> The eleven Areas of Persistent Poverty Census Tracts: 39049000730, 39049000820, 39049000920, 39049001400, 39049001500, 39049002510, 39049007115, 39049007511, 39049007531, 39049007534, and 39049007710.

<sup>7</sup> The four Opportunity Zone Census Tracts: 39049001400, 39049007531, 39049007534, and 39049007710.

The timing of the LGL, with virtually all of the right-of-way already controlled by Columbus, makes meeting the ambitious schedule achievable. Phasing the project development through many years would be a disservice to Linden, and RAISE Grant construction funds will accelerate the project to reach the finish line in 2028, saving lives, costs, and disruptions.

## TRANSPORTATION CHALLENGES ADDRESSED

This project addresses three significant transportation challenges: **improving safety for bicyclists and pedestrians, eliminating barriers, and connecting historically disadvantaged communities into regional active transportation and transit networks.**

**Safety.** Pedestrian and bicyclist safety is the single most difficult transportation challenge addressed by this project. Safety is a significant concern on the arterial streets surrounding the project corridor, including the two arterials that run roughly parallel to the project corridor: Cleveland Avenue & Westerville Road. Significant portions of both roadways are on the City of Columbus’s High Injury Network (HIN). Both congested roadways lack bike lanes or separated facilities for bicyclists, and Westerville Road lacks sidewalks in many areas. **The BCA**

**provides a clear and sobering picture about the critical benefits provided by the Green Line. And the unanimous number one concern expressed by the surrounding communities is the dangerous conditions which keeps people from walking and biking.**

**Eliminating Barriers.** Transforming an abandoned transportation corridor that for decades has acted as a barrier through the Linden neighborhoods into a welcoming, seamless linear greenspace that reconnects people solves a substantial transportation challenge. The abandoned rail corridor still separates the 13 dense neighborhoods that have developed on either side. Diagrams in Appendix C, as well as figure 12 in Merit Criteria will show how the street grid of Linden was sliced through by the railroad, creating the ‘one side of the tracks or the other’ effect. Even today, east-west travel across it is blocked because the only formal crossings are current street crossings, which were limited in number due to the corridor’s past as a rail line. Instead of cutting neighborhoods in two, the project can now build **over 40 developed access points** for last mile travel, longer commutes, walks, or off-street small park spaces. Figure 3 shows how the project will connect into the greater Central Ohio Greenways network, recognized as one of the most robust systems in the country.

**Addressing Inequality.** Inequitable access to safe, comfortable active transportation facilities is the one of the most often vocalized transportation issues brought forth in public engagement discussions. In Columbus, data shows the same trend seen nationally in that historically disadvantaged communities have traditionally lacked the same active transportation facilities and regional trail network opportunities that wealthier census tracts have had. While trail construction has been rapidly expanding around the Columbus area, trail networks have not always expanded equitably. **This project directly addresses this by providing a repurposed, long corridor through**

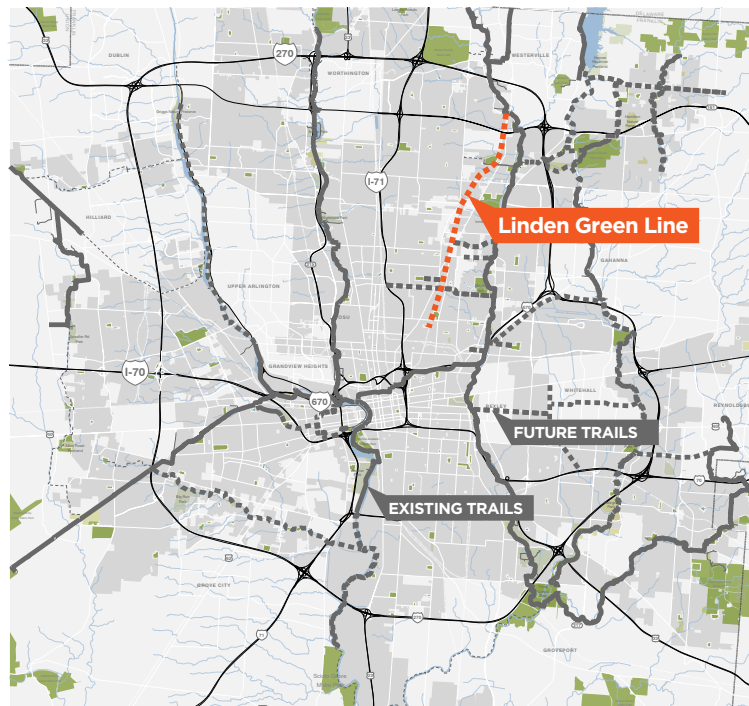


FIGURE 3 - LOCATION IN GREENWAYS NETWORK

historically disadvantaged inner city neighborhoods, complete with connectivity reaching into the metro region. To address a further persistent inequity, the project will create intermittent, small family-scale parks capable of providing amenities for court play, playgrounds, and small shelters. After all, consider that an 80' avg. wide corridor, 7 miles long actually builds a 58 acre



FIGURE 4 - Park Connections Along the LGL

linear greenspace, visualized in figure 4 above. This greenspace would also increase the total acreage of Linden’s parkland by nearly 50%. With two connections to the Alum Creek trail at Cooper park in the north and the Hudson-Mock connector in the south, the project will provide expanded connections towards downtown, The Ohio State University, the Ohio State Fairgrounds, Ohio Dominican University, Westerville, and Easton.

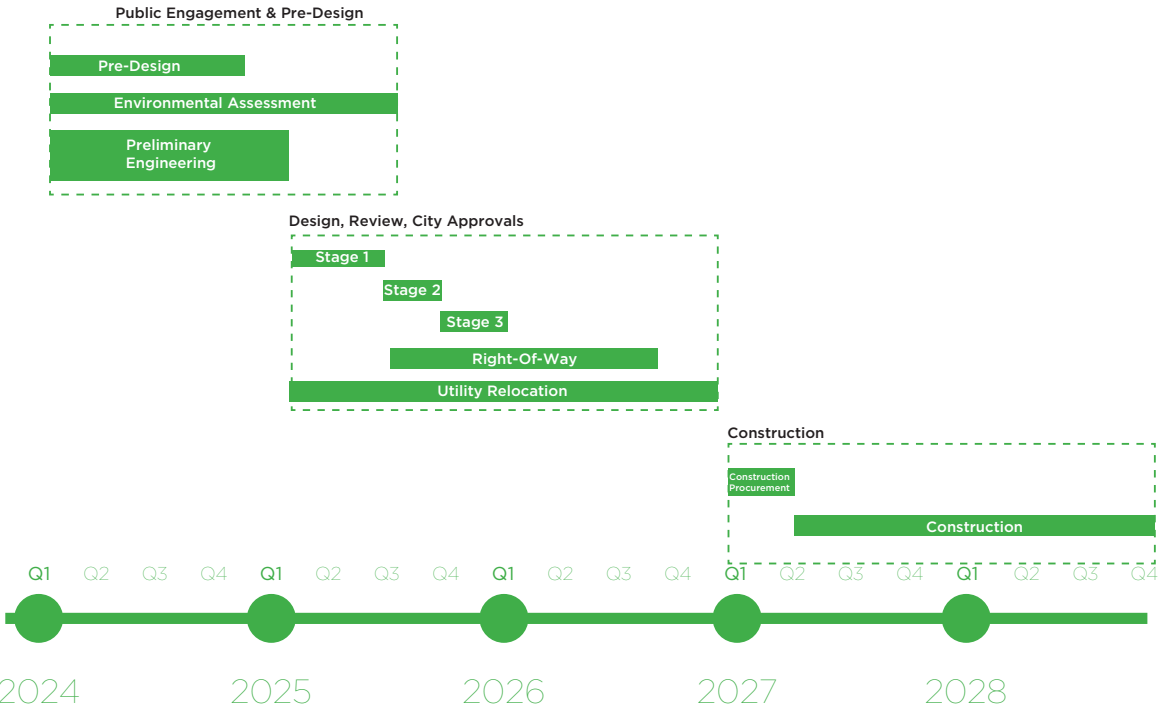
## PROJECT HISTORY & WORK COMPLETED

The Linden Green Line project traces its history to the inception of the corridor as a passenger rail line on the Hudson to Columbus route<sup>8</sup>. The line originally ran through farmland and peripheral areas of Columbus in its inception, but as the city grew in the early 20th century and after WWII, the rail line increasingly found itself surrounded by the residents of the budding Linden &

<sup>8</sup> See the trail map on the gis viewer at: [https://www.abandonedrails.com/hudson-to-columbus#google\\_vignette](https://www.abandonedrails.com/hudson-to-columbus#google_vignette)

Northland communities. As told through the community-produced document of the One Linden Plan<sup>9</sup>, these communities experienced a large demographic shift and loss of population in 1960s and 70s. Exclusionary housing policies, the construction of the federal highway system, and transportation barriers barred the community from access to opportunity within Columbus. **The rail line has sat vacant for almost 35 years, still functioning as a neglected dividing line through the center of the community. The area has endured as a tight-knit community and in recent years has seen significant reinvestment, a rapid increase in New American population, and growing community advocacy for positive human and capital infrastructure investment.**

In the early 2000’s, the corridor was considered by transit planning as a candidate for light rail development. With the advent of the LinkUS transit plan, the focus shifted to Bus Rapid Transit, and the rail corridor vision transformed into a unique, vibrant Linden Green Line concept. In 2022, Recreation and Parks negotiated a protracted land transaction to acquire the corridor, completed in November of 2023. The project is included in the regional metropolitan planning organization’s (MPO’s) current Metropolitan Transportation Plan (MTP<sup>10</sup>) and the proposed MTP. The Linden Green Line project is identified as a project of regional significance on the Central Ohio Greenways Vision Map<sup>11</sup>. The project design, public engagement began in January of 2024, and is set to continue along preliminary design throughout 2024. Anticipated End of Construction is set for Q4 2028.



9 See “One Linden Plan,” City of Columbus, [https://www.onelinden.org/\\_files/ugd/ce33bf\\_10407146e073436b9b5c3e11fad9ed8b.pdf](https://www.onelinden.org/_files/ugd/ce33bf_10407146e073436b9b5c3e11fad9ed8b.pdf) at page 11.

10 The current MTP identifies the project’s segments using four IDs: 980, 1055, 1162, and 1163. The proposed 2024-2050 MTP identifies the project with a single ID: 1055.

11 Central Ohio Greenways Vision Map is available online at <https://morpc.maps.arcgis.com/apps/webappviewer/index.html?id=d1c4a72cb42f4ae1b0a2871083069816>

# MERIT CRITERIA

## A. SAFETY

Franklin County, Ohio has the highest number of fatal and serious injury (FSI) crashes involving vulnerable road users (VRU) in the state of Ohio. During the five-year period between 2018-2022, this included nearly 700 VRU FSI crashes, many of which (more than 500) occurred within the jurisdictional boundaries of the City of Columbus. Furthermore, historically disadvantaged and underserved communities experience a disproportionate share of these VRU FSI crashes. Research has shown that the most effective approach to mitigating these crashes is to remove the potential for conflict between these vulnerable users and motorized vehicles from our system. The Linden Green Line puts in place strategic investment in a neighborhood that has long been underserved to do just that. While this currently abandoned rail corridor long divided the surrounding communities, it now has the potential to connect them and serve as a designated space completely separated from vehicular traffic for people to travel via active modes of transportation. The following subsections will **(1) describe current safety conditions and concerns; (2) present crash data highlighting the severity of the safety concerns for vulnerable roadway users; and (3) discuss safety enhancements to protect the pedestrians and bicyclists at the locations where the project crosses roadways open to vehicular traffic.**

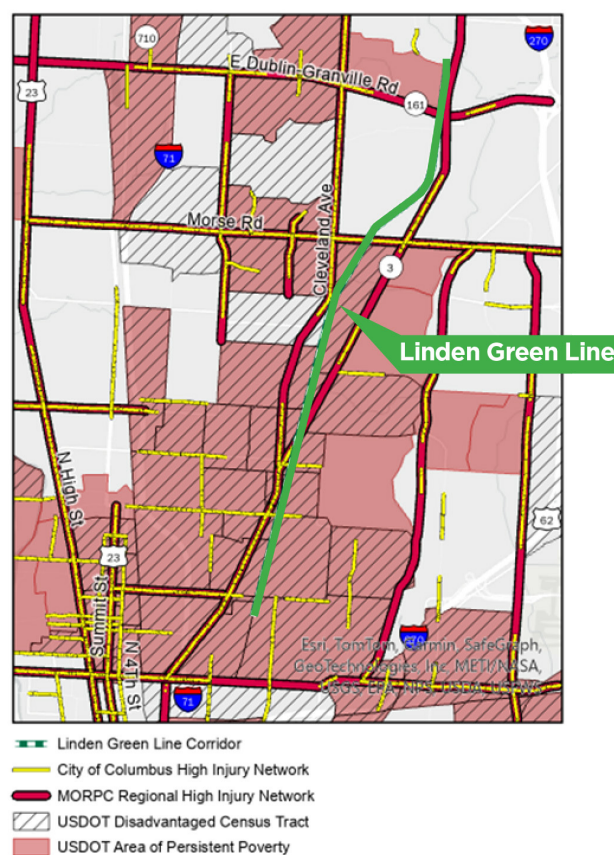


FIGURE 1 - Map of High Injury Networks, Areas of Persistent Poverty, and Disadvantaged Census Tracts Near Linden Green Line

The proposed Linden Green Line (LGL) will provide an alternative route for people to walk, bike, and otherwise travel outside of a motor vehicle safely. The primary route for people to make these trips today is the Cleveland Avenue and Westerville Road (SR-3) corridor. These two streets, as illustrated by the map in Figure 1, have been identified on both the Columbus High Injury Network (HIN) and the Mid-Ohio Regional Planning Commission's regional HIN since the beginning of the data collection. As they are designed and function today, neither street offers safe accommodation for these vulnerable road users.

**Current Safety Conditions and Concerns.** Cleveland Avenue is a four- to five-lane arterial roadway with a statutory speed limit of 35 miles per hour, but actual travel speeds regularly surpass that limit. It is a primary connection between the northern suburbs of Columbus and downtown, and one of few alternatives to the freeway that make this connection for the east side of town – Westerville Road being the other. A simple Google search, “Cleveland Avenue Columbus Crash,” returns an endless stream of news reports documenting serious crashes along this corridor. Many of which involve vehicles leaving the roadway and striking buildings, utility poles, and people<sup>1</sup>. While sidewalks do exist along Cleveland Avenue, they are generally narrow, in disrepair, and blocked by utility poles, street lighting, or other obstacles. Safe locations to cross the street are few and far between and require a person to wait for a traffic signal that prioritizes traffic flow

<sup>1</sup> See “Police: 7 seriously injured after crash in South Linden”, 10tv News  
<https://www.10tv.com/article/news/local/5-critical-condition-two-vehicle-crash-in-south-linden/530-3d22692a-fd73-4a6e-a122-4a6fb3f72c99>

along the primary arterial. As the corridor continues northward, the cross-section grows wider, and the travel speeds get higher.

**Westerville Road (SR-3)** is similar to Cleveland Avenue in nature, though narrower in cross-section for much of its length. Where it splits off from Cleveland Avenue traveling north, it is a four-lane arterial, but changes back and forth between four-lanes to two, expanding up to five or six lanes for some major intersections. The traffic volumes on Westerville Road (SR-3) are slightly lower than on Cleveland Avenue, but the travel speeds are frequently higher. This roadway passes in and out of township and City jurisdiction, changing the statutory speed limit of the road from 35 to 55 miles per hour. Westerville Road (SR-3) lacks sidewalks for much of its length and generally does not offer a safe place for walking or bicycling. As illustrated by the maps in Figure 2, much of this entire study area lacks safe and connected facilities for walking and bicycling. The Alum Creek

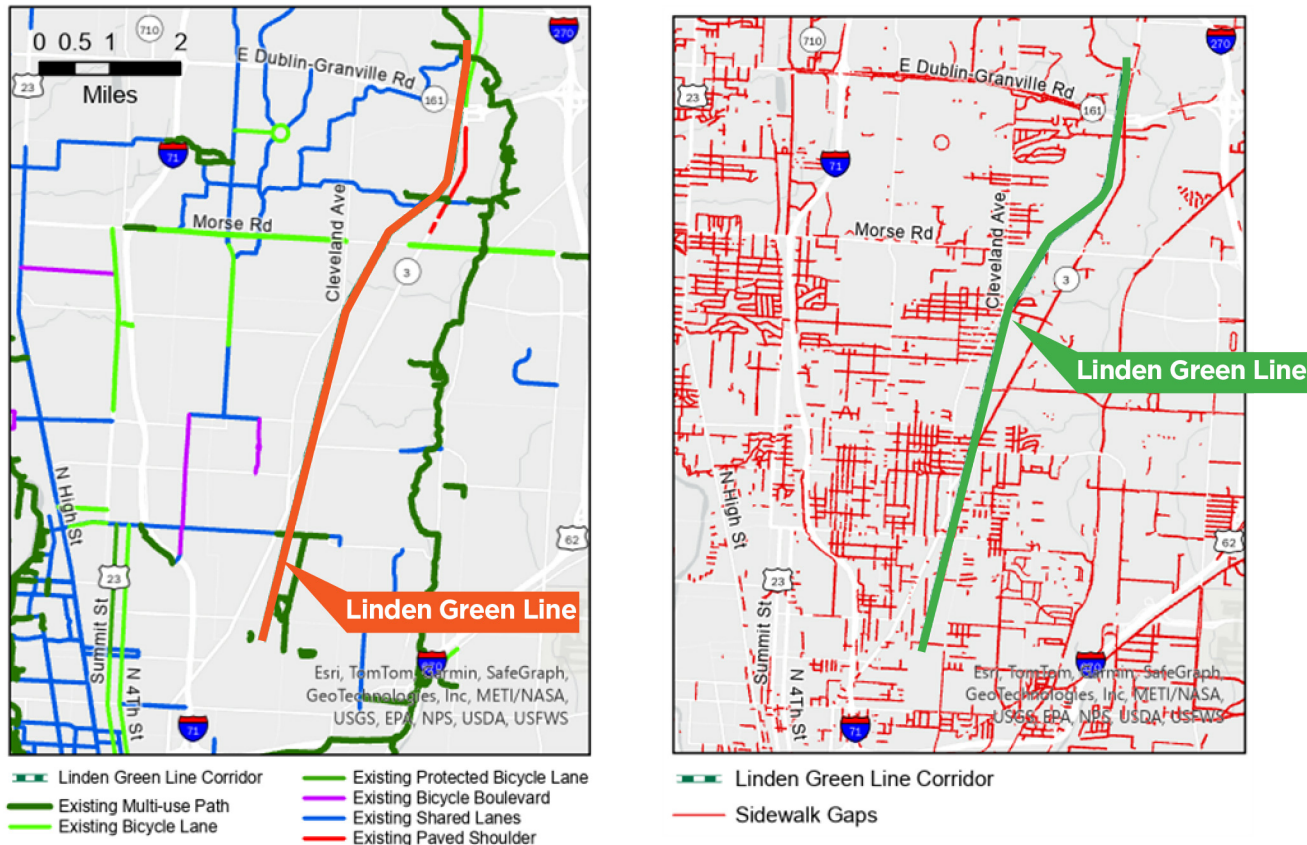


FIGURE 2 - Maps of Existing Sidewalk Gaps and Designated Bicycle Facilities Near Proposed Linden Green Line Corridor

Trail, a regional greenway trail, exists to the east and serves as a busy active transportation option but lacks the connectivity present in the LGL to neighborhoods and major destinations.

The close proximity of the Green Line to these two major arterials is a huge advantage to address these serious safety challenges. It offers a dedicated bike/ped alternative route, yet is very connectible and convenient to key destination points along those roadways, such as schools, retail, social gathering places, and rapid transit.

**Crash Data.** Throughout the five-year period between 2018 - 2022, nearly 400 fatal crashes were reported within the jurisdictional boundaries of Columbus. More than 30% of all fatal crashes involved VRU, and **nearly 16% of those fatal VRU crashes in Columbus occurred just within the**



**study area of the LGL project.** The chart in Figure 3<sup>2</sup> documents all crashes that were reported within this study area by the type of crash and level of injury that occurred. This includes crashes reported on all roadways within a 1-mile radius of the proposed LGL alignment. Fewer than 2.5% of all crashes reported in the project study area involved pedestrians alone, but those pedestrian-involved crashes comprised nearly 40% of all the fatal crashes that occurred and more than 20% of all the serious injury crashes. Additionally, pedestrians in the study area experienced a fatal and serious injury (FSI) rate of nearly 30%, much higher than the pedestrian FSI rate of around 22% for the entire city. **Approximately 93% of the pedestrian-involved crashes reported within the study area during this time frame occurred within either an Area of Persistent Poverty or a Disadvantaged Census Tract.**

Crash Type	Fatal	Serious Injury Suspected	Minor Injury Suspected	Injury Possible	PDO/No Injury	TOTAL	Percent of Total
Pedestrian	19	50	129	38	14	250	2.4%
Fixed Object	10	32	158	76	637	913	8.7%
Head On	8	27	94	47	126	302	2.9%
Left Turn	5	24	181	158	476	844	8.1%
Angle	4	40	470	354	1073	1941	18.6%
Rear End	2	18	385	423	1620	2448	23.5%
Sideswipe - Passing	1	22	153	141	1401	1718	16.5%
Parked Vehicle	0	12	56	34	838	940	9.0%
Backing	0	1	10	15	414	440	4.2%
Right Turn	0	4	50	39	270	363	3.5%
Other Non-Collision	0	4	23	6	55	88	0.8%
Pedalcycles	0	6	48	19	7	80	0.8%
Unknown	0	0	5	3	40	48	0.5%
Animal	0	1	0	2	22	25	0.2%
Overturning	0	2	5	1	7	15	0.1%
Other Object	0	0	2	1	10	13	0.1%
Sideswipe - Meeting	0	0	1	1	4	6	0.1%
Train	0	0	1	0	1	2	0.0%
<b>TOTAL</b>	<b>49</b>	<b>243</b>	<b>1771</b>	<b>1358</b>	<b>7015</b>	<b>10436</b>	<b>--</b>

FIGURE 3 - Number of Crashes within the Project Study Area, Categorized by Type and Level of Injury (2018 - 2022)

**Safety Enhancements.** The proposed LGL would be constructed within its own right-of-way, separate from the Cleveland Avenue and Westerville Road (SR-3) roadway rights-of-way. This could mitigate many of the VRU crashes that occur along Cleveland Avenue and Westerville Road (SR-3) today. For the 2018-2022 time period, the VRU crashes that occurred just on Cleveland Avenue and Westerville Road (SR-3) encompassed approximately 46% of all VRU crashes within the study area. These two corridors also comprised an even higher percentage of VRU FSI crashes, at approximately 53% of all VRU FSI crashes that occurred within the study area. The map in Figure 4 illustrates the concentration of these VRU FSI crashes along the two arterial streets.

While the proposed LGL would offer a designated space for people to travel, there are 12 locations where the LGL corridor would cross streets and create potential conflict areas with motorized vehicles. The project team has reviewed each of these locations in detail to understand current conditions, traffic volumes, etc. and identified proven safety countermeasures from the FHWA *Safe Transportation for Every Pedestrian (STEP)* resources

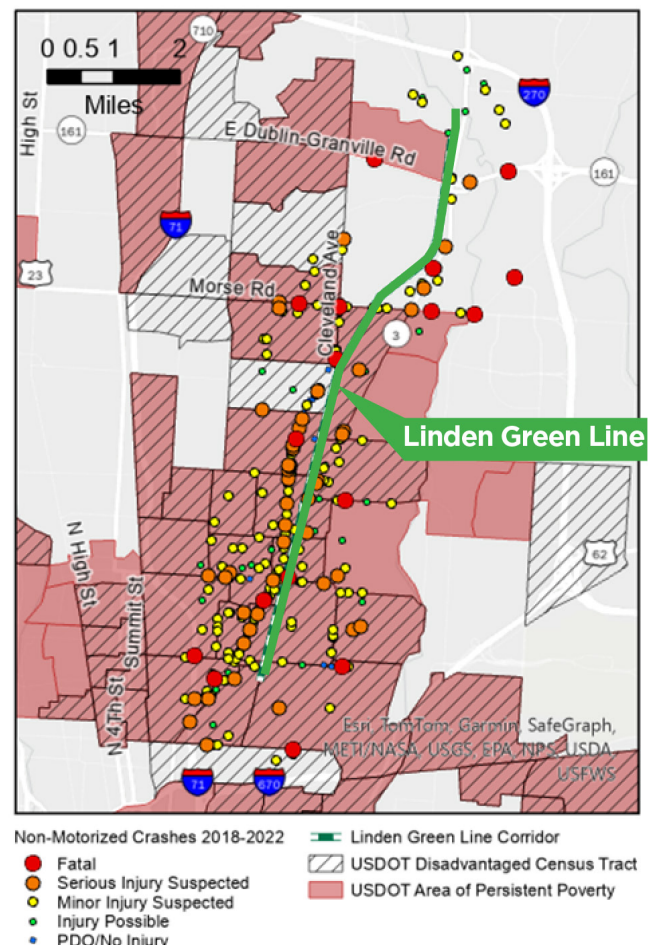


FIGURE 4 - Map of all Vulnerable Road User (VRU) Crashes within Study Area, Categorized by Crash Severity (2018-2022)

<sup>2</sup> Source: Ohio Department of Transportation, GIS Crash Analysis Tool

to implement at each location based on those conditions. This included the *STEP Guides for Improving Visibility at Trail Crossings*<sup>3</sup> and *Improving Pedestrian Safety at Uncontrolled Crossing Locations*<sup>4</sup>. Baseline crossing improvements, as identified through this initial assessment, are listed in the table in Figure 5. When the project goes through detailed design, these crossing locations and related treatments will go through further assessment and community engagement to ensure that the most appropriate safety countermeasures are implemented at each location.

## B. ENVIRONMENTAL SUSTAINABILITY

The LGL will have a significant impact on environmental sustainability in and around the project. The project will directly improve air quality, improve access to safe and resilient infrastructure, and address the disproportionate negative environmental impacts of transportation infrastructure imposed on these communities. It also aligns with local and national efforts to proactively address and plan for climate change, i.e. the *Columbus Climate Action Plan*, *One Linden Community Plan*, and the *Columbus Urban Forestry Master Plan*.

**Public Health Concerns.** This project, and its benefits, are particularly needed to address significant public health concerns within the project corridor. Columbus Public Health has identified these communities as having some of the highest combinations of health and safety risk factors, and areas of potential improvement in the entire city. As referenced previously in the project description, twelve of the sixteen are identified as historically disadvantaged and eleven are areas of persistent poverty. As seen in Figures 6-8, as well as in full page in Appendix C, based on data from the US EPA's *EJ Screener* tool and US DOT's *ETC Explorer*,

Intersection	Current Configuration	Baseline Crossing Improvements
E 17 <sup>th</sup> Avenue	AADT 4,410, 35 MPH 2 travel lanes, TWLTL; 32 feet wide	High Visibility Crosswalk, Advanced Yield Signs, Advanced Pavement Markings
E Hudson Street	AADT 21,564, 35 MPH 2 travel lanes; 30 feet wide	High Visibility Crosswalk, Advanced Yield Signs, Advanced Pavement Markings, RRFB
Genessee Avenue	AADT 1,535, 25 MPH 2 travel lanes; on-street parking; 26 feet wide	High Visibility, Raised Crosswalk
Denune Avenue	25 MPH 2 travel lanes; on-street parking	High Visibility, Raised Crosswalk, Advanced Yield Signs, Advanced Pavement Markings, RRFB
Westerville Road	AADT 13,251, 35 MPH 3 travel lanes, no turn lane or median	High Visibility Crosswalk, Advanced Yield Signs, Advanced Pavement Markings, RRFB
Oakland Park Avenue	AADT 6,010, 35 MPH 2 travel lanes, TWLTL	High Visibility Crosswalk, Advanced Yield Signs
Innis Road	AADT 19,204, 35 MPH 4 travel lanes	High Visibility Crosswalk, Advanced Yield Signs, Pedestrian Hybrid Beacon
Ferris Road	AADT 11,072, 35 MPH 2 travel lanes	High Visibility Crosswalk, Raised Median Island
Morse Road	AADT 28,916, 45 MPH 6 travel lanes, TWLTL	Grade Separated Pedestrian Bridge
Minerva Lake Road	25 MPH 2 travel lanes, on-street parking	High Visibility, Raised Crosswalk
Old Dublin Granville Road	35 MPH 2 travel lanes	High Visibility Crosswalk, Advanced Yield Signs
Cooper Road	AADT 8,315, 45 MPH 2 travel lanes	High Visibility Crosswalk, Advanced Yield Signs, Advanced Pavement Markings, RRFB

FIGURE 5 - Intersection Configurations and Proposed Crossing Treatments

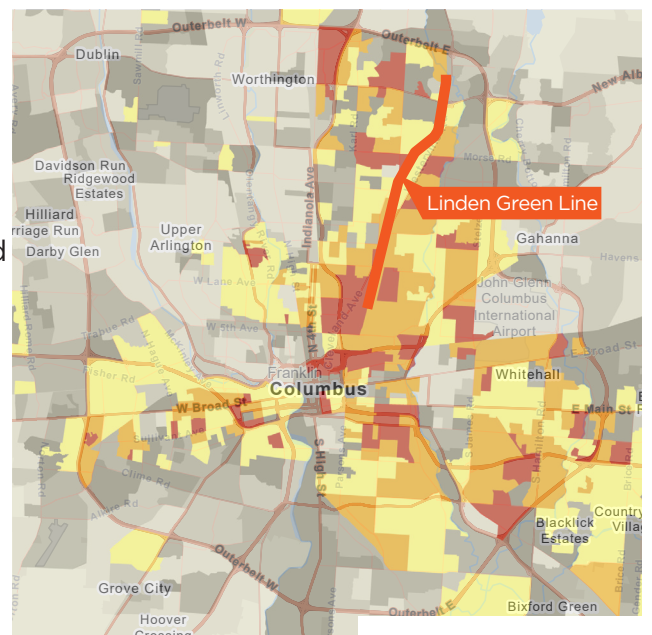
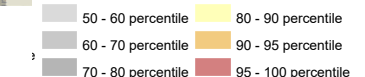


FIGURE 6 - Percentile of Asthma



<sup>3</sup> See document from FHWA pages 7-15: [https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/step\\_improving\\_visibility\\_at\\_trail\\_crossings\\_0.pdf](https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/step_improving_visibility_at_trail_crossings_0.pdf)  
<sup>4</sup> See document from USDOT: [https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-07/STEP\\_Guide\\_for\\_Improving\\_Ped\\_Safety\\_at\\_Unsig\\_Loc\\_3-2018\\_07\\_17-508compliant.pdf](https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-07/STEP_Guide_for_Improving_Ped_Safety_at_Unsig_Loc_3-2018_07_17-508compliant.pdf)

these communities contain notable populations of people with disabilities, limited English speaking, New Americans, People of Color, and households with children under the age of 5. These neighborhood demographics, overlaid with further data from the *EJ Screener* and *ETC Explorer*, Appendix C show the real world conditions of high non-motorist fatalities, asthma, low life expectancy, diesel and emission particulate matter, and housing burden. The LGL project provides an opportunity for a significant community engagement process to ensure the communities' voices are heard.

Columbus believes working with the community members on this project will ultimately provide a safe choice for residents to move around their community carbon-free, allowing them to move between existing parks, the region's robust trail network, and key destinations. By aligning with the *U.S. National Blueprint for Transportation Decarbonization*, users along the corridor - many of whom live within a 30 minute or less walk to a park based on ETC statistics - will have safe access to a healthy, sustainable, and resilient environment in which to live, play, work, learn, grow, and worship.

**Trees and Habitat.** Columbus has become one of the nation's leaders in urban forestry planning and implementation. 2022 data shows the communities along the LGL corridor currently lack adequate tree canopy, based on a city scale analysis completed by the *Columbus Urban Forestry Master Plan (UFMP)*. Trees are a critical living community asset for sequestering carbon and reducing urban heat islands. **The canopy percentage within the sixteen census tracts varies from as low as 6%, with the majority lies below 25%- well below the city climatic goal of 40%.**

To address this, Columbus has taken an innovative approach with urban forestry projects, specifically ones similar in scale to the 58 acres contained within the LGL, to plant large quantities of trees of different ages, species, and sizes. The LGL will follow a similar approach, planting over 2000 native trees along the linear park and path, created by the project. **As quantified in the BCA analysis, the iTree Planting Calculator was used to calculate these trees would sequester a total amount of 3,622,635 pounds of CO2 over the project's 20 year life span.** These additional trees planted also offer a significant additional storm water management to the community, further aligning the project with completed and committed active stormwater protection measures being taken in the Linden & Northland communities. While the LGL project includes planting a significant number of new trees- a net gain of 1,500 trees- another component of the UFMP is to preserve and protect *existing* trees and habitat. As

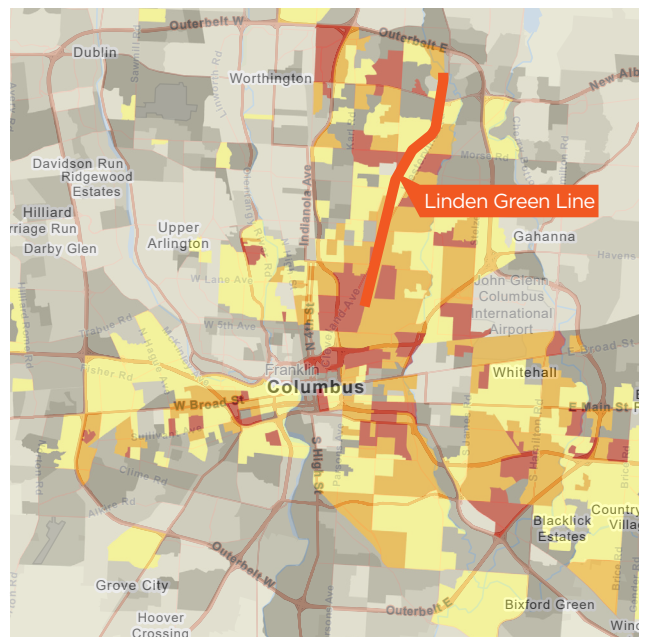


FIGURE 7 - Diesel Particulate Matter

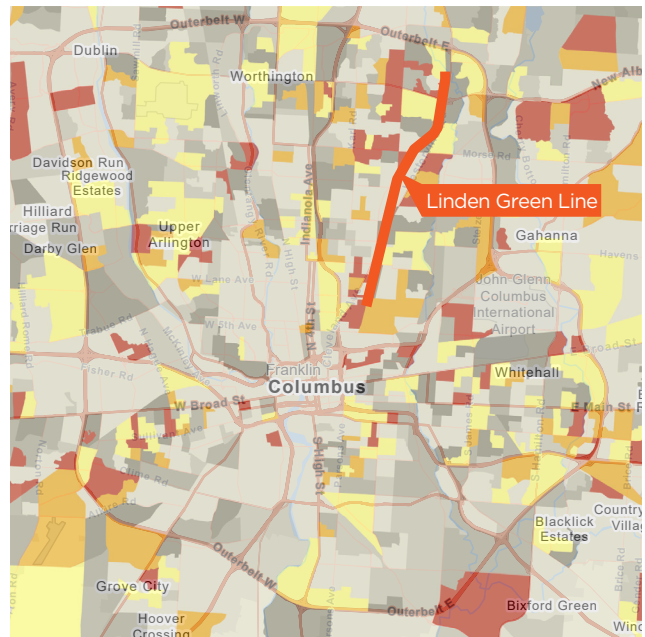
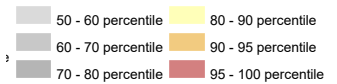


FIGURE 8 - Population Under Age of 5



the corridor exists today, the Environmental Assessment<sup>5</sup> has identified multiple encroachments by neighboring industry on the LGL- from equipment staging to habitat degradation. These encroachments pose a risk to the urban habitats within the project corridor as well as wooded stream corridors along the northern areas of the project between miles 5-7 of the LGL, seen in Figure 9 below.

### C. QUALITY OF LIFE



FIGURE 9 - Rendering showing LGL conditions along wooded section of trail, MI 5

**Addressing the Legacy of Redlining and Disinvestment.** The LGL project provides substantial, direct, and immediate quality of life benefits to the community by (1) providing safe transportation to essential services, employment, cultural destinations, schools, worship, health care, parks, trails, along the corridor; (2) integrating with the greater bike and transit network; (3) addressing urban heat island effect; and (4) providing active transportation within an area of focused affordable housing investment. The 25 square mile area encompassed by the project bears the burden of decades of underinvestment, and a primary purpose of a large scale project like the LGL address the core of this negative transportation legacy. Data shows that the LGL project corridor includes sixteen census tracts, of which twelve are designated as historically disadvantaged. Community-produced documents such as the One Linden Plan<sup>6</sup> highlight how the history of intense federal and state funding for road & highway construction combined with urban renewal, lack of infrastructure investment, and high structural vacancy have produced a lower quality of life for residents. This project will proactively work with the community on how to incorporate their needs and thoughts into the end product. **The impact of a RAISE grant to accelerate into 3.5 years of project development what would typically be several construction phases stretched over many years without federal assistance is of critical importance: the social equity impact of this improvement ties directly to elevating community spirit, health, sense of pride, opportunity, and growth.**

**Providing safe transportation to key destinations.** The communities along the LGL project

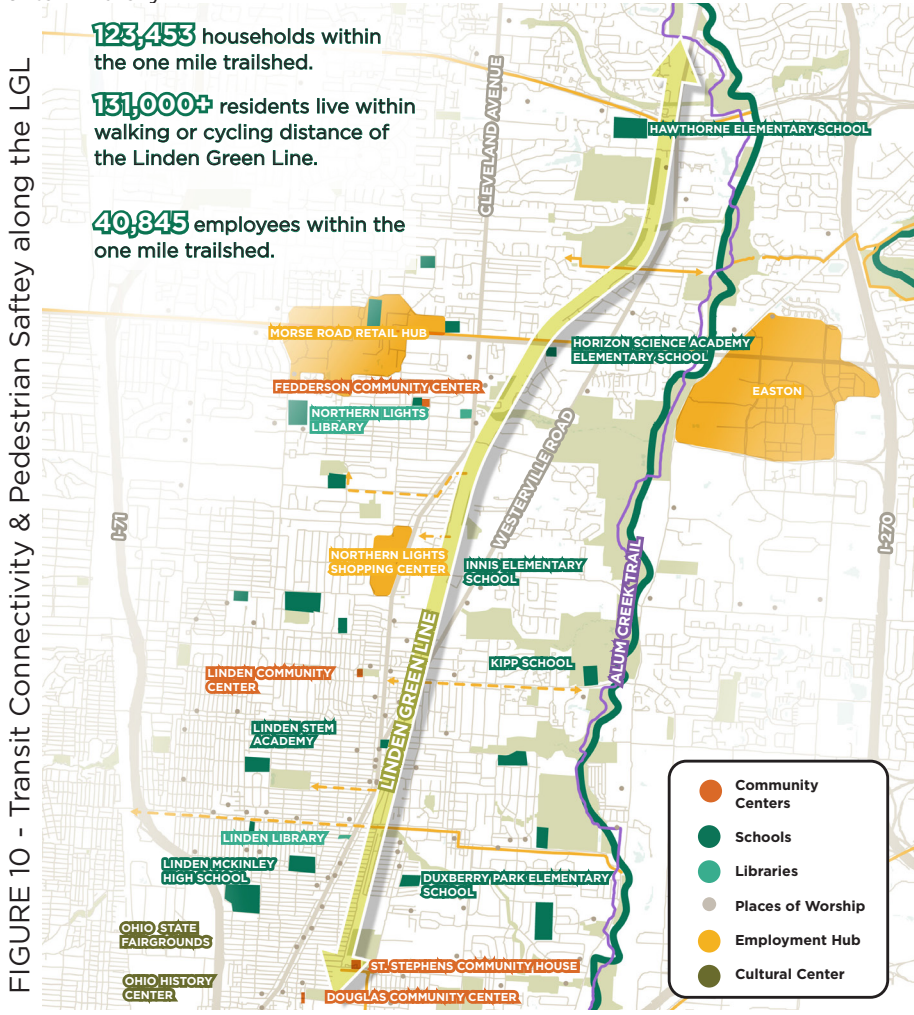
5 See "Environmental Assessment", Stone Design, Appendix D  
 6 "One Linden Plan," City of Columbus, [https://www.onelinden.org/\\_files/ugd/ce33bf\\_10407146e073436b9b5c3e11fad9ed8b.pdf](https://www.onelinden.org/_files/ugd/ce33bf_10407146e073436b9b5c3e11fad9ed8b.pdf)

corridor contain a varied, rich, and established network of schools, businesses, places of worship, community centers, parks, institutions, shopping centers, and libraries. These institutions span communities, ages, and socioeconomic situations, and several key ones are listed below:

- **Douglas Community Center:** Contains an outdoor pool, community meeting space, athletics, and hosts free produce markets throughout the year
- **Ohio State Fairgrounds:** Accessible in the walkshed in the southern portion of the LGL and along the future Hiawatha SUP.
- **Kilbourne Run Sports Park:** The City of Columbus is partnering with the Columbus Crew on a \$30 M new sports park directly alongside the LGL. A portion of the budget (\$700,000) will construct the adjacent LGL and provide the only safe pedestrian and bike access to this regional sporting campus.
- **St Stephens Community House:** Provides Youth, Family, and Senior services as well a food market.
- **Linden Community Center:** Contains the newly completed \$23M Linden Community Center & Park
- **Northern Lights Shopping Center:** Major shopping center providing grocery options, affordable clothing, and jobs
- **Morse Road Retail & Easton:** The LGL directly connects to a shared use path on Morse Road, linking to major hubs for international grocery stores, immigrant resources, shopping, and voting & governmental centers
- **Schools:** The LGL provides safe, close access to the over 19 schools along its corridor. Several (Linden STEM Academy, Minerva Park, and Minerva French) are directly on the LGL.
- **Libraries:** The LGL provides pedestrian access to the Linden & Northern Lights branches of the Columbus Metropolitan Library

*"...CML has operated a branch in the Linden community since 1928, and we are thrilled that the location of today's Linden Branch is located along the proposed Green Line corridor. The branch, which is set to undergo a \$19.1 million renovation and expansion later this year, annually welcomes over 131,000 customers...The Green Line corridor will provide a safe transportation pathway to the library for our community, and especially for the children and teens who most often arrive at the library on foot or on a bicycle..."*  
 (Patrick Losinski, CEO, Columbus Metropolitan Libraries)

*"Safe, healthy and accessible pathways like the Linden Green Line are critical for our students, enabling them to access education, job opportunities and community resources. ... The college is also the anchor instruction for the Columbus Workforce Hub, as designated by the White House in May 2023."*  
 David T. Harrison PhD, President, Columbus State Community College)



- **Worship:** There are over 40 places of worship accessible within the LGL walkshed corridor, including Christian Churches, Mosques, and Buddhist temple

**Integration into the Greater Bikeway and Transit System.** Columbus is robustly invested, both publicly and privately, in the communities along the corridor of the LGL, including significant improvements in transit and bikeway facilities. **What is missing is the central 7 mile spine of this project which will unite this infrastructure into a connected network, seen in figure 10 .** The LGL will have 19 opportunities (approx. every 3 blocks) for users to get off of the pathway and connect



FIGURE 11 - AFFORDABLE HOUSING & LAND BANK PROPERTY PROXIMITY TO LGL

with surrounding COTA transit lines, including the Cleveland Avenue Bus Rapid Transit CMAX line. This line will feed into additional BRT lines now under development planning as part of the region’s LinkUS initiative, providing a network of rapid transit for Franklin County<sup>7</sup>.

Furthermore, the LGL will integrate into funded and existing bikeway facilities like the Hudson-Mock Connector (under construction) and the Mock Road Connector (construction 2025), SR-161 SUP, Morse Rd SUP, and the Greater Central Ohio Greenways Network seen in figure 13 on the Alum Creek Trail. Finally, the LGL is access rich, providing pedestrian access to over 40 community access points.

**Affordable Housing.** During the past year of the Green Line’s planning, there has been widespread enthusiasm and close coordination started for the powerful catalyst this project will have as a linkage for affordable housing projects along and near the corridor. Early on, for example, Nationwide Children’s Healthy Homes initiative (\$150 M committed in Linden, several along the LGL) offered support for the project noting it has adjacency to their new developments. As of this application, over 20 affordable housing projects (11 Low Income Housing Tax Credit, 7 recently completed, 2 under construction in 2025) will be on or close to the project. **The power of linking the LGL to and from affordable housing opportunities is a huge win for the long term future of these communities.** The LGL particularly supports active transportation for transit-

7 More information on LinkUS is available at <https://linkuscolumbus.com/>.

oriented development (TOD) and along Cleveland Avenue and Westerville Road. Columbus developers and the city’s Development Department are confident that the LGL investment will jump start more projects along the Green Line.

*“The Central Ohio Transit Authority moves millions of Central Ohio residents, employees, visitors, and students every year. Our organization is committed to moving every life forward, and we work closely with the City of Columbus on multi-mobility design and implementation. The Linden Green Line runs parallel to COTA’s bus-rapid transit corridor, allowing multiple connection points and many opportunities to make walking, biking, and utilizing public transit an easier choice for so many in our community.”*  
*Kim Sharpe, COTA Director of Development*

**Urban Heat Islands & Parks.** As identified in the UFMP, the city struggles with the Urban Heat Island Effect, with Columbus being identified as one of the fastest growing heat islands of the major 60 Urban Areas. Furthermore, the UFMP technical report<sup>8</sup> identified the communities along the LGL corridor as high priority for prioritized plantings to address inequity and need in the area. As noted in the BCA and Merit Criteria B, Environmental Sustainability, the project’s planting of approximately 2000 trees would have a robust impact on urban heat islands and CO2 reduction in these neighborhoods.

*“Our team of about 50 employees served 1,457 individuals in 2023, up from 819 in 2021. The Green Line would significantly improve mobility for our team and the young people we serve, offering improved transit opportunities for important job interviews and employment.”*  
*Ann Bischoff, CEO, Star House*

**D. MOBILITY AND COMMUNITY CONNECTIVITY**

The Linden Green Line project will **(1) significantly improve system-wide connectivity to transit and other mobility options, (2) remove a huge transportation barrier in the course of implementing a community driven plan that identifies and addresses gaps in the existing transportation network, and (3) use Universal Design to create a non-motorized active transportation corridor that is accessible for users of all ages and abilities.** The abandoned rail corridor physically constrains the geographies to either side of the former tracks; **creating a common perception of segregation and isolation for the 13 adjacent neighborhoods.** Columbus’ One Linden Plan specifically calls for using infrastructure improvements along key corridors to address the physical and emotional separation created by the constraints created by existing infrastructure. **Eliminating this transportation barrier, and providing meaningful neighborhood and regional connections is one of this project’s primary purposes.**

**Improve system-wide connectivity.** The Linden Green Line will significantly improve system-wide connectivity along the project, especially within historically disadvantaged communities. Unlike more advantaged communities in Columbus, this 25 square mile area surrounding the project corridor lacks any separated facilities for bicyclists, and pedestrians. This gap in infrastructure, combined with serious safety concerns presents a system wide depression in usage of transit and other mobility options. This is particularly acute in the project zone because the sixteen census tracts immediately adjacent to the project corridor have an average zero vehicle household rate of 11.83%; and this percentage increases significantly to 14.18% for the twelve census tracts identified as historically disadvantaged communities by CEQ’s CEJST tool<sup>9</sup>. These rates are significantly higher than the overall averages of zero vehicle households in Columbus (8.23%), Franklin County (7.11%), and the State of Ohio (7.44%)<sup>10</sup>. As nationally documented<sup>11</sup>, safe, well-connected active transportation networks are a key component to allow all residents to access employment

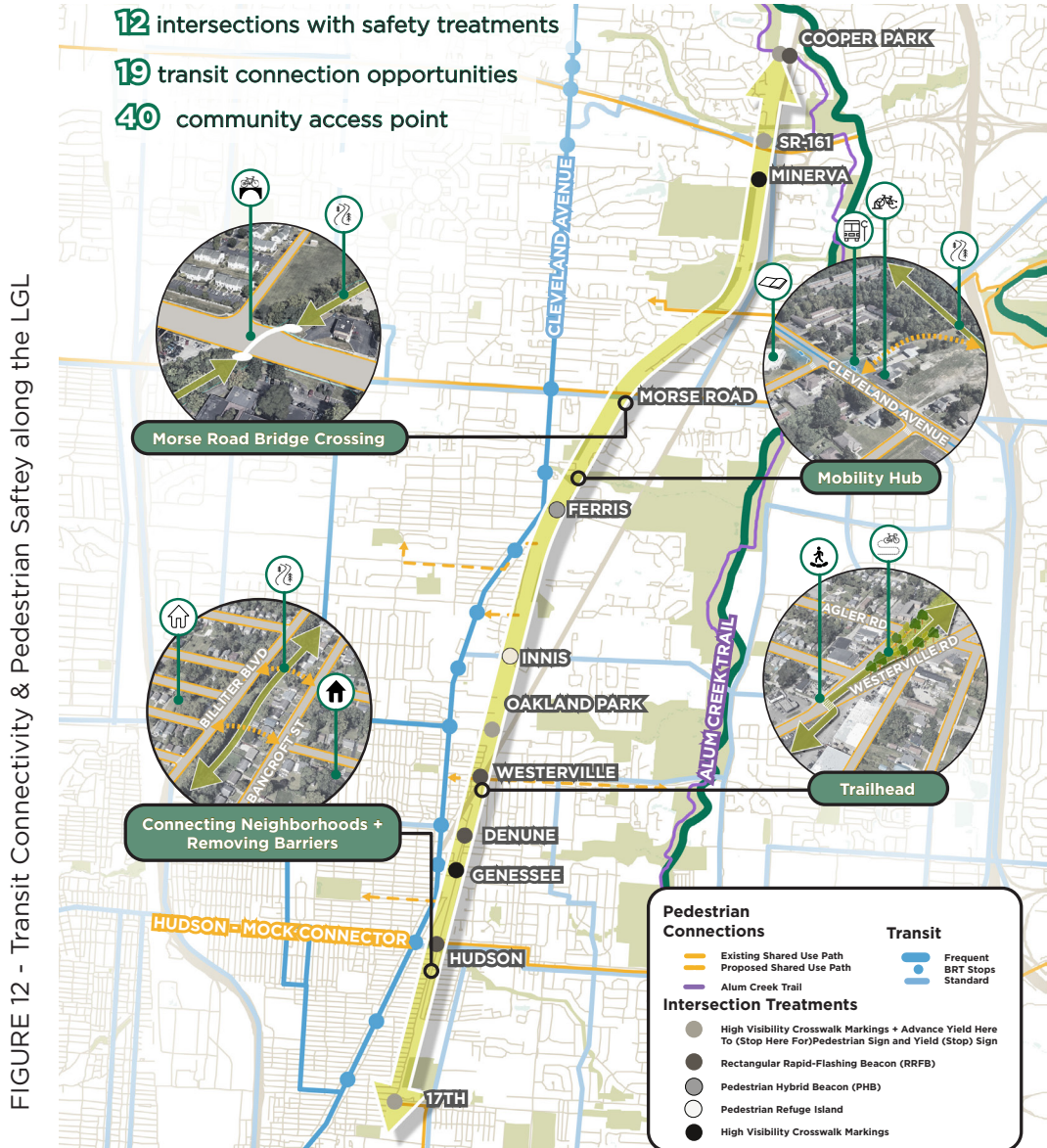
<sup>8</sup> See “Urban Forestry Master Plan: Technical Report,” City of Columbus, [https://www.columbusufmp.org/uploads/2/6/0/6/26062495/final\\_columbus\\_ufmp\\_technical\\_report\\_-\\_april2021.pdf](https://www.columbusufmp.org/uploads/2/6/0/6/26062495/final_columbus_ufmp_technical_report_-_april2021.pdf) at page 15

<sup>9</sup> The twelve Historically Disadvantaged Census Tracts: 39049000730, 39049000820, 39049000920, 39049001400, 39049001500, 39049002510, 39049007114, 39049007511, 39049007531, 39049007534, 39049007710, and 39049007722.

<sup>10</sup> Percentages are based on the 2022 ACS 5-year estimates data for the U.S. Census Bureau’s B25044 data table, “Tenure by Vehicles Available.” The percentage of occupied units without a vehicle was calculated by dividing the sum of the owner occupied and renter occupied units by no vehicles available by the total number of occupied units.

<sup>11</sup> See USDOT : <https://www.transportation.gov/mission/office-secretary/office-policy/active-transportation/active-transportation#:~:text=Active%20transportation%20is%20a%20key,travel%20options%20alongside%20other%20modes.>

opportunities, essential services, and recreational opportunities, either directly or by connecting



with transit or another form of mobility. There are seven (7) fixed-route transit lines within 0.25 miles of the project corridor - including the CMAX rapid transit line - and approximately forty-six (46) bus stops.<sup>12</sup> The Green Line will significantly improve system-wide connectivity by converting a known transportation barrier into a safe active route- both for short last mile trips, and longer trips outside Linden and Northland.

**Removing a long-recognized barrier.** For many years, the Linden communities have long identified need to remove the barriers and improving the pedestrian and bicyclist transportation networks. As far back as 1977, the North Linden Market Study and Design Guide noted the railroad tracks created a physical barrier that impeded growth and economic development<sup>13</sup>. The City’s 2012 *South Linden Neighborhood Plan Amendment* specifically identified the abandoned rail corridor as a potential transportation or recreation corridor.<sup>14</sup> Columbus’ *One Linden Plan*, which was the result of a thirteen month public engagement process, identified “*Connect the Community*” as one of its

12 The following transit lines have stops within 0.25 miles of the Linden Green Line: 8, 11, 31, 32, 34, 35, & CMAX (101).

13 See “One Linden Plan,” City of Columbus, [https://www.onelinden.org/\\_files/ugd/ce33bf\\_10407146e073436b9b5c3e11fad9ed8b.pdf](https://www.onelinden.org/_files/ugd/ce33bf_10407146e073436b9b5c3e11fad9ed8b.pdf) at page 77.

14 IBID, page 80



Ten Big Ideas<sup>15</sup>. This priority specifically says, “Consideration should be given to robust bicycling infrastructure, completion and improvement of pedestrian infrastructure, and presentation of cohesive neighborhood identity and signage.”<sup>16</sup> The plan specifically identifies the Linden Green Line project corridor as a multi-modal transportation corridor on mapping for *Catalytic Projects - Improve Bike Connections & Offer Safe Bike Options*<sup>17</sup>.

**Universal design.** The Linden Green Line will provide a separated facility for bicyclists and pedestrians for its entire length. Columbus will use Universal Design principles during the design process to ensure the path and its access points are accessible to people of all ages and abilities. A significant portion of the project directly serves historically underserved communities - approximately 65.65% of the total project costs will be spent in historically disadvantaged communities ( Figure 13).

2010 Census Tracts	CEJST HDC?	Project Dollars
7.3	Yes	\$751,699.00
8.2	Yes	\$1,436,690.00
9.2	Yes	\$1,433,679.00
1.4	Yes	\$64,323.00
1.5	Yes	\$669,637.00
25.1	Yes	\$253,967.00
71.12	No	\$3,015,895.00
71.13	No	\$2,830,987.00
71.14	Yes	\$7,103.00
71.15	No	\$574,520.00
71.2	No	\$674,129.00
75.11	Yes	\$1,311,544.00
75.31	Yes	\$4,874,587.00
75.34	Yes	\$1,014,004.00
77.1	Yes	\$1,096,606.00
77.22	Yes	\$648,730.00
Project Total:		\$20,658,100.00
Project Costs in HDC:		\$13,562,569.00
Percentage of Costs in HDC:		65.65%

FIGURE 13 - PROJECT DOLLARS IN CENSUS TRACTS ADJACENT TO LGL

## E. ECONOMIC COMPETITIVENESS & OPPORTUNITY

One of the key drivers of this project is providing access to jobs, workforce training, long term economic growth and more public and private investment, uncorking the untapped potentials for tourism opportunities, and promoting the contracting of localized, good paying jobs through project development agreements. The City uses a strong collective bargaining agreement for large projects such as the LGL.

**Supporting Long Term Growth.** Researchers from Portland State University’s Transportation Research and Education Center (TREC) conducted a 2020 study of twelve different active transportation projects in the greater Portland region and concluded that projects had an overall positive effect on business activity in the retail and food sectors, with 75% of project locations showing measurable economic gains in the retail and/or food sectors.<sup>18</sup> The study also concluded projects were more likely to achieve their full potential for economic benefits if they can create low-stress, comfortable locations for walking.

This is particularly important for the economic vitality surrounding the project. The One Linden Plan envisions a “Downtown Linden” community center along Cleveland Avenue, near its intersection with Myrtle Avenue <sup>19</sup>. Myrtle Avenue, at the heart of Downtown Linden, actually dead-ends at the LGL. Pedestrians and bicyclists on the Linden Green Line have approximately 400 feet to travel from the trail’s access point at Myrtle Avenue to reach Cleveland Avenue. **The entire 7 mile project is home to approximately 3,000 businesses employing an estimated 41,000 people. Retail businesses account for approximately 22.5% of business, and 20.2% of the employees.** <sup>20</sup>

Improving access for both customers and employees will support economic growth along the

15 IBID, page 3  
 16 IBID  
 17 IBID, page 63

18 “Economic Study of 12 Active Transportation Projects in Oregon Finds Solid Returns on Investment,” TREC, Portland State University, June 29, 2022, <https://trec.pdx.edu/news/active-transportation-projects-offer-solid-returns-investment-economic-study-finds>. Full report is available at <https://www.oregonmetro.gov/sites/default/files/2022/05/15/Active-Transportation-Return-on-Investment-study-2022.pdf>

19 See, e.g., “One Linden Plan,” City of Columbus, [https://www.onelinden.org/\\_files/ugd/ce33bf\\_10407146e073436b9b5c3e11fad9ed8b.pdf](https://www.onelinden.org/_files/ugd/ce33bf_10407146e073436b9b5c3e11fad9ed8b.pdf) at page 60

20 See Business Summary provided in Appendix D

corridor, especially the retail sector, which is one of the corridor’s largest business sectors. Put simply, more mobility choices is good for all users. No matter what travel mode people may choose, this project substantially expands the options. Transportation costs have a significant impact on housing affordability<sup>21</sup>, and lowering the transportation costs will make it easier for residents to continue living within the corridor. It will also create opportunities for new housing developments to be constructed in the corridor with affordable housing options, such as the Mulby Place Apartments recently constructed at the intersection of Cleveland Avenue and Myrtle Avenue<sup>22</sup>. The improved access and lower transportation costs make for businesses – and potential businesses – to connect with the corridor’s available workforce.

Businesses such as Connect Housing Blocks that specifically recruit employees from the surrounding community<sup>23</sup> will be able to invest more in the community because the Linden Green Line will significantly improve transit, bicyclist, and pedestrian access and help provide reliable means of transportation for employees. Constructing the project will also provide an anchor for public investments along and create opportunities for housing infill using land bank properties<sup>24</sup>.

**Tourism.** The LGL directly connects to the 325-mile Ohio to Erie Trail at Cooper Park and near the south segment at Hudson Avenue <sup>25</sup>. This connection will provide a significant opportunity for regional tourism because the Ohio to Erie Trail is part of the Rails to Trails Conservancy’s (RTC’s) Great American Rail-Trail. RTC estimates that the Great America Rail-Trail will generate approximately 1.6 million trips and \$13.3 million in visitor spending in Ohio<sup>26</sup>. According to the Mid-Ohio Regional Planning Commission, the Ohio to Erie Board has noticed a 10-fold increase in multi-day adventure tourism trips occurring on the Ohio to Erie Trail.

The LGL will also provide a direct trail connection to regional visitors to the new Kilbourne Run Sports Park. The current park is more than 62 acres, with more than 35 acres dedicated to soccer fields; and, on average, more than 38,000 players use the sports park’s facilities each year. Already a significant draw, Columbus anticipates trips to the park will significantly increase due to the planned investments that the city and Major League Soccer’s Columbus Crew are making in the park. The planned improvements for Kilbourne Run Sports Park are an estimated \$30 million, and includes a trailhead and family-scale park next to the LGL.

RTC has been active in Central Ohio active transportation and trail development for three decades. This project does more to address equitable non-motorized transportation development than any single project in all of that time. It is the right project at the right time  
(Eric Oberg, Midwest Director, Rails to Trails Conservancy)

**Inclusive Development.** Columbus is committed to ensuring meaningful opportunities for Minority-Owned and Women-Owned Business Enterprises (MBE/WBEs) and Small Local Business Enterprises (SLBEs) to participate in its construction, professional services, and goods and services contracts. In administering this Supplier Diversity Policy, Columbus takes all necessary and reasonable steps to ensure business enterprises certified as MBE/WBEs have an equal opportunity to participate in city contracts. It is Columbus’ policy to create contracting opportunities for MBE/WBEs and SLBEs in its construction, professional services, and goods and services contracts. The

21 Chris Sandvig, “Transportation is a Necessary Component of Housing Equity,” Federal Reserve Bank of Philadelphia, Fall 2017, <https://www.philadelphiafed.org/community-development/transportation-is-a-necessary-component-of-housing-equity>

22 “Mulby Place Apartments,” <https://www.mulbyplace.com/>

23 Brent Warren, “Photos: Inside the New Modular Home Factory on Westerville Road,” Columbus Underground, June 29, 2023, <https://columbusunderground.com/photos-inside-the-new-modular-home-factory-on-westerville-road-bw1/>

24 See, e.g. Kohr Place rendering in Figure 11

25 “Great American Rail-Trail: Economic Potential of the Great America Rail-Trail,” Rails to Trails Conservancy, <https://www.railstotrails.org/wp-content/uploads/2024/02/Economic-Potential-of-the-Great-American-Rail-Trail-2022-by-RTC.pdf> at page 6.

26 “Great American Rail-Trail: Economic Potential of the Great America Rail-Trail,” Rails to Trails Conservancy, <https://www.railstotrails.org/wp-content/uploads/2024/02/Economic-Potential-of-the-Great-American-Rail-Trail-2022-by-RTC.pdf> at page 5.

MBE/WBE and SLBE Programs ensure contracts are awarded in a manner that promote economic inclusion. Administration of the MBE/WBE Program is afforded the same priority as compliance with all other legal obligations. Free gender and race-based certification is offered to make it easier to identify those ready, willing, and able to perform on contracts<sup>27</sup>. Local preference is shown when awarding construction contracts.<sup>28</sup>

## **F. STATE OF GOOD REPAIR**

**Tail and Park Maintenance.** The Columbus trail network now has grown to reach 138 miles, developed during the past 25 years. **One of the key achievements of this expanding network was the establishment in 2009 of an operations and maintenance program** that includes key items such as pavement repairs, pedestrian bridge inspections, trimming, routine mowing, trash removal, and bike ranger patrols. The MOU details **mutual operations and maintenance between CRPD and Franklin County Metro Parks**, the two largest park systems in Central Ohio. The current staffing of CRPD parks maintenance is 110 FTE, and Metro Parks has a dedicated Greenways Management team of 11 FTE devoted to perform routine maintenance along the city's network, which will expand this service to the Green Line when it is completed. Metro Parks staff also include bike rangers that will patrol the path. The current annual budget of CRPD parks maintenance operations is \$7,203,99. This close cooperation means the completion of the Green Line will already have a mechanism in place to seamlessly transition this asset into the network as a whole.

**Trail Pavement and Safety.** **Currently the two agencies have an annual pavement repair budget of \$400,000/yr.** Pavement condition is critical to successful active transportation users, and each year a Pavement Condition Repair list is developed and implemented. Tasks include segments that will be milled, repaved, crack sealed, root barrier installed, berm improvements, clearing of obstructions, traffic control (signage, bollards, timber guardrail, pavement markings, lighting). The City's Department of Public Service performs routine maintenance of RRFB's, PHB's, and crosswalk pavement markings.

**Pedestrian Bridge Inspections.** **All pedestrian bridges within the City's network are inspected on a two year cycle, per ODOT recommended standards.** Inspection reports analyze structural conditions, railings, etc. to provide a Bridge Rating score, along with a priority list of upgrades or repairs. The upgrades or repairs are paid for through a separate allocation within the CRPD Renovations/Maintenance budget.

**Reduced Pavement Maintenance.** The LGL project is in an area that will experience a reduction in vehicle miles traveled due to mode shifts. This in turn has a positive effect on pavement maintenance costs, with less vehicles on nearby roadways. **The BCA notes a reduced pavement maintenance value of \$138,189 over the project lifecycle.**

## **G. PARTNERSHIP AND COLLABORATION**

**Knowing Our Neighborhoods.** To analyze the potential impact of acquiring and developing the Green Line, CRPD followed the USDOT's guidance for understanding community demographics by utilizing the CDC's *Social Vulnerability Index* and EPA's *EJ Screen*. These tools provide valuable insight into the demographics of the residents impacted by the project, as well as the health, social, and environmental factors that they may be at a higher risk for. By understanding the demographic data, **CRPD and our public engagement consultant teams are able to tailor engagement strategies to ensure that historically underserved perspectives are implemented into the development of this third space.** CRPD is also skilled with practices to create unique places within this project, such as a pollinator habitats and small park spaces that can provide residents with resources that help lessen the impact of these health, social, and environmental risks.

<sup>27</sup> "Minority, Women, and Veteran Business Enterprise Certification: Policy" City of Columbus, <https://www.columbus.gov/odi/supplier-diversity/Business-Certifications/>

<sup>28</sup> See Columbus City Code § 329.212

CRPD will also continue implementing the U.S. Department of Transportation’s guidance to build durable community relationships by engaging with community members and existing neighborhood plans before, during, and after the project lifecycle, to understand the community wants and needs. The One Linden Community Plan was adopted in 2018 to promote Health and Safety, Transportation, Housing, Retail and Small Business, and Education and Workforce in the Linden community. **The Green Line came to fruition through CRPD being a core member of this Neighborhood Strategies Working Group. This closely woven relationship is invaluable for conducting public outreach surrounding the Green Line. It has jump started this project, and will pay dividends during the next 2 years of plan development.**

“This would be incredible for our students. They have so many limitations on how they can safely walk or ride to school. The project would offer a healthy, safe, low-stress amenity for our campus.”  
(Principal Randa Hutcherson, Linden Elementary STEM Academy)

**Community Stakeholders.** This improvement aligns with guidance from USDOT’s *Thriving Communities Network* to develop spaces that will not disrupt the existing community while also addressing the impact that redlining and restrictive covenants has historically had on dividing the community from each other and resources. The Linden Green Line will intentionally remove barriers for pedestrians to provide health, environmental, recreational, and cultural benefits that will promote community healing. It further identifies with and amplifies the shared principles of the Thriving Communities Network to create long term benefits in marginalized and disadvantaged communities. CRPD will continue to center the power of the community throughout the planning and development process by listening to the community’s desired placements of amenities like exercise stations, play areas, art, sitting areas, trees, and natural areas that would best support their needs.

“This Greenway compliments Nationwide Children’s \$150 M investment in housing, healthcare and economic stability in the Linden community...Moreover, we have offered job training, school health centers and a fresh food market within 1 mile of the proposed Linden Green Line... the Greenway will be transformative to quality of life in Linden.”  
-Tim Robinson, CEO, Nationwide Children’s)

“Seeing a new Kilbourne Run Sports Park coming on line is a huge investment for Northland. We’d like to be able to use the Green Line to travel to it. It will have a generational impact in our community.”  
-Northland Community Council

For large scale projects such as the LGL, CRPD implements the highest level of community engagement practices that involve creating a project webpage, community meetings, design charrettes, mail distributions, surveys, and achievement ceremonies. A community participation plan is developed with guidance from public relations professionals, community relations staff, and design staff to ensure that public involvement is equitable and accessible throughout all stages of the project. Information

regarding the project will be sent to residents, schools, and community centers along the trailshed to ensure that the information is easily accessible. The project website will feature project updates, presentations, photos, and a comment form, to ensure that all residents are able to stay involved in the project. CRPD is also able to provide adaptive technology and translation accommodations during public meetings.

**Partnerships.** The Green Line, at 7 miles long, has the unique advantage of being able to draw in a broad range of partners working throughout its one mile walkshed. A full list of partners words and letters of support can be found Appendix A. A selection of partners, including Nationwide Children’s Hospital, Columbus Crew FC<sup>29</sup>, and the Northland

“We work closely with the City of Columbus Recreation and Parks Department on developing world-class soccer programming for youth and adults, and are proud to be partnering with them to develop a premier soccer facility in the Northland community, the Kilbourne Run Sports Park. Our contribution of \$12.5 million towards this \$30 million dollar sports facility will have a generational impact on the Central Ohio region, and the park lies directly along the Linden Green Line. This creates an incredible tie in of two major projects, both on the same timeline of development.”  
-Tim Bezbechenko, General Manager, Columbus Crew FC

29 The Crew are a Major League Soccer team, co-developer with the city for Kilbourne Run Sports Park,

Community Council are highlighted in the surround text boxes for their direct and ongoing connection and contributions to this project.

## **H. INNOVATION**

**Innovative technology.** To monitor and maintain an accurate count of trail uses along the City's 135 mile trail network, this project, like all built in the past 3 years, will **specify the installation of automated pedestrian and bicycle counters**, which gather robust, validated data of trail usage. For the Green Line, trail counters will be installed at approximate 1 mile intervals to track real time numbers of walkers, runners, and cyclists flow, as well as direction of travel. This will provide important data gathered across a diversity of path environments, such as denser urban areas, more natural areas, special events, and major activity hubs.

The project will also utilize the latest Rectangular Rapid Flashing Beacon (RRFB) technology for 6 at-grade crosswalks along the Green Line. The City's use of RRFB's has proven effective in increasing visibility and reduction of pedestrian crashes, and is an FHWA-endorsed technology. The City's Department of Public Service currently maintains over 71 RRFB's, and 12 HAWK High Intensity crosswalk signals.

**Project Delivery.** In 2023, the City approved the utilization of Construction Manager At Risk (CMAR) project delivery, an alternative project delivery system that can offer the Green Line a cost-effective, time-conscious means involving a quality-based selection Construction Manager team with the Design/Engineering team early in the project design. This can help keep the project on track, on time compared to traditional design/bid/build delivery.

**Streamlined Environmental Process.** This Recreation and Parks Department is already engaged with Categorical Exclusion (CE) and NEPA-level experienced environmental firms. By using our pre-qualified list of firms, several steps of the NEPA document are already underway, or will be during the 2024 design period of this project. These firms maintain routine communications with ODOT, Ohio EPA, and federal permitting agencies that will be involved in projects like the Green Line.

In addition, the City is also in the process and contracting with a public engagement firm in 2024 to perform several key tasks of community outreach and documentation. This is an early-and-often approach to working with such a significant amount of residents, neighborhoods, and civic associations along the Green Line and is an important step to avoid future communication gaps during the RAISE grant process.

**Innovative Financing.** The Green Line will be taking advantage of several funding sources beyond the City's capital improvement bond funding. The Morse Road TIF (Tax Increment Funding) will be providing assistance for the pedestrian bridge which will cross Morse Road, one of the largest pieces of infrastructure in the project. As well, the City is pursuing private donations towards special amenities along the LGL like custom interpretive stops along the linear park, play spaces, site furniture, and public art.

*"Creating this amazing linear park through the heart of Linden will be a powerful catalyst, accelerating the improvements that are occurring with housing, employment, education and commercial revitalization. Woven together, we can create an opportunity rich community to produce enhanced health outcomes now and for generations to come."*  
(Reverend John Edgar, Communities for All People)

# PROJECT READINESS

The Linden Green Line project has been carefully analyzed for readiness towards receiving a RAISE Grant award by the end of Q2 2024. The schedule includes a full plan ODOT-level PDP enabling construction to be complete by Q4 2028. While the successful delivery of any federalized project hinges on the local's experience with completing federal requirements, the Green Line has generated widespread public enthusiasm for bringing the project online as soon as possible. Columbus' Departments of Public Service, Recreation and Parks, Neighborhoods, and Development have provided input on the project schedule, and each confirms that this schedule is an aggressive, but realistic, pathway to begin construction in 2027.

## PROJECT SCHEDULE

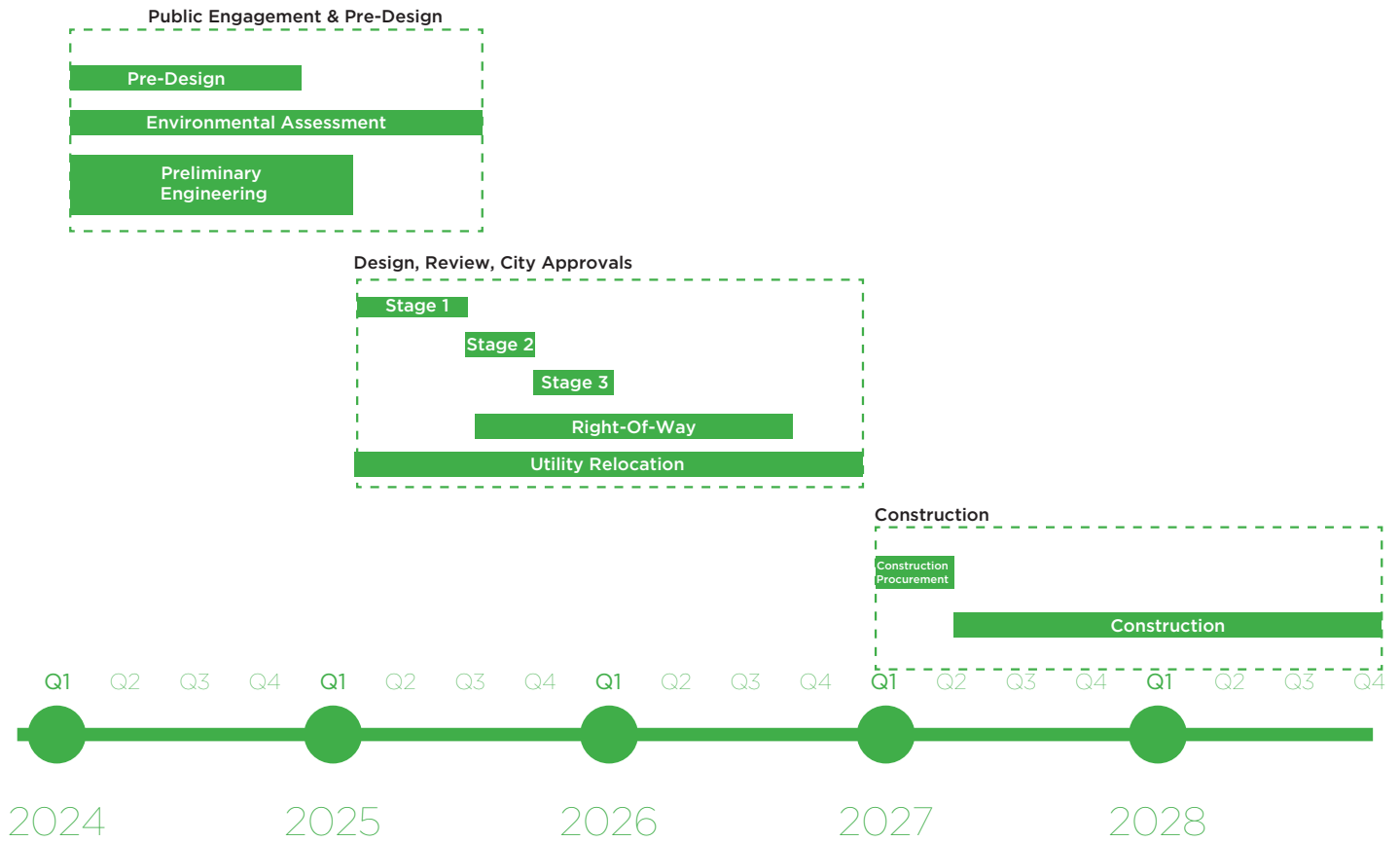
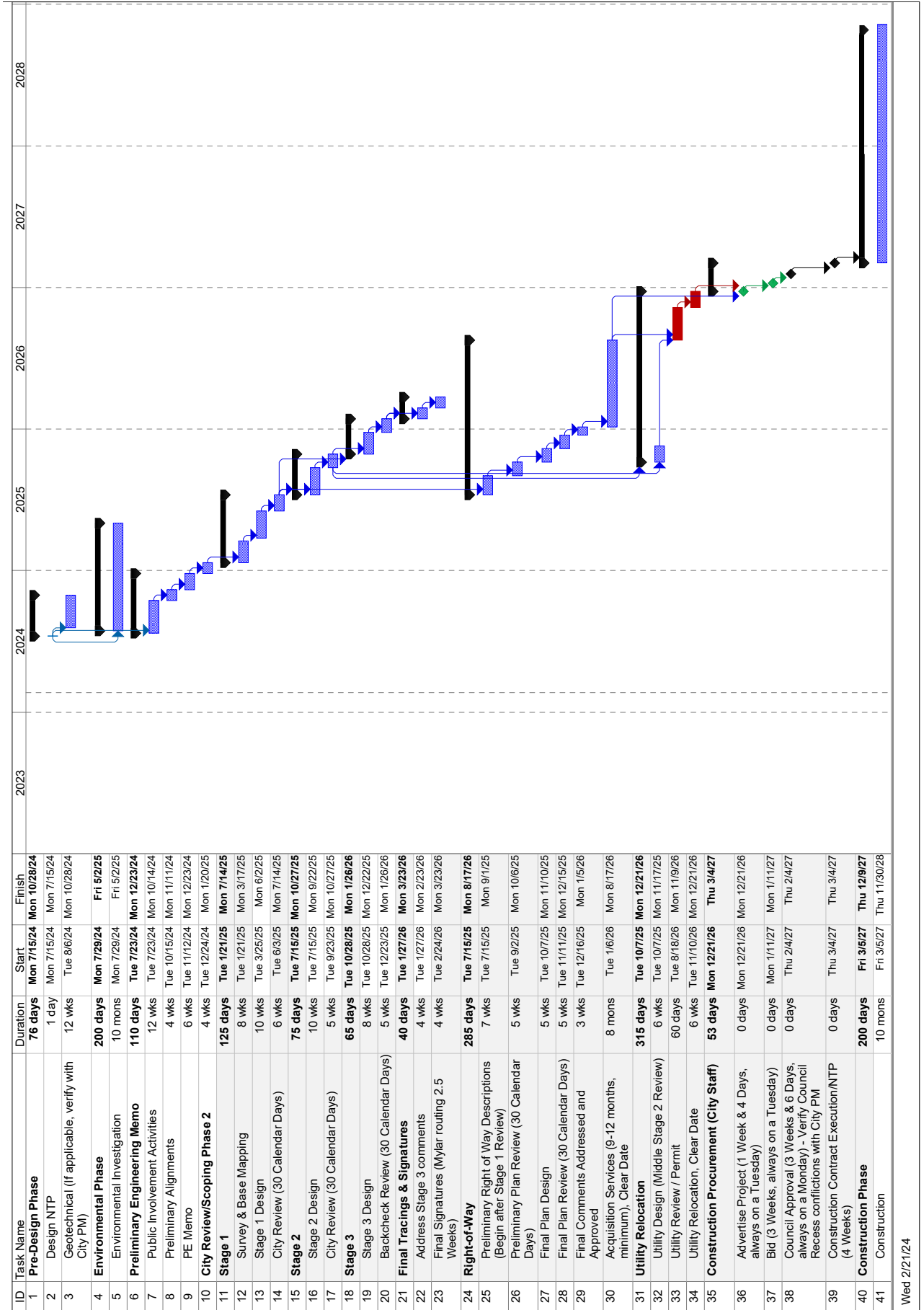


FIGURE 1 - Project Schedule

Preliminary design and environmental assessment has already begun on the Green Line, with federal requirements (i.e. NEPA, R/Way) being scoped to be sure the data stays relevant should a RAISE grant awarded. A complete and detailed project schedule can be found in figure 2 on the following page.

# FIGURE 2- DETAILED TIMELINE



**Right-of-way.** In 2023, Columbus completed the acquisition of the abandoned rail corridor that will be transformed into the Linden Green Line. Right-of-way is one of the most critical issues to manage for delivering a project on time and on budget. The fact that primary corridor has been acquired will make it easier to ensure the rest of the acquisition can be completed and certified on time and on budget. The schedule has provided a one year timetable for any remaining right of way involvement that may come up such as:

- Connector points
- Minor street crossings
- Temporary Construction easements for the Morse Road pedestrian bridge
- Additional improvements that the public wants to include that come up during public engagement.

A complete map of the Right-Of-Way ownership can be found Appendix D.

## **ENVIRONMENTAL RISK ASSESSMENT**

The Linden Green Line has an advantage regarding the environmental risk assessment, due to the corridor's long history as a rail corridor. This disturbed use, confined within an average 80' wide corridor, had little or no sidings. This is significant because sidings can oftentimes contain recognized environmental conditions (REC).

Columbus has already completed a "Red Flag Summary of Environmental Conditions." The study notes the corridor consists of 'straight line trackage', and no while visible concerns were observed, but the corridor will need a more detailed evaluation for specific identified locations that may need Phase 2 assessment, and potential remediation action.

Based on discussions with ODOT, this project is preliminarily determined to be a CE 2 level NEPA process. The preliminary study indicates:

**Existing Site Conditions.** Only 4 small streams are present, and each still have the former railroad crossings intact for refurbishing. There is heavy coverage of invasive species throughout the length of the corridor that will need to be addressed (Callery pear, honeysuckle, autumn olive, ailanthus, etc). Along parts of the corridor, encroachments on some sections of the property like trash, abandoned cars, fences, small outbuildings will be dealt with by the City of Columbus during 2024. The ESA found no ties or railroad debris observed; former rail ballast is in good condition, and will be an asset towards future construction.

**Public Engagement.** The Green Line has been a focus of public discussion for over 15 years. **In 2023, 6 public meetings were held with local community groups, civic associations, stakeholders, and city leadership** during the acquisition of the rail corridor. This early involvement was instrumental in creating a vision of the 'linear park' concept, and how wide the impact of the project can become. The State of Ohio's "Clean Ohio Conservation Fund" provided 50% of the funding needed to buy the corridor. In 2024, outreach has been conducted during 5 public sessions within the Linden and Northland communities, as well as Columbus City Council and elected officials within state government.

If awarded RAISE funds, all NEPA tasks will be scoped as part of the detailed design, set to commence in Q 1 2025.



## ASSESSMENT OF PROJECT RISKS & MITIGATION

Risk	Impact	Likelihood	Mitigation Strategy
City Council Approval of Match Funding	High	Low	Approval of match pending award of the RAISE grant. Also, the annual CIP budget has set aside for funding full design of the project in the 2024/2025 fiscal years.
Obtaining Required Environmental Permits	Moderate	Low	The entire project will occur within the city's right-of-way. Early progress is already underway for NEPA process tasks. There are no 106 relocations, ACOE 404 permits, OEPA 401 permits, and cultural or natural resource impacts are minimal due to the corridor's prior use.
Delays in Construction	Low	Low	There are few material needs that are within the preliminary design requiring specialized lead time procurement.
Staffing to Complete the Project	Low	Low	The City routinely bids capital improvements well above the threshold of this project estimate. Columbus staff also has available on-call augmentation design and environmental consultant contracts that it uses to bridge the scale of larger project development. In the case of the Linden Green Line, these General Professional Service contracts are already being tapped to provide the next 8 months of preliminary tasks, such as public involvement, further environmental inventory, project coordination activities.
Rising Costs of Construction	Moderate	Low	The BCA includes inflation as part the project lifecycle calculation, and the Engineer's Cost Estimate included contingency towards additional construction costs. Lastly, Columbus has committed to responsibility to fund any costs that exceed the proposed project budget.

## TECHNICAL CAPACITY ASSESSMENT

During the past 20 years, the City of Columbus has successfully delivered 13 FHWA & ODOT administered trail projects, resulting in over 23 miles of opened pathways. Columbus is recognized as one of the leading trail development cities in the nation and technical capacity with adequate staffing, local financial commitment, high local consultant availability and experience, plus extensive advance regional planning of projects continues to pipeline significant built results. The projects ranged in costs from \$5 M - \$11 M for construction. For each these projects, as for the Linden Green Line, the City fully committed to funding 100% of the Engineering and Environmental design costs, 100% of Right of Way costs, and local match needed to construct the projects. The average contribution towards the local match construction funding has been 30%. For the Linden Green Line, RAISE funds will be purposed for construction only.

Currently, CPRD will begin construction in June of 2024 (PID 112036) on a federally funded project, building two bridges, trail, and boardwalk completing the final gap in the Olentangy Trail <sup>1</sup>

<sup>1</sup> See ODOT PID 112036 : <https://gis.dot.state.oh.us/tims/projects/details/69394>

and is engaged in designing two upcoming federally funded greenways (construction awards in FY 2026 and FY 2028 respectively). These three projects combined will add 6.6 miles of regional trail capacity. All projects have been brought in on time, both via plan development and construction.

**It is important to note that Columbus has the advantage of staffing a full in-house construction administration and construction inspection (CA/CI) staff** which handles the responsibility of administering the construction phase of these projects. These teams maintain close relationships with ODOT, Ohio EPA, Army Corps of Engineers, and local agencies that are involved in linear projects such as the Linden Green Line.

The LGL project is on MORPC MTP<sup>2</sup>, Central Ohio Greenways Regional Prioritization Projects, Ohio Department of Natural Resources “Statewide Trails Plan”<sup>3</sup>, and Linkus Rapid Transit “Transportation Supportive Infrastructure Plan”.

The project cost estimate contains a 30% contingency, and has been factored into deriving the above funding source amounts. **The RAISE Grant Request is a capped amount of funding, and the City of Columbus understands that any and all cost overruns become the responsibility of the city.**

<sup>2</sup> The current MTP identifies the project’s segments using four IDs: 980, 1055, 1162, and 1163. The proposed 2024-2050 MTP identifies the project with a single ID: 1055.

<sup>3</sup> COG identifies the project using three different segment IDs: 7, 8, and 29. A map of the trail segments is available at <https://storymaps.arcgis.com/stories/2511b9e96c30435b9a272ec986de3f4d?fbclid=IwAR3XM6Cg6Gr8YRqzWKTfmgK3v99kBKApGCPxMB6vh4Q1EFr4x-8A--ksZul>

# PROJECT BUDGET

Columbus has already invested \$5 million in the Linden Green Line, including acquiring ownership of the rail corridor abandoned by Conrail. The future eligible project cost for the Linden Green Line is estimated to be \$20,658,100. This includes an estimated contingency of \$4,016,100.00 (30%). Columbus is requesting a \$12,000,000 RAISE grant for future eligible costs, and it understands this will require an \$8,658,100 local match. The local match funds will come from non-federal sources, including Tax Increment Financing (TIF) funds. The non-federal funds will provide 42% of future eligible costs, which satisfies the 20% local match requirement

The total project costs are based on a February 12, 2024 detailed cost estimate provided by Stantec in Appendix D, which has been engaged by Columbus to assist with the early planning, cost estimating, safety improvements, and an initial alignment of the trail<sup>1</sup>. The project will continue the design phase through 2024, following the ODOT PDP guidelines.

Budget Category	Future Eligible Costs	Fed - RAISE \$	Fed - RAISE %	Fed - Other \$	Fed - Other %	Non-Fed \$	Non-Fed %
Land, structures, rights-of-way, appraisals, etc.	\$0.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
Engineering fees	\$2,210,000.00	\$0.00	0.00%	\$0.00	0.00%	\$2,210,000.00	100.00%
Project inspection fees	\$1,045,000.00	\$0.00	0.00%	\$0.00	0.00%	\$1,045,000.00	100.00%
Construction	\$13,387,000.00	\$12,000,000.00	89.64%	\$0.00	0.00%	\$1,387,000.00	10.36%
Contingencies	\$4,016,100.00	\$0.00	0.00%	\$0.00	0.00%	\$4,016,100.00	100.00%
<b>TOTAL PROJECT COSTS</b>	<b>\$20,658,100.00</b>	<b>\$12,000,000.00</b>	<b>58.09%</b>	<b>\$0.00</b>	<b>0.00%</b>	<b>\$8,658,100.00</b>	<b>41.91%</b>

## LGL Project Budget Summary

Source	Source of Funds	Source Type	Status	Amount	Percentage
City of Columbus	Capital Improv. Bonds	Non-Federal	Identified	\$6,878,100	33%
City of Columbus	Morse Road TIF	Non-Federal	Identified	\$1,780,000	9%
USDOT	2024 RAISE GRANT	RAISE	Requested	\$12,000,000	58%
<b>Total Sources</b>				<b>\$20,658,100</b>	<b>100%</b>
<b>Total Uses</b>				<b>\$20,658,100</b>	<b>100%</b>

<sup>1</sup> See appendix D "Preliminary Alignment Plan", Stantec & City of Columbus

The following tables provide a breakdown of project costs per census tract. In general, costs were assigned based on a general percentage of linear feet of the project within each census tract. In areas where the corridor is on the approximate border between census tract, the costs were divided equally between the two census tracts. In addition, because the costs of the separated crossing at Morse Road (\$3,250,000) are so significant, they have been allocated to just the three census tracts where the crossing is located (75.31 - 50%, 71.12 - 25%, and 71.13 - 25%).

Table 2a

2010 Census Tracts	Project Costs per Census Tract
7.30	\$751,699.00
8.20	\$1,436,690.00
9.20	\$1,433,679.00
14.00	\$64,323.00
15.00	\$669,637.00
25.10	\$253,967.00
71.12	\$3,015,895.00
71.13	\$2,830,987.00
71.14	\$7,103.00
71.15	\$574,520.00
71.20	\$674,129.00
75.11	\$1,311,544.00
75.31	\$4,874,587.00
75.34	\$1,014,004.00
77.10	\$1,096,606.00
77.22	\$648,730.00
<b>Total Project Costs:</b>	<b>\$20,658,100.00</b>

Table 2b

2020 Census Tracts	Project Costs per Census Tract
7.30	\$751,699.00
8.20	\$1,436,690.00
9.20	\$1,433,679.00
14.00	\$64,323.00
15.00	\$669,637.00
25.10	\$253,967.00
71.12	\$3,015,895.00
71.13	\$2,830,987.00
71.14	\$7,103.00
71.15	\$620,774.00
71.20	\$627,875.00
75.11	\$1,311,544.00
75.31	\$4,874,587.00
75.34	\$1,014,004.00
77.10	\$1,096,606.00
77.22	\$648,730.00
<b>Total Project Costs:</b>	<b>\$20,658,100.00</b>

Table 2.c

Urban/Rural	Project Costs
Urban (2020 Census-designated urban area with a population greater than 200,000)	\$20,658,100.00
Rural (Located outside of a 2020 Census designated urban area with a population greater than 200,000)	\$0.00
<b>Total Project Costs:</b>	<b>\$20,658,100.00</b>

# FUTURE COLUMBUS RECREATION AND PARKS CIP BUDGET



51 - RECREATION AND PARKS		PROJECT NO.							Dept. Ptry	2024	2025	2026	2027	2028	2029	Total Project
FUNDED																
440006-100000	UIPE Misc.								\$753,200	\$753,200	\$753,200	\$753,200	\$753,200	\$753,200	\$753,200	\$4,519,200
51000-100000	Community - Priority Asset Improvements							\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$60,000,000
51000-100000	Renovation - Misc.							\$1,636,800	\$1,636,800	\$1,636,800	\$1,636,800	\$1,636,800	\$1,636,800	\$1,636,800	\$1,636,800	\$9,820,800
51001-100000	Renovation - Cost Allocation							\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,000,000
51002-100000	Facility Assessment/Implementation							\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000	\$19,800,000
51008-100000	Hard Surface Improvements							\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$10,200,000
51008-100000	Maintenance Equipment - Parks							\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$4,800,000
51011-100000	Maintenance Equipment - Parks							\$850,000	\$850,000	\$850,000	\$850,000	\$850,000	\$850,000	\$850,000	\$850,000	\$5,100,000
51012-100000	Street Trees - Green Initiative							\$850,000	\$850,000	\$850,000	\$850,000	\$850,000	\$850,000	\$850,000	\$850,000	\$5,100,000
51013-100000	Safe Playgrounds							\$5,227,200	\$5,227,200	\$5,227,200	\$5,227,200	\$5,227,200	\$5,227,200	\$5,227,200	\$31,363,200	
51200-100000	New Development - Misc.							\$240,000	\$240,000	\$240,000	\$240,000	\$240,000	\$240,000	\$240,000	\$240,000	\$1,440,000
51200-100000	New Development - Cost Allocation							\$1,524,600	\$1,524,600	\$1,524,600	\$1,524,600	\$1,524,600	\$1,524,600	\$1,524,600	\$9,147,600	
51300-100000	Acquisition - Misc.							\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$420,000
51400-100000	Program Projects (Small) - Golf Misc.							\$762,300	\$762,300	\$762,300	\$762,300	\$762,300	\$762,300	\$762,300	\$4,573,800	
51400-100000	Program Projects (Small) - Sports Misc.							\$548,856	\$548,856	\$548,856	\$548,856	\$548,856	\$548,856	\$548,856	\$3,293,136	
51400-100000	Program Projects (Small) - Rental Services Misc.							\$213,444	\$213,444	\$213,444	\$213,444	\$213,444	\$213,444	\$213,444	\$1,280,664	
51400-100000	Program Projects (Large) - Misc							\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$420,000	
51400-100000	Program Projects (Large) - Misc Allocation							\$1,089,000	\$1,089,000	\$1,089,000	\$1,089,000	\$1,089,000	\$1,089,000	\$1,089,000	\$6,534,000	
51600-100000	Emergency Replacement - Misc							\$871,200	\$871,200	\$871,200	\$871,200	\$871,200	\$871,200	\$871,200	\$5,227,200	
51600-100000	Emergency Replacement - Cost Allocation							\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000	
51700-100000	Opportunity Projects - Misc							\$653,400	\$653,400	\$653,400	\$653,400	\$653,400	\$653,400	\$653,400	\$3,920,400	
51700-100000	Opportunity Projects - Cost Allocation							\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$180,000	
<b>FUNDED TOTAL</b>								<b>\$32,780,000</b>	<b>\$32,780,000</b>	<b>\$32,780,000</b>	<b>\$32,780,000</b>	<b>\$32,780,000</b>	<b>\$32,780,000</b>	<b>\$32,780,000</b>	<b>\$32,780,000</b>	<b>\$196,680,000</b>
UNFUNDED																
<b>PROJECT NO.</b>																
512003-100000	West Case Road Park Development (Construction - Partnership with Columbus Metropolitan Library)							\$10,430,000								\$10,430,000
512004-XXXXXX	Big Walnut Greenway - North Section (Construction - Leverages \$7,400,000 through MORPC)							\$4,200,000								\$4,200,000
510049-100000	Aquatics Capital Improvement Plan Implementation - Marion Franklin Pool Replacement (Construction)							\$12,516,000								\$12,516,000
512004-20202	Community Sports Park - Indoor Aquatics Center (Construction)							\$3,129,000	\$59,000,000							\$62,129,000
517005-100000	Sensenbrenner Park Plaza Improvements (NRI Reimbursement - Construction)							\$300,000								\$300,000
512034-100000	Linden Green Line (Engagement, Design, Construction)							\$700,000	\$2,000,000	\$10,000,000						\$12,700,000
512004-XXXXXX	Community Sports Park - Howard Recreation Center (Design & Construction)							\$3,450,000	\$26,400,000							\$29,850,000
512XXX-XXXXXX	Big Walnut Greenway - South Section - (Construction - Leverages \$550,000 through ODNR)							\$7,500,000								\$7,500,000
512XXX-XXXXXX	Big Walnut Greenway - Central Section - (Construction - Leverages \$7,600,000 through MORPC)							\$4,800,000								\$4,800,000
512XXX-XXXXXX	Aquatics Capital Improvement Plan Implementation - Columbus Aquatics Center and Thompson Renovation (Design & Construction)							\$4,500,000	\$45,000,000							\$49,500,000
51050-100000	Aquatics Capital Improvement Plan Implementation - Turtle Pool Replacement (Construction)							\$12,000,000								\$12,000,000
51051-100000	Bridge Conditions Assessment Implementation (Design & Construction)							\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
51XXX-XXXXXX	Whitestone Park - Baseball Court and Stormwater Best Management Practices (BMP) (Construction)							\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
51XXX-XXXXXX	Dodge Skatepark Improvements (Design & Construction)							\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
51XXX-XXXXXX	Dog Park Expansion (4 Parks) (Design & Construction)							\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
51XXX-XXXXXX	Library - Central Branch (Design & Construction)							\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,800,000
512XXX-XXXXXX	New Recreation Facility (Design & Construction)							\$800,000	\$25,000,000							\$25,800,000
515XXX-XXXXXX	Marinas Renovation (Design & Construction)							\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$4,800,000
511XXX-XXXXXX	Performing Arts Space Solution (Design & Construction)							\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000
511XXX-XXXXXX	Big Run Park Improvements (Design & Construction)							\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$4,800,000
511XXX-XXXXXX	Aquatics Capital Improvement Plan Implementation - Outdoor Pool (New Location) (Design & Construction)							\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$18,000,000	
511XXX-XXXXXX	Athletic Complexes Replacement (Design)							\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$150,000,000
511XXX-XXXXXX	Fedderson and Gilie Improvements (Combined Facility) (Design & Construction)							\$70,650,000	\$70,650,000	\$70,650,000	\$70,650,000	\$70,650,000	\$70,650,000	\$70,650,000	\$70,650,000	\$423,900,000
<b>UNFUNDED TOTAL</b>								<b>\$63,355,000</b>	<b>\$70,650,000</b>	<b>\$88,000,000</b>	<b>\$88,000,000</b>	<b>\$88,000,000</b>	<b>\$88,000,000</b>	<b>\$88,000,000</b>	<b>\$88,000,000</b>	<b>\$516,775,000</b>
<b>1 - UNFUNDED AND PARKS TOTAL</b>								<b>\$96,135,000</b>	<b>\$103,430,000</b>	<b>\$120,780,000</b>	<b>\$120,780,000</b>	<b>\$120,780,000</b>	<b>\$120,780,000</b>	<b>\$120,780,000</b>	<b>\$120,780,000</b>	<b>\$713,455,000</b>

## Green Line Trail - Cost Estimate Summary

### CONSTRUCTION COSTS

Roadway	\$ 1,827,000	Signals	\$ 600,000
Erosion Control	\$ 833,000	Lighting	\$ 2,269,000
Drainage	\$ 737,000	Structures	\$ 3,915,000
Pavement	\$ 1,890,000	Landscaping	\$ 500,000
Water	\$ -	Incidentals	\$ 521,000
Traffic Control	\$ 295,000		
		Construction Item Subtotal (rounded)	\$ 13,387,000
General Contingency	30%	General Contingency	\$ 4,016,100
Cumulative Inflation Rate	0.0%	Inflation**	\$ -
Year of Estimate/Construction	2024 2024	<b>Subtotal of Construction Costs</b>	<b>\$ 17,403,100</b>

### OTHER PROJECT COSTS

Right-of-Way			\$ -
Environmental	0%		\$ -
Engineering	0.0%	<i>of Construction Subtotal</i>	\$ -
Construction Observ., Services	6%	<i>of Construction Subtotal</i>	\$ 1,045,000
<b>Subtotal of Other Project Costs</b>			<b>\$ 1,045,000</b>

<b>ESTIMATED TOTAL PROJECT COST</b>	<b>\$ 18,448,100</b>
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Estimate prepared by Stantec Consulting Services on 02/12/24

These cost estimates were developed at a planning level of analysis and many factors, some of which could affect the total project cost, remain unknown at this time. This estimates provides our best judgment of project cost based on the level of analysis (planning leve) by design professionals familiar with the construction industry. Bid item costs are based, in part, on previous bids tabulated by ODOT's Estimator software, and will vary as the Stantec has no control over a contractor's methods of determining bid prices, or over competitive bidding or market conditions. Accordingly, the Stantec cannot and does not guarantee that bids or prices will not vary from this estimate.

**A FULL DETAILED PLANSET & COST ESTIMATE IS INCLUDED IN APPENDIX D**