

# How can an MPO use the SIB to advance projects?



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# Do you have these problems?

- Are you fiscally constrained by business rules?
- Locals lining up at your door?

# Here's what we did...

- Clark County TCC has gone to the bank 3 times
- Approximately \$1 to 2 million each time
- Debt service paid using future sub-allocations of STP and CMAQ funds
- Staff also assisted our port authority with arranging two loans

# There's always a SIB Loan

- 1998 – Leffel Lane and Mitchell Boulevard
  - For R/W Phase
- 1999 – Mitchell Boulevard
  - For Construction Phase
- 2001 – Limestone Street (SR 72)
  - For Construction Phase

# There's always a SIB Loan

- Use SIB to advance project when timing and availability of funds is a problem
  - Plans may be sitting on shelf getting stale
  - May avoid some inflation costs or seasonal factors
  - May help with community priorities, other TIP projects or project-associated development
  - Can provide “gap” financing

# Mitchell Boulevard SIB Loan

## Planned Developments

- New Municipal Stadium
- New Elementary School
- Multi-use Trail Crossing Route



| Phases  | Federal     | ODOT | OPWC      | City     | Total       |
|---------|-------------|------|-----------|----------|-------------|
| RW & CO | \$1,002,000 | \$0  | \$256,000 | \$42,000 | \$1,300,000 |

# Limestone Street SIB Loan

- Allowed signal system (23 intersections) to be installed in conjunction with roadway repair and resurfacing
  - Multiple funding sources for \$5 million project
  - More efficient contract management



| Phases | Federal   | ODOT        | OPWC | City      | Total       |
|--------|-----------|-------------|------|-----------|-------------|
| All    | \$300,000 | \$1,150,000 | \$0  | \$535,000 | \$4,685,000 |

# Leffel Lane SIB Loan

- SIB financing allowed project to move ahead
  - Multiple funding sources for \$12 million project
  - Assurant Group drawn to area now with 1,200 jobs and growing on Leffel Lane: project increased roadway capacity



| Phases  | Federal     | ODOT      | OPWC        | Local     | Total        |
|---------|-------------|-----------|-------------|-----------|--------------|
| RW & CO | \$7,950,000 | \$450,000 | \$1,150,000 | \$800,000 | \$10,350,000 |

# MORPC Examples

- Spring-Sandusky Interchange
- US 62 – Morse Road Roundabout
- Near East Transit Center
- Front Street Bridge Reconstruction
- Greenlawn Avenue Bridge

# Spring-Sandusky Interchange

Scope: Complete/rebuild I-670 from Grandview Avenue to 3<sup>rd</sup> Street

- Total project cost: \$250 m
- ODOT builds portions west of Neil Avenue
- Columbus builds east portion (Ph. B-1)
  - Cost \$47 m (plus Cap)
  - Partnering team: ODOT, Columbus, MORPC, consultants, utilities, railroads and the Army Corps of Engineers (ACE)
- High Street Cap –
  - Support structures for retail buildings, platform, buildings, amenities
  - Closes gap in urban fabric
  - Nationally recognized
  - Columbus/ODOT/Private partnership



| Phase         | Amount | Source   |
|---------------|--------|----------|
| PE, ROW & Con | \$31M  | Columbus |
| ROW & Con     | \$16M  | MPO STP  |
| Cap           | \$8M   | Columbus |
| Cap           | \$1M   | ODOT TE  |
| Cap           | N/A    | Private  |

**B-1 TOTAL \$47; Cap \$9M**

# US 62/Morse Road Roundabout

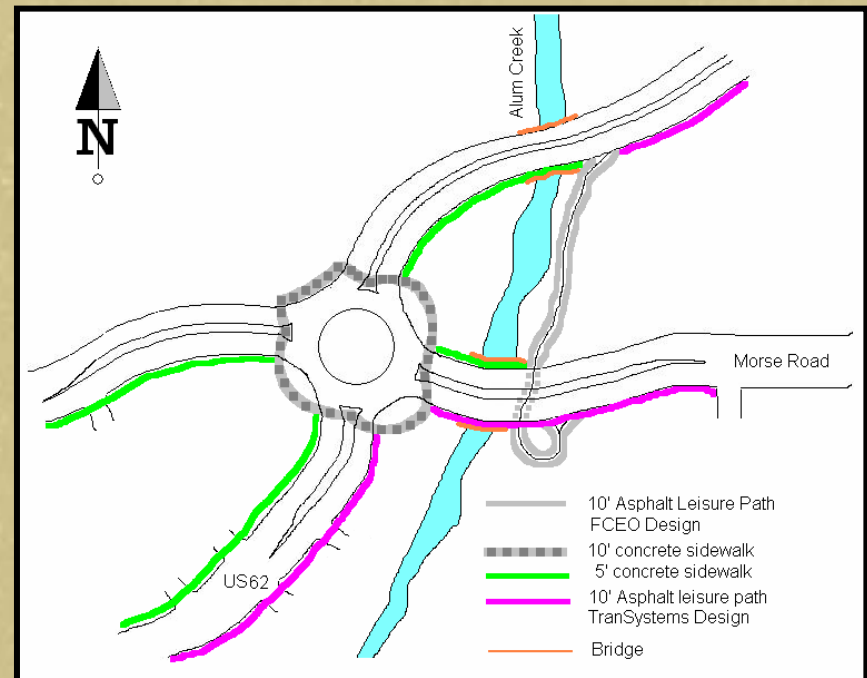
Purpose: reduce delays and improve traffic flow, reduce emissions, improve safety, accommodate bicycles and pedestrians

- Project divided among 5 jurisdictions: City of Gahanna, Franklin County, ODOT, City of Columbus, and Village of New Albany
- Replace US 62 bridge over Alum Creek, paid for by ODOT
- New Albany Company, a private developer, paid for design; donates ROW



| Phase | Amount   | Source              |
|-------|----------|---------------------|
| PE    | \$1.1 m  | Gahanna and private |
| ROW   | N/A      | Private donation    |
| CON   | \$5.1 m  | MORPC (MPO) CMAQ    |
| CON   | \$2.1 m  | ODOT STP & gas tax  |
| CON   | \$0.3M m | Columbus            |
| CON   | \$0.8 m  | Franklin Co.        |

**TOTAL \$9.4 m**



# Near East Transit Center

Purpose: focus transit service and anchor social/health services in low income area (39% of households own no car)

- 10,000 square feet
- Children's Hospital satellite is primary tenant

| Partner                 | Share              |
|-------------------------|--------------------|
| FTA Section 5309        | \$990,315          |
| Columbus Compact        | \$400,000          |
| MORPC CMAQ              | \$418,000          |
| ODOT Formula            | \$300,000          |
| City of Columbus (Bond) | \$150,000          |
| COTA                    | \$247,579          |
| <b>Total</b>            | <b>\$2,505,894</b> |



# Front Street Bridge Reconstruction

Purpose: Modify bridge piers to accommodate future LRT and Intercity rail

- Added to already scheduled reconstruction of bridge

| Partner      | Amount             |
|--------------|--------------------|
| COTA (RTA)   | \$133,000          |
| MORPC STP    | \$826,000          |
| ORDC         | \$300,000          |
| ODOT         | \$244,000          |
| <b>Total</b> | <b>\$1,503,000</b> |



# Greenlawn Avenue Bridge

Scope: 5-lane bridge deck replacement with a 10' bikeway and a 5' sidewalk.

- Bridge rehabilitation:
  - 80% federal LBR CEAO
  - 15% federal LBR CEAO (Toll Revenue Credit)
  - 5% Franklin County Engineer
- Columbus Recreation & Parks requested Franklin County Engineer accommodate bicycles and pedestrians:
  - 80% federal CMAQ MPO
  - 20% local (primarily Columbus Recreation and Parks)

| Phase        | Amount (thousands) | Source         |
|--------------|--------------------|----------------|
| CO           | \$1,520,000        | LBR CEAO       |
| CO           | \$285,000          | LBR CEAO (TRC) |
| CO           | \$346,000          | CMAQ MPO       |
| CO           | \$95,000           | Franklin Co.   |
| CO           | \$87,000           | Columbus       |
| <b>TOTAL</b> | <b>\$2,333</b>     |                |



# Other Possibilities

- Ohio Public Works Commission
  - State Capital Improvement Program (SCIP), (Bond Issue)
  - Local Transportation Improvement Program (LTIP), (penny of state gas tax)
- Issue 1 – November 8
  - SCIP Renewal - \$1.35 billion over 10 years
  - Job Ready Sites - \$150 million over 7 years

# Other Possibilities

- Agreements among Program Managers
  - ODOT Central Office Program Managers
  - District Program Managers
  - CEAO Program Managers
  - MPOs
    - LCATS & Eastgate have used this approach twice