

Cross Marietta Project Description

Submitted by Washington County, Marietta College, and City of Marietta

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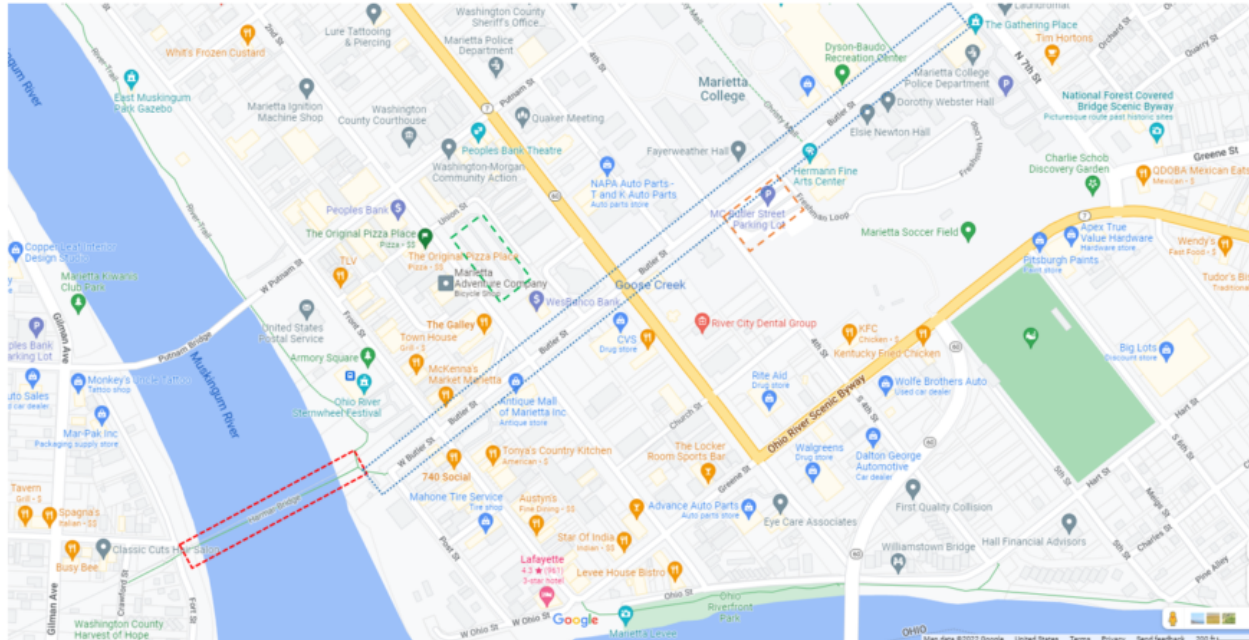
Project Description

We are seeking RAISE funding to support the planning of a mobility district in the City of Marietta, Ohio. Connecting Residents on Safer Streets Marietta (CROSS Marietta) will facilitate safe, efficient and accessible travel in the City of Marietta by creating an intermodal transportation corridor that will connect Marietta College and the Historic Harmar Village to downtown Marietta while increasing economic opportunity, accessibility, transportation equity, environmental sustainability, and connectivity throughout the district.

The project will address safety, economic strength and global competitiveness, equity, and climate and sustainability in the following ways:

- Safety – improved car, bus, bicycle and pedestrian traffic facilities and pathways, wayfinding signage and ADA accessibility.
- Equity – provides more accessible and affordable transportation for community members by improving pedestrian, bike and bus access to downtown for those who do not have cars. Provides better access for the elderly and ensures ADA accessibility. Serves a quantifiable amount of traditionally underserved areas in the community and environmental justice populations.
- Climate and Sustainability – includes green infrastructure such as solar arrays, electric car charging, and green spaces, reduces car and auto traffic by enhancing bike and pedestrian traffic and public transportation alternatives, and integrates post-construction management best practices for environmental sustainability during the planning process.
- Economic Strength and Global Competitiveness – locally and internationally-owned businesses served by the improvements will be more accessible to employees and consumers, in turn promoting economic strength and improving Marietta’s regional economic competitiveness. A better-connected campus will also increase Marietta College’s attractiveness to international staff and students, potentially promoting the college’s and the City’s visibility and reputation in the wider global market. Finally, better connected multimodal infrastructure and parking capacity will boost Marietta’s attractiveness as an easily accessible tourist destination.

At the heart of CROSS Marietta, the transportation corridor will follow Butler Street starting at 7th Street, northeast of the Marietta College campus, through downtown Marietta, and across the Muskingum River to the Historic Harmar Village. Branching off from 7th Street, the corridor includes portions of 2nd Street between the Washington County Courthouse and Greene Street, following the Ohio River Scenic Byway.



- — — Butler Street Corridor
- — — Multimodal Facility #1 – Corner of Butler and 4th Street (Marietta College Campus)
- — — Multimodal Facility #2 – Second Street, Historic Marietta District
- — — Harmar Bridge

This renovated corridor will provide for improved car, bus, bicycle and pedestrian traffic facilities and include accommodations for those with disabilities. The project aims to link the historic Harmar neighborhood to the Butler Street Corridor by completing a right-of-way connection to the historic Harmar Bridge helping to create a safe and accessible pedestrian and bike pathway to downtown Marietta. Additionally, the corridor will include two multimodal centers (one in downtown Marietta on 2nd Street and one at the intersection of 4th Street and Butler Street, adjacent to Marietta College), new bus stops, improved sidewalks, urban bike paths, and new wayfinding signage.

CROSS Marietta will continue to be planned as a collaborative public/private partnership led by the Washington County Commissioners, the City of Marietta, and Marietta College with the goal of improving parking and accessibility for all citizens. In developing this proposal, many stakeholders beyond the three partners noted above demonstrated interest in the transportation enhancements and new facilities forming the CROSS Marietta planning project. Those stakeholders provided significant expertise and input on the proposal. Partners met with representatives from the Marietta City Council, Wood-Washington-Wirt Interstate Planning Commission, non-profit Save the Harmar Bridge organization, Southeastern Ohio Port Authority, and other community stakeholders weekly to solicit ideas, feedback, research, and recommendations. This public/private coordination and open communication established the foundation for the CROSS Marietta planning process that will be implemented in the coming months.

Throughout the CROSS Marietta Planning Project proposed in this application, the general public and stakeholders will be invited to provide input or host planning meeting opportunities, and to provide comments to contribute to the development of the project. The working group composed of Washington County Commissioners, the City of Marietta, and Marietta College will continue to collaborate under the leadership of a grant project coordinator housed in the Washington County Commissioners Office. In terms of communication, presentations, and meetings, the project will continue to be conducted as an inclusive, collaborative initiative leveraging insights and resources from both our public and private partners. This includes: community meetings to be held county-wide, both during day and evening hours; presentations by the project coordinator providing an overview of progress to date on the planning project; participation of the project coordinator at regularly scheduled public meetings with local government entities and when requested; and participating in other opportunities to engage diverse constituencies throughout the county. Cognizant of equity and accessibility, the grant project coordinator will hold meetings in locations that are ADA accessible and centrally located, near public transportation when possible. The CROSS Marietta grant project coordinator will assist the project contractor in distributing surveys and soliciting input on the proposed enhancements and new facilities. Additionally, CROSS Marietta will maintain a public-facing website to disclose progress on the project and promote awareness of this resource through social media channels. Throughout these opportunities, the grant project coordinator will track data on the number of public engagements, participants and interactions with community stakeholders.

The CROSS Marietta planning committee will gather and review all relevant traffic, bike/pedestrian studies and ADA studies, current infrastructure projects, and long range traffic infrastructure plans. This review will inform the need for further traffic, ADA and equity studies. The project coordinator, working with partners, will identify and hire engineering firms to complete feasibility and environmental studies as well other pre-construction activities such as archaeological site studies, geotechnical subsurface investigation, surveying, and architectural renderings.

Timeframe	Key Activities/Milestones/Deliverables
6 months after executed grant agreement	<ul style="list-style-type: none"> ● Continue meetings of the initial CROSS Marietta partner working group ● Preliminary evaluations of the project and identification of barriers and challenges ● Select grant project coordinator ● Review existing ADA, traffic, bike/pedestrian studies, equity, studies etc.as well as long-range traffic infrastructure plans.
9 months after executed grant agreement	<ul style="list-style-type: none"> ● Continue meetings of the CROSS Marietta partner working group ● Community Engagement Planning Process. ● Begin studies including environmental, feasibility,

	<p>ADA, equity, archaeological, geotechnical subsurface, traffic</p> <ul style="list-style-type: none"> ● Launch CROSS Marietta website
15 months after executed grant agreement	<ul style="list-style-type: none"> ● Continue meetings of the initial CROSS Marietta working group ● Publish initial findings from Community Engagement studies; continue Community Engagement ● Procure construction estimating fees ● Procure architect and engineering conceptual designs ● Prepare application for RAISE construction funding
18-24 months after executed grant	<ul style="list-style-type: none"> ● Submit application for RAISE construction funding with documentation and letters of support

As noted previously, the CROSS Marietta planning project integrates two multimodal centers, in addition to enhanced and improved transportation corridors along Butler Street and 2nd Street. Multimodal Center One (MC1) will be a multimodal parking facility on the campus of Marietta College at the corner of Butler Street and 4th Street for use by both the college and the surrounding community. MC1 will include car and bus parking, bus stops, community rooms, ADA Accessible public bathrooms, provisions for bicycle access and bike racks with wayfinding signage to local trails, solar canopies and electric vehicle charging stations. Currently there is a small parking lot and limited street parking in this area. Because Marietta College is a closed campus with only one road running through the center, it has limited off-street parking capacity for students, employees, and guests of campus participating in events. Surrounded by private residential streets and historical sites, street parking is minimal and often creates congestion throughout the narrow, historic neighborhood. As the largest conference and sports facility in the area, the campus routinely hosts community events, drawing thousands of guests to the Butler Street Corridor. MC1 will eliminate the parking stress on the areas surrounding the campus and will allow for additional public parking during large community events and public festivals.

Multimodal Center Two (MC2), or "Union Station" Multimodal Center, will be located on 2nd Street in the Historic Downtown District and nearly centered in the only Opportunity Zone in Washington County. Its location will allow it to be leveraged to attract new investment in downtown Marietta. Similar to MC1, this center will include car and bus parking, bus stops, community rooms, ADA Accessible public bathrooms, provisions for bicycle access and bike racks with wayfinding signage to local trails, solar canopies and electric vehicle charging stations. The facility will transform an existing and unattractive municipal parking lot into a very unique and attractive facility centrally located in downtown Marietta. The facility will not only provide parking for local businesses, their employees, diners and shoppers but will also be designed and used to host arts and crafts events, performing arts and music performances, cultural events, farmer's markets, etc. Situated within walking distance of the weekend Farmers Market and the historic People's Bank Theatre, a nearly-1,000 seat venue, MC2 will address a

present deficiency in public facilities and parking during year-round community events and public festivals. This facility will also incorporate 25 historical markers educating and reminding all visitors of the historical significance of Marietta, the first settlement in the Northwest Territory, and directing them to areas of interest via wayfinding signage. Some attractions within easy walking distance include the Memorial to Start Westward, Campus Martius Museum, Ohio River Museum, People's Bank Theatre, Marietta Armory, Marietta Harbor, Marietta College, and Mound Cemetery.

Located on the west side of Marietta, Harmar Village (established in 1785 as Fort Harmar) includes historic homes, unique shops, a variety of dining experiences, museums, restored train cars and the only working, hand operated, swinging railroad bridge in America. In the long run, we aspire to improved pedestrian and bicycle access between the Harmar neighborhood and downtown Marietta by future restoration of the historic Harmar Bridge located at the end of Butler Street in Marietta Harbor. Initially built as a covered bridge in 1856, the Harmar Bridge was converted to a railroad bridge in the 1860s. It is one of the first iron bridges built during the Civil War, the oldest swinging railroad bridge in the country, and the only one of its kind still in operation today. For the past 30 years, the Historic Harmar Bridge Company (HHBC) has been the custodian and caretaker of the Historic Harmar Bridge with the long-term preservation and restoration of the bridge being their singular mission. In a 2016 engineering report issued to the HHBC, Joseph Lambert, P.E., PMP, Owner & President of Lambert Consulting, offered the following insight regarding the importance of preserving and restoring the bridge: "Preservation effort rewards will go beyond just saving the bridge. A preserved and usable bridge performs the valuable public service of connecting two important portions of the historic city at its heart."

In early 2021, the HHBC announced a \$50,000.00 capital budget allocation made possible through a partnership with Ohio Senator Frank Hoagland and the Ohio Department of Natural Resources. The allocation was earmarked for the purposes of conducting an underwater pier inspection. Shortly thereafter, the HHBC partnered with Washington County Engineer, Roger Wright, to issue an RFP for the inspection, and in September of 2021, CONSOR Engineers from Bridgeville, Pennsylvania, were selected to complete the underwater inspection. In March 2022, the original CONSOR Scope of Work was expanded to include a Specialized Superstructure Inspection, which will take place at the same time as the underwater pier inspection. The HHBC anticipates having the results of both inspections in hand before June 1, 2022, at which time decisions can be made regarding appropriate next steps in the bridge's revitalization.

The restoration and preservation of the historic Harmar Bridge is part of a larger revitalization plan to enhance the economic and quality of living conditions in both communities along the Muskingum River. The long-term community goal to fully restore the bridge, gain the right of way to it on the Harmar side, and explore the best strategy for ADA accessibility will create a safe and accessible pathway for pedestrian and bicycle traffic across the river. Providing community members with additional transportation opportunities for work, improved and efficient access to downtown businesses, and increased sustainable tourism through connection to the corridor — all of which supports the local economy - is the long-term goal.

A 2022 Bicycle and Pedestrian Safety Study for Washington County, OH found that the majority of bike crashes were concentrated in the Central Business District of Marietta, typically occurring at street-to-street intersections. The study found that Butler Street is one of the most

heavily biked streets in Marietta. It also pointed to the importance of ensuring safe connections to recreational trails for bikers.

CROSS Marietta will incorporate operational and multimodal improvements identified by the Wood-Washington-Wirt Interstate Planning Commission's 2045 Long Range Transportation Plan. WAS-101 <https://storymaps.arcgis.com/stories/4c4e78ab3b6d470f8139bb008221dedc> will focus on improvements along 2nd Street, from Wooster Street to Ohio Street, and on Butler Street consisting of lane and pavement marking changes to provide quality bicycle and pedestrian connectivity along 2nd Street and through the Marietta College campus. Anticipated traffic improvements include reducing automobile lanes to one through lane in each direction, creating turn lanes at appropriate locations, remarking the road to create bike lanes and/or on-street parking, and installing crosswalk improvements including curb extensions.

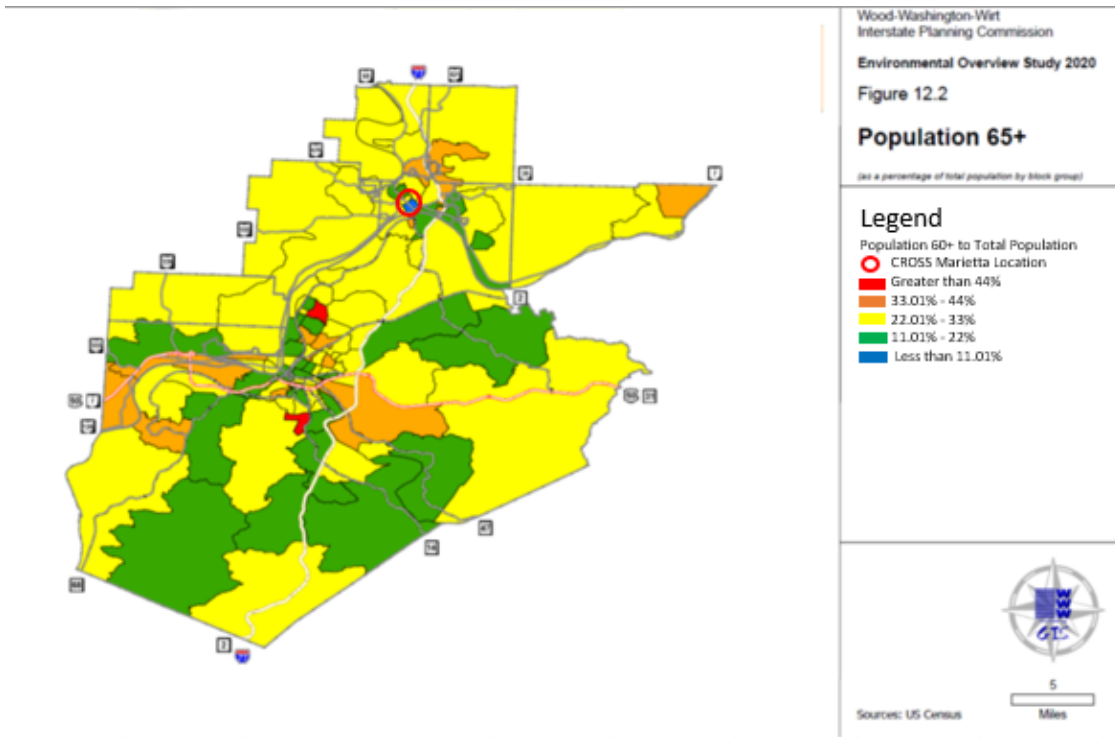
The CROSS Marietta transportation corridor aligns with the Access Ohio 2045 themes, strategies, and vision by incorporating elements identified in the MPO Long Range Transportation Plan, integrating safety initiatives, expanding existing transportation partnerships, and implementing a multi-modal corridor. The CROSS Marietta transportation corridor also aligns with the strategies and action steps identified in Walk.Bike.Ohio by coordinating project elements with the MPO Long Range Transportation Plan, encouraging active transportation with provisional elements, demonstrating an understanding of system performance needs and responding to them, and by implementing safety improvements along the corridor that contribute to the Vision Zero goals.

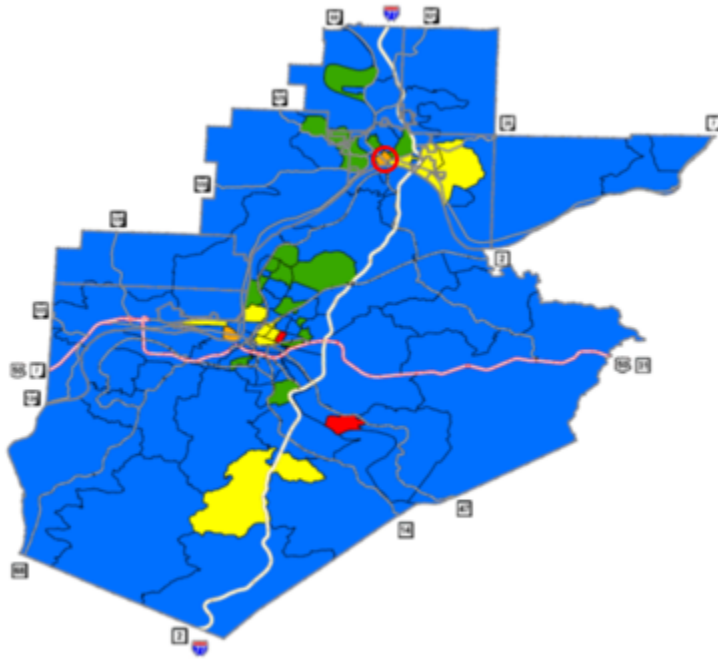
Additional key features to be considered in this project will include:

- Street and multimodal entrance and exit points improvements to provide safe ADA and general public access into and out of new facilities
- Signage at the Marietta College Campus entrance at 4th Street and Butler Street (the site of MC1).
- Pedestrian safety improvements along the entire corridor including improved sidewalks, rapid flash beacons and proper signage, with all improvements constructed to ADA standards.
- Fiber networks for wifi, smart light poles, and traffic signals.
- Improvements to drainage potentially including rain gardens, bioswales, porous pavement, and other environmentally sustainable stormwater best management practices along with signage to educate all visitors of the importance of these measures for maintaining clean water for drinking and recreation.
- Provisions for bicycle access and bike racks with wayfinding signage to Marietta's multi-use trail system.
- Improvements to mid-block pedestrian crossing on Second Street including rectangular rapid flash beacons and proposed improved lighting to provide safer pedestrian access to and from MC2 at night.
- Expansion of transportation routes for the Mid Ohio Valley Transportation Authority Easy Rider bus services.

In coordination with the MPO, we have utilized the Environmental Overview Study 2020 to identify areas with disabled, elderly, minority, poverty by individual and family, and zero car

households. The following graphics depict these areas by census block group and demonstrate the concentrations of these populations are primarily included in or adjacent to the CROSS Marietta Planning Project corridors.





Wood-Washington-Wirt
Interstate Planning Commission

Environmental Overview Study 2020

Figure 12.4

Minority Population

(as a percentage of total population by block group)

Legend

Minority Population to Total Population

○ CROSS Marietta Location

Greater than 20%

15.01% - 20%

10.01% - 15%

5.01% - 10%

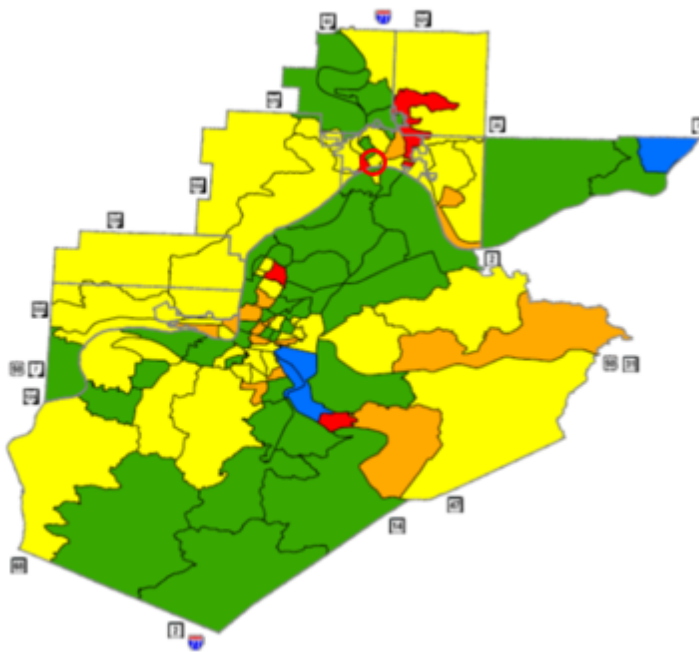
Less than 5%



5

Miles

Sources: US Census



Wood-Washington-Wirt
Interstate Planning Commission

Environmental Overview Study 2020

Figure 12.1

Disabled Population

(as a percentage of population 18+ by block group)

Legend

Disabled Population to Population 18+

○ CROSS Marietta Location

Greater than 40%

30.01% - 40%

20.01% - 30%

10.01% - 20%

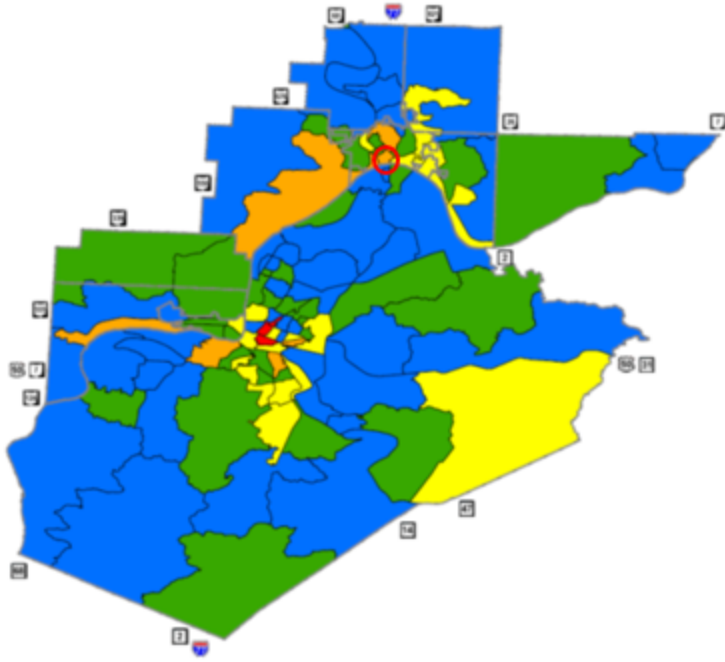
Less than 10.01%



5

Miles

Sources: US Census



Wood-Washington-Wirt
Interstate Planning Commission

Environmental Overview Study 2020

Figure 12.5

Poverty Rate (Ages 18+)

(as a percentage of total population 18+ by block group)

Legend

Poverty Rates (Ages 18+)

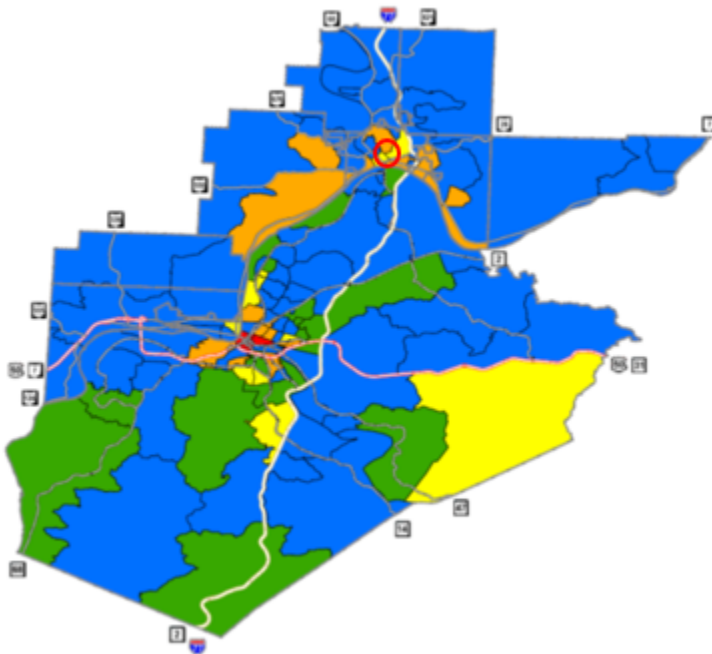
- CROSS Marietta Location
- Greater than 40%
- 30.01% - 40%
- 20.01% - 30%
- 10.01% - 20%
- Less than 10.01%



5

Miles

Sources: US Census



Wood-Washington-Wirt
Interstate Planning Commission

Environmental Overview Study 2020

Figure 12.6

Poverty Rate by Family

(as a percentage of total families by block group)

Legend

Family Poverty Rate

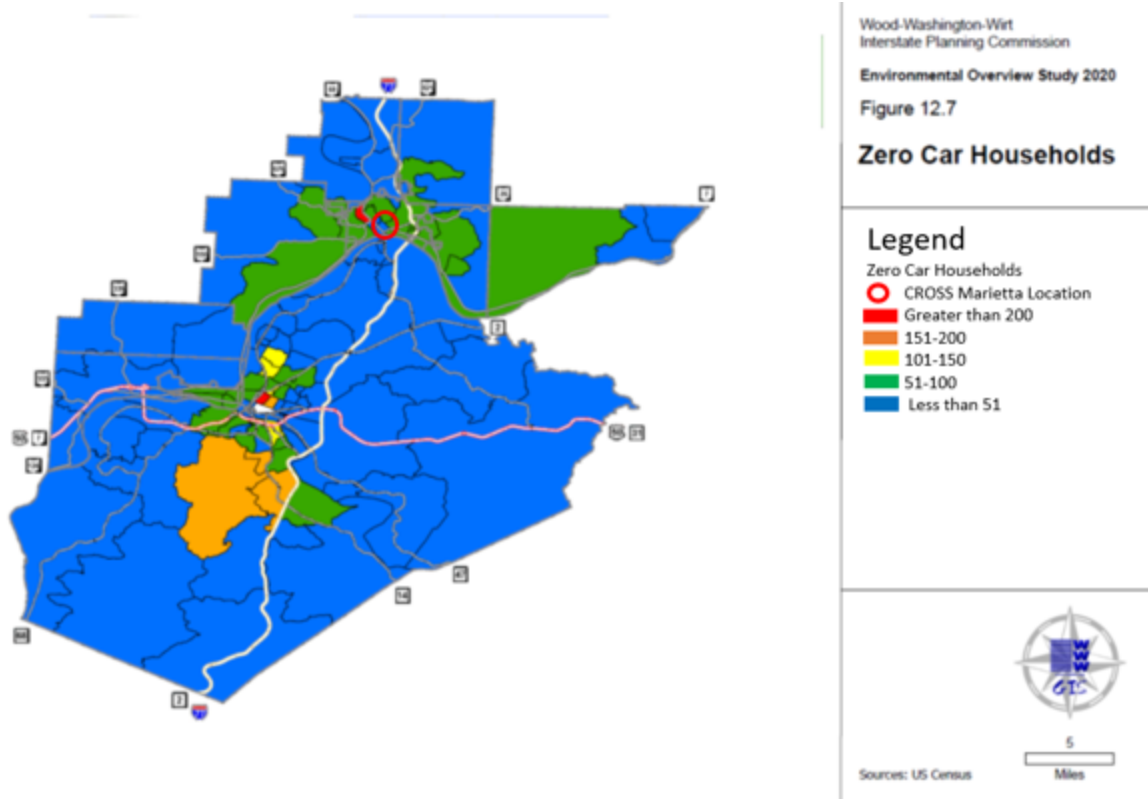
- CROSS Marietta Location
- Greater than 40%
- 30.01% - 40%
- 20.01% - 30%
- 10.01% - 20%
- Less than 10.01%



5

Miles

Sources: US Census

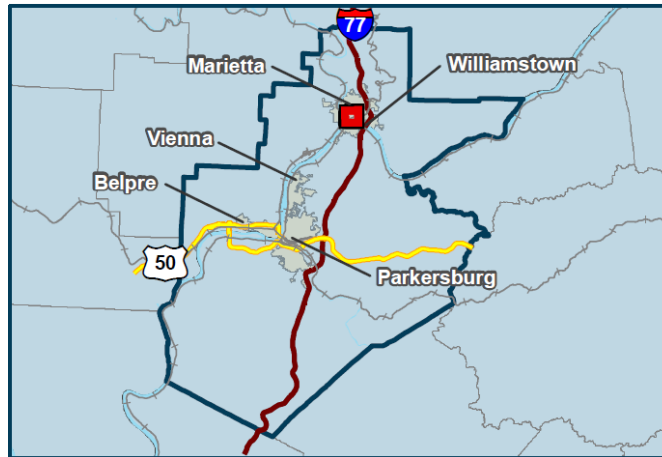


According to ODOT’s Transportation Information Mapping System, there were 55 crashes on Butler Street from 2016-2020 resulting in 9 injuries. Butler Street crashes most frequently occurred at or around the major intersections with a few instances mid-block. Crash types included angle, head-on, turning vehicles, sideswipe, parked vehicles, and a pedestrian.

Done correctly, the public/private planning process for CROSS Marietta will be leveraged to attract new investment in downtown Marietta, new economic opportunities for the Harmar Village neighborhood, and more sustainable, livable transportation options for communities connected to the corridor. Underserved areas in the community will have enhanced access to employment centers, government offices, cultural attractions, places of worship, medical facilities, grocery stores, restaurants, the farmers market, recreational facilities, and commercial districts.

Project Location

CROSS Marietta will be located in the City of Marietta in Washington County, Ohio. This rural Appalachian county is located in Southeastern Ohio approximately 90 miles southeast of Columbus and 150 miles south of Cleveland. Covering 640 square miles, Washington County is the fifth largest county in Ohio by land area but has a population of only 59,911 people. The City of Marietta is both the largest city in Washington County with a population of 13,588 and the county seat. Sitting at the confluence of the Ohio and Muskingum rivers, the City of Marietta has a total geographic area of 8.75 miles and is part of the Appalachian Plateau. The City of Marietta is located on the border of Wood County, West Virginia.



Butler Street is located roughly at the midpoint of the central business district in Marietta. The street connects west to the Harmar neighborhood on the west bank via the Harmar Bridge across the Muskingum River and connects east to Marietta College creating a vital transportation corridor for downtown. The street provides access to the Marietta Harbor and Ohio River Trail recreation areas that are vital for both businesses and tourism.

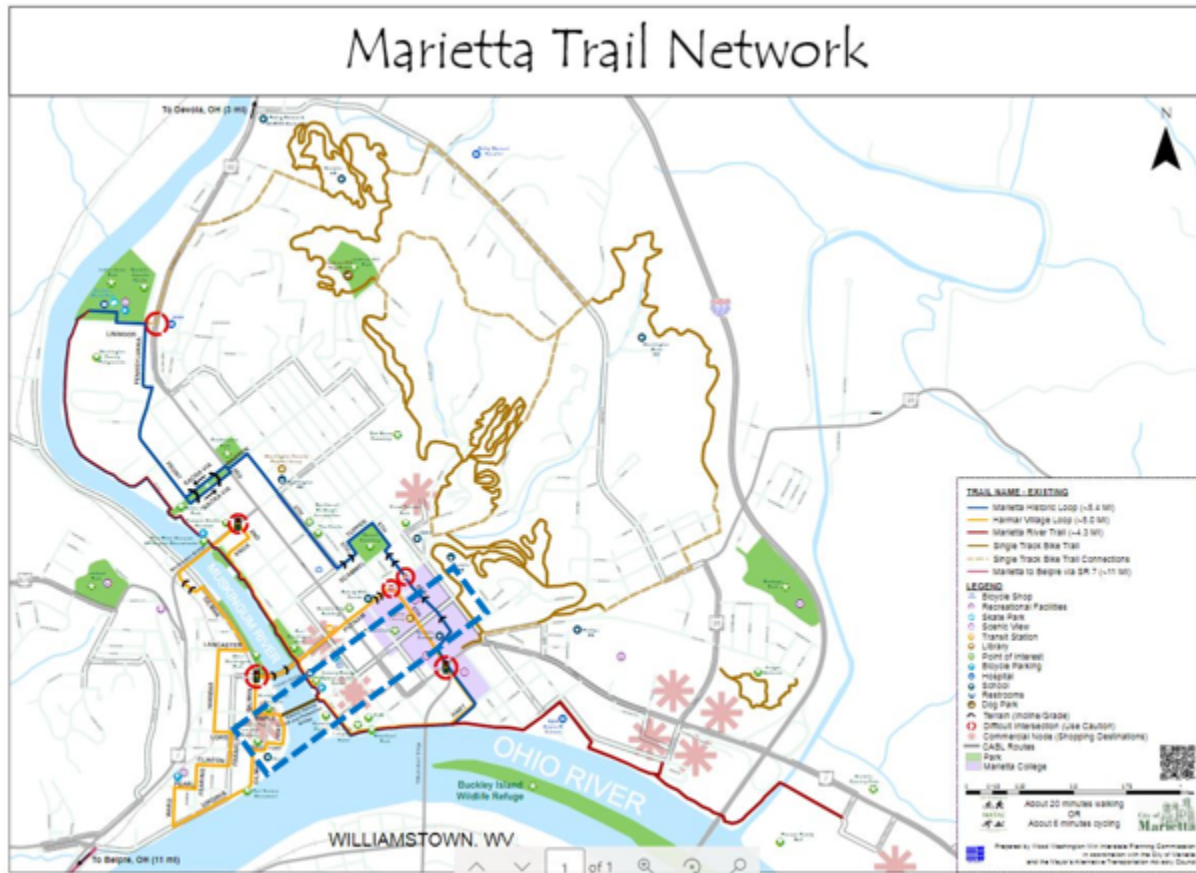
This project is geographically located in Ohio census tract 205 which is designated as an Area of Persistent Poverty and a low-income community Opportunity Zone. It is the only Opportunity Zone in Washington County, Ohio. The poverty rate is 27.7% with a median household income of just \$34,306. The City of Marietta is part of the Parkersburg-Marietta-Vienna metropolitan statistical area and is considered to be part of an urban cluster with Parkersburg, WV.

Existing transportation infrastructure in and around Marietta includes automobile, pedestrian, bicycle and freight. There are a wide range of roadway types in the area. The city is located along Interstate 77 and both Ohio State Routes 7 and 60 run through it. Marietta is directly connected to Williamstown, West Virginia via a bridge across the Ohio River that connects to State Route 60. Moderate levels of traffic congestion tend to occur on OH-7 in Marietta, OH-60 between Marietta and Devola, OH, and on the Williamstown Bridge between Williamstown, WV and Marietta.

Public transportation in Marietta is provided by the Community Action Bus Line (CABL), while the Mid-Ohio Valley Transit Authority (MOVTA) provides public transportation in nearby Parkersburg. Members of the public and stakeholders have revealed a desire for greater public transit connectivity in the area with special consideration for vulnerable populations. However, the main obstacle to expanding public transportation in the region is funding, and finding local match dollars for federal transit dollars has been challenging. The multimodal infrastructure improvements anticipated by this project, while not single-handedly solving the funding dilemma, would be an important step toward a vision of greater connectivity between Marietta and other nearby cities and outlying community areas.

The larger region is home to multiple biking trails including the North Bend Trail, Floodwall Trail (Ohio River), the Marietta River Trail and the Devola Multi-Use Trail, as well as a variety

of bicycle-friendly parks. The proposed Butler Street Corridor within the CROSS Marietta Planning Project will create direct, safe access to several of these biking areas including the Old Walnut Street Trail, Westside Park in Harmar Village, and East Muskingum Park. Additionally, several businesses and clubs related to biking are geographically located along the corridor including Marietta Cycling and Rowing Club, The Pedal Shop, and Marietta Adventure Company.



----- CROSS Marietta project area

The CROSS Marietta transportation corridor will provide direct access to the Muskingum Park Trail. The park is the site of the Start Westward Monument which represents the first landing of pioneers in the area and the beginnings of westward expansion beyond Allegheny and was dedicated by Franklin D. Roosevelt in 1938. A favorite of community members and tourists, the park has walking and biking trails and links the City Visitor Center in the Armory at the southern end of the trail to the Ohio River Museum on the northern end. The park provides direct access to the Marietta River Trail. The City of Marietta is currently upgrading the Muskingum Park Trail including widening and resurfacing, as well as adding sidewalks, lighting, parking and shared use path maintenance.

<https://www.mariettaoh.net/index.php/52-news/288-start-westward-project>

While there are multiple bicycle and pedestrian councils actively working to improve multimodal facilities and connections in the area, on-street biking facilities are generally lacking in Marietta

downtown and the surrounding community. Public input has highlighted the need for improved pedestrian facilities, including requests for adding sidewalks where they do not currently exist and repairing existing sidewalks.

The majority of regional freight is carried by trucks, although rail and river networks also exist. Connections between these networks are crucial to the local economy. CSX Transportation owns most of the rail lines operating in the region. The Ohio River is designated as a marine highway and is linked to both the Muskingum and Little Kanawha Rivers. There are approximately 20 industrial ports along these three rivers between Parkersburg, WV, and Marietta.

The City of Marietta is included in the Wood-Washington-Wirt (WWW) Interstate Planning Commission region (the Metropolitan Planning Organization [MPO] for the Parkersburg, WV-Marietta, OH urbanized area). The WWW MPO leads the planning efforts in this region to identify the best uses of Federal Funds for transportation improvements. The WWW recently released its WWW 2045 Long-Range Transportation Plan <https://triplew.org/long-range-plan-lrtp> in which it recommended that multimodal projects should be prioritized. The 2045 Plan supports economic growth, improved multimodal access and connectivity, improved safety, improved transportation system security, improved traffic operations and mobility, the maintenance and preservation of systems and the preservation and protection of the region’s natural environment, cultural resources, and communities. The CROSS Marietta project meets each of these criteria.

Grant Funds, Sources and Uses of Project Funds

The project location is located in Washington County, Ohio’s Census Tract 205. According to the RAISE Persistent Poverty Tool on datahub.transportation.gov, Tract 205 meets the criteria as an Area of Persistent Poverty and a Historically Disadvantaged Community, with five (5) Transportation Disadvantage Indicators: Historically Disadvantaged Community; Environmental Indicator; Economy Indicator; Health Indicator; and Transportation Indicator. Since the total project budget is over \$1 million, planning grant funds are anticipated to be provided by the Bipartisan Infrastructure Law (BIL) portion of this funding opportunity. We are seeking 100% Federal RAISE funds and use of local funds is not anticipated.

Disclaimers: The following budget does not include any previously incurred expenses. There is only one (1) funding source (RAISE, 100% Federal). This project does not include any Federal funds previously authorized by a Federal agency. This is a single-phase project. There will be no expenses incurred between time of award and obligation. The Period of Performance is expected to be two (2) years from the date of the fully executed grant agreement.

Direct Cost Items	Amount - two (2) year period (rounded to the nearest dollar)
Request(s) for Proposal / Bids (procurement of contractual & professional services)	\$ 5,000.00
Legal Fees (procurement of contractual & professional services)	22,500.00
Grant Administration / Coordinator’s Salary	90,000.00
Fringe Benefits (46%)	41,400.00

Public Engagement Meetings (3)
(to inform public / receive comments) 12,000.00

Subtotal, Legal & Administration Costs \$ 170,900.00

Feasibility Study - Cost Items

Butler Street Corridor; Two (2) Multimodal Facilities,
659 vehicle parking spaces, 312,696 square feet;
Criteria Architect & Engineering Fees - Conceptual
Design to Design Development Phase 507,758.00
Traffic Impact Study
(7th Street to Harmar Bridge) 42,000.00
Third Party Estimating Fees 36,000.00
Transportation Equity Study 15,000.00
ADA / Accessibility Improvement Study 15,000.00

Subtotal, Feasibility Study Costs \$ 615,758.00

Site Review Costs:

Phase I Environmental Assessment 46,160.00
Archaeological Site Study 25,000.00
American Land Title Association (ALTA)
Surveying Fees 30,000.00
Geotechnical Subsurface Investigation 64,624.00

Subtotal, Site Review Costs \$ 165,784.00

10% Contingency (Feasibility Study &
Site Review Costs) 78,154.00

Total Project Budget \$ 1,030,596.00

(100% Federal RAISE Program Funds)

Merit Criteria

a) Safety

CROSS Marietta will study the creation of a corridor, safe for biking and walking, from Marietta College to the Marietta River Trail and the Historic Harmar Village. Currently the only corridor from Marietta College and downtown Marietta to Harmar Village is along Putnam Street because Butler Street lacks adequate crossings, and the Harmar Bridge is in such a state of disrepair that it is closed. Since Butler Street needs to be modernized and the Harmar Bridge is currently closed, bikers and walkers must use Putnam Street and the intersection of Putnam and Front streets in order to reach Harmar Village by the Putnam Bridge.

However, the Bicycle and Pedestrian Safety Study for Washington County, OH FY 2022 identifies Putnam Street as a corridor where multiple pedestrian and bicycle crashes have occurred in the past two years and over the preceding decade, and it identifies two intersections along Putnam Street as hot spots where multiple crashes have occurred over the same interval of time: the intersection of Fourth and Putnam streets, and the intersection of Front and Putnam streets. At the intersection of Fourth and Putnam Streets, two pedestrian and bicycle crashes have occurred over the preceding two years, and at the intersection of Front and Putnam Streets, four crashes of the same type occurred over the same period of time. Moreover, where Front Street intersects with Putnam Street, it is a three lane and four lane road, and the National Roadway Safety Strategy (NRSS) identifies roadways with this many lanes as the location of 90 percent of the top pedestrian fatality hotspots.

The completion of CROSS Marietta and its implementation of portions of the WVV 2045 Long Range Transportation Plan (LRTP) would support the USDOT NRSS. The Corridor supports the Safer Roads component of the NRSS and the Strategy's priorities of equity and climate. With its implementation of the LRTP's WAS-101, the corridor would create safer intersections along Butler and Second Streets by providing quality pedestrian connectivity with striping and pavement changes in order to reduce a four lane road down to two lanes and to create bike lanes, and the corridor would divert foot and bicycle traffic away from the more dangerous Putnam corridor because there would be another bridge, a pedestrian and bike only bridge, across the Muskingum River. Moreover, on Butler Street there is not a straight sidewalk from 7th street to 4th street: currently the sidewalk juts away from the street as Butler approaches 4th Street in order to allow diagonal street-side parking. The construction of MC1 would remove the diagonal street-side parking and allow the sidewalk to continue straight from 7th to 4th Streets.

The National Roadway Safety Strategy identifies a correlation between high poverty rates and an increased fatality rate, and the Butler corridor would be constructed in Census tract 205 which the DOT identifies as both an area of persistent poverty and a historically disadvantaged community. The creation of this new corridor would immediately benefit those in the census tract who are forced to rely upon non-motorized transportation because it would provide them a safe path to reach both main street for economic activity and the river trails for recreation. In addition, the river trail extends from the Butler trailhead eastward 1.5 miles to Jefferson Street, which is adjacent to the Lafayette Square, a retail center with shops and dining, and 2.27 miles until it ends at Captain D Seely MIA Drive which is adjacent to Walmart. For those without motorized transportation, the only road which leads to these locations is the Ohio River Scenic Byway/ Pike Street, a four lane roadway. These improvements would create a safe passageway to shopping and employment, empower an underserved population, and provide equitable treatment to a population who are disproportionately vulnerable to traffic accidents.

Because a safe corridor would be available to reach main street and downtown activities, residents of the census tract and Marietta would be more inclined to use climate-friendly transportation such as foot or bicycle when they are traveling to Second and Front Streets or Harmar Village. MC1 and MC2 would also incentivize the use of climate-friendly transportation by providing resources, in the form of charging stations and secure bike racks, for zero carbon means of transportation.

b) Environmental Sustainability

The CROSS Marietta planning project will promote a transportation infrastructure that provides opportunities for residents and visitors in Marietta to travel around the city in more environmentally sustainable ways, while also seeking opportunities to integrate green building materials and adopting sustainable post-construction management best practices.

Research demonstrates that transportation infrastructure based around individuals in automobiles contributes to global warming, pollution, health problems and energy insecurity. CROSS Marietta planning project seeks to expand sustainable transportation options in Marietta by promoting environmentally sustainable active transportation that encourage residents to walk, bike or take public transportation whenever possible. This should result in lower energy consumption, lower transportation costs for families, lower infrastructure maintenance costs for the city, reduced carbon emissions, and improved quality of life in our city.

First, this project will reduce transportation-related pollution, such as air pollution and greenhouse emissions, through improvements to pedestrian paths, biking infrastructure, and enhanced accessibility to public transportation. Improved pedestrian and bicycle access from the Marietta College campus to downtown Marietta, across central downtown transportation corridors (Butler Street and 2nd Street), and eventually between the east and west banks of the Muskingum River and the Harmar neighborhood, can reduce automobile traffic impacting residents, thus reducing vehicle miles traveled and environmental impacts.

Second, enhanced bus infrastructure will make for a more efficient public transportation system in and around Marietta and will reduce traffic impact on state-wide roads systems. Both multimodal facilities will offer bus stops and public restrooms as well as bus parking. The ability to park buses will greatly reduce the number of cars that flow in and out of the city and college campus during conferences, sporting events, festivals, etc. as attending groups will be able to arrange for buses versus individual cars. The addition of long term downtown vehicle parking in our multimodal facilities will encourage the use of the Ohio GoBus which runs between Marietta and Columbus, Ohio. Thus, Marietta becomes an attractive option for those traveling to and from the Columbus airport with the result of fewer cars on the highway and less traffic congestion.

Third, CROSS Marietta will promote the use of electric cars by providing needed electric vehicle infrastructure. Electric cars produce zero carbon dioxide emissions when driving, making our streets and air cleaner and healthier. Currently, there are only 7 charging stations in Marietta, OH. Both of our proposed multimodal facilities will feature electric vehicle charging stations powered, at least partially, by solar panel arrays mounted on shade structures over the top floor of the buildings. The solar panel arrays will have the added benefit of feeding electrical supply to the buildings.

Finally, restoration of access to the Historic Harmar Bridge will improve the resilience of what is currently an at-risk structure while also lessening reliance on automobiles. Initially built as a covered bridge in 1856, the Harmar Bridge was converted to a railroad bridge in the 1860s. It is one of the first iron bridges built during the Civil War, the oldest swinging railroad bridge in the country, and the only one of its kind still in operation today. The Harmar neighborhood sits across the Muskingum River from the City of Marietta. Currently, residents wishing to travel to

downtown Marietta must cross existing vehicle bridges, designed primarily for vehicle traffic with limited pedestrian access and no designated bicycle access. The long-term community goal to fully restore the bridge, gain the right of way to it on the Harmar side, and explore the best strategy for ADA accessibility will create a safe and accessible pathway for pedestrian and bicycle traffic across the river while enhancing the economy and quality of life conditions in the communities on both sides of the bridge.

Moreover, the Federal Highway Administration Environmental Justice Reference Guide defines underserved populations that include minority and low-income populations and can include children, the elderly and the disabled. The City of Marietta is located in Census Tract 205 which is designated as an area of persistent poverty and a low-income community Opportunity Zone. The poverty rate is 27.7% with a median household income of just \$34,306. While minorities make up only 12% of the population of Marietta, the race most likely to be in poverty in Marietta is Black, with 69.61% below the poverty level. About 17% of the population of Census Tract 205 are ages 65 years or older, and this population is disproportionately impacted by rough, uneven or non-existent walking paths. The addition and improvement of pedestrian paths throughout the CROSS Marietta program area, ADA-compliant access to Harmar Bridge, and the addition multimodal structures will significantly improve the capacity of the disadvantaged population to move about and age in place, potentially yielding cost savings to families, governments, and health systems as well as health, emotional, and social benefits to aging seniors and the broader community.

The project will support fiscally responsible land use and transportation efficient design. As all upgrades and construction will take place on an already existing transportation footprint, no funding is needed for land acquisition. As part of the joint private and public venture, multimodal structures will be built on land already owned by Marietta College and the City of Marietta. A Memorandum of Understanding will be entered into by the college and city to ensure agreement about the use and maintenance of the facilities. Every effort will be made during the design phase of this planning project to ensure that transportation efficient design is used to reduce traffic congestion, expand travel options, and reduce construction and maintenance burden while also incorporating environmentally-friendly building practices and materials. Design will consider the need for compact and walkable pathways, pedestrian friendly street design, mixing of land uses, and interconnected networks for pedestrians, bikers, and drivers

In sum, CROSS Marietta is an effort to promote smarter growth so that in the long-term, our community and its visitors will benefit from lower household transportation costs, reduced greenhouse gas emissions and air pollution, and increased freedom and mobility for low-income individuals, senior citizens, persons with disabilities, and others who cannot or choose not to own or drive a vehicle.

c) Quality of Life

The CROSS Marietta planning project aims to improve the quality of life in Marietta by increasing transportation options, lowering transportation costs, and improving equity and accessibility for citizens, travelers and businesses. Transportation is essential to everyday modern life. We rely on it to connect us to our workplaces, healthcare services, educational institutions, businesses, and social and recreational activities. The availability and variety of transportation

options in a community affects citizens' ability to participate in social and economic activities and can have a significant impact on their quality of life. This is especially true in low-income rural areas where public transportation is often a critical lifeline to these services.

The CROSS Marietta project is informed by a 2018 community study conducted by the City of Marietta and Marietta Main Street called *Enrich Marietta*. This downtown revitalization plan identifies needed quality of life improvements for Marietta's infrastructure, arts, education, and recreational assets. The process identified several key findings related to transportation and mobility upgrades that will increase affordable, accessible, and more equitable transportation for residents including:

- Growing Millennial and Baby Boomer populations in town seek walkable places to live and work, with a goal toward promoting policies that allow Aging-in-Place.
- Opportunity to increase development along 2nd Street and in the Harmar neighborhood, which has been effectively cut-off from the broader Marietta community with a lack of diverse transportation options across the Muskingum River.
- Improvements to the downtown street pedestrian network to ensure the safety and comfort of pedestrians, as well as meeting ADA requirements.
- Upgrades to bike infrastructure and amenities throughout downtown to support recreation, tourism, commerce, and community connections.

The provision of multiple forms of transportation is a contributor to community livability and influences the health and wellness of its residents and business community. The CROSS Marietta project focuses on making the City of Marietta less reliant on automobiles and more accessible for walkers and bikers. The project endeavors to provide safe and convenient ways to travel while also more directly connecting neighborhoods to the downtown business district. The project includes infrastructure upgrades that support multiple modes of transportation including upgrades and maintenance to streets, sidewalks and bike paths. These non-motorized transportation networks that connect people, places and natural systems will allow for walkable neighborhoods that support aging in place and increased mobility and access for those who are too young to drive and those without cars. The addition of more centrally located bus facilities will facilitate easier access to public transportation further negating the need for an automobile.

The cost of transportation can be a significant financial burden on low or fixed income families. As well as enhancing forms of free transportation such as walking and bicycling, the CROSS Marietta project aims to make low cost public transportation more accessible to the wider community. The addition of two new multimodal centers on the corridor will allow for new bus stops, bicycle racks, and community meeting facilities that are more easily accessible to a greater number of people. This will help to eliminate transportation barriers to work, medical facilities, places of worship, grocery stores, government buildings, businesses, educational institutions, restaurants and recreational facilities. Additionally, college students, business travelers, and vacationing families can take advantage of a low-cost public transportation option to and from Columbus by utilizing the Ohio GoBus rather than driving vehicles to the airport and paying for long term parking.

The multimodal centers will help to alleviate current parking issues in the business district and surrounding neighborhoods while serving as a point of coordination for transportation systems

including car, foot, bike and public transit. Benches, ADA accessible public bathrooms, bike storage, bus shelters, and wayfinding signage will be included in the design. Solar arrays mounted on shade structures will allow for electric car charging stations. Additionally, the multimodal centers will offer community amenities such as multi-purpose rooms, offices, outdoor space for festivals and events, and mass notification systems.

The project will enhance the overall health of the community as it aims to greatly enhance active modes of transportation and promote green energy. Studies have shown that the quality of walking and biking conditions affects the health and happiness of community members. New bike and pedestrian pathways that link downtown to existing trail systems encourage exercise and healthy activity and will be attractive to tourists. The project's focus on pedestrian, bike and green energy forms of transportation aims to lower greenhouse gas and particulate matter improving air quality.

Finally, the CROSS Marietta project will have economic benefits for the City of Marietta and its residents. Improving transportation links often boosts an area's popularity for both citizens and business and leads to subsequent development and job growth. The addition of parking and new infrastructure for non-motorized transport will make it easier for customers to commute to local businesses. Creating new access to local trails, parks, sporting and conference venues will boost tourism and economic activity throughout the region. Increased accessibility of public transport and mobility will attract additional investments to the city.

d) Improves Mobility and Community Connectivity

CROSS Marietta will increase mobility and community connectivity by creating easier access to downtown Marietta and Harmar Village through additional reliable parking at MC1 and MC2 for motorized and non-motorized travelers and through a pedestrian friendly corridor along Butler Street. These improvements for motorized and non-motorized traffic would make it easier for community members to participate in the frequent community events along the river such as the monthly First Friday events, the Riverfront Roar Event, the Sternwheel Festival, and the Harmar Days. MC1 in particular would provide reliable parking for the vital community events that occur at the Dyson Baudo Convention Center and Don Drumm Stadium: these facilities host events for both the College and the tri-county area. CROSS Marietta will also study the possibility of a partnership with Parkersburg community transportation in which the Mid-Ohio Valley Transit Authority could use either multimodal facility as a loading and unloading point for passengers.

MC1 and MC2 will be designed so that they are ADA compliant. In order to be accessible to people with disabilities, the multimodal facilities will include ADA parking, restrooms, and elevators for access to the upper levels. These structures and the renovations to sidewalks and crosswalks in the corridor will improve the mobility of another vulnerable population in the census tract: the elderly. About 17% of the population of census tract 205 are ages 65 years or older, and this population is disproportionately impacted by rough, uneven or non-existent walking paths. And so the addition and improvement of pedestrian paths will improve the capacity of this population to move about and to age in place. To ensure equal access for the entire population of the census tract and the broader community, the multimodal facilities would incorporate elements of Universal Design so that the use of these constructs would be equitable,

simple, intuitive and all necessary information would be easily perceptible in the form of simple road signs and Wayfair signage.

e) Economic Competitiveness and Opportunity

The project will address on-street parking limitations, which in turn have negatively impacted the growth of local businesses in and adjacent to the Butler Street Corridor. It is not unusual for both residents and visitors to experience difficulty in finding a place to park within reasonable walking distance to downtown merchants, restaurants, events/attractions, government services, and places of work and worship. Planning activities will utilize stakeholder collaboration to not only shift on-street vehicle parking to off-street parking facilities, but also to enhance corridor access by designing pedestrian and bicycle improvements, opening the corridor for equal safe access for all forms of transportation. Potential enhancements include multiple bus stops, bus traffic lanes, and bus standing areas; safer pedestrian and bicycle street crossings; bicycle lanes, parking stations, and bicycle repair stations; new or improved sidewalks; local freight delivery lanes or parking/standing areas; and new or improved connections with the existing Marietta Trail Network. All of these elements will be considered in the planning study, with the goals to provide equal access for both work and leisure, increase user capacity without sacrificing safety, increase economic viability and vitality of the corridor, and reduce supply chain bottlenecks and public safety concerns of local inbound and outbound freight traffic.

CROSS Marietta will increase affordable transportation options in several ways. The proposed multimodal facilities will not only provide affordable public off-street vehicle parking, but also act as hubs for the interconnection of local and regional transit (metro and interstate buses, rural public transportation), pedestrian, bicycle, and electric vehicle users, with safety features to prevent the accidental unsafe intermixing of the various transportation modes. The multimodal facilities will support the various forms of transportation by providing amenities such as EV charging stations, bicycle parking and repair stations, accessible restrooms, etc. Options to enhance the connection between historic Harmar Village (west bank of the Muskingum River) and the Butler Street Corridor for both local residents and area visitors (pedestrians and bicyclists) to safely commute to work, patronize local establishments, and participate in public events on both sides of the Muskingum River will be studied. Ultimately, it is anticipated that the study results will provide viable options to increase tourism, community economic growth, job creation/retention, access to/from affordable housing, and access from more rural surrounding areas. Additionally, the study will consider designing the two multimodal facilities with rentable public event space to further increase opportunities for equitable all-weather inclusion for fairs and markets as well as to enhance the financial means for operation and maintenance.

The corridor project study will include options to enhance outdoor recreation and increase connectivity to significant community destinations, and it is expected that this connectivity will have a positive synergistic effect on local travel, commuting, equitable transportation modes, and economic development. The existing Marietta Trail Network currently has 15 miles of accessible trails throughout the central business district and the peripheral residential districts, connecting these key locations:

- Marietta City Harbor

- Washington County Government Offices
- City of Marietta Government Offices
- Washington County Fairgrounds
- Public Campground within the Fairgrounds
- Marietta Aquatic Center
- Hospitals/Medical Centers (2)
- Public Parks/Recreation Areas (9)
- Historic/Culturally Significant Points of Interest (12)
- Significant Commercial Nodes/Shopping Areas (7)
- Colleges (1)
- Bicycle Shops (2)
- Recreational/Community Gathering Facilities (4)
- Public Schools (5)
- Residential Areas (multiple)
- Future site of a major economic development project which will create 100 new jobs in the Harmar Village area (west side of Muskingum River)

Overall, the combined project area and the existing public bicycle/pedestrian trails system are located in Census Tracts 204, 205, 208, 209, and 210.

Tract 204 is on the west side of the Muskingum River and includes Harmar Village. Tract 204 has one (1) USDOT Transportation Disadvantaged Indicator (Health).

Tract 205 contains the study area and the main downtown area. Tract 205 contains five (5) USDOT Transportation Disadvantaged Indicators (Historically Disadvantaged, Economy, Health, Environmental, Transportation).

Tract 208 adjoins Tract 205 to the northwest and contains a substantial number of residents. Tract 208 has two (2) USDOT Transportation Disadvantaged Indicators (Environmental, Health).

Tract 209 adjoins Tract 205 to the northeast and is a relatively larger geographic area with residential and commercial areas. Tract 209 contains three (3) USDOT Transportation Disadvantaged Indicators (Environmental, Economy, Health).

Tract 210 adjoins Tract 205 to the west/northwest and has the largest geographic area and population; it contains residential, commercial, shopping, light industrial, and a large part of the Ohio Riverfront areas. Tract 210 has three (3) Transportation Disadvantaged Indicators (Resilience, Economy, Health).

Below is a table of selected data from the 2020 American Community Survey, expressed in terms of percentage of population (unless shown otherwise), *comments added in italics*:

Tract 204 Tract 205 Tract 208 Tract 209 Tract 210

Travel time to work,

1-19 minutes	67.4%	79.9%	61.9%	65%	63.4%
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Indicates that a majority of the population's workplaces may be local / across all census tracts.

Mean travel time to work	19.5 minutes	14.9 minutes	15.5 minutes	19.1 minutes	21.5 minutes
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Indicates that a majority of the population's workplaces may be local / across all census tracts.

Individuals with no vehicle	1.3%	17%	2.9%	4.1%	5.5%
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Indicates a relatively high number of the population living in Census Tract 205 (Project Area) walk to work (see below), and we believe percentages for the other census tracts will increase with street and mobility facility enhancements.

Means of transportation to work:

Public transit	.6%	0%	2.2%	.2%	0%
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We believe that these percentages will increase across all census tracts with street and mobility facilities enhancements.

Walk	0%	33.3%	11.9%	1.0%	3.3%
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Note the relatively higher percentage of population in Census Tracts 205 and 208 that walk to work. We believe these numbers will increase across all census tracts with enhanced street and trail connectivity.

Bicycle	.6%	.6%	.9%	1.2%	1.6%
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Percentages of those who bike to work are somewhat low, but we believe this data underscores the need for better street and trail connectivity.

Taxi / motorcycle	0%	0%	0%	3.6%	.5%
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We believe that these percentages will increase across all census tracts with street and mobility facilities enhancements.

Total Population	2,284 ind.	2,291 ind.	3,498 ind.	2,330 ind.	3,931 ind.
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Poverty Level	18.3%	27.7%	13.8%	32.8%	29%
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Ohio is a prevailing wage state and has strong ties to organized labor, and the Marietta area is no exception. The planning study activities will include collaboration with local labor unions to ensure good paying jobs are created or retained, both in the construction phase and subsequent operation phase. We expect that this collaboration will foster and promote strong labor standards, practices, and policies; use of project labor agreements; training programs; apprenticeships; and other similar practices and standards, which will result in the creation and retention of good paying local jobs.

f) State of good repair

The CROSS Marietta improvements will modernize Butler Street and 2nd Street in accordance with the NRSS by incorporating designs which are conducive to both motorized and non-motorized users. The repaving and repainting of Butler and 2nd Streets, so that bike lanes are added and a four lane road is reduced to two lanes, will restore the condition of both the streets and their sidewalks, and it will modernize these streets so that they are in line with multimodal means of transportation such as biking and walking. Chiefly the district will study the restoration and modernization of the Harmar Bridge to a state of good repair so that the disadvantaged non-motorized residents of Census Tracts 204 and 205 have a safe route across the Muskingum River.

g) Partnerships and Collaborations

The Washington Board of County Commissioners in Marietta, Ohio, will serve as the lead government agency facilitating planning efforts for the CROSS Marietta project. The Board of Commissioners will work closely with the City of Marietta and Marietta College as the new and upgraded transportation infrastructure will be built on an already existing transportation footprint that runs through both the college campus and city center. These two major stakeholders will be providing property, staffing, training, and facilities for both the planning and potential construction projects.

The Board of County Commissioners has secured the support of a number of public and private partner agencies that will make up the planning team and contribute to the project.

Public Partners

- The City of Marietta will provide city engineers, city planners and city property for infrastructure upgrades. MC2 will be built on 2nd Street directly off of the new transportation corridor. The city will obtain feasibility and environmental studies as well architectural designs for MC2. The city will work with the project manager to obtain traffic and equity studies for the project. Additionally, the City of Marietta has already completed phase one and has begun phase two of a citywide ADA study that incorporates transportation infrastructure.
- The Wood Washington Wirt (WWW) Interstate Planning Commission is the designated Metropolitan Planning Organization (MPO) for the Marietta urbanized area. As such, WWW provides transportation planning in the region and have already completed a number of studies related to the CROSS Marietta project including bike/pedestrian study, traffic study for the City of Marietta, traffic counts, traffic and operations study for the

City of Marietta, and an environmental overview study of the region. Additionally, the project incorporates elements of the MPO Long Range Transportation Plan *Access Ohio 2045*.

- Community Action Bus Lines serving Marietta, Greyhound, Mid-Ohio Valley Transit Authority Easy Rider and Easy Lift programs in Parkersburg.

Private Partners

- As a private sector landowner, Marietta College will provide the property for the MC1 structure through a joint use and maintenance memorandum of understanding with the City of Marietta. As part of this planning project they will obtain feasibility and environmental studies as well as architectural designs for the MC1 structure to be located at the corner of 4th Street and Butler Street. The College will also provide facilities and advancement staff to serve as planning team members.
- The Historic Harmar Bridge Company, the non-profit private owner of Harmar Bridge, will provide an underwater pier inspection as well as a specialized superstructure inspection of the bridge in order to determine the next steps of the bridge's revitalization.
- The Plumbers and Pipefitters Local Union 168 currently owns the right of way to the Harmar Bridge. The Union has already completed a survey of the 0.243 acre site to be conveyed to the City of Marietta.

The CROSS Marietta planning project will ensure that equity considerations for unserved, underserved, overburdened, or disadvantaged communities are integrated into planning by including appropriate stakeholders. Two members of city council, representing low-income communities in the City of Marietta, have been actively involved in the preparation of this application and have agreed to represent their communities during the planning process. Geoff Schenkel represents the 4th Ward and Bret Alphin represents the 2nd Ward. Their involvement will help to ensure community engagement by their constituents as well as ensuring that all equity considerations are integrated into the final plan. Furthermore, the plan will be informed by the ongoing transportation infrastructure ADA study that the City of Marietta is currently undergoing, therefore ensuring that the Butler Street and 2nd Street corridors, like the multimodal centers, are accessible to everyone. And finally, by including regional bus transit programs in the planning project, we will have the opportunity to potentially expand the current geographic regions served by public transport in Parkersburg, West Virginia, and Marietta, Ohio, including buses that have priority seating for seniors and those with disabilities.

The CROSS Marietta planning project has multiple collaborators and stakeholders who will help with the creation and expansion of high quality, good paying jobs through workforce development programs. As part of our planning we will analyze the current area workforce, identify skills gaps, and partner with programs and organizations such as Marietta College, Washington State Community College and Washington Career Center to help with the creation of workforce development programs. We will work to ensure that the workforce development strategies implemented in the CROSS Marietta project align with the broader regional strategies articulated by the Comprehensive Economic Development Strategy (CEDS), Ohio Means Jobs Report, and Ohio Valley Employment Resource. Additional stakeholders to be included in the planning project include, but are not limited to, the Southeastern Ohio Port Authority, City of

Marietta Sternwheel Festival, Marietta-Washington County Convention & Visitors Bureau, Plumbers and Pipefitters Union 168, and Washington County Department of Job and Family Services.

Already CROSS Marietta has garnered broad public support and generated innovative partnerships. Attached in Appendix A are letters of support from the following entities:

- United States Senator Sherrod Brown
- Ohio Senator Frank Hoagland
- The Southeastern Ohio Port Authority
- The Wood-Washington-Wirt Interstate Planning Commission (WWW)
- Buckeye Hills Regional Council
- The Washington County Board of Commissioners
- Marietta College
- Mayor of the City of Marietta Joshua Schlicher
- Marietta City Council 2nd Ward Councilman Bret Allphin
- City of Marietta Development Director Daniel W. Everson
- City of Marietta Engineer Joseph R. Tucker
- Washington State Community College.

h) Innovation

INNOVATIVE TECHNOLOGY

CROSS Marietta will study the implementation of innovative technology in its intermodal facilities. MC1 and MC2 will include electric vehicle charging stations and 20 KW solar arrays. Along the CROSS traffic corridors, extending fiber networks will be explored as well so that public Wi-Fi, smart light poles, and smart traffic lights can be implemented. The vehicle charging stations will immediately enhance the environment for electric vehicles by providing a public location where vehicles can be charged while their owners are engaged in downtown activities, and the extension of fiber networks will create the conditions for the improved detection, mitigation and documentation of safety risks which accompanies the implementation of smart light poles and traffic signals.

INNOVATIVE PROJECT DELIVERY

CROSS Marietta will depend upon public and private stakeholders to be equal partners in the planning project in order to boost the efficiency and effectiveness of the project. Including multiple partners in the project from all sectors ensures that we are tapping into additional expertise and resources, providing transparency, and building community-wide support for the project.

While the project coordinator will be housed in the Washington County Commissioners Office, staff from our two major partners, one public and one private, will be intimately involved in all areas of this planning project. The City of Marietta will provide the expertise of its city project engineers and project managers as well as city council members from the affected wards. Marietta College will provide its facility manager and advancement staff to the planning committee. Working together, these three entities will coordinate research efforts, public

communications, public meetings, presentations, and design plans. Additionally, these two major stakeholders will be providing property, workforce training, and facilities for both the planning and potential construction projects.

INNOVATIVE FINANCING

There is no innovative financing for this feasibility and planning study. However, it is expected that the report subsequent to this grant award will detail the public/private construction project funding component between a private university (donation of real property for the MC1 Multimodal Facility) and the City of Marietta (donation of real property for the MC2 Multimodal Facility location).