

MIKE CAREY  
15<sup>th</sup> District, Ohio



Congress of the United States  
House of Representatives

April 8, 2022

The Honorable Pete Buttigieg  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue S.E.  
Washington, D.C. 20590

**Re: Support for the Williams Road Corridor Plan RAISE Application**

Dear Secretary Buttigieg:

I am writing this letter to express our strong support and to reinforce the regional commitment for the joint City of Columbus, Franklin County, and Mid-Ohio Regional Planning Commission (MORPC) RAISE planning grant application for the Williams Road Corridor Plan project. This project is seeking to use the RAISE planning grant to develop a consistent corridor concept plan for the entire 6.5 mile Williams Road corridor, from the road's western terminus near the Scioto River, to its eastern terminus at State Route 317 (Hamilton Road).

Williams Road is an important east-west roadway and is identified on the Central Ohio Greenway's Trail Vision Plan as a future corridor for a significant bikeway and pedestrian connection on Columbus' south side. It also supports projected household and employment growth within the larger south side region and Rickenbacker Airport and Global Logistics Park, including Foreign Trade Zone 138. MORPC identified the need for improving the Williams Road corridor as part of its 2018 Rickenbacker Area Study, due to the projected population and employment growth along the corridor. The current roadway is heavily travelled by residents and freight, yet it is only two lanes. This has contributed to multiple traffic fatalities and serious injuries. Significant improvements are required to ensure the roadway can safely support the corridor's projected growth.

The project area involves the coordination of three cities (Columbus, Obetz, and Groveport), two townships (Hamilton and Madison), Franklin County, the Columbus and Franklin County Metro Parks, and numerous stakeholders. The corridor serves a wide variety of land uses, including regional parkland, residential, commercial, logistics, and two rail yards (CSX and Norfolk Southern). The corridor's two at-grade crossings and one separated crossing have a significant impact on traffic moving through the corridor. Addressing these challenges will significantly improve freight and transportation opportunities along a corridor that includes opportunity zones, areas of persistent poverty, and a historically disadvantaged census tract.

A RAISE planning grant is necessary to help create a unified concept for this very complicated corridor that is in such great need of safety, mobility, congestion, and capacity improvements. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor; the need to create more transportation opportunities within it. We urge your consideration of the application.

Sincerely,

Mike Carey  
Member of Congress

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