



Project Information

Application ID	2023_D06_01	Date Submitted	5/26/2023
Project Name	COTA High Capac W Broad St Corr		
ODOT District	6	County	Franklin
ODOT PID	116500	Project Mode	Transit
Current TRAC Tier	N/A		
Requested TRAC Tier	Tier I		

Project Description:

COTA's LinkUS W. Broad St. Corridor will implement bus rapid transit on the 9.3 miles between downtown Columbus and Prairie Twp. traveling through the densely populated areas of Franklinton and Hilltop. The project will operate in both dedicated center and curbside guideways and sections in mixed traffic. The project is expected to feature near-level boarding, off-board fare collection, complete streets improvements, transit signal priority, improved stations and increased transit service.



Project Sponsor Information

Project Name	COTA High Capac W Broad St Corr		
Sponsoring Agency	Central Ohio Transit Authority		
Project Contact	Andy Biesterveld, P.E.		
Phone	(904) 305-8775		
Email	VargasL@cota.com		
Address	33 North High Street		
City	Columbus		
State	OH	Zip Code:	43215
Type of Application	New Project		



Project Schedule

New projects are required to supply project milestone information. Please select the status of each milestone below as either Not Yet Started, In Progress or Completed. Additionally please enter the corresponding date for the milestone and status.

	Status	Date
Planning Studies	Complete	8/1/2021
Interchange Modification Study (IMS) / Interchange Justification Studies (IJS)	In Progress	10/1/2023
Preliminary Engineering Studies	Complete	12/1/2022
Environmental / NEPA Approval	In Progress	3/31/2024
Detailed Design	In Progress	7/1/2024
Right-of-Way Acquisition	Not Started	
Utility Relocation	Not Started	



Transportation Information

In an effort to understand the complex issues associated with the project TRAC collects a variety of transportation related data and information in the evaluation process including: congestion data, safety data, truck traffic, and model derived transportation values; such as, cost/benefit analysis and air quality. The roadway segments associated with the application is the basis of this analysis. Transit and Freight related projects should identify the roadway segments that will receive the benefit from projects implementation.

New project applications must identify the **primary roadway segment** that will be improved by the project and ancillary roadways that will be improved as part of the project.

	ODOT NLFID	Begin Point	End Point
Primary Roadway Segment	SFRAUS00040**C	4.2	13.32

Secondary Roadway Segments			

New Roadways / New Alignment

Begin Latitude	Begin longitude	End Latitude	End longitude
39.95	-83.16	39.96	-82.99



Transit Multi-Modal Project Information

Transit Type	Bus Rapid Transit (BRT)
Route/Number	10
Peak Hour Ridership	232
Existing Capacity	456
Existing Peak Hour Ridership / Capacity Ratio	0.51
Added Peak Hour Capacity	148
Vehicle Miles Traveled (VMT) Reduction	10270

Freight Multi-Modal Project Information

Freight Type	
Route/Number	
Existing Freight Volume	
Existing Freight Capacity	
Existing Freight Volume / Existing Freight Capacity Ratio	
Freight Capacity Increase	
Truck Miles Traveled (TMT) Reduction	



Strategic Transportation System (STS) Connections

The Strategic Transportation System (STS), identified as part of Access Ohio 2045 (Ohio's long range transportation plan), stratifies Ohio's significant transportation corridors and inter-modal hubs. Additional information about the STS and Access Ohio 2045 can be found on the Access Ohio 2045 webpage.

The project is part of an STS corridor:

No

The project will facilitate a connection between two or more corridors or modal hubs identified on the STS:

Yes

Please provide a brief explanation as to how this project will facilitate a connection between two or more STS resources.

The BRT runs along US Route 40 and connects to I-270, I-71, and SR315. It also intersects the Camp Chase Bike Trail.

The project will connect an STS resource with a local freight or transit facility or resource:

Yes

Please provide a brief explanation as to how this project will connect an STS resource with a local freight or transit facility or resource

The BRT passes three (3) Ohio Rail Lines in the Hilltop area. The STS Bus Facility is approximately .3 miles south of BRT, which is owned by COTA and will be an intercity transit hub. The BRT line will intersect with future BRT lines.



Local Investment Factors

Built Out Local Attributes

Local Investment factors analysis and evaluation of the dollar value of existing, local built-out attributes such as streets, water, and land use. For this analysis TRAC has standardized the project area as a one-mile "rectangular" buffer around the primary roadway segment. Additionally TRAC also considers percentage of acres served by local services within the rectangular buffer with the following formula: *(Length of the primary roadway segment in miles + 2 miles) x 2 miles x 640 acres)*

Length of the primary roadway segment
being improved by the project:

9.3

Estimated Project Area Acreage:

14,464

What is the estimated percentage of acres being served by the local services within the estimated project area calculated above?

Local Streets and Roadways
Electrical Service
Water and Sewer Service

90%

90%

90%

What is the estimated square footage for the following building types within the calculated project area?

Light Industrial

386,225

Heavy Industrial

2,460,444

Warehouse

11,127,691

Commercial

55,074,649

Institutional

4,200,000

The estimated percentage of road route miles
served by transit routes (excluding ADA/Para
Transit) within the project area:

17%

The estimated percentage of existing
building square footage currently vacant:

10%



New Local Investments

TRAC will consider the monetized value of public investments or commitments for new, non-project infrastructure and private investments within 5-year time horizon prior to and after the date of this TRAC Application.

The dollar value of committed or recent public investment in new, non-project infrastructure within the project area (millions):

\$ 996

The present value of private investment in existing facilities within the project area:

\$ 11,500

Economic Distress - Poverty & Unemployment Rates

As part of the application scoring process, ODOT collects county level information as the standard measurement for poverty and unemployment factors; however, if a project sponsor provides defensible data at a sub-county or census tract level, TRAC can consider that level of geographic analysis for scoring and evaluation.

Are you entering distress values for a sub-county area to be used in the evaluation of this application?

Yes - I want to include a specific sub-county area for this analysis.

County

Franklin

Sub-County Poverty Rate

25.8

Poverty Rate Data Source

Census Tracts

Sub-County Unemployment Rate

4.9

Unemployment Rate Data Source

ACS 5 Year Survey 2017-2021



Project Funding Plan

TRAC Funding Request

Please indicate the amount of funding being requested by phase and fiscal year. Funding requests should consider the funding that will be needed with the next two fiscal years.

Identify the phase(s) new TRAC funding is being requested for as part of this application:

CO - Construction

	Amount (Millions)	Requested Fiscal Year
PE Funding Request		
DD Funding Request		
RW Funding Request		
CO Funding Request	\$ 39.05	2026

Total New TRAC Funding Request

\$ 39.05

The TRAC previously committed funding for project development or construction:

No

PE

DD

RW

CO

Additional TRAC funds will be requested for future phases of project development or construction:

No

PE

DD

RW

CO



Local Funding Commitments

Project Development and construction can be funded with multiple local funding sources. The questions below will help identify the funding sources for this project.

Local funding sources will be used
in project development or construction:

Yes

Total number of local funding sources:

5

Local Funding Source (1)

FTA Section 5309 Capital Investment Grant

PE

DD

RW

CO

\$ 8.10

Local Funding Source (2)

FTA Section 5307 - Various

PE

DD

RW

CO

\$ 6.20

Local Funding Source (3)

MORPC Attributable Funds - Various

PE

DD

RW

CO

\$ 0.80

\$ 2.20

\$ 7.50

\$ 13.10

Local Funding Source (4)

COTA Capital Fund

PE

DD

RW

CO

\$ 2.00

\$ 13.60

Local Funding Source (5)

FTA Capital Investment Grant & Other Non-ODOT Sources (Not yet committed)

PE

DD

RW

CO

\$ 11.20

\$ 210.20

Local Funding Totals

PE

DD

RW

CO

\$ 2.80

\$ 23.90

\$ 18.70

\$ 229.50



ODOT Program or Earmark Funding Commitments

Funding from another ODOT program or legislative earmark(s) will be used in project development or construction:

No

PE

DD

RW

CO

Funding Summary

PE

DD

RW

CO

Local Funding

\$	2.80	\$	23.90	\$	18.70	\$	229.50
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ODOT / Earmark Funding

Previous TRAC Funding

New TRAC Funding

\$	39.05
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Future TRAC Funding

Funding Totals

\$	2.80	\$	23.90	\$	18.70	\$	268.55
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Total Project Cost

\$	313.95
----	--------

Total Local

Total ODOT

Total TRAC

\$	274.90
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\$	39.05
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% Local

% ODOT

% TRAC

87.6%

12.4%



Tier I Construction Estimate

Projects requesting Tier I status are required to submit a budgetary construction estimate. Additionally estimates must be inflated to the anticipated year of construction.

Roadway	\$	124.00
Drainage	\$	7.00
Traffic Control	\$	37.00
Structures	\$	40.00
Retaining Walls	\$	3.00
Railroad		
Contingency	\$	32.00
Total Estimate	\$	243.00
Date of Inflated Estimate		3/6/2023
Year of Inflation Estimate		Yes



MPO & District Acknowledgement

MPO Acknowledgement

The project is within the boundaries of a Metropolitan Planning Organization (MPO) or a Regional Transportation Planning Organization (RTPO):

Yes

Identify the respective MPO or RTPO:

MORPC

The MPO or RTPO provided a letter of support or acknowledgment:

Yes

District Acknowledgement

The applicant/project sponsor contacted the ODOT District Planning Office regarding project development or construction:

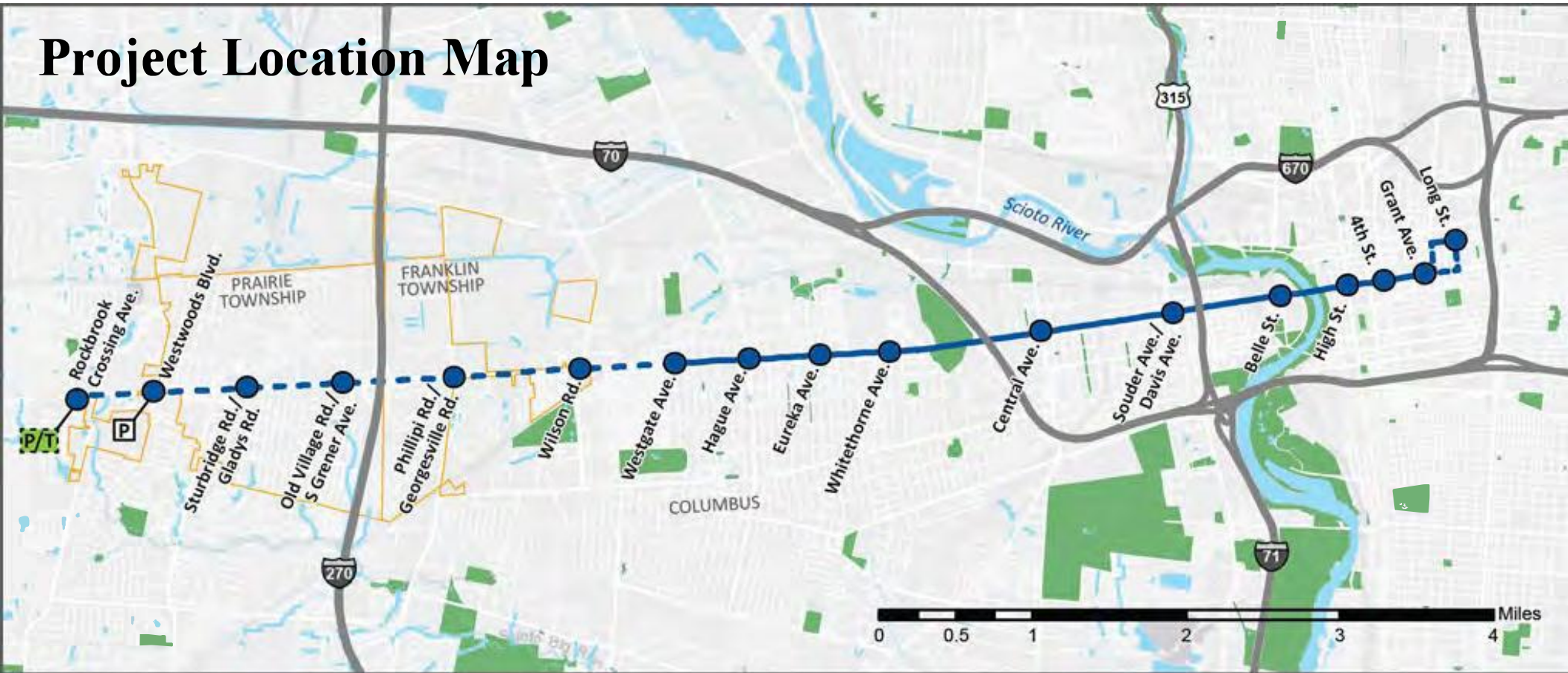
Yes

The ODOT District Office provided a letter of support or acknowledgment:

Yes

Attachments

Project Location Map



WEST BROAD STREET LOCALLY PREFERRED ALTERNATIVE

- BRT Station
- BRT Alignment:
 - Dedicated Guideway
 - - - Mixed Flow
- New Park & Ride/Transit Center
- Existing Park & Ride
- Municipality
- Open Space
- Water



Project Description

The Central Ohio Transit Authority (COTA) proposes to implement bus rapid transit (BRT) on the 9.3 mile West Broad Street corridor between downtown Columbus and Prairie Township traveling through the Franklinton and Hilltop neighborhoods in Columbus and Franklin Township. The project is intended to serve 17 stations and operate in a combination of dedicated center and curbside guideways, as well as sections in mixed traffic. The project is expected to feature specially branded zero-emission or electric vehicles, near-level boarding at stations, off-board fare collection, complete streets improvements, transit signal priority, improved station amenities with enhanced safety and security, and increased transit service. The project's current estimated capital cost is \$339 million in year of expenditure (2027).

Today, the West Broad Corridor is one of COTA's highest ridership corridors with local bus service primarily on the route 10. COTA indicates the project would improve connectivity within and beyond the corridor; support and catalyze new types of equitable development and redevelopment projects; and improve access to and opportunities for housing, goods and services, and employment for historically disadvantaged communities in and around the corridor. Below is the Summary of Needs identified in the Purpose and Need Report that this project hopes to address with investment in the Corridor.

Summary of Needs identified in the Purpose in Need Report



Provide high capacity transit that carries more people with greater reliability, more frequent service, and fewer stops, resulting in shorter travel times.



Develop an implementable transit system plan that connects and integrates existing transit and high capacity transit corridors.



Provide increased transit options for Central Ohio residents who do not use auto transportation and encourage increased use of transit to further regional sustainability needs.



Improve traditionally underserved communities' access to employment opportunities and core services to address disparities in quality of life across the different corridor communities.



Implement transit that spurs focused and compact infill and redevelopment along the corridor without displacement of current residents in order to sustainably accommodate expected growth.

COTA selected the West Broad Street BRT as the locally preferred alternative in July 2021 building off work conducted in several planning studies including insight2050 Corridor Concepts and COTA's NextGen vision plan. The Locally Preferred Alternative (LPA) was subsequently included in the Central Ohio region's fiscally constrained long-range transportation plan in September 2021. In October 2021, the

project was accepted into the Small Starts program within the Federal Transit Administration's (FTA) Capital Investment Grant program. COTA is still determining the amount of funding it will seek from the Small Starts program. COTA anticipates completing the environmental review process with receipt of a categorical exclusion in 2023, receiving a Small Starts Grant Agreement in 2024 and beginning revenue service in 2027.

The West Broad Street BRT Corridor is a part of a larger regional initiative called LinkUS. LinkUS is Central Ohio's growth and mobility initiative to better connect the community and businesses so everyone can share Central Ohio's success. LinkUS will create an integrated mobility system that will make it easier to walk, bike or take public transit in our region's busiest areas. It will increase access to jobs, schools, and healthcare for all members of the community. This includes seniors, veterans, people with disabilities, students and working families. LinkUS will help to address growth, affordability, and opportunity gaps in our community.

Cost Estimate

The most recent project cost including planning, design, engineering, vehicle purchases and construction is approximately \$339 million in Year of Expenditure.

Project Schedule

The anticipated schedule for the project is in the table below

Date	Activity
August 2020	Project Kick – Off / Planning work began
July 2021	West Broad Locally Preferred Adopted by COTA Board
October 2021	Project accepted into Project Development within FTA Small Starts
January 2023	Reached 30% Design milestone
May 2023	NEPA DCE begins
August 2023	COTA submits Project Rating Request in FTA Small Starts
December 2023	60% Design milestone
March 2024	NEPA Clearance
December 2024	Complete Design milestone
December 2024	Receipt of Construction Grant Agreement with FTA
June 2024	R.O.W. acquisition
November 2024	Utility Relocation and Construction Begins
October 2027	Construction Completed
March 2028	Revenue Service Begins

Funding Plan

In July of 2021, the COTA Board of Trustees approved the COTA 2022-2026 Capital Improvements Program. The plan includes \$53.5 million for COTA's W. Broad St. BRT with \$23.6 million in committed funding from Mid-Ohio Regional Planning Commission Attributable funds and \$8.1 million in FTA Section 5309 Small Starts Funds for the NEPA & Engineering and construction phases of the project. The remaining \$21.8 million includes \$6.2 million in FTA Section 5307 funds and \$15.6 million from the COTA Capital Fund.

\$142 million of construction dollars will be fully committed from the Federal Transit Administration's Capital Investment Grant program when a Construction Agreement is secured anticipated in 2024. The Construction Grant agreement is the final step of the FTA Small Starts Project Development process after all other funds are committed.

COTA West Broad Street BRT Funding Table - DRAFT MAY 2023 (5/24/2023)			
Funding Source	Amount	Amount	Percentage
5309 Capital Investment Grant	\$141,865,399	\$142	42%
5309 Small Starts Funding (FY 2022 Allocations)	\$8,134,600	\$8	2%
Section 5307 Formula Funding - FY 2024	\$375,000	\$0	0%
Section 5307 Formula Funding - FY 2024	\$5,843,085	\$6	2%
Section 5307 Formula Funding (Bus Purchase)	\$16,000,000	\$16	5%
2023 ODOT TRAC Funds - Construction	\$39,050,000	\$39	12%
MORPC Attributable Funds -2022 (FY 2025)	\$7,520,000	\$8	2%
MORPC Attributable Funds 2023 (FY 2027)	\$13,100,000	\$13	4%
MORPC Attributable Funds - 2022 Surface Transportation Block Grant (STBG-S)	\$2,200,000	\$2	1%
MORPC Attributable Funds 2022 Surface Transportation Block Grant (STBG-M)	\$750,000	\$1	0%
COTA Budget - Project Development	\$15,600,000	\$15.6	5%
COTA Budget - Vehicles (Qty 10 BEBs) Local Match	\$4,000,000	\$4.0	1%
Section 5307 Formula Funding Local Match (2023)	\$1,125,000	\$1.1	0%
Local Transit Match for Corridors	\$38,518,418	\$38.5	11%
2022 COTA Matching Funds on STBG-S	\$550,000	\$0.6	0%
2022 COTA Matching Funds on STBG-M	\$475,000	\$0.5	0%
COTA Bonds	\$34,885,854	\$34.9	10%
State Capital - Biennial Budget	\$2,500,000	\$2.5	1%
City of Columbus Contribution	\$7,000,000	\$7.0	2%
Total Non-Federal (Local Source)	\$339,492,356	\$339	100%



Link us

Moving our region. **Together.**

EAST-WEST CORRIDOR

East-West High Capacity
Rapid Transit Corridor

WEST BROAD STREET BUS RAPID TRANSIT

August 2021

A COLLABORATIVE INITIATIVE CO-SPONSORED BY

COTA

THE CITY OF
COLUMBUS
ANDREW J. GINTHER, MAYOR

Franklin County
Ohio
1803


MORPC

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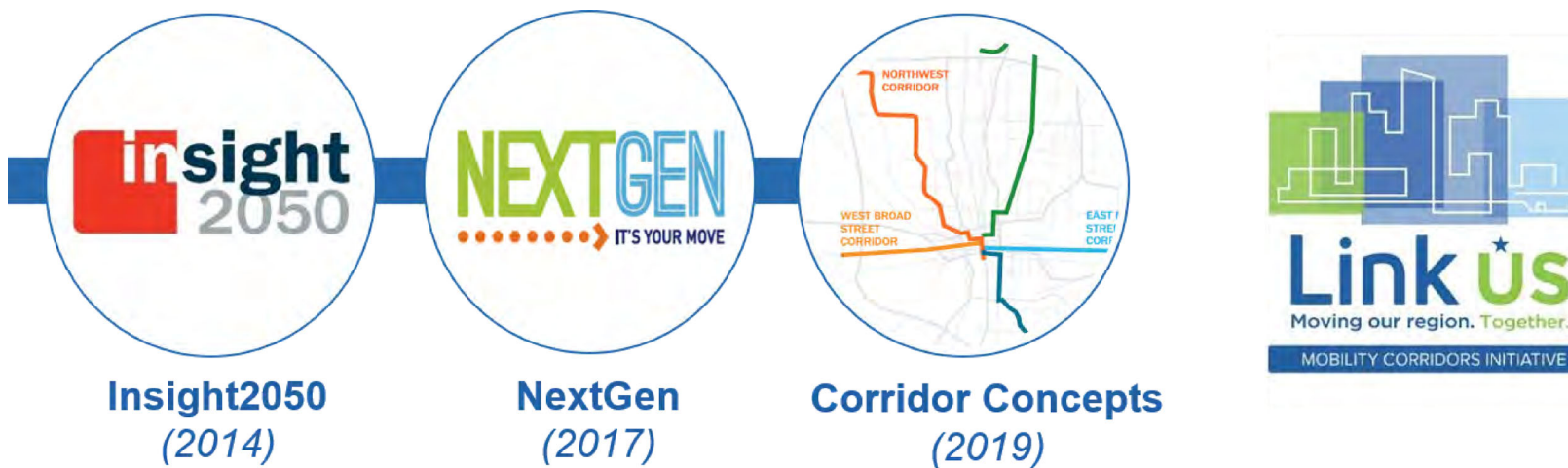


LINKUS

Central Ohio's transformational and comprehensive prosperity and mobility initiative

OVERVIEW

LinkUS seeks to provide a complete mobility system along key regional corridors, including high capacity and advanced rapid transit, technology solutions, bicycle and pedestrian improvements and land use changes. The initiative is a response to the challenges facing a growing region: traffic congestion, equitable access to jobs and housing, economic vitality, and sustainability. It builds on numerous previous regional planning efforts, such as COTA's NextGen plan and the insight2050 Corridor Concepts study. Ongoing collaboration with other growth management efforts will be essential to its success.



REGIONAL CORRIDOR INITIATIVES

Critical regional mobility corridors were identified and evaluated during COTA's NextGen and insight2050 Corridor Concepts processes. The LinkUS Framework Strategy was developed as a guide for implementing the recommended next steps. Building on the success of COTA's first arterial Bus Rapid Transit (BRT) line (the CMAX), the Northwest Corridor (currently underway through the first phase of implementation analysis), and the East-West Corridor, these series of projects will form the backbone of the region's emerging system of advanced rapid transit corridors.

FRAMEWORK STRATEGY

The LinkUS Framework Strategy establishes the organizing principles and shared goals for implementing a system of High Capacity Rapid Transit (HCRT) corridors supported by other mobility modes and transit-supportive development. It outlines a series of next steps that are needed to achieve its strategic goals. These include:

1. Identifying a network of priority mobility projects
2. Developing a funding strategy to support implementation
3. Coordinating with and supporting regional corridor initiatives

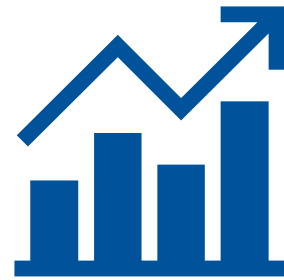
LINKUS PRIORITIES

Access to jobs, housing choices, education, and healthcare are fundamental to equitable opportunity and regional success. Improving mobility in the Columbus region while focusing on the following LinkUS priorities will create connections that put these goals within reach.



EQUITY

The introduction of mobility options allows for increased and equitable access and opportunity for all members of the community. Mobility is critical to improving equity in the region.



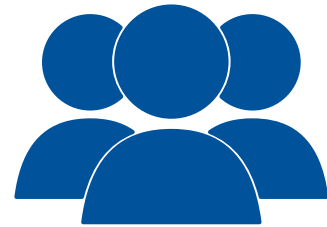
ECONOMIC DEVELOPMENT

Enhanced mobility encourages public and private investment in transportation and development. This promotes local and regional economic vibrancy.



AFFORDABILITY

More transportation choices improves the affordability of our community by reducing transportation costs. This reduction of combined housing and transportation costs also creates a more equitable region.



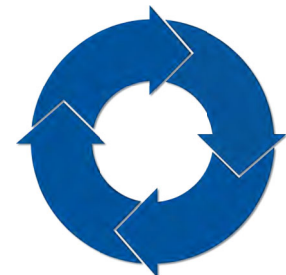
WORKFORCE ADVANCEMENT

Increased travel choices and connectivity better links jobs with the workforce, promoting economic vibrancy and equity.



INNOVATION

Mobility creates greater opportunities for more innovation between our people, places, and shared prosperity. Technological innovations in transportation make a more efficient system, promoting the region's economy and sustainability.

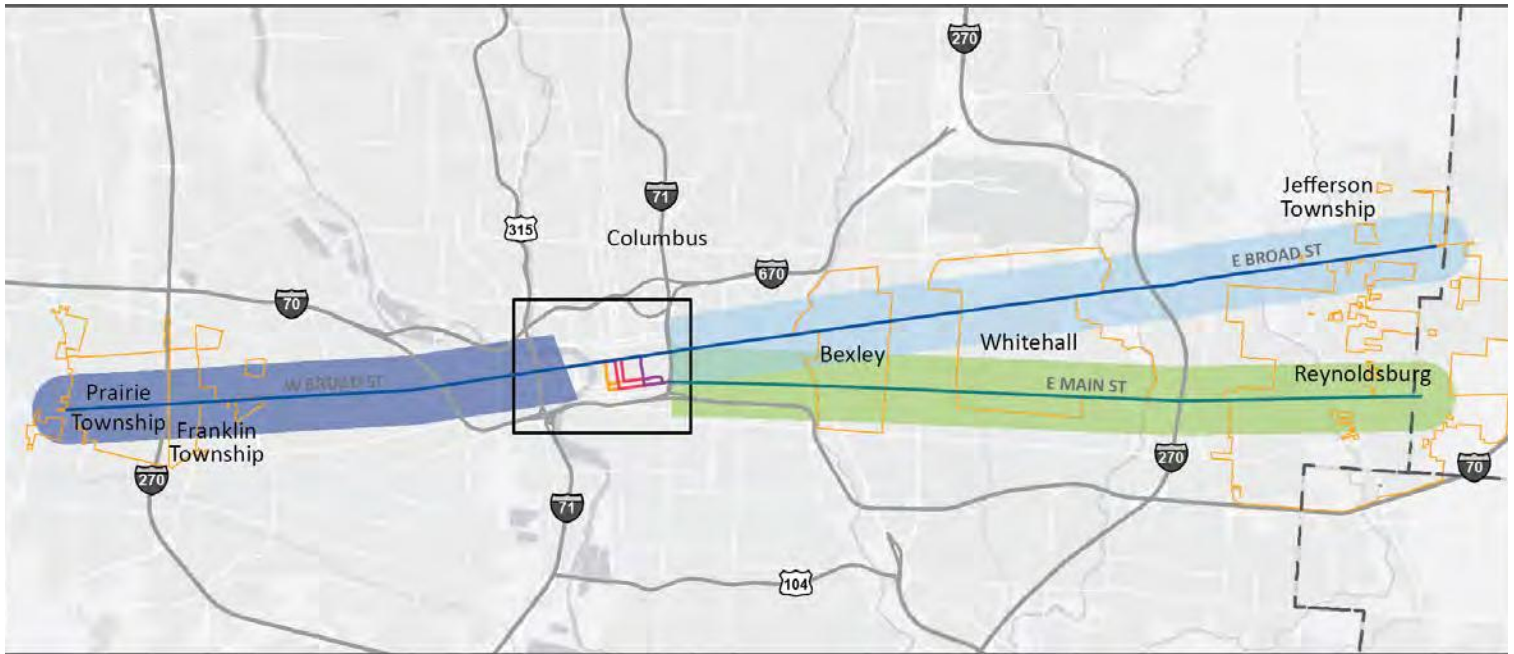


SUSTAINABILITY

Increased mobility options lower automobile dependence to reduce carbon emissions. Coupled with compact, walkable development patterns, growth can occur in the region while also preserving farmland and the natural environment.

THE EAST-WEST HIGH CAPACITY RAPID TRANSIT CORRIDOR

A 20-mile corridor starting from West Broad Street in Prairie Township in the west, through Downtown Columbus, and on East Broad and East Main Streets toward Jefferson Township, Reynoldsburg, and the Franklin County border.



ALIGNMENTS CONSIDERED

West Corridor Study Area

- W Broad St
- 1/2-Mile Buffer

Downtown Columbus Study Area

- Downtown Area
- Broad St
- High & Main/Rich St
- 3rd/4th & Main/Rich St
- Grant & Main/Rich St

East Corridor Study Area

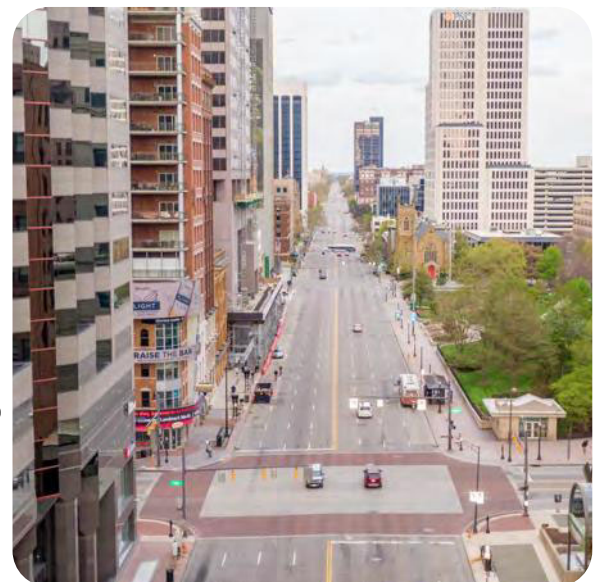
- E Broad St
- 1/2-Mile Buffer
- E Main St
- 1/2-Mile Buffer

Corridor Communities



Neighborhoods Served:

- Prairie Township
- Franklin Township
- Hilltop
- Westgate
- Franklinton
- Downtown Columbus
- Olde Towne East
- King-Lincoln/Bronzeville
- Near East Side
- Franklin Park
- Eastlawn
- Mideast
- Bexley
- Whitehall
- Far East
- Jefferson Township
- Reynoldsburg
- And Others



WHO'S INVOLVED



PARTNER AGENCIES

A Project Management Team, representing each partner agency, brings technical expertise and national experience to develop and engineer proposed alternatives. Members include COTA, City of Columbus, the Mid-Ohio Regional Planning Commission (MORPC) and Franklin County.



THE COMMUNITY

Community voices, history, aspirations, needs and cultural make-up are the foundation of the East-West Corridor plan. Virtual and in-person engagement with the public and corridor stakeholders shaped the East-West HCRT Corridor Locally Preferred Alternative.



TECHNICAL GROUP (TG)

Local transportation and development subject matter experts from the corridor municipalities, MORPC, and Ohio Department of Transportation (ODOT) serve as agency and community liaisons on the Technical Group. These members provide data, technical expertise, and advisory input.



STAKEHOLDER GROUP (SG)

A broad representation of the community, business, faith, advocacy, and social service agency leaders located in or with interests in the corridor. They serve on the Stakeholder Group and provide guidance on community issues and values.

EAST-WEST HIGH CAPACITY RAPID TRANSIT CORRIDOR

MOVING FORWARD. TOGETHER.



2.5 MILLION

**NUMBER OF EAST-WEST CORRIDOR
RESIDENTS BY 2040**

The Central Ohio region is projected to grow to 2.5 million residents by 2040, thus generating increased travel demand and traffic if we don't take steps now to provide more mobility options.

45%

**OF EAST-WEST CORRIDOR RESIDENTS
IDENTIFY AS A PERSON OF COLOR**

The communities throughout the East-West Corridor are culturally diverse. We must be sure our plans leave no one behind, reflect the rich history of the community, improve access to jobs and affordable housing.



13%

**OF HOUSEHOLDS IN THE EAST-WEST
CORRIDOR WITHOUT A VEHICLE**

Zero-vehicle households indicate a strong market for transit and the need to make it a safe and easy place to walk and bike. A holistic mobility strategy will provide a network of transportation options that enhance and preserve the unique characteristics of the communities throughout the East-West Corridor.

THE LOCALLY PREFERRED ALTERNATIVES

The locally preferred alternative (LPA) is how the Federal Transit Administration (FTA) describes a community-selected transit investment that is seeking federal funds for design and construction. The LPA includes the mode, alignment, guideway, and stations that best fit the needs of the East-West Corridor based on technical analysis and public input.

MODE

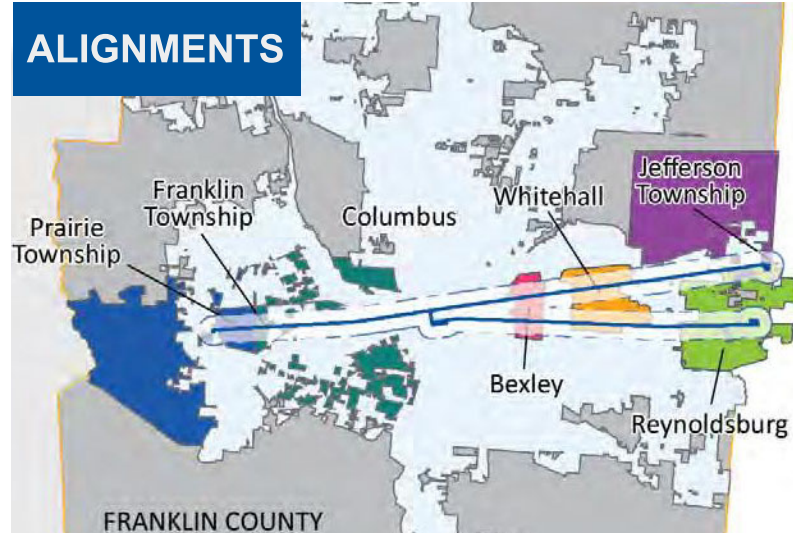


Image - Laker Line BRT, Michigan

BUS RAPID TRANSIT (BRT)

BRT was selected as the preferred mode based on corridor fit, ridership capacity, cost per mile to build/operate and available right-of-way.

ALIGNMENTS



CORRIDOR ALIGNMENT

The East-West HCRT Corridor includes West Broad Street, East Broad Street and East Main Street.

GUIDEWAY



DEDICATED BUS-ONLY LANES

The LPA's recommend a combination of guideways which include dedicated bus-only lanes in the median or alongside the curb.

STATION LOCATIONS



Image - Laker Line BRT, Michigan

ACCESS TO BRT

Station locations were selected as a result of technical analysis and stakeholder and community input. Stations amenities include near-level boarding and off-board fare collection.

THE STUDY PROCESS

The East-West Corridor Study used a phased approach and is structured as a tiered screening, where alternatives are defined, evaluated and refined or eliminated in each step of the process. The result is a proposed LPA or LPAs that will be further refined in future design and environmental phases.

Purpose & Need

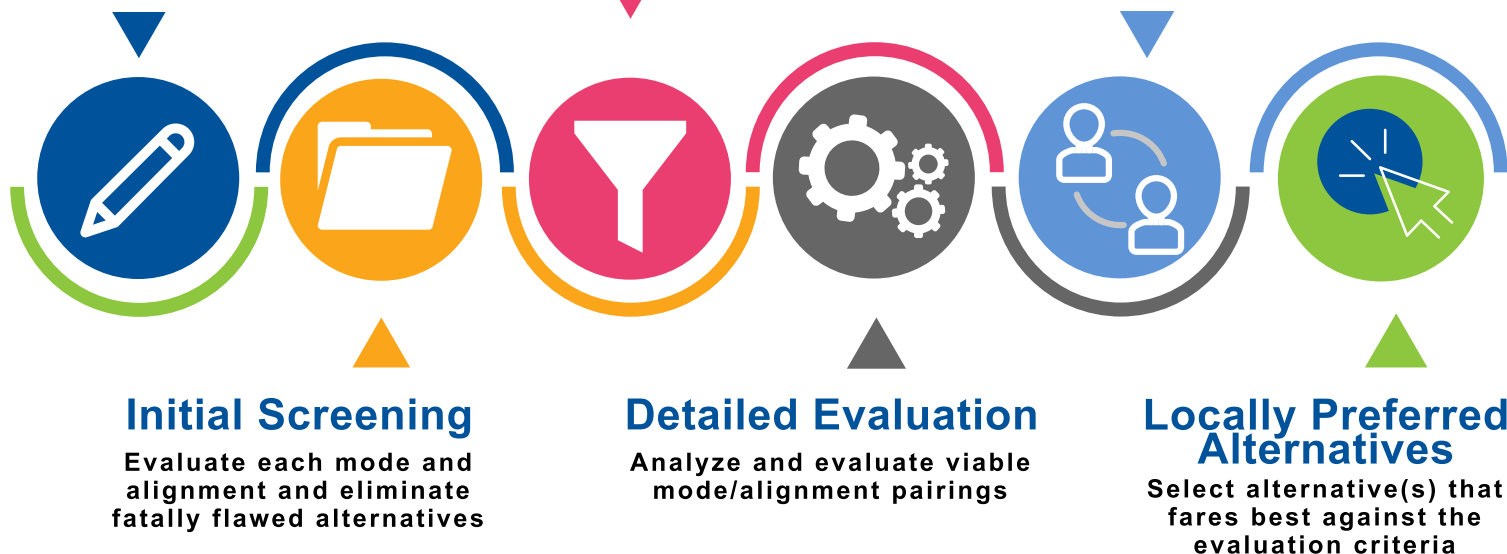
Identify goals, purpose, and needs as basis for evaluation criteria

Define Alternatives

Alternatives include guideway, station locations and alignment

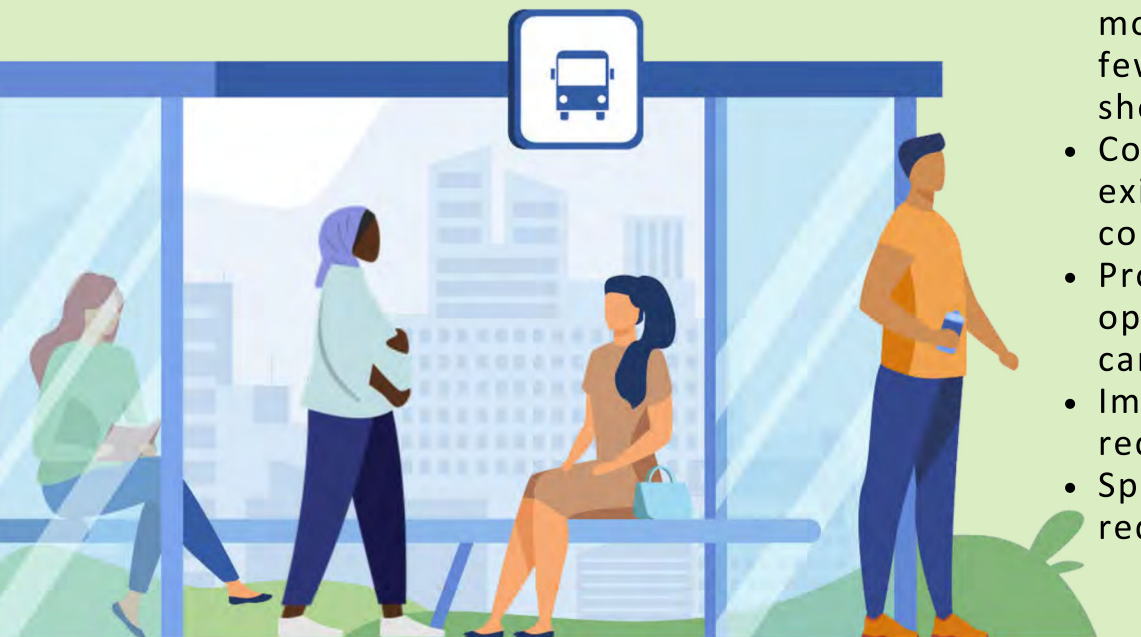
3 Corridors Emerge

East-West HCRT Corridor is separated into 3 distinct Corridors



Bus Rapid Transit will

- Provide greater reliability, more frequent service and fewer stops resulting in shorter travel times
- Connect and integrate with existing and future transit corridors
- Provide increased transit options for those without cars
- Improve access to jobs, recreation and healthcare
- Spur infill and redevelopment



WHAT WE HEARD

IN EARLY PUBLIC OUTREACH FOR THE EAST-WEST CORRIDOR

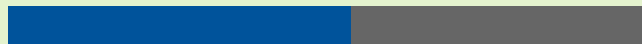
79%

of community survey respondents indicated they would use rapid transit in the East-West Corridor.



52%

of community survey respondents said they rely on another mode other than a car to travel to and from home or work.



Service and design preferences:

- Faster, more reliable transit / transit-dedicated lanes
- Beautified medians
- Safe sidewalks and bike lanes
- Art, diversity and history featured in station design

East Broad or East Main Streets preferences:

- East Main Street support was strong for those looking through equity and redevelopment lenses
- East Broad Street support was strong for those wanting to go to major attractions like the Columbus Museum of Art or Franklin Park Conservatory.

Engagement occurred across platforms

- 300 engagements at 5 roadshow locations
- 5 Virtual public meetings
- YouTube recorded open house and Facebook Live events
- Online Survey

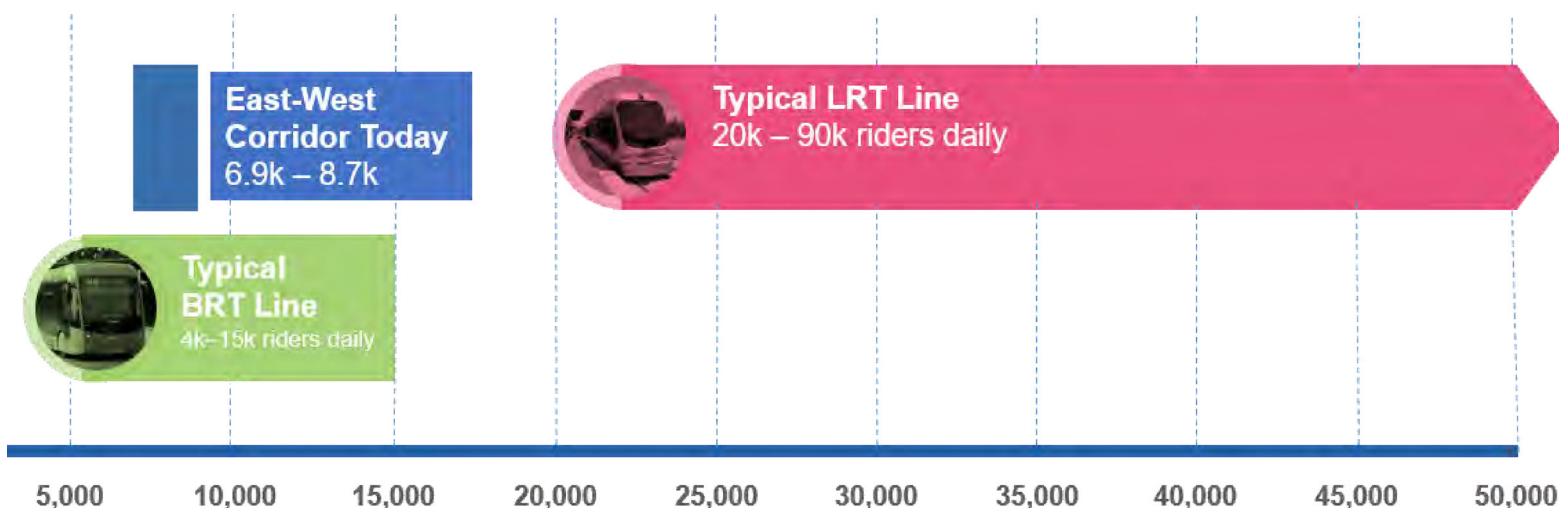
THE BEST MODE FOR THE CORRIDOR

A Two-Step Method: Step 1 Initial Screening

Mode Selection

Bus Rapid Transit (BRT) was selected as the preferred mode that best meets the needs of the East-West Corridor.

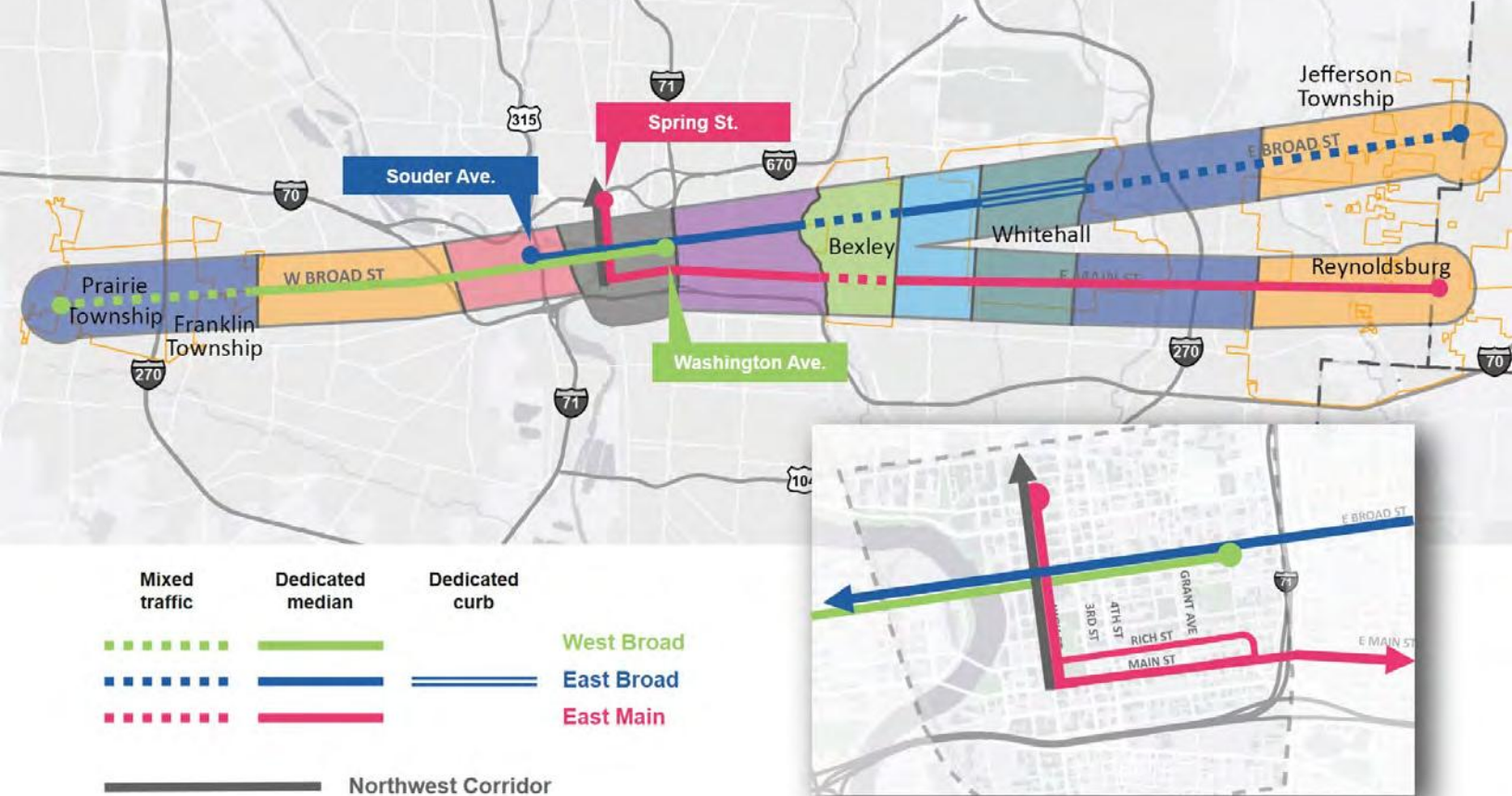
- It meets the needs of COTA's existing ridership
- It allows for future growth by 2040
- It provides flexibility as technology advances and new modes emerge



Bus Rapid Transit Meets Ridership Capacity Demands

Peer agencies who implemented either Bus Rapid Transit or Light Rail Transit saw comparable ridership increases

		Location	Percent Increase in Ridership After Implementation
Bus Rapid Transit Peers	Community Transit – SWIFT BRT	Snohomish County, WA	+11%
	Cleveland Healthline BRT	Cleveland, OH	+31%
	Metro Transit A Line BRT	Minneapolis, MN	+32%
	Grand Rapids Silver Line	Grand Rapids, MI	+35%
Light Rail Transit Peers	Charlotte Lynx Blue Line LRT	Charlotte, NC	+10%
	Utah Transit Authority – TRAX LRT	Salt Lake City, UT	+23%
	Metro Transit Green Line	Minneapolis, MN	+25%
	Valley Metro LRT	Phoenix, Arizona	+35%



All three corridors were found to be deserving of high capacity rapid transit. As a result, the project team divided the East-West HCT corridor into three separate LPA projects.

This approach:

- Reflects community preferences
- Increases implementation flexibility
- Attracts more federal funding

1 EAST-WEST HIGH CAPACITY RAPID TRANSIT CORRIDOR NETWORK



3 BRT CORRIDORS

West Broad Street
East Main Street
East Broad Street

West Broad Street

Locally Preferred Alternative



MODE: BUS RAPID TRANSIT



AREAS SERVED

Prairie Township, Franklin Township, Franklinton, Hilltop, City of Columbus

8.6 Miles & 16 Stations

ZERO-CAR HOUSEHOLDS

TRIPS ON THE CORRIDOR

57% of the estimated BRT trips by 2040 will be taken by those who do not have access to a personal automobile.

CULTURAL DIVERSITY

CONTEXT SENSITIVE DESIGN

34% of the residents in the West Broad Street Corridor identify as a person of color. The BRT design will be responsive to inputs and preferences of the community being served.

ECONOMIC DEVELOPMENT

EMPLOYMENT

BRT can support access to the 76,200 jobs within the West Broad Street Corridor and connect people to economic opportunities.

ACCESS TO OPPORTUNITY

AREAS OF PERSISTENT POVERTY

BRT can help connect the 78% of residents on West Broad Street who live in an area of persistent poverty to jobs, healthcare, education and other community resources.

STEP 2: DETAILED EVALUATION

Potential station locations, alignments and guideways were evaluated based on a series of assessments which included determining estimated capital costs, operating and maintenance costs and evaluating transportation and parking impacts, travel demand, environmental considerations, and potential economic development.

CAPITAL COST

\$175 - \$211

**MILLION DOLLARS OF
BRT INVESTMENT (2021\$)**

OPERATING AND MAINTENANCE COST

\$6,500,000

**ANNUAL O&M COST
(2021\$)**

CORRIDOR RIDERSHIP

7,100

**TOTAL WEEKDAY
TRANSIT TRIPS BY 2040**

INDUCED DEMAND

1,200

**NEW WEEKDAY TRANSIT
TRIPS BY 2040**

ENVIRONMENTAL CONSIDERATIONS

19,600

**NUMBER OF HOUSING
UNITS WITHIN A HALF-
MILE OF A BRT STATION**

ECONOMIC DEVELOPMENT

\$85,000 - \$397,500

**MEDIAN SINGLE-FAMILY
HOME PRICE IN 2020**

RIDING THE WEST BROAD STREET BRT

KEY DESTINATIONS

HEALTHCARE

OhioHealth Doctors Hospital
Mount Carmel Hospital
OhioHealth Grant Medical Center

ATTRACTIONS

Scioto Mile
Center of Science and Industry (COSI)
Palace Theater
Columbus Metropolitan Library
Columbus Museum of Art
Hollywood Casino

PUBLIC SERVICES

Ohio Department of Transportation
Ohio Department of Public Safety
Ohio Statehouse

TRANSIT SERVICE

Existing COTA Local Service
CMAX BRT
Future LinkUS Transit Corridors

WHAT BRT SERVICE LOOKS LIKE

AREAS SERVED

The proposed West Broad Street LPA is a 8.6-mile BRT route from COTA's Westwoods Park and Ride to Washington Avenue in Downtown Columbus.

FEATURES

The BRT will operate in mixed traffic for 3.5 miles and dedicated guideway for 5.1 miles from Hilltop to Downtown Columbus. Sixteen stations are planned along the route. The exact placement of these facilities will be coordinated with the local community during the design phase. West Broad Street BRT will feature large stations with level boarding, access for people with disabilities and transit signal priority to reduce BRT travel times.

OPERATING FREQUENCY

Service has been modeled to operate every 10 to 20 minutes seven days a week. The BRT is planned to operate from 5:00 A.M. to 12:00 A.M Monday through Saturday and 5:00 A.M to 9:00 P.M on Sundays.



WHAT'S NEXT

2021

▶ **EAST-WEST HCRT CORRIDOR STUDY**

Identified purpose and need, conducted a detailed evaluation of the corridor, eliminated fatal flaw alternatives and recommended the locally preferred alternatives (LPAs): West Broad Street, East Main Street and East Broad Street.

▶ **PHASING, PRIORITIZATION AND AMENDMENT**

COTA adopts the 3 LPAs and requests an amendment to the Metropolitan Transportation Plan (MTP). MORPC announces 30-day public input period to amend the MTP. Upon completion, the MTP is amended to include the LPAs.

▶ **PRELIMINARY ENGINEERING**

COTA requests entry into FTA's Small Starts program, advance design, environmental analysis and continued public engagement.

2022

▶ **FINALIZE LINKUS PHASING AND FUNDING STRATEGY**

The timeline of the West Broad Street BRT is subject to change following the determination of the future funding strategy and associated timing.

2023

▶ **FINAL ENGINEERING AND DESIGN**

Design and costs are finalized for construction. Public engagement continues.

2024

▶ **FTA GRANT APPROVAL AND CONSTRUCTION BEGINS**

West Broad Street BRT project costs are fully funded and construction begins.

2027

▶ **RIDE THE WEST BROAD STREET BRT!**





EAST WEST HIGH CAPACITY RAPID TRANSIT CORRIDOR

IN PARTNERSHIP WITH



QUESTIONS?



VISIT LINKUSCOLUMBUS.COM

We value your input! Sign up to receive updates or learn about upcoming meetings.



JOIN US ON FACEBOOK/[LINKUSCOLUMBUS/](https://www.facebook.com/LinkUsColumbus/)



FOLLOW US ON TWITTER [@LINKUSCOLUMBUS](https://twitter.com/LinkUsColumbus)



**HEAR MORE ABOUT THE EAST-WEST HCT CORRIDOR
FROM THE PROJECT TEAM [@LINKUSCOLUMBUS](https://www.youtube.com/channel/UC...)**

Transit Multi-Modal Project Information

COTA operates the line 10 West Broad route along the future West Broad Street BRT Corridor. Other routes that operate within the Corridor include parts of line 5, 6, 9, 12 and 21. For the purposes of these calculations we are only focusing on the line 10 route and are using 2019 (pre-COVID) ridership data.

Peak Hour Transit Ridership and Capacity Calculations

Automatic Passenger Counters (APC) were used to gather an average boarding per stop per trip over the month of October 2019. The total average boardings for the trips between 3-4pm for stops along the Corridor were added equaling 232 average peak hour ridership.

Existing Capacity

There are an average of 38 seats on a 40' bus and 6 trips in each direction within an hour equating to 12 total trips $(38 \times 12) = 456$.

Existing Peak Hour Ridership / Capacity Ratio

$232 \text{ Ridership} / 456 \text{ Capacity} = 0.51$

Added Peak Hour Capacity

There are around 44 seats on a 60' articulated bus. Note that a lot more space is provided for wheel chairs and bicycle storage and more doors for boarding/alighting of passengers. COTA projects the same number of trips on the BRT, for 12 total trips per peak hour plus the additional underlying service at 2 trips per hour (one in each direction). $[(44 \times 12) + (38 \times 2)] = [528 + 76] = 604$ peak hour capacity. $604 - 456 = 148$ added peak hour capacity.

VMT Reduction

VMT Reduction was calculated using the Federal Transit Administration's STOPS ridership model. For more information, see Memo titled 2022 11 17 West Broad BRT Corridor Ridership Memo. VMT Reduction in year 2040 is 10,270.



WEST BROAD STREET BRT

LINKUS HIGH CAPACITY RAPID TRANSIT NETWORK

TRAVEL DEMAND METHODOLOGY AND 15% DESIGN FORECAST RESULTS

DRAFT TECHNICAL MEMORANDUM

CENTRAL OHIO TRANSIT AUTHORITY

REVISION #0

November 17, 2022

PREPARED FOR:

Central Ohio Transit Authority
33 N. High St.
Columbus, Ohio 43215

PREPARED BY:

AECOM
277 W Nationwide Blvd
Columbus, OH 43215

REVISIONS

REVISION NO.	DATE	PREPARED BY
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DRAFT

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1. INTRODUCTION

This technical memorandum provides a brief overview of the methodology, assumptions, and forecasts for the **15% Design** West Broad Bus Rapid Transit Project. Additional work on assumptions, coordination, and forecasts are required prior to any Federal Transit Administration (FTA) Capital Investment Grant (CIG) submission.

The document summarizes:

- Project Description and Alternatives
- Regional STOPS model overview
- Project Model Assumptions
- Project Forecasts

2. PROJECT DESCRIPTION AND ALTERNATIVES

2.1 Project Description

The LinkUS Mobility and Growth initiative is Central Ohio's transformational and comprehensive prosperity and mobility initiative. LinkUS seeks to provide a complete mobility system along key regional corridors, including rapid transit, technology solutions, bicycle and pedestrian improvements and land use changes. The initiative is a response to the challenges facing a growing region: traffic congestion, equitable access to jobs and housing, economic vitality, and sustainability. It builds on numerous previous regional planning efforts, such as the Central Ohio Transit Authority's (COTA) NextGen Plan and the insight2050 Corridor Concepts study. The LinkUS Initiative identified six corridors for High-Capacity Rapid Transit (HCRT), specifically the East-West Corridors, Northwest Corridor North Corridor, Northeast Corridor, Southeast Corridor, and Airport-Easton Corridor.

The East-West Corridor High Capacity Transit (HCT) Plan collectively evaluated the feasibility of the East-West Corridors, defined as West Broad Street, East Broad Street, and East Main Street, for HCRT. The East-West Corridor Plan's technical analyses and public and stakeholder engagement indicated that all three alignments – West Broad, East Broad, and East Main –were justified for Bus Rapid Transit (BRT) investment. As a result, each corridor was advanced as a separate Locally Preferred Alternative (LPA), in pursuit of Small Starts funding through the FTA's Capital Investment Grant (CIG) Program. As the project sponsor, COTA is advancing the West Broad Street BRT in partnership with the Ohio Department (ODOT), Franklin County, the Mid-Ohio Regional Planning Commission (MORPC), and corridor municipalities including the City of Columbus, Prairie Township, and Franklin Township.

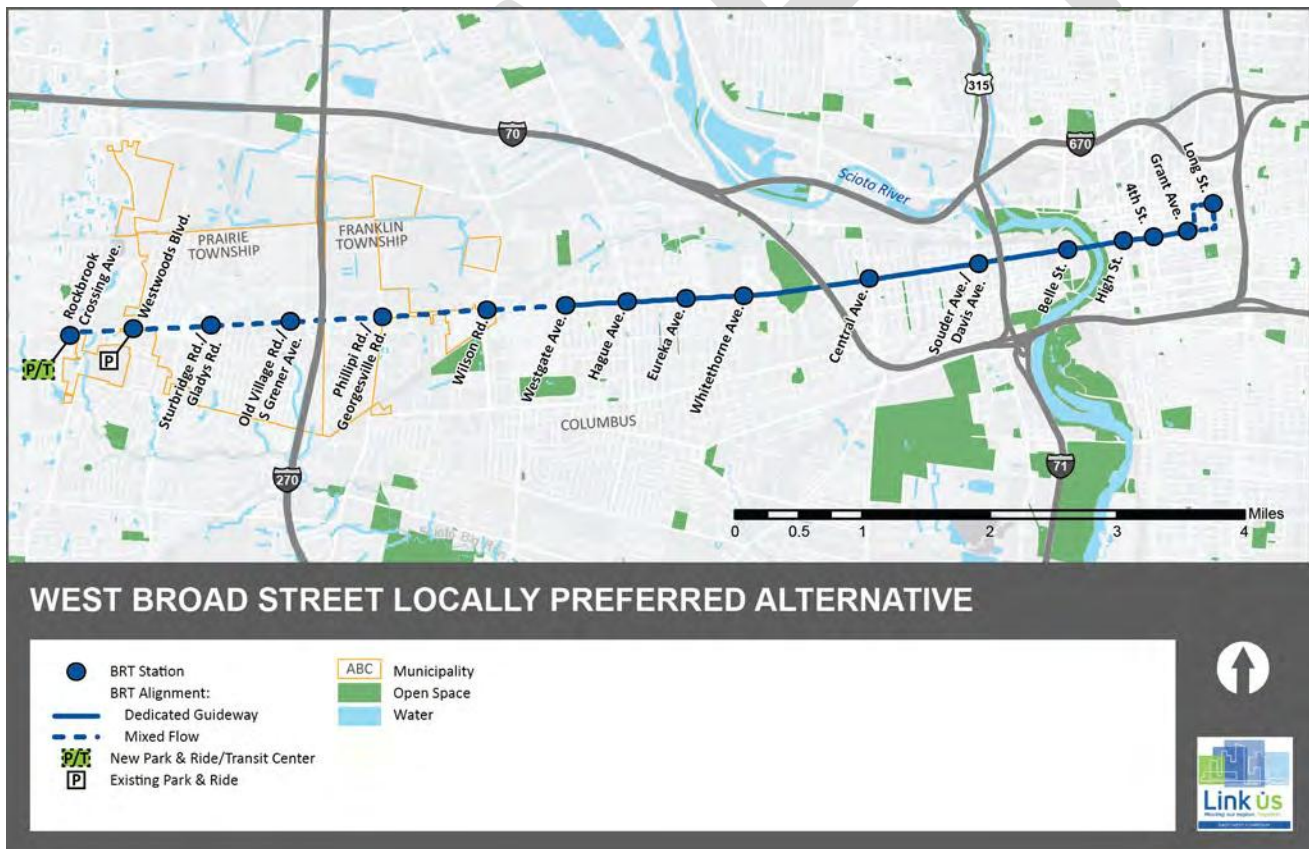
The West Broad Street BRT LPA, identified in August 2021¹, was modified as a result of engineering refinements and stakeholder feedback during the 15% design phase, specifically extending approximately 0.7

¹ West Broad Street LPA, August 2021, <https://LinkUScolumbus.com/wp-content/uploads/2021/08/West-Broad-Street-LPA.pdf>

miles east from COTA's Westwoods Park and Ride to a future transit center/park and ride parcel at Rockbrook Crossing Avenue. This parcel, currently owned by Prairie Township, will feature a new park and ride, and/or transit center for BRT and local route riders, end of line layover facilities, and on-route BRT vehicle charging. COTA is in active discussions and coordination with Prairie Township regarding the development of this parcel. The West Broad Street BRT is now an approximately 9.3 mile HCRT corridor that will serve 17 stations from Rockbrook Crossing, a planned development west of Galloway Road, to Downtown Columbus (**Figure 1**).

The BRT will operate in mixed traffic for 3.7 miles from Westgate Avenue to Rockbrook Crossing on the western portion of the corridor, transition to dedicated guideway for 5.2 miles from the Hilltop neighborhood to Downtown Columbus, and then back to mixed flow as the route turns around near the end of line for an additional 0.4 miles to complete the trip at Long Street/Washington Avenue. The BRT will feature off-board fare collection, near-level boarding at stations, transit signal priority, and bicycle and pedestrian improvements. BRT service is planned to operate every 10 to 20 minutes seven days a week between starting at 5:00 A.M. and extending past 12:00 A.M.

Figure 1 West Broad Street BRT Corridor



Source: West Broad Street BRT, Revised LPA Alignment, July 2022

2.2 BRT Service Assumptions

The recommended schedule for the West Broad BRT is shown on **Table 1**. Recommended BRT schedules are based on a review of Line 2 and Line 10 schedules across all time-of-day spans between 2019 and 2021, with the recommended headways reflecting the maximum service historically provided. In 2019, prior to the pandemic, both routes had a morning and evening peak headway of 10 minutes, with midday headways between 12 and 15 minutes and evening service from 20 minutes up to 60 minutes for the final runs of Line 2. More recently, schedules have been revised to reflect a more consistent 10-minute frequency throughout the midday, with headways between 12 and 15 minutes in the mornings and evenings. To produce FTA cost estimates, the recommended BRT schedule assumes continuation of 10-minute headways during the day, with expanded peak span to include morning and evening rush hours in anticipation of a return of more traditional commuter patterns. In addition, operating costs conservatively include an extension of Sunday evening service for consistency with more recent COTA local service schedule trends.

Table 1: BRT Schedule Assumptions

BRT Schedule Assumptions			
Day	Schedule Span*	Service Hours	Headway
Weekday	5:00 a.m. – 6:00 a.m.	1	15
Weekday	6:00 a.m. – 6:00 p.m.	12	10
Weekday	6:00 p.m. – 9:00 p.m.	3	15
Weekday	9:00 p.m. – 12:00 a.m. (final pull-in after 12:30 a.m.)**	3	20
Saturday	5:00 a.m. – 9:00 a.m.	4	15
Saturday	9:00 a.m. – 6:00 p.m.	9	10
Saturday	6:00 p.m. – 9:00 p.m.	3	15
Saturday	9:00 p.m. – 12:00 a.m. (final pull-in after 12:30 a.m.)**	3	20
Sunday	5:00 a.m. – 9:00 a.m.	4	15
Sunday	9:00 a.m. – 6:00 p.m.	9	10
Sunday	6:00 p.m. – 12:00 a.m. (final pull-in after 12:30 a.m.)**	6	20

*Spans represent the departure from the first scheduled stop of the first and last trip. Evening service may extend later at select stations as the final vehicle completes its trip.

** Pull-in time reflects the estimated one-way travel time for the BRT route which may vary based on as described in the following sections.

2.3 Local Service Assumptions

The three West Broad Street local service options primarily differ in how much overlapping service Line 10 would provide along West Broad Street in the BRT corridor. Options to be evaluated include:

- **Option 1 – COTA//Plus Coverage:** Line 10 shortened from Limited Brands to downtown, with no change to baseline (2019) frequency or span of service on East Broad. Local service on West Broad Street would be provided by a new Hilltop COTA//Plus zone as well as continued coverage from existing services for Line 5, Line 6, Line 9, Line 12, and Line 21.
- **Option 2 – 60-minute Local Service:** Line 10 reconfigured as 2 patterns, with Pattern A operating between Limited Brands and Wilson Road once per hour and Pattern B from Limited Brands to downtown providing the remaining runs such that the combined frequency along East Broad matches 2019 schedule information.
- **Option 3 – 30-minute Local Service:** Line 10 reconfigured as 2 patterns, with Pattern A operating between Limited Brands and Wilson Road twice per hour and Pattern B from Limited Brands to downtown providing the remaining runs such that the combined frequency along East Broad matches 2019 schedule information.

For all West Broad Street local service options, a combination of Line 5, Line 6, Line 9 and Line 21 would continue to provide local stop access for areas west of Wilson Road while Line 12 would serve stops along West Broad between Front Street and Souder Avenue.

It is assumed that Line 9 would also be extended along West Broad Street from Westwoods Boulevard past Galloway Road to Rockbrook Crossing Avenue, in order to provide additional local service to the proposed BRT end of line and proposed Rockbrook Park and Ride. This extension would add approximately 1.0 miles and 3.7 minutes round trip. Line 9 currently operates hourly, making 17 trips per day, 7 days a week. No changes to Line 9 frequency or span of service are needed.

2.3.1 COTA//Plus Coverage (Option 1)

In this scenario Line 10 would operate as a single pattern between Limited Brands and Downtown Columbus, where the route would turnaround via High Street and the Spring Street COTA terminal, similar to some existing late night runs. Estimated service characteristics, based on 2019 Line 10 distances and time points, are shown in **Table 2**. Line 10 service reductions must be balanced by reasonable local stop access through alternate services in order to continue providing equitable transit service to areas between proposed BRT stations.

West of Wilson Road, current Line 10 local stops would continue to receive service from a combination of Lines 5, 6, 9, and 21. Line 9 service would be extended to the proposed Rockbrook Park and Ride as described above for additional local coverage. Additionally, Line 12 would provide service coverage between Front Street and Souder Avenue, leaving only local stops along the 3.8 mile length of Broad Street between Souder Avenue and Wilson Road without regular fixed route service. These stops would instead be served by implementation of the proposed Hilltop COTA//Plus which extends from downtown Columbus to I-270, as shown in **Figure 2**. Service for this zone assumes 3 vehicles in operation during maximum service in order to provide a 15 minute

or better wait time. This service is incorporated into STOPS ridership modeling as the equivalent of a 15-minute headway.

The Hilltop COTA//Plus is one of many COTA//Plus zones identified as part of the LinkUS vision. In general, this vision for expanded COTA//Plus service is considered to be an independent project, however, the Hilltop Zone in particular would become a critical component of maintaining service coverage and must therefore be included in Project ridership and cost models for the West Broad Street BRT project Under this service option. *The West Broad Street BRT Ridership Technical Memo will include additional information about the incorporation of the COTA//Plus Zone into the STOPS model (planned for Fall 2022).*

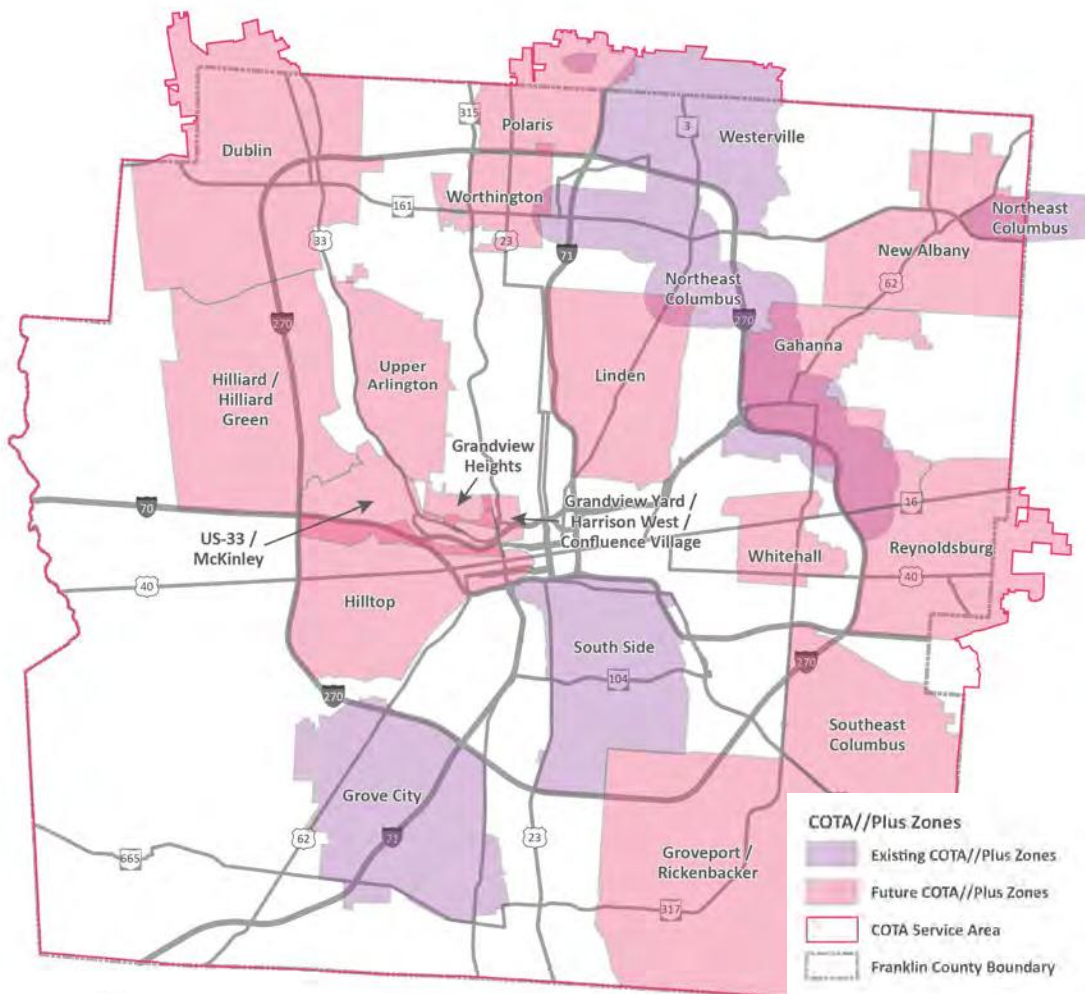
Table 2: Route 10, Option 1 Service characteristics

Line 10	2019 Baseline	Proposed	Change
Round Trip Length	45 miles	25 miles	-20 miles
Midday Travel Time*	178 minutes	113 minutes	-65 minutes
Peak Travel Time*	180 minutes	116 minutes	-64 minutes
Trips (Avg. Weekday)	86	86	0
Annual Revenue Miles**	1,285,000	776,000	-509,000

*Travel times reflect existing schedule time points, for the length of the existing or proposed corridor.

**2019 Baseline Annual Revenue miles reflect select trips ending at Mount Caramel East Hospital rather than Limited Brands, rounded to the nearest 1,000 miles..

Figure 2: LinkUS COTA//Plus Vision (2022)



2.3.2 60-minute Local Service (Option 2)

In this scenario, Line 10 would operate as two patterns in order to maintain existing serve levels on East Broad while still providing once per hour local stop access to portions of the West Broad Street corridor. This service option assumes that Line 10 would turn around near Wilson Road on the west, with coverage beyond that point provided by Lines 5, 6, 9, and 21, as described above. Detailed end of line assumptions are subject to refinement based on design and operational constraints. Wilson Road is used here for as the approximate end of Line for O&M costing and ridership modeling purposes. However, a suitable location for turning around and recovery would need to be identified.

Pattern B would run more frequently between Limited Brands and Downtown Columbus, where the route would turnaround via High Street and the Spring Street COTA terminal, similar to some existing late-night runs. Estimated service characteristics, based on 2019 Line 10 distances and time points, are shown in **Table 3**.

Table 3: Route 10, Option 2 Service Characteristics

Line 10	2019 Baseline	Proposed Pattern A**	Proposed Pattern B	Change
Round Trip Length	45 miles	36 miles	25 miles	up to -20 miles
Midday Travel Time*	178 minutes	160 minutes	113 minutes	up to -65 minutes
Peak Travel Time*	180 minutes	162 minutes	116 minutes	up to -64 minutes
Trips (Avg. Weekday)	86	19.5	66.5	0
Annual Revenue Miles***	1,285,000	244,000	607,000	-434,000

*Travel times reflect existing schedule time points, for the length of the existing or proposed corridor.

** Distance and schedule times to Hilltop were increased by 2 miles and 10 minutes roundtrip to account for end of line circulation near Wilson Road.

***2019 Baseline Annual Revenue miles reflect select trips ending at Mount Carmel East Hospital rather than Limited Brands, rounded to the nearest 1,000 miles.

The Hilltop COTA//Plus zone can be added through LinkUS initiative as a supplemental service in this corridor but is not a critical component of maintaining local stop access for this scenario and is therefore not included in Project ridership or cost models.

2.3.3 30-minute Local Service (Option 3)

Similar to Option 2, Line 10 would operate two patterns to allow differing service levels on the East Broad Street and West Broad Street parts of the corridor. However, for this service option, Pattern A would run every 30 minutes providing a higher service level for West Broad Street than under Option 2. Combined service between Limited Brands and Downtown would not be affected. Service Option 3 also assumes that Line 10 would turn around near Wilson Road on the west, with coverage beyond that point provided by Lines 5, 6, 9, and 21, as described above. **Table 4** summarizes estimated service characteristics, based on 2019 Line 10 distances and time points.

Table 4: Route 10, Option 3 Service Characteristics

Line 10	2019 Baseline	Proposed Pattern A**	Proposed Pattern B	Change
Round Trip Length	45 miles	36 miles	25 miles	up to -20 miles
Midday Travel Time*	178 minutes	160 minutes	113 minutes	up to -65 minutes
Peak Travel Time*	180 minutes	162 minutes	116 minutes	up to -64 minutes
Trips (Avg. Weekday)	86	38.5	47.5	0
Annual Revenue Miles***	1,285,000	494,000	433,000	-358,000

*Travel times reflect existing schedule time points, for the length of the existing or proposed corridor.

** Distance and schedule times to Hilltop were increased by 2 miles and 10 minutes roundtrip to account for end of line circulation near Wilson Road.

***2019 Baseline Annual Revenue miles reflect select trips ending at Mount Caramel East Hospital rather than Limited Brands, rounded to the nearest 1,000 miles.

The Hilltop COTA//Plus zone can be added through LinkUS initiative as a supplemental service in this corridor but is not a critical component of maintaining local stop access for this scenario and is therefore not included in Project ridership or cost models.

3. REGIONAL STOPS MODEL OVERVIEW

The starting point for the project ridership methodology and project forecasts is COTA's Regional Simplified-Trips-on-Project Software (STOPS) Model. The Federal Transit Administration's (FTA) STOPS modeling package is a limited implementation of the conventional four step model where trip generation and distribution are replaced by Census and local survey data to describe the travel markets. Information about the STOPS model can be found on the FTA website <https://www.transit.dot.gov/funding/grant-programs/capital-investments/stops-documentation-and-software>. It also uses GTFS (General Transit Feed Specification) transit schedule data to replace the traditional coded transit network. The model is fully described in *Central Ohio Transit Authority Regional STOPS Model: Model Development Report (December 2020)*. This section briefly summarizes the inputs and assumptions used and regional calibration found in the report.

The "Incremental" STOPS approach was used for the regional STOPS model. The 2018 regional transit on-board survey was used as the basis of the input trip table. The survey was expanded to average weekday ridership for October 2018 and filtered by trip purpose, auto ownership, and access/ egress modes for model input and analysis.

Section 3.1 discusses the regional STOPS model inputs. The section includes details of the geographic area, regional districts, summary of input files used, the census data, analysis years, MPO data, transit network, existing ridership data, and additional input files.

The model also has additional group calibration techniques which use observed route counts and/or stop group ridership. Section 3.2 discusses the calibration of the regional STOPS model including the use of Type 0 which does not adjust for observed stop group or route ridership information and Type 12 group calibration which adjusts for both stop group and route count ridership inputs.

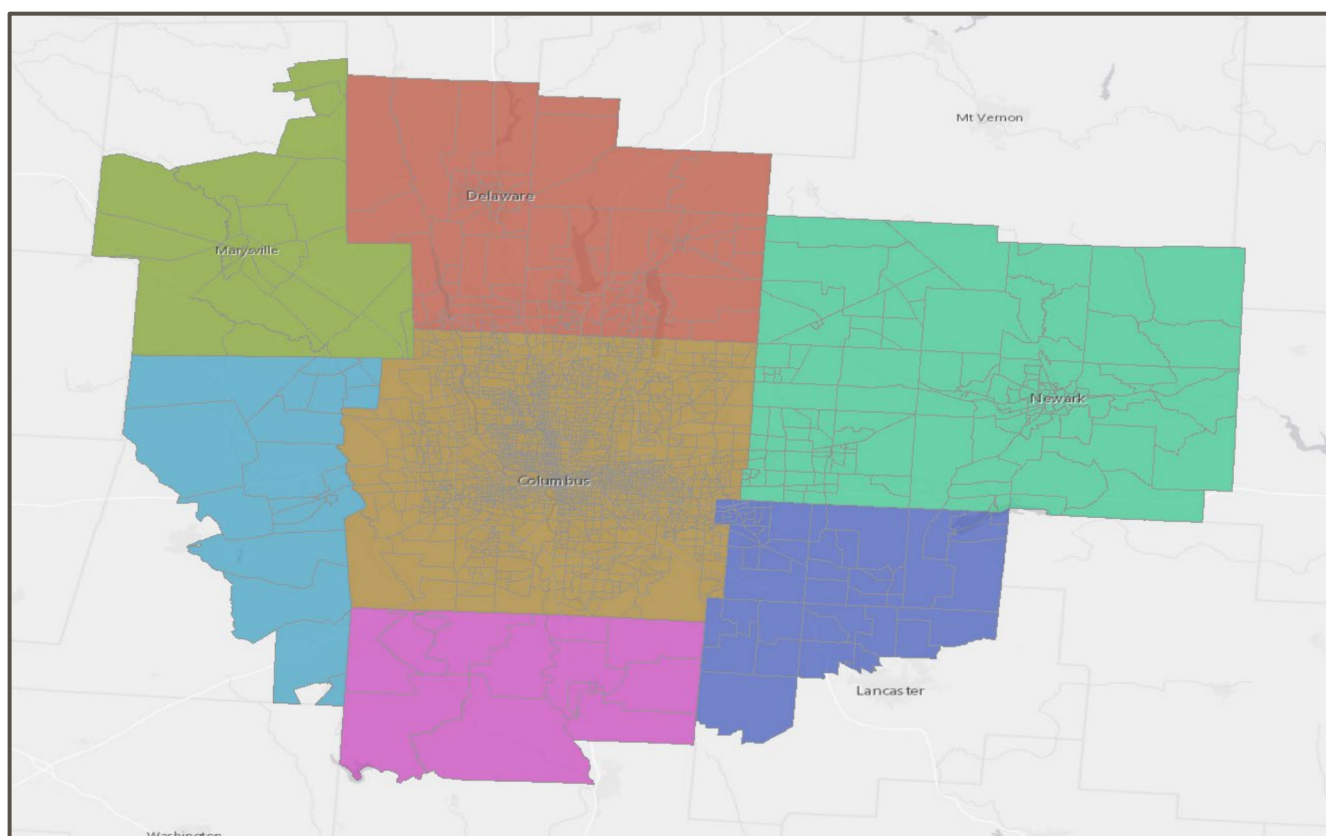
3.1 Regional Model Inputs

The STOPS model requires a number of inputs as well as optional settings in order to setup and calibrate the model. The model was setup using STOPS v2.50.

The geography included in the STOPS model includes the entirety of Delaware, Franklin, and Licking Counties and portions of Fairfield, Madison, Pickaway, and Union Counties to generally align with the geographic boundaries of the Mid-Ohio Regional Planning Commission's (MORPC's) regional travel demand model.

Figure 3 shows the modeling area for the regional STOPS model.

Figure 3: Modeling Area

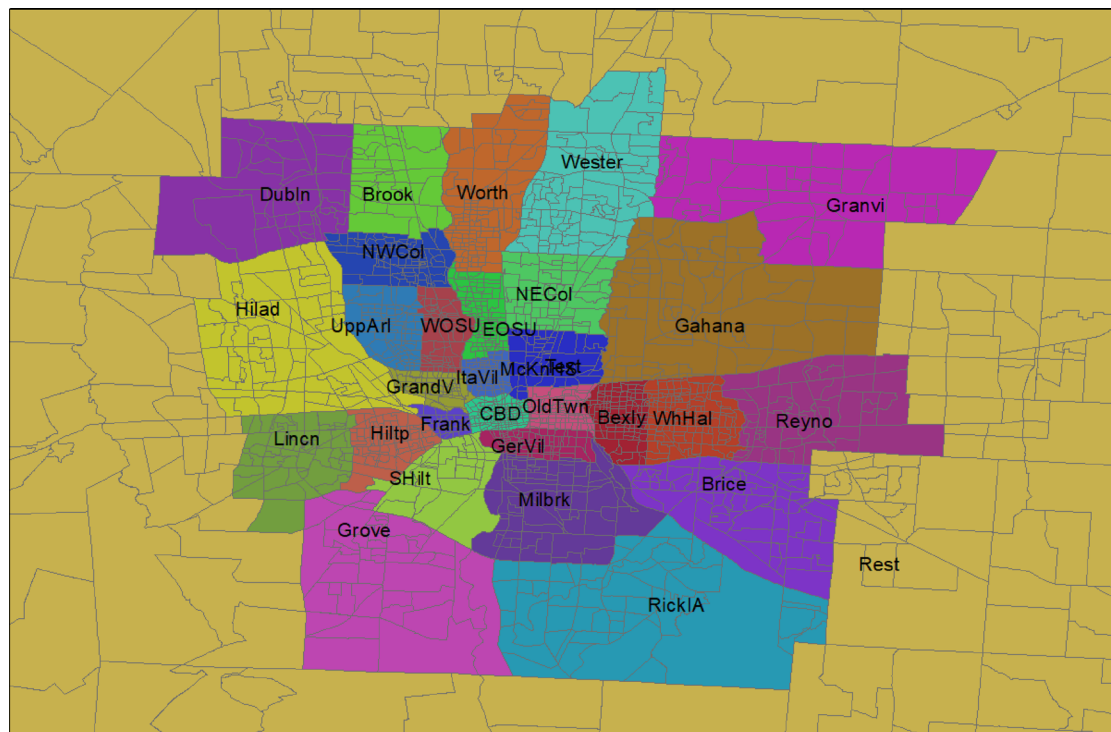


Source: *Central Ohio Transit Authority Regional STOPS Model: Model Development Report (December 2020)*

STOPS uses districts defined by the user for logical groupings of Traffic Analysis Zones (TAZs) for regional geographies as well as transportation corridors. The regional model is divided into 30 geographic districts shown in **Figure 4**. These districts are also used as the basis for the stop groups within the model which are used in the Type 12 calibration discussed in Section 3.2. **Table 5** provides a list and description of input files and folders used for the regional STOPS model.

The 2006-2010 American Community Survey (ACS) data for the state of Ohio was used as input in the regional STOPS model. This data was provided by the FTA and the regional modeling team removed data for zones not in the modeling area to increase performance of the model. The regional model was set up with a current year of 2018 and a forecast year of 2040. STOPS can also model up to two additional interim years for opening day and a shorter range 10 year forecast.

Figure 4: Regional STOPS District System



Source: Central Ohio Transit Authority Regional STOPS Model: Model Development Report (December 2020)

Table 5: Summary of Input Files

Input File/Folder Name	Description
<i>Files in the "Districts" folder</i>	
AC_DistrictZone.shp	Contains the district definitions.
<i>Files in the "Inputs" folder</i>	
AC39_d00.shp	ACS zonal shapefile for the state of Ohio. Zones outside the modeling area are removed.
censusblocks_OH.shp	Census block shapefile for the state of Ohio. Blocks outside the modeling area are removed.
OH_ctpp1_t030_t046.ACS, OH_ctpp2_t001_t017.ACS, OH_ctpp3_sumlv140.ACS	Census Transportation Planning Products (CTPP) American Community Survey (ACS) Part 1, 2, and 3 files for the state of Ohio.
MPO0000TAZPopEmp.shp	TAZ shapefile from MORPC's regional travel model containing population and employment for the Census and analysis years.
STOPS_PATH_Auto_skim.csv	Zone-to-zone AM peak period auto travel times and distances from MORPC's regional travel model.
COTAEXS	Folder containing the 2018 GTFS files for COTA

Input File/Folder Name	Description
COTABLD	Folder containing the 2018 GTFS files for COTA plus the Broad Street, Main Street, and Northwest corridor routes developed for the NextGen Plan.
STOPS_Imported_Trip_Tables.csv	Production zone-to-attraction zone transit linked trips stratified by trip purpose for Home-Based Work, Home-Based Other, and Non-Home-Based (HBW, HBO, and NHB) and household auto ownership (0 car, 1 car, and 2+ cars).
STOPStations.shp	Station shapefile
route_counts.txt	Route count file
WalkLinks.shp	Walk links shapefile
STOPS_Fare_Structure.ctf	Fare structure file
<i>Control files in the root folder</i>	
COTA.ctf	STOPS main control file with the 2018 GTFS for Existing, No-Build, and Build scenarios.

Source: *Central Ohio Transit Authority Regional STOPS Model: Model Development Report (December 2020)*

STOPS requires two main components from the local metropolitan planning organization (MPO): population and employment data and highway congested travel time and distances (skims). MORPC provided population and employment data for 2010, 2018, and 2040 with some gaps in employment data at the zonal level due to confidentiality. The regional model team made some assumptions based on Longitudinal Employer-Household Dynamics (LEHD) data and aggregate employment totals to distribute employment data to zones without data. Auto skims were provided from the regional travel demand model for 2018 and 2040 for the AM peak period from MORPC.

STOPS uses GTFS data to represent the transit network. This data contains transit service data for the transit agency for a specified period of time. This data is available from the transit agency and archived data can be available online through sources such as transitfeeds.com. For the regional STOPS model, September 2018 GTFS data provided by COTA was used which corresponds to September 2018 ridership counts from the COTA Route Standards Report and the 2018 expanded survey. The September 2018 GTFS data provided did not match those found through the publicly available sources on transitfeeds.com; however, files provided by COTA were utilized for this analysis. Additional park and ride data was added for the regional STOPS model which is not included in the standard GTFS dataset. Additionally, routes not included in the 2018 survey were excluded from the GTFS data including routes from other operators New Albany's SmartRide and the Groveport Rickenbacker Employee Access Transit (GREAT) which are routes 151, 201, 202, 203, 211, 212, and 213 as well as route 131 which only operates in the late evening period which is not modeled in the STOPS model.

The existing ridership used for the regional STOPS model comes from two primary sources:

- ▶ 2018 systemwide origin-destination on-board survey and
- ▶ 2018 Automatic Passenger Counts (APC) data used to expand the survey

The APC data is separated by stop and by route for average weekday which allows the STOPS model to use both in the calibration process while the survey is used to create the input trip table segmented by purpose and auto ownership for the Incremental STOPS setting. STOPS focuses on routine travel by residents for three trip purposes: home-based work (HBW), home-based non-work (HBO), and non-home based (NHB). The regional unlinked target of 65,673 for the survey and APC totals are used for the STOPS model while overall linked trip totals from the survey are shown in **Table 6**.

Table 6: Linked Transit Trips by Market Segment

Auto Ownership	Trip Purpose			Total	Total %
	HBW	HBO	NHB		
0-car	10,924	10,440	3,957	25,322	50%
1-car	8,919	5,362	1,824	16,104	32%
2+-car	4,896	3,479	1,302	9,677	19%
Total	24,739	19,281	7,083	51,103	100%
Total %	48%	38%	14%	100%	

Source: Central Ohio Transit Authority Regional STOPS Model: Model Development Report (December 2020)

Several other input files were used for the regional STOPS model including the following

- ▶ Station Shape File: Used to map stations and link existing APC data to stops as Daily Boardings. Project stations are required to be in this file.
- ▶ Route Count File: text file containing the average weekday ridership by route. Includes route group for each route. For regional setup all routes are separate route groups.
- ▶ Walk Links File: for regional STOPS model a street links shapefile was used to represent realistic access to transit system rather than using straight line distance between zones and stops.
- ▶ Fare Structure File: A recent feature added to stops that allows for fare differential. For the regional STOPS model an average fare of \$1.00 is used for all routes except route 121 with no fare and route 152 with \$2.75 fare

3.2 Regional Model Calibration

Calibration adjustments made to the STOPS model include the following steps detailed in the *COTA Regional STOPS Model Development Report*:

- ▶ Adjusted transfer penalty from default 5 minutes to 6 minutes
- ▶ Adjusted kiss and ride (KNR) Transit constant from default 1.0 to 0.5 and park and ride (PNR) Transit from 1.0 to 1.2
- ▶ Adjusted Auto Time Factor from 1.0 to 1.2
- ▶ GTFS Connectors setting changed from default to '04 Walk, PNR, and KNR' to read the walk links shapefile and use auto skims for KNR and PNR travel times.
- ▶ All other STOPS parameters set to default

Additional modifications made to some input files include:

- ▶ Zone splits implemented to ACS zones to better reflect access to transit. For the regional STOPS model, more than 1,200 additional zones created by sub-dividing large zones.
- ▶ Walk access penalties of up to 4 minutes added to STOPS station shapefile at key PNR locations to discourage walking at these locations.

The regional model was calibrated in two phases, without and with the STOPS group calibration approach which uses additional observed stop group and or route group ridership to calibrate the model in addition to the various parameters and inputs used. The standard practice as used for the regional model does initial calibration with the group calibration set to "00-None Selected" in which the model is calibrated through parameter adjustments to get close to observed ridership, mode of access, and transfer rates. The type "12-OD Adjustment Route and Stop" calibration setting was then used to get the model to fine tune the group boardings to match observed ridership.

The results presented here are from the model results with group calibration set to "00-None Selected". When set to "12-OD Adjustment Route and Stop" the results would match nearly exactly due to the model fine tuning to match input totals. **Table 7** shows the total transit linked trips by purpose. **Table 8** shows the total transit linked trips by auto ownership. **Table 9** shows the total linked transit trips by access mode.

Table 7: Linked Trips by Purpose

Trip Purpose	Observed	Estimated	Difference	% Difference
HBW	24,750	24,200	-550	-2%
HBO	19,300	19,150	-150	-1%
NHB	7,100	7,000	-100	-1%
Total	51,100	50,350	-750	-1%

Source: Central Ohio Transit Authority Regional STOPS Model: Model Development Report (December 2020)

Table 8: Linked Trips by Auto Ownership

Auto Ownership	Observed	Estimated	Difference	% Difference
0-car	25,300	24,850	-450	-2%
1-car	16,100	15,850	-250	-2%
2+-car	9,700	9,600	-100	-1%
Total	51,100	50,350	-750	-1%

Source: Central Ohio Transit Authority Regional STOPS Model: Model Development Report (December 2020)

Table 9: Linked Trips by Access Mode

Access Mode	Observed	Estimated	Difference	% Difference
Walk	48,400	48,100	-300	-1%
KNR	1,150	1,300	150	13%
PNR	1,550	950	-600	-39%
Total	51,100	50,350	-750	-1%

Source: Central Ohio Transit Authority Regional STOPS Model: Model Development Report (December 2020)

4. PROJECT MODEL ASSUMPTIONS

For the West Broad BRT Corridor project some additional refinements were made to the regional STOPS model to update to the latest observed ridership for expected baseline service and additional project specific refinements. While ridership “Warrants” are being investigated for a potential entry into Small Starts Project Development the model refinements below reflect recent experience with FTA review of project forecasts used for Project Justification so that forecasts prepared conform with some FTA expectations if Warrants are not feasible. This document will be likely be later revised after FTA review of forecasts and methods.

This section discusses the model year update of the model, additional refinements to the project districts, and the validation results of the Project Model.

4.1 Model Year Update

The Project Model calibration was updated to September 2019 conditions using publicly available GTFS files, September 2019 Farebox data from the COTA *Route Standards Report*, and September Trimester 2019 average weekday APC data. FTA currently recognizes 2019 as a valid “current year” for validation and forecasts (since it is pre-COVID).

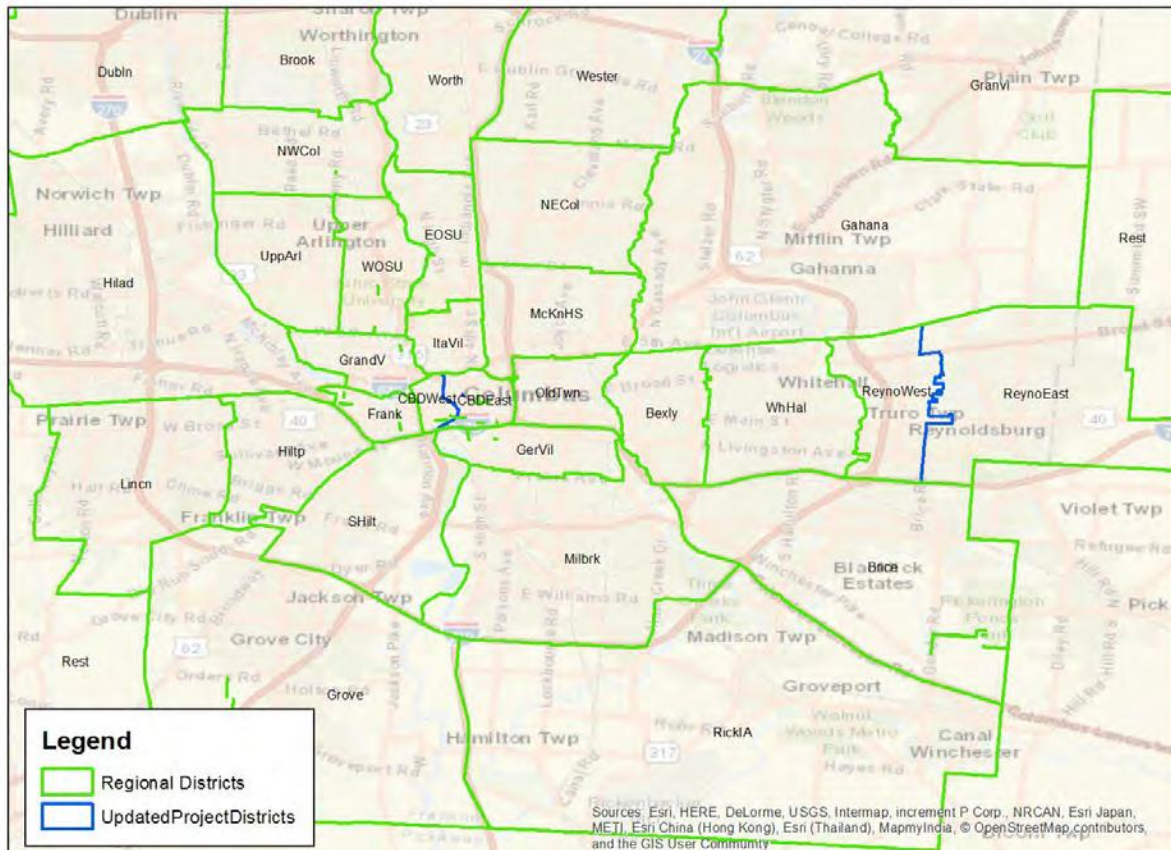
Using the methodology developed for the Regional STOPS model for September 2018 conditions, route level average weekday ridership for the September 2019 Farebox data was used to scale the 2019 September Trimester APC data. The updated APC data was used to update the daily stop boardings in the STOPS station file and route counts file to be used for the Type 12 calibration. With these adjustments average weekday ridership for September 2019 is 66,400 average weekday unlinked trips compared to 65,700 for September 2018 from the Regional STOPS model.

The transit network used is the publicly available September 2, 2019 GTFS file from <http://transitfeeds.com/p/central-ohio-transit-authority/216/20190902>. The only changes to the GTFS folder were the inclusion of the PNR.txt used for the existing conditions in the Regional STOPS model and the editlist.txt used to exclude the same routes not included in the survey and night time only routes as done in the Regional STOPS model.

4.2 Project Districts

The Regional STOPS model districts were used as the basis for geographic districts for the Project Model. Two additional districts were created to incorporate the segment analysis into the STOPS districts by splitting the Central Business District (CBD) into a CBD East and CBD West district and the Reynoldsburg district was split to form the Reynoldsburg East and Reynoldsburg West district. **Figure 5** shows the revised project districts used for the Project Model.

Figure 5: Project Districts



Source: AECOM

4.3 Additional Project Calibration

The Project STOPS model includes some additional calibration measures to reflect conditions in the West Broad BRT Corridor.

In order to account for on-time performance for routes in the corridor, delay was added to the local routes that underlay the BRT corridors to get scheduled GTFS runtimes to more accurately reflect actual runtimes. In order to accomplish this, COTA provided on-time performance data for Routes 2 and 10 for Fall 2019. From this data the average trip scheduled runtime and actual runtimes for each trip throughout the average weekday are provided. The difference between scheduled runtime and actual runtime were calculated for each trip and the 15% of trips with the highest differentials were removed from analysis to represent 85th percentile conditions. The 85th percentile average minutes of delay per minute of runtime were then added to the corresponding route trips by direction to get GTFS scheduled runtimes to reflect the observed on-time performance of the routes. **Table 10** shows the bus delay added to the bus routes underlying the BRT corridors.

Table 10: Study Area Bus Route Delay

Route	Direction	Delay - Minutes / Minute Runtime
2	SB/EB	0.12
2	NB/WB	0.09
10	EB	0.04
10	WB	0.07

Source: AECOM

An additional check on the project model validation was how the existing study area park and rides were utilized. COTA provided 2019 existing park and ride spaces and utilization for PNRs throughout the region. The PNR types were modified from the regional STOPS model to better reflect the utilization of the observed 2019 counts. **Table 11** shows the existing park and rides in the study area, the STOPS PNR type used in the Regional and Project models, the 2019 capacity and utilization, and the modeled space utilization.

Table 11: Study Area Park and Ride Utilization

	Regional STOPS PNR Type	Project STOPS PNR Type	2019 Capacity	Average 2019 Count	Regional STOPS Existing PNR Boardings	Project STOPS Existing PNR Boardings
Westwoods	3	3	100	13	4	6
Broad & Southampton	3	4	68	13	37	16
Whitehall	3	4	60	11	36	19
Livingston & Barnett	3	4	101	7	53	30
Reynoldsburg	3	2	214	100	49	74

Source: AECOM

4.4 Validation Results

This section discusses the validation results of the Project Model comparing the observed 2019 Farebox and APC data, the 2018 O-D survey used as input for the Incremental model, the Type 0 calibration results, and the Type 12 calibration results. Both regional and route grouping level ridership is compared for reasonableness of the Project Model.

As a validation check **Table 12** shows the linked and unlinked trips from the input linked trips from 2018 survey and unlinked trips associated with it, the raw linked and unlinked trips when the input survey trip table is assigned to the STOPS model from Table 2.04 of the STOPS report file, the Type 0 calibration results without stop group or route level calibration, and the Type 12 calibration results with the stop group and route level calibration using the updated 2019 observed ridership. The ratio of linked to unlinked trips is about 1.29 in the survey, 1.31 in the raw and Type 0 calibration, and 1.30 in the Type 12 calibration indicating that the model shows reasonable linked to unlinked trips.

Table 12: Regional Linked and Unlinked Trips

Year	2018 Survey	Project Model		
		2019	2019	2019
Source	Target	Table 2.04	Existing Forecast - Type 0	Existing Forecast - Type 12
Linked Trips	51,103	50,455	50,231	51,045
Unlinked Trips	65,673	65,966	65,673	66,313
Unlinked/ Linked Trips	1.285	1.307	1.307	1.299

Source: AECOM

Table 13 shows route groups for summary purposes in the Project Model. The route groups do not affect the calibration or forecasts. The routes are divided into the following:

- ▶ Underlying West Broad Route 10 and Underlying East Main Route 2 which show ridership on Routes which provide existing service along the West Broad and East Main BRT corridors
- ▶ Parallel Corridor Routes which are parallel to the East Main and West Broad BRT Corridors
- ▶ Connecting West Routes which connect to the corridor on the west side of the corridors
- ▶ Connecting East Routes which connect to the corridor on the east side of the corridors
- ▶ Downtown Transfer Routes which are non-Rush Hour routes which connect to the corridors in the downtown area
- ▶ Downtown Rush Hour Routes which are Rush Hour routes which connect to the corridors in the downtown area
- ▶ Rest of the Region which includes other routes that do not directly connect to the corridors

Table 13: Route Groups

Route Group	Route
Underlying West Broad Route 10	10-E BROAD/W BROAD
Underlying East Main Route 2	2-E MAIN/N HIGH
Parallel Corridor Routes	1-KENNY/LIVINGSTON
Parallel Corridor Routes	6-CLEVELAND/SULLIVANT
Parallel Corridor Routes	9-W MOUND/BRETNELL
Connecting West Routes	5-W 5TH AVE/REFUGEE
Connecting West Routes	21-HILLIARD ROME
Connecting East Routes	11-BRYDEN/MAIZE
Connecting East Routes	22-OSU-RICKENBACKER
Connecting East Routes	23-JAMES-STELZER
Connecting East Routes	24-HAMILTON RD
Connecting East Routes	25-BRICE
Downtown Transfer Routes	3-NORTHWEST/HARRISBURG
Downtown Transfer Routes	4-INDIANOLA/LOCKBOURNE
Downtown Transfer Routes	7-MT VERNON
Downtown Transfer Routes	8-KARL/S HIGH/PARSONS
Downtown Transfer Routes	12-MCKINLEY/FIELDS
Downtown Transfer Routes	CMAX-CMAX
Downtown Transfer Routes	2L-N HIGH/POLARIS PKWY
Downtown Transfer Routes	CBUS-CBUS
Downtown Transfer Routes	AirConnect-COTA AirConnect
Downtown Rush Hour Routes	13-ARLINGTON/1ST AVE
Downtown Rush Hour Routes	41-CROSSWOODS-POLARIS
Downtown Rush Hour Routes	42-SHARON WOODS
Downtown Rush Hour Routes	43-WESTERVILLE
Downtown Rush Hour Routes	44-EASTON
Downtown Rush Hour Routes	45-NEW ALBANY
Downtown Rush Hour Routes	46-GAHANNA
Downtown Rush Hour Routes	51-REYNOLDSBURG

Route Group	Route
Downtown Rush Hour Routes	52-CANAL WINCHESTER
Downtown Rush Hour Routes	61-GROVE CITY
Downtown Rush Hour Routes	71-HILLIARD
Downtown Rush Hour Routes	72-TUTTLE
Downtown Rush Hour Routes	73-DUBLIN
Downtown Rush Hour Routes	74-SMOKY ROW
Rest of Region	31-HUDSON
Rest of Region	32-N BROADWAY
Rest of Region	33-HENDERSON
Rest of Region	34-MORSE
Rest of Region	35-DUBLIN-GRANVILLE

Source: AECOM

Table 14 shows the average weekday ridership for each of the route groups from the September 2019 observed ridership, the calibration Type 0 model without group calibration, and Type 12 with stop group and route calibration. The type 0 results show some minor differences than the observed ridership with the regional total matching with the unlinked trip target from the survey unlinked target. With the Type 12 calibration the Project Model results are nearly identical to the observed ridership. The Downtown Transfer, Connecting West, and Connecting East routes are adjusted down in the Type 12 calibration while the Underlying and Parallel Corridor routes are adjusted up.

Table 14: Boardings by Route Group

Route Grouping	Observed 2019	Existing Forecast - Type 0	Existing Forecast - Type 12	Existing Forecast - Type 0 - % Difference	Existing Forecast - Type 12 - % Difference
Underlying West Broad Route 10	7,611	6,894	7,587	-9%	0%
Underlying East Main Route 2	8,836	5,710	8,807	-35%	0%
Parallel Corridor Routes	11,622	10,839	11,601	-7%	0%
Connecting West Routes	3,606	4,184	3,323	16%	-8%
Connecting East Routes	6,659	8,250	5,937	24%	-11%
Downtown Transfer Routes	20,512	21,416	20,596	4%	0%
Downtown Rush Hour Routes	2,276	2,254	2,986	-1%	31%
Rest of Region	5,254	6,125	5,421	17%	3%
Total	66,376	65,672	66,258	-1%	0%

Source: AECOM

Table 15 shows the average weekday boardings by stop group along the project corridor. The stop groups match the districts shown in Figure 5. For the Type 0 calibration the Franklinton and Reynoldsburg stop groups were high while the CBD East station group was low. The Type 12 calibration matches the observed boardings.

Table 15: Boardings by Stop Group

Stop Group	Observed 2019	Existing Forecast - Type 0	Existing Forecast - Type 12	Existing Forecast - Type 0 - % Difference	Existing Forecast - Type 12 - % Difference
Lincoln Village	1,857	2,011	1,863	8%	0%
Hilltop	1,435	1,348	1,441	-6%	0%
Franklinton	1,174	1,401	1,176	19%	0%
CBD West	259	258	259	0%	0%
CBD East	17,361	14,110	17,348	-19%	0%
Old Town	2,739	2,871	2,753	5%	1%
Bexley	2,600	2,518	2,610	-3%	0%
Whitehall	3,677	3,318	3,691	-10%	0%
Reynoldsburg West	722	1,130	725	57%	0%
Reynoldsburg East	762	951	764	25%	0%
Rest of Region	33,786	35,759	33,682	6%	0%
Total	66,372	65,675	66,312	-1%	0%

Source: AECOM

5. PROJECT FORECASTS

Forecasts for the current year (2019) and horizon year (2040) are developed using the Project Model. The Project Model is used to generate key statistics such as the following in order to analyze the impact of the build alternatives:

- ▶ System-wide linked transit trips
- ▶ New system-wide linked transit trips
- ▶ Trips-on-project
- ▶ Trips-on-project by transit dependent persons
- ▶ Boardings by station by mode of access
- ▶ Impacts on vehicular miles traveled

Section 5.1 presents forecasts for the alternatives discussed in Section 2.1. Section 5.2 discusses vehicle trip tables prepared for highway assignment by MORPC and subsequent traffic microsimulation.

5.1 Project Forecasts

Forecasts were prepared for the current year 2019 and horizon year 2040. The project alternatives for the West Broad BRT includes one alignment and three potential changes to underlying local service as described in Section 2.1. The project was modeled with a Fixed Guideway Factor (FGF) assumption of 0.2 to reflect some dedicated guideway and signal priority.

Table 16 and **Table 17** show the systemwide linked trips for the No Build scenario using the existing September 2019 transit schedules and Build alternatives for each alignment and guideway alternative for years 2019 and 2040. The 30 minute underlying route 10 through service alternative yields the highest new riders and the COTA//PLUS alternative yields the lowest new riders.

Table 16: Systemwide Linked Trips and New Riders - 2019

Alignment	Alternative	Systemwide Linked Trips	New Transit Riders
No Build	No Build	51,050	
West Broad BRT	COTA//PLUS	52,190	1,140
	60 Minute Underlying Route 10 Through Service	52,200	1,150
	30 Minute Underlying Route 10 Through Service	52,230	1,180

Source: AECOM

Table 17: Systemwide Linked Trips and New Riders - 2040

Alignment	Alternative	Systemwide Linked Trips	New Transit Riders
No Build	No Build	62,700	
West Broad BRT	COTA//PLUS	64,200	1,500
	60 Minute Underlying Route 10 Through Service	64,200	1,500
	30 Minute Underlying Route 10 Through Service	64,230	1,530

Source: AECOM

Table 18 and **Table 19** show the Trips on the Project for the current and horizon years. Approximately sixty percent of the trips on the project for both model years are made by 0-car households (HH). The 30 minute underlying route 10 through service alternative yields the lowest trips on the project and the COTA//PLUS alternative yields the highest trips on the project.

Table 18: Trips on the Project - 2019

Alignment	Alternative	0-Car HH Trips on the Project	1+ Car HH Trips on the Project	Total Trips on the Project
West Broad BRT	COTA//PLUS	3,470	2,470	5,940
	60 Minute Underlying Route 10 Through Service	3,360	2,400	5,760
	30 Minute Underlying Route 10 Through Service	3,240	2,300	5,540

Source: AECOM

Table 19: Trips on the Project - 2040

Alignment	Alternative	0-Car HH Trips on the Project	1+ Car HH Trips on the Project	Total Trips on the Project
West Broad BRT	COTA//PLUS	4,520	3,120	7,640
	60 Minute Underlying Route 10 Through Service	4,310	3,030	7,340
	30 Minute Underlying Route 10 Through Service	4,140	2,890	7,030

Source: AECOM

Table 20 and **Table 21** show the daily project station boardings by mode of access for the current and horizon years. Walk boardings make up the majority of trip mode of access with about three quarters of boardings being walk access. Transfers make up about one fifth to one quarter of boardings with the remaining boardings being drive access modes of kiss and ride and park and ride.

Table 20: Project Station Daily Boardings by Mode of Access - 2019

Station	30 Minute Underlying Route 10 Through Service					60 Minute Underlying Route 10 Through Service					COTA//PLUS				
	WALK	KNR	PNR	Transfers	Total	WALK	KNR	PNR	Transfers	Total	WALK	KNR	PNR	Transfers	Total
Rockbrook Crossing Ave.	27	18	19	41	105	27	18	20	41	106	27	18	20	41	106
Westwoods Blvd.	159	3	0	59	221	159	3	0	59	221	159	3	0	56	218
Sturbridge Rd./Gladys Rd.	323	6	0	0	329	323	6	0	0	329	321	6	0	0	327
Old Village Rd./S Greener Ave.	296	8	0	0	304	296	8	0	0	304	296	8	0	0	304
Phillipi Rd./Georgesville Rd.	373	2	0	30	405	373	3	0	30	406	353	2	0	26	381
Wilson Rd.	297	6	0	16	319	300	6	0	16	322	328	6	0	17	351
Westgate Ave.	226	2	0	1	229	232	2	0	0	234	234	3	0	5	242
Hague Ave.	295	4	0	0	299	303	4	0	0	307	303	4	0	0	307
Eureka Ave.	269	2	0	0	271	282	2	0	0	284	295	2	0	0	297
Whitethorne Ave.	156	2	0	0	158	180	2	0	0	182	192	2	0	0	194
Central Ave.	423	3	0	1	427	456	3	0	1	460	465	3	0	0	468
Souder Ave./Davis Ave.	237	0	0	16	253	268	0	0	17	285	281	0	0	18	299
Belle St.	73	1	0	6	80	74	1	0	6	81	74	1	0	6	81
High St.	410	1	0	752	1,163	423	1	0	799	1,223	428	1	0	856	1,285
4th St.	120	1	0	75	196	120	1	0	78	199	120	1	0	84	205
Grant Ave.	234	2	0	115	351	237	2	0	132	371	237	2	0	172	411
Long St.	295	6	0	130	431	297	6	0	137	440	299	6	0	153	458
Total	4,213	67	19	1,242	5,541	4,350	68	20	1,316	5,754	4,412	68	20	1,434	5,934

Source: AECOM

Table 21: Project Station Daily Boardings by Mode of Access - 2040

Station	30 Minute Underlying Route 10 Through Service					60 Minute Underlying Route 10 Through Service					COTA//PLUS				
	WALK	KNR	PNR	Transfers	Total	WALK	KNR	PNR	Transfers	Total	WALK	KNR	PNR	Transfers	Total
Rockbrook Crossing Ave.	32	18	26	41	117	32	18	27	41	118	32	18	27	41	118
Westwoods Blvd.	217	3	0	66	286	217	3	0	67	287	217	3	0	63	283
Sturbridge Rd./Gladys Rd.	362	6	0	0	368	362	6	0	0	368	360	6	0	0	366
Old Village Rd./S Greener Ave.	316	10	0	0	326	316	10	0	0	326	317	10	0	0	327
Phillipi Rd./Georgesville Rd.	620	3	0	28	651	620	3	0	29	652	597	3	0	21	621
Wilson Rd.	420	7	0	12	439	428	7	0	13	448	479	7	0	13	499
Westgate Ave.	296	3	0	4	303	303	3	0	4	310	305	3	0	10	318
Hague Ave.	370	4	0	0	374	381	4	0	0	385	377	4	0	0	381
Eureka Ave.	277	3	0	0	280	285	3	0	0	288	298	3	0	0	301
Whitethorne Ave.	168	2	0	0	170	186	2	0	0	188	199	1	0	0	200
Central Ave.	573	3	0	0	576	619	3	0	0	622	630	3	0	0	633
Souder Ave./Davis Ave.	482	1	0	26	509	551	1	0	26	578	605	1	0	27	633
Belle St.	95	3	0	7	105	107	3	0	7	117	106	3	0	7	116
High St.	439	1	0	929	1,369	457	2	0	1,005	1,464	464	1	0	1,117	1,582
4th St.	144	1	0	102	247	146	1	0	106	253	146	1	0	110	257
Grant Ave.	249	3	0	180	432	264	3	0	197	464	260	4	0	243	507
Long St.	337	7	0	127	471	339	7	0	130	476	340	7	0	146	493
Total	5,397	78	26	1,522	7,023	5,613	79	27	1,625	7,344	5,732	78	27	1,798	7,635

Source: AECOM

Table 22 and **Table 23** show the change in Person Miles Traveled (PMT) and Vehicle Miles Traveled (VMT) with the Build service. The change in VMT averages about 6.8 vehicle miles reduced per new rider gained due to the project. The 30 minute underlying route 10 through service alternative yields the highest VMT reduction and the COTA//PLUS alternative yields the lowest VMT reduction.

Table 22: Change in Vehicle Miles Traveled - 2019

Alignment	Alternative	Change in PMT	Change in VMT
West Broad BRT	COTA//PLUS	-9,360	-7,800
	60 Minute Underlying Route 10 Through Service	-9,480	-7,900
	30 Minute Underlying Route 10 Through Service	-9,620	-8,010

Source: AECOM

Table 23: Change in Vehicle Miles Traveled - 2040

Alignment	Alternative	Change in PMT	Change in VMT
West Broad BRT	COTA//PLUS	-12,330	-10,270
	60 Minute Underlying Route 10 Through Service	-12,330	-10,270
	30 Minute Underlying Route 10 Through Service	-12,490	-10,400

Source: AECOM

5.2 Vehicle Trip Tables

Vehicle trip tables were prepared for detailed traffic simulations by using STOPS forecasted daily riders shifted from auto trips and removing them from MORPC Travel Demand Model No Build trip tables. The process to do this followed the following steps

- Obtain MORPC highway trips tables for the forecast year's No Build conditions.
- Extract new rider trip tables from the STOPS model for the corresponding forecast year's Build scenario for Home Based Work, Home Based Other, and Non-Home Based trip purposes.
- Using MORPC trip diurnals shown in **Table 24** convert STOPS daily production-attraction new riders to origin-destination vehicle trips.
- Check STOPS origin-destination vehicle trips against MORPC highway trip tables to ensure more trips are not removed than are present in the No Build trip tables.
- For STOPS origin-destination vehicle trips that exceed the No Build highway trip tables, STOPS new riders are smoothed to remove trips at the STOPS district to district level of the trip tables rather than zone to zone.
- Modified Build condition MORPC highway trip tables provided back to MORPC to run highway assignment for detailed link level analysis.

Table 24: MORPC Travel Demand Model Diurnals for Daily Trip Distribution

		6-9 am	9am-3pm	3pm-7pm	7pm-6am
		AM Peak	Midday	PM Peak	Night
Home to work	H2W	32%	16%	4%	3%
Work to home	W2H	1%	8%	27%	9%
Home to non-work	H2O	15%	15%	11%	8%
Non-work to home	O2H	2%	14%	19%	16%
Non-home based	O2O	10%	33%	29%	28%

Source: MORPC

For the West Broad BRT Corridor, the highway trip tables were provided for the 2040 Build Scenario with 60 minute Route 10 through service. **Table 25** shows the vehicle trips removed from each time period from the No Build condition highway trip tables provided by MORPC.


Table 25: Vehicle Trips Removed from MORPC No Build Highway Trip Table

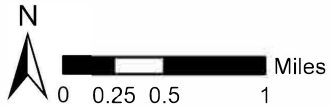
Period	Change in Vehicle Trips
AM Peak	285
Midday	367
PM Peak	397
Night	273

Source: AECOM

West Broad Street BRT Transit Connections

- BRT Station
- Dedicated BRT Guideway
- - - Mixed Flow BRT Guideway

-  New Park & Ride/Transit Center
-  Existing Park & Ride

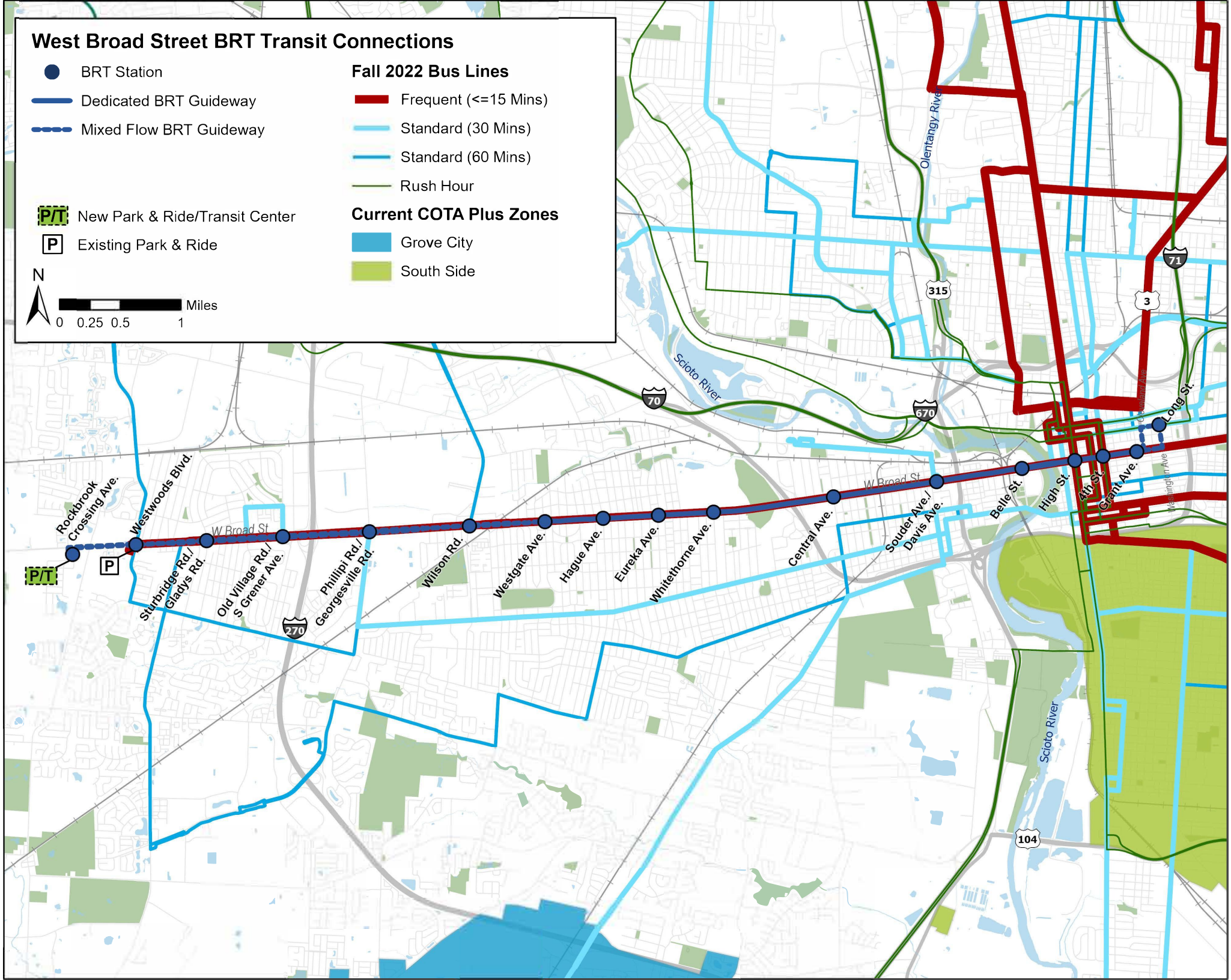


Fall 2022 Bus Lines

- Frequent (≤ 15 Mins)
- Standard (30 Mins)
- Standard (60 Mins)
- Rush Hour

Current COTA Plus Zones

- Grove City
- South Side



West Broad Street BRT Poverty Levels

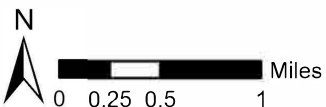
● BRT Station

— Dedicated BRT Guideway

- - - Mixed Flow BRT Guideway

P/T New Park & Ride/Transit Center

P Existing Park & Ride



Census Tract Population Below Poverty Level

0% - 10%

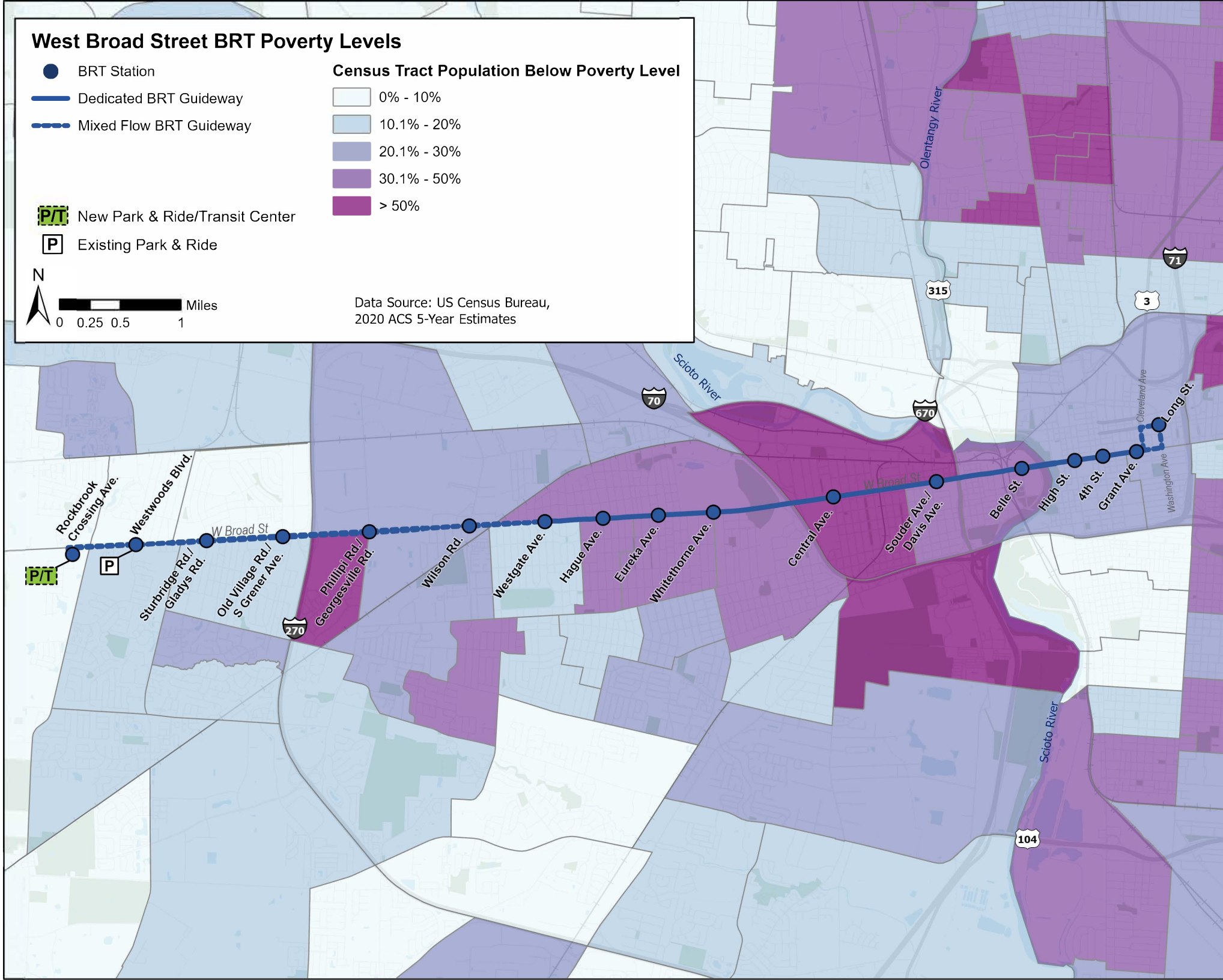
10.1% - 20%

20.1% - 30%

30.1% - 50%

> 50%

Data Source: US Census Bureau,
2020 ACS 5-Year Estimates



West Broad Street BRT Unemployment Levels

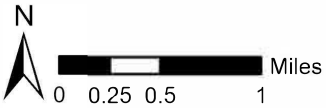
● BRT Station

— Dedicated BRT Guideway

- - - Mixed Flow BRT Guideway

P/T New Park & Ride/Transit Center

P Existing Park & Ride



Census Tract Labor Force % Unemployed

0% - 5%

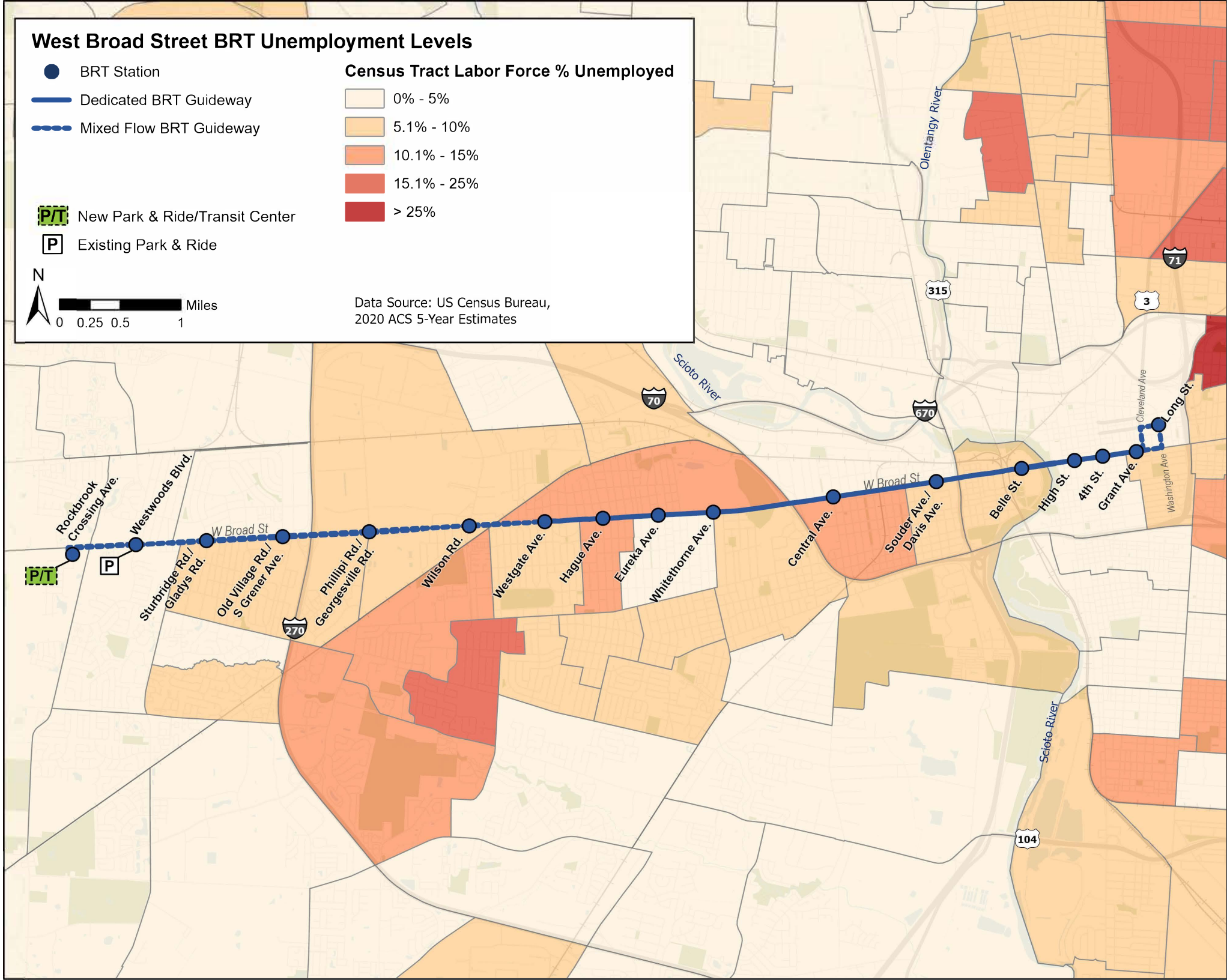
5.1% - 10%

10.1% - 15%

15.1% - 25%

> 25%

Data Source: US Census Bureau,
2020 ACS 5-Year Estimates

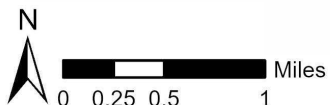


West Broad Street BRT Land Use

- BRT Station
- Dedicated BRT Guideway
- - - Mixed Flow BRT Guideway

[P/T] New Park & Ride/Transit Center

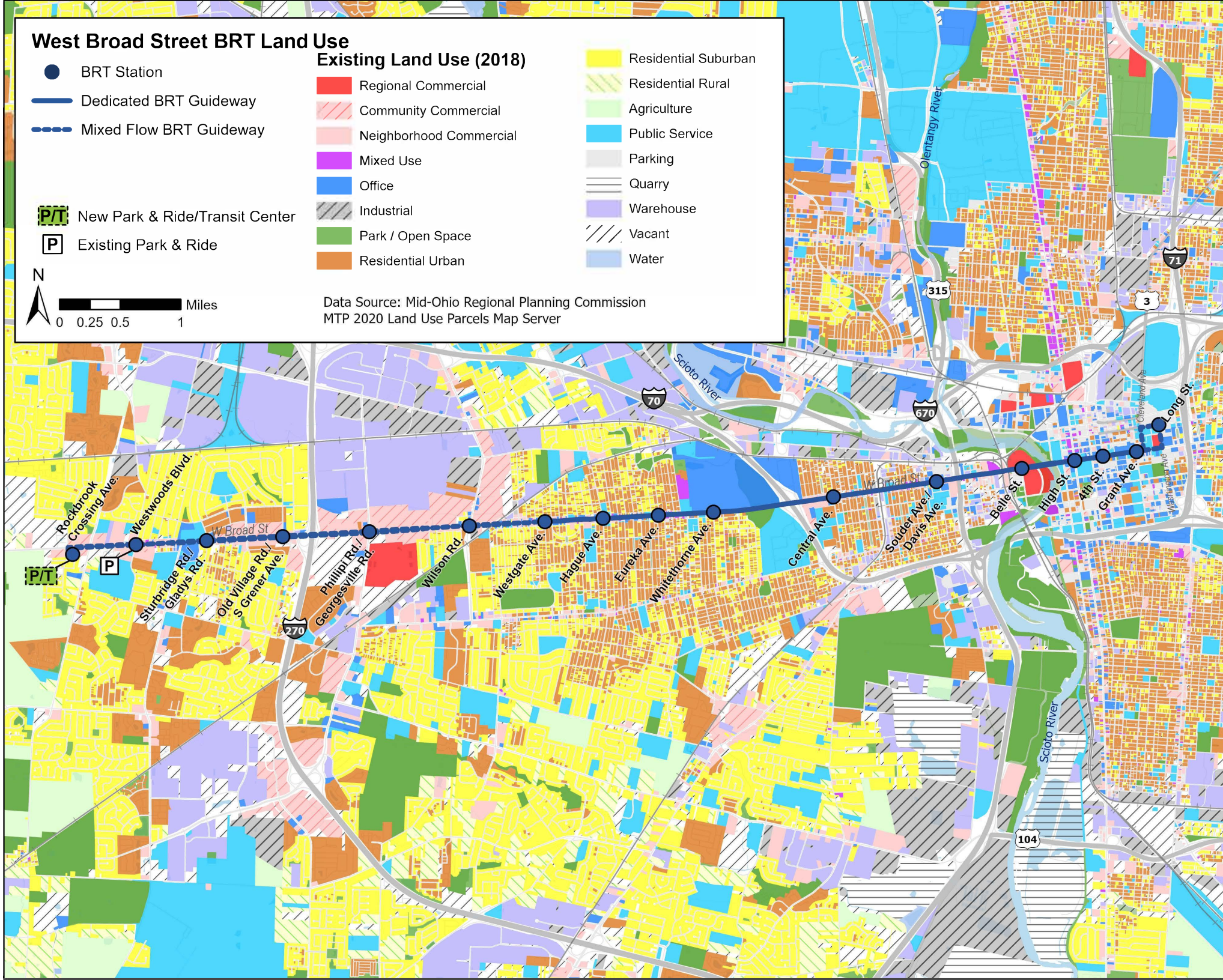
[P] Existing Park & Ride



Existing Land Use (2018)

- Regional Commercial
- Community Commercial
- Neighborhood Commercial
- Mixed Use
- Office
- Industrial
- Park / Open Space
- Residential Urban
- Residential Suburban
- Residential Rural
- Agriculture
- Public Service
- Parking
- Quarry
- Warehouse
- Vacant
- Water

Data Source: Mid-Ohio Regional Planning Commission
MTP 2020 Land Use Parcels Map Server

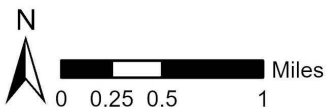


West Broad Street BRT Future Land Use

- BRT Station
- Dedicated BRT Guideway
- - - Mixed Flow BRT Guideway

[P/T] New Park & Ride/Transit Center

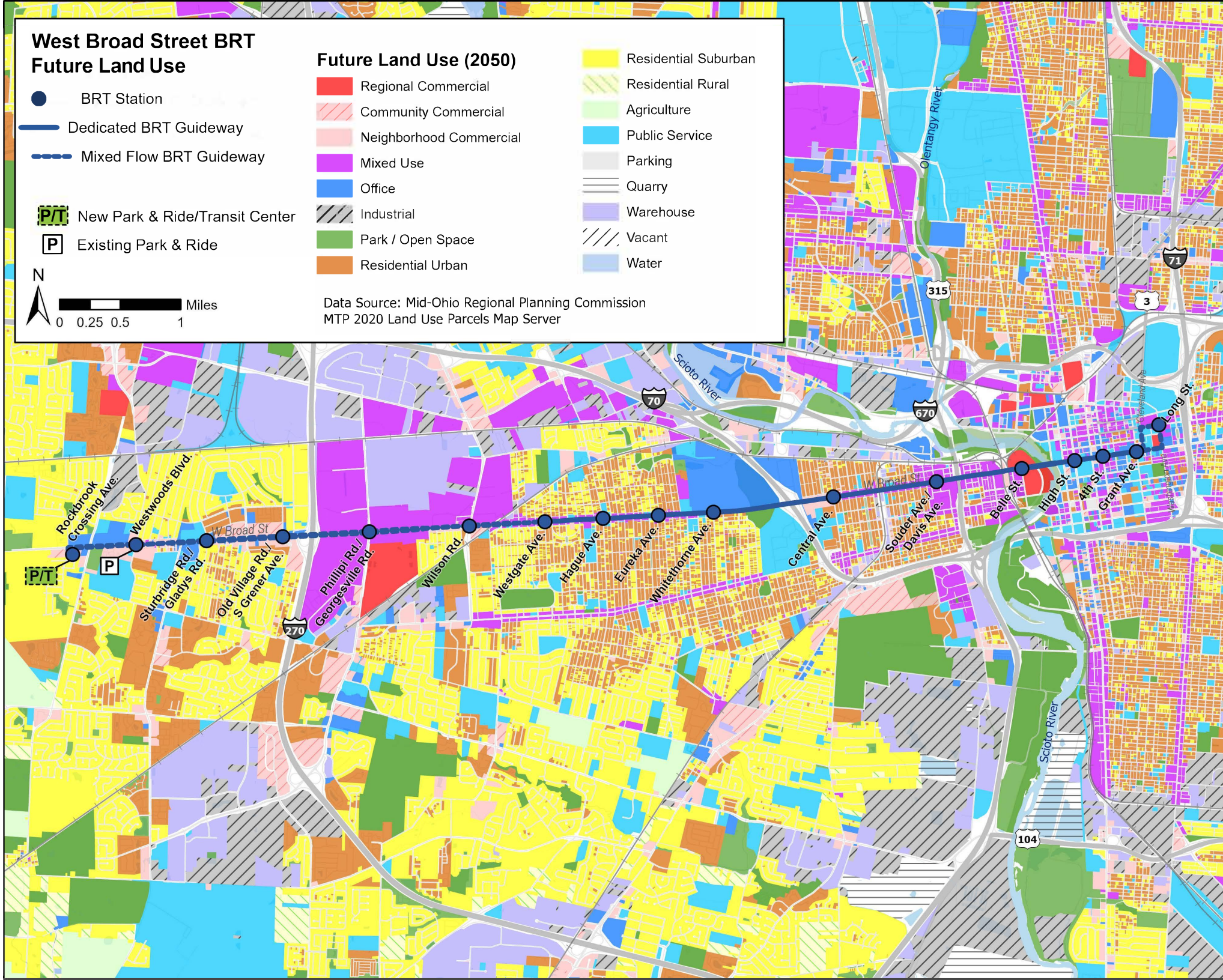
[P] Existing Park & Ride



Future Land Use (2050)

- | | |
|------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|
| Regional Commercial | Residential Suburban |
| Community Commercial | Residential Rural |
| Neighborhood Commercial | Agriculture |
| Mixed Use | Public Service |
| Office | Parking |
| Industrial | Quarry |
| Park / Open Space | Warehouse |
| Residential Urban | Vacant |
| | Water |

Data Source: Mid-Ohio Regional Planning Commission
MTP 2020 Land Use Parcels Map Server





33 N. High St.
Columbus, Ohio 43215
614-228-1776



May 24, 2023

Ohio Department of Transportation
ATTN: Kevin E. Davis, ODOT TRAC Coordinator
1980 W. Broad St.
Columbus, OH 43223

RE: Central Ohio Transit Authority's W. Broad St. Bus Rapid Transit (BRT) Project

Dear Mr. Davis,

This letter serves as the Central Ohio Transit Authority's (COTA) commitment to funding support to date in the amount of \$53.5 million for COTA's W. Broad St. Bus Rapid Transit Project.

COTA's funding commitment is as follows:

1. \$15.6 million – COTA Capital Fund
2. \$8.1 million - FTA Section 5309 Small Starts Funds
3. \$6.2 million– FTA Section 5307 Funds
4. \$23.6 million- Mid Ohio Regional Planning Commission (MORPC) Attributable Funds

Should you have any questions regarding this information, please contact me at DelffsEW@cota.com or 614-275-5807.

Sincerely,

A handwritten signature in blue ink that reads "Erin W. Delffs".

Erin W. Delffs, MBA
Chief Financial Officer
Central Ohio Transit Authority (COTA)



U.S. Department
Of Transportation
**Federal Transit
Administration**

Headquarters

1200 New Jersey Avenue S.E.
Washington DC 20590

Ms. Joanna M. Pinkerton
President/CEO
Central Ohio Transit Authority
33 N. High Street
Columbus, OH 43215

Re: Project Development Initiation – West Broad Street Bus Rapid Transit Project

Dear Ms. Pinkerton:

Thank you for your letter, dated August 24, 2021, requesting entry into the Project Development (PD) phase under the Federal Transit Administration's (FTA) Capital Investment Grants (CIG) Small Starts program for the Central Ohio Transit Authority's (COTA) West Broad Street Bus Rapid Transit project (the Project). After reviewing your initial letter, FTA requested additional information that was submitted on September 10, 2021. At that time, FTA determined that the information provided was sufficient to enter the PD phase.

Please note that COTA undertakes the PD work at its own risk, and that the Project must still progress through further steps in the CIG program to be eligible for consideration to receive CIG funding.

Per the requirements of the Fixing America's Surface Transportation (FAST) Act, the following activities must be completed during PD:

- Select a locally preferred alternative;
- Have the locally preferred alternative adopted into the fiscally constrained long-range transportation plan;
- Complete the environmental review process; and
- Complete the activities required to develop sufficient information for evaluation and rating under the CIG criteria.

The FTA encourages you to familiarize yourself with the information found on the CIG program webpage at <https://www.transit.dot.gov/funding/grant-programs/capital-investments/about-program>. There you will find more details and information on the activities mentioned above including answers to frequently asked questions and the information that must be provided to FTA for eventual project evaluation and rating.

The FTA will be in contact to discuss its technical assistance and project oversight plans as the Project moves through PD. The FTA would appreciate periodic updates from COTA on the status of completion of PD activities.

With this entry into PD, COTA has pre-award authority to incur costs for PD activities prior to grant approval and to retain eligibility of those activities for future FTA grant assistance. PD activities include the work necessary to complete the environmental review process and as much engineering and design activities as COTA believes are necessary to support the environmental review process. Upon completion of the environmental review process, FTA extends pre-award authority to project sponsors in PD to incur costs for as much engineering and design as necessary to develop a reasonable cost estimate and financial plan, utility relocation, and real property acquisition and associated relocations. This pre-award authority does not constitute a commitment that future Federal funds will be approved for PD or any other Project cost. As with all pre-award authority, relevant Federal requirements must be met prior to incurring costs in order to preserve eligibility of the costs for future FTA grant assistance.

If you have any questions or comments, please contact Melissa Foreman at 202-366-5602 or Melissa.Foreman@dot.gov.

Sincerely,

10/22/2021

X 

Signed by: FELICIA LANISE JAMES

Felicia L. James
Associate Administrator for Planning
and Environment

cc: Kelley Brookins, Regional Administrator, TRO-05



RESOLUTION NO. 2021-71

AUTHORIZING THE ADOPTION OF THE 2022-2026 FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM

WHEREAS, the Board of Trustees of the Central Ohio Transit Authority has determined it is in the best interest of the Authority to prepare a five-year capital improvements program (CIP); and

WHEREAS, the CIP represents a long-term financial plan which establishes priorities, identifies project costs, identifies funding sources, and serves as a planning document for capital improvements; and

WHEREAS, the Board of Trustees has reviewed the CIP for the years 2022-2026.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Central Ohio Transit Authority.

Section 1. That the 2022-2026 CIP attached hereto as Exhibit A is hereby adopted.

Section 2. That the President/CEO be, and hereby is authorized to take such further action and execute and deliver such further documents as, acting on the advice of counsel, shall be deemed necessary to carry out the intent of this Resolution.

Section 3. That the Authority finds and determines that all formal deliberations and actions of the Authority concerning and relating to the adoption of this Resolution were taken in an open meeting of the Authority.

Section 4. That this Resolution shall become effective upon its adoption.

Adopted: July 28, 2021

Signed: Craig P. Treneff
525D18CA8C26420...

Chair, Board of Trustees

Attest: Joanna M. Pinkerton
7454ADB3E0F6470...

President/CEO

CENTRAL OHIO TRANSIT AUTHORITY**STAFF SUMMARY AND COMMENTS**

TITLE OF RESOLUTION: AUTHORIZING THE ADOPTION OF THE 2022-2026 FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM

DATE: JULY 28, 2021

INITIATOR: ANGEL L. MUMMA, CHIEF, FINANCE DIVISION

Budget/Funding Information			
Approved Budget Amount:		Current Projected Amount:	
Operating Funds:	\$	Operating Funds:	\$
Capital Funds:		Capital Funds:	
COTA Share	\$	COTA Share	\$
Federal/State	\$	Federal/State	\$
Total:	\$	Total:	\$

PROJECT JUSTIFICATION

The 2022-2026 capital improvements program (CIP) represents a long-term financial plan, which establishes priorities in alignment with the Strategic Plan, identifies project costs and funding sources, and serves as a planning document for capital improvements. The 2022-2026 CIP, attached as Exhibit A, was prepared by staff and presented to the Strategic and Operational Planning Committee on July 7, 2021. Staff recommends approval of the 2022-2026 CIP by the Board of Trustees.

BUDGET IMPACT

Funding to implement the first year (2022) of the CIP will be included with the 2022 appropriations, which will be presented to the Board of Trustees in December 2021.

DBE PARTICIPATION

Not applicable.



RESOLUTION NO. 2021-72

AUTHORIZING THE ADOPTION OF THE EAST-WEST CORRIDOR ALTERNATIVES ANALYSIS

WHEREAS, the East-West Corridor, which includes West Broad Street, East Broad Street, and East Main Street, was identified in the NextGen (2017), insight2050 Corridors Concepts (2019) (West Broad/East Main), and MORPC's 2020-2050 Metropolitan Transportation Plan (West Broad/East Main) as a high priority for expanded high-capacity transit service; and

WHEREAS, Resolution No. 2020-73 authorized a contract for AECOM to evaluate and select the best options for new or expanded transit service in the East-West Corridor; and

WHEREAS, an alternatives analysis was initiated in October 2020 for the East-West High Capacity Transit (HCT) Corridor, which assessed a wide range of public transportation alternatives, costs, and benefits; and

WHEREAS, the LinkUS Planning team, consisting of COTA, the Mid-Ohio Regional Planning Commission (MORPC), the City of Columbus, and Franklin County staff solicited and received public comment through numerous meetings with stakeholders, community leaders, and the general public and then held public involvement meetings to present the results of the alternatives analysis; and

WHEREAS, based on a combination of technical analysis, public comments, and fiscal realities, COTA staff recommends three locally preferred alternatives (LPAs) of bus rapid transit operating from: (1) East Broad Street, from Souder Avenue to Taylor Road; (2) West Broad Street, from Westwoods Boulevard to Washington Avenue; and (3) East Main Street, from High Street and Spring Street to Main Street and Taylor Road; and

WHEREAS, West Broad Street and East Main Street are recommended to progress to request entry into Project Development, per the Federal Transit Administration (FTA) Capital Investment Grant (CIG) Program as Small Starts projects; and

WHEREAS, costs, environmental impacts, station placements, bus types, and other capital and operating characteristics will be further determined in the next phase as project development includes an environmental study, preliminary engineering, final design, and development of capital and operating cost estimates.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Central Ohio Transit Authority.

Section 1. The Board adopts the three East-West HCT Corridor locally preferred alternatives (LPAs), resulting from the alternatives analysis, which advance bus rapid transit as the preferred mode and at a minimum include: articulated buses, high frequency, majority dedicated bus-only lanes, all-day service utilizing near-level boarding at transit stations, the unique branding of buses and stations, transit signal priority, and real-time bus arrival information at stations for:

- **East Broad Street**, from Souder Avenue to Taylor Road, a 13.6-mile alignment
- **West Broad Street**, from Westwoods Boulevard to Washington Avenue, an 8.5-mile alignment
- **East Main Street**, from High Street and Spring Street to Taylor Road, a 13-mile alignment


Section 2. That the East Broad Street locally preferred alternative be submitted to MORPC for incorporation into the 2020-2050 Metropolitan Transportation Plan (MTP), the region's fiscally constrained long-range transportation plan.

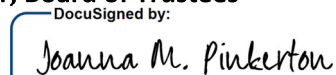
Section 3. That the President/CEO be, and hereby is, authorized to take such further action and execute and deliver such further documents as, acting on the advice of counsel, shall be deemed necessary to carry out the intent of this Resolution.

Section 4. That the Authority finds and determines that all formal deliberations and actions of the Authority concerning and relating to the adoption of this Resolution were taken in an open meeting of the Authority.

Section 5. That this Resolution shall become effective upon its adoption.

Adopted: July 28, 2021

Signed: 
525D18CA8C2B420...
Chair, Board of Trustees

Attest: 
7464ADB9F0E6470...
President/CEO

CENTRAL OHIO TRANSIT AUTHORITY**STAFF SUMMARY AND COMMENTS****TITLE OF RESOLUTION: AUTHORIZING THE ADOPTION OF THE EAST-WEST CORRIDOR ALTERNATIVES ANALYSIS****DATE: JULY 28, 2021****INITIATOR: KIMBERLY SHARP, SENIOR DIRECTOR, DEVELOPMENT DIVISION**

BUDGET/FUNDING INFORMATION			
APPROVED BUDGET AMOUNT:		CURRENT PROJECTED AMOUNT:	
Operating Funds:	\$	Operating Funds:	\$
Capital Funds:		Capital Funds:	
COTA Share	\$	COTA Share	\$
Federal/State	\$	Federal/State	\$
TOTAL:	\$	TOTAL:	\$

PROJECT JUSTIFICATION

The LinkUS East-West High-Capacity Transit (HCT) Corridor project is one of the numerous proposed HCT corridors and mobility improvements in central Ohio. The initial assessment process of the East-West Corridor project's first phase established goals and evaluation criteria and outlined a methodology for technical analysis to aid in determining the locally preferred alternative (LPA). The assessment process is designed, in part, to help ensure that the corridor project can enter and successfully proceed through the competitive FTA CIG grant program. Through this initial multi-step assessment process, the project team and corridor stakeholders have:

- Identified the corridor purpose and need, including equity, workforce advancement, innovation, economic development, affordability, and sustainability;
- Performed initial screening to eliminate fatally flawed alternatives;
- Defined corridor segments, alignments, and station locations;
- Developed evaluation methodologies; and
- Analyzed and evaluated the viable mode and alignment pairings.

The viable transit modes considered included bus rapid transit (BRT), light rail, commuter rail, and streetcar. Each was evaluated for corridor fit, ridership capacity, cost per mile per station, operating cost per hour, and availability of right-of-way. The initial screening evaluation determined that BRT was the mode that best fit the characteristics of the East-West Corridor and would be the selected mode to advance through the more detailed evaluation process.

Through the detailed evaluation process, the project area was divided into ten defined corridor segments and termini. The segments represent natural breakpoints in corridor development character or right-of-way geometry. Segments 1- 4 are located along West Broad Street, from the west end of the corridor to Downtown and segments 5- 10 constitute the eastern portion of the corridor and include East Broad and East Main Street alignments. The detailed evaluation included:

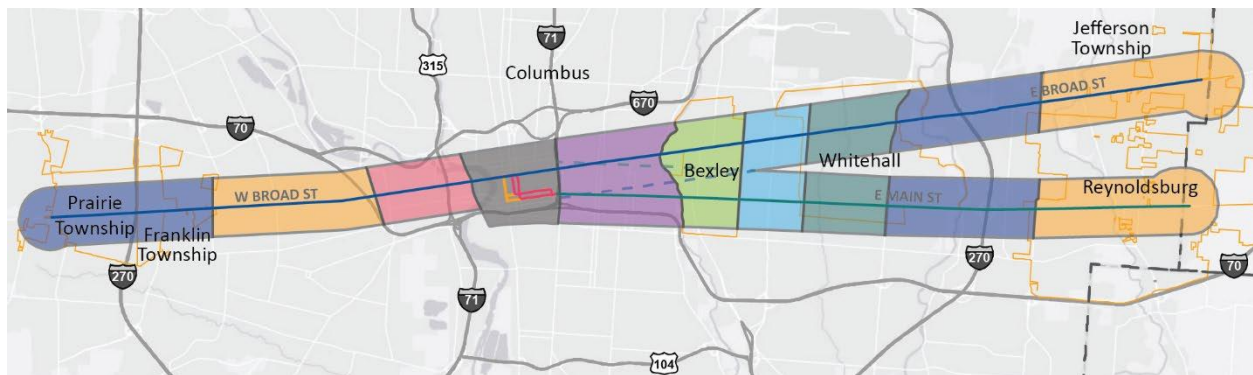
- An analysis of transit travel demand, capital, operating and maintenance costs, transportation, and parking;

- Environmental impacts; and
- Economic development opportunities for the corridor.

Findings were shared with the East-West Corridor Technical Group, Stakeholder Group, affected jurisdictions, and the public to solicit their input and preferences.

The adopted 2021-2025 CIP reflects \$20M for East West Corridor project development in 2021. The tasks for project development include 30% engineering and preliminary environmental work for two corridors. Project development work may be eligible for partial federal funding, if eligible for entrance into the FTA CIG funding cycle in 2021.

This contract is a task order contract, allowing for negotiated scope and cost specifics per task. A request for qualifications was issued on July 12, 2020, and six proposals were received. The proposals were reviewed by COTA staff, City of Columbus staff, and MORPC staff. A short-list of three consultant teams were developed for interviews, with AECOM chosen from that process as the firm best suited to lead the East-West Corridor Project.



East Side Alignment Considerations

Of the corridor alignment options that were advanced from the initial screening, West Broad Street was solidified as being the best option for HCT west of downtown Columbus. East of downtown, East Broad and East Main streets were included in the detailed evaluation to determine which alignment was most feasible for HCT. West Broad, East Main, and East Broad streets were among the 14 corridors identified in COTA's NextGen Vision as warranted for HCT investments based on current and potential future market demand, development patterns, and public input. Both corridors continue to have frequent COTA service today and represent two of COTA's three top-performing routes. While East Main and East Broad streets generally run parallel, they are separated enough from one another to serve different areas of Franklin County's east side.

The detailed evaluation of the two alignments analyzed environmental, active transportation, and station development considerations. Quantitatively, the differences between the two east side alignments were as follows:

- East Main Street has higher ridership, lower capital costs, and provides service to more historically disadvantaged populations and zero car households; and
- East Broad Street has faster travel times and lower operating costs.

The public's preferences among the two east side options were nearly evenly split:

- There was strong support for East Main Street among those looking through an equity and redevelopment lens (more access to jobs for those who need it most); and

- There was strong support for East Broad Street for those wanting to go to major attractions like Columbus Museum of Art or Franklin Park Conservatory.

Affected jurisdictions noted it was difficult to choose an eastern alignment at only 5% design but provided this input:

- Reynoldsburg preferred East Main Street because it complements their comprehensive land-use plan and development efforts;
- Jefferson Township representatives preferred East Broad, where their jurisdiction is located;
- Columbus representatives leaned toward East Main Street due to the potential to spur more redevelopment and serve historically disadvantaged populations;
- Whitehall representatives preferred East Broad Street because of its support of and consistency with its land-use planning and development efforts; and
- Bexley representatives expressed a preference for the East Broad Street alignment due to the potential of having more right of way on Broad Street, which might minimize impacts to existing development. Bexley also noted, however, that there is more density on East Main Street.

All three East-West alignments were confirmed through the assessment process as viable HCT corridors, making them highly competitive projects in the FTA CIG program. Additionally, all three help achieve the goals of the LinkUs initiative. As a result, COTA recommends formally designating separate LPAs for all three of the corridor alignments: West Broad Street, East Main Street, and East Broad Street – each with an applicable timetable. The LPA designation will help position each of these corridors for advancement into the CIG program at the appropriate time.

While both East Broad and East Main Streets warrant a BRT investment and will be designated LPAs, it is not currently advisable to advance all three of these separate projects into the FTA CIG Small Starts program at this time. As the LinkUS vision and viable HCT corridors become further developed in collaboration with Columbus, MORPC, Franklin County, and central Ohio residents, prioritization and funding resources will be strategically mapped out for the entire LinkUS HCT network. Until that more comprehensive and systematic assessment is completed, COTA recommends advancing the West Broad Street and East Main Street Corridors into the FTA's CIG program in the summer of 2021.

The West Broad and East Main Street corridors are already included within MORPC's approved Metropolitan Transportation Plan (MTP). COTA will request that MORPC amend the MTP to include the East Broad Street LPA, a prerequisite for proceeding into the CIG program in the future. That amendment request is currently scheduled for September 9, 2021 allowing for the requisite 30-day public notice.

The recommendation for which LPAs should enter the federal funding pipeline first is primarily attributable to the LPAs' ability to achieve the stated equity and workforce advancement goals. Similarly, COTA's Strategic Plan is centered on diversity, equity, and inclusion and everything COTA does is to "Move Every Life Forward." New FTA officials have also reinforced that such positive equitable impacts will be increasingly scored higher for the ratings of future public transit projects, particularly within the CIG program. As assessments of overall corridor prioritization and local funding options continue during the following year, the timeframe for the East Broad Street LPA to enter into the CIG program should gain clarity.

The East Main Street alignment has higher levels of employment, greater density, and a more significant share of historically under-served populations identifying as non-white, living in households below poverty, and/or with no access to a vehicle. Thus, the East Main Street LPA will provide a greater number of residents access to jobs, education, healthcare, and other essential needs. The East Broad Street and East Main Street ventures will give a needed equitable impact to residents. Both are highly desirable projects that should eventually move into the CIG process. However, the analyses indicate that the East Main Street LPA can have a more significant immediate impact, consistent with LinkUS, COTA, and federal administration goals, and should enter the pipeline first.

East Broad Street's entry into the CIG program will occur later in the process, as it will be prioritized along with other potential LinkUS corridors, including the Northwest Corridor, which will soon enter a similar evaluation process. All HCT corridors and other mobility investments are being evaluated through the lens of ensuring an equitable distribution of mobility investments throughout the central Ohio region. When it is time to advance East Broad Street corridor into the CIG program, the work completed as a part of this detailed evaluation will be used as the foundational work and not need to be repeated. In the near term, COTA will work with the east side municipalities to look into shorter-term adjustments and improvements to East Broad Street to shorten travel times and improve convenience.

Next Steps

- August 2021: letter of request for entry into project development for FTA CIG Program- two LPAs
- September 9, 2021: MORPC Committee - MTP Amendment to include East Broad Street

It is recommended that the West Broad and East Main Street LPAs be included and the East Broad Street LPA request entry at a later date. It is important to note that entry into the CIG program does not suggest that the financial resources for the required "local match" have been identified or secured. The more comprehensive assessment of the LinkUS vision and local funding options will be proceeding in the coming months.

BUDGET IMPACT

Following the adoption of the LPA by COTA's Board of Trustees, a project application will be submitted to the FTA in August. The total estimated project capital costs in current year dollars are:

- West Broad Street - \$175,085,000; adjusted for year of expenditure (YOE) is \$213,100,000, based on opening year in 2027/2028.
- East Main Street - \$211,692,000; adjusted for year of expenditure (YOE) is \$247,700,000, based on opening year in 2027/2028.

COTA has budgeted \$57.7 million dollars for project development in the 2021-2025 CIP, with an additional \$143.2 million dollars identified as being funded through other sources. This budget includes further refinement of all aspects of the project, including environmental analysis, preliminary engineering, final design, capital, and operating costs. This phase is expected to be initiated during the third quarter of 2021 and last approximately 18 months.

DBE PARTICIPATION

N/A



RESOLUTION NO. 2021-77

AUTHORIZING AN AMENDMENT TO RESOLUTION NO. 2021-08 TO REVISE APPROPRIATIONS FOR THE EXPENDITURES OF THE CENTRAL OHIO TRANSIT AUTHORITY FOR THE CALENDAR YEAR ENDING DECEMBER 31, 2021

WHEREAS, Sections 5705.28 and 5705.38 of the Ohio Revised Code require that the Authority adopt an annual appropriations Resolution in order to make lawful expenditures of funds for the operations of the Central Ohio Transit Authority; and

WHEREAS, the Board of Trustees previously adopted Resolution 2020-111 establishing appropriations for the expenditures of the Central Ohio Transit Authority and Resolution 2021-08 subsequently revised appropriations for calendar year ending December 31, 2021; and

WHEREAS, the Board of Trustees adopted Resolution 2021-72 approving three locally preferred alternatives, East Main Street, West Broad Street, and East Broad Street, within the East/West Corridor; and

WHEREAS, the Board of Trustees previously adopted Resolution 2021-72 where West Broad Street and East Main Street were recommended to progress into Small Starts project development; and

WHEREAS, Resolution 2021-08 apportioned \$20,000,000 for East/West Corridor Design/Engineering, and

WHEREAS, it is necessary to amend Resolution 2021-08 to authorize additional appropriations based on additional funds needed for the East Main Street and West Board Corridor Design/Engineering.

WHEREAS, the \$20,000,000 for East/West Corridor Design/Engineering and the \$9,000,000 additional apportion included in this resolution (total of \$29,000,000) are apportioned to Design/Engineering of the East Main Street and West Broad Street Corridors.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Central Ohio Transit Authority that the adopted appropriation for calendar year ending December 31, 2021 be amended.

Section 1. That there be appropriated from the CIP for the calendar year ending December 31, 2021:

CAPITAL IMPROVEMENT FUND -

EXPENDITURES

DESCRIPTION

	<u>EXISTING</u>		<u>REVISED</u>
	<u>APPROPRIATION</u>	<u>REVISION</u>	<u>APPROPRIATION</u>
Vehicles & Equipment	\$ 22,945,050	0	22,945,050
Facilities	40,620,750	0	40,620,750
Technology	17,979,000	0	17,979,000
Development	30,700,000	9,000,000	39,700,000
Administration	1,000,000	0	1,000,000
TOTAL CAPITAL EXPENSES	\$ 113,649,800	9,000,000	122,649,800

Section 2. That funding for capital expenditures for the calendar year ending December 31, 2021 be from the following sources:

CAPITAL IMPROVEMENT FUND – REVENUE

DESCRIPTION

PROJECTED

REVENUE

Transfer from General Fund	\$	45,000,000
Sales Tax		13,414,822
Grant Revenue		55,398,477
Investment Income		0
Debt Service Proceeds		16,200,000
Other		7,500,000
TOTAL CAPITAL REVENUE	\$	137,513,299

Section 3. That capital purchases not eligible for federal or state grant funding be made instead from local monies within the CIP fund.

Section 4. That the total cumulated appropriations for the calendar year ending December 31, 2021 are as follows:

Operating Expenses	\$	171,918,698
Depreciation		35,100,000
Non-Operating Expenses		2,875,298
Capital Expenses		122,649,800
TOTAL EXPENSES	\$	332,543,796

Section 5. That the Secretary-Treasurer is hereby directed to certify a copy of this Resolution to the Auditor of Franklin County.

Section 6. That the President/CEO be, and hereby is, authorized to take such further action and execute and deliver such further documents as, acting on the advice of counsel, shall be deemed necessary to carry out the intent of this Resolution.

Section 7. That the Authority finds and determines that all formal deliberations and actions of the Authority concerning and relating to the adoption of this Resolution were taken in an open meeting of the Authority.

Section 8. That this Resolution shall become effective upon its adoption.

Adopted: July 28, 2021

Signed: _____

Chair, Board of Trustees

Attest: _____

President/CEO

DocuSigned by:

Craig P. Troneff

525D18CA8C28420...

DocuSigned by:

Joanna M. Pinkerton

7454ADB3E0E6470...

CENTRAL OHIO TRANSIT AUTHORITY**STAFF SUMMARY AND COMMENTS**

TITLE OF RESOLUTION: AUTHORIZING AN AMENDMENT TO RESOLUTION NO. 2020-111 TO REVISE APPROPRIATIONS FOR THE EXPENDITURES OF THE CENTRAL OHIO TRANSIT AUTHORITY FOR THE CALENDAR YEAR ENDING DECEMBER 31, 2021

DATE: JULY 28, 2021

INITIATOR: ANGEL L. MUMMA, CHIEF, FINANCE DIVISION

BUDGET/FUNDING INFORMATION			
APPROVED BUDGET AMOUNT:		CURRENT PROJECTED AMOUNT:	
Operating Funds:	\$	Operating Funds:	\$
Capital Funds:	\$ 20,000,000	Capital Funds:	\$ 29,000,000
COTA Share	\$	COTA Share	\$
Federal/State	\$	Federal/State	\$
TOTAL:	\$ 20,000,000	TOTAL:	\$ 29,000,000

PROJECT JUSTIFICATION

The Ohio Revised Code, Chapter 5705 requires that the Authority adopt an annual appropriations resolution to make lawful expenditures of funds for the operations of the Central Ohio Transit Authority for calendar year ending December 31, 2021 and to direct the Secretary-Treasurer to certify a copy of the Resolution to the Auditor of Franklin County.

This Resolution will amend Resolution 2021-08 to revise the appropriations of the Authority's expenditures for calendar year ending December 31, 2021. More specifically, this revision provides the funding for additional costs associated with the design of the East/West Corridor High-Capacity Transit (HCT) system serving the Central Ohio Region.

Funding in the amount of \$20 million was originally programmed as part of the 2021-2025 CIP (funding appropriated in 2021 through Resolution 2021-08). However, fund design efforts are now estimated at nearly \$29 million. Funds must be allocated up-front to fund the multi-year Project Development effort. This is a guarantee that the transit agency has funds available and assigned to the design effort at the time of entry into the CIG program for project development. We anticipate all expenditures incurred thus far, included the additional amount requested as part of this revision to the appropriation will qualify for partial reimbursement under CIG funds COTA would receive in the future.

BUDGET IMPACT

The budgetary impact of this Resolution will result in an additional \$9,000,000 being appropriated to the Capital Improvement Fund, of which sufficient funding is available.

DBE PARTICIPATION

N/A



RESOLUTION NO. 2022-81

AUTHORIZING THE ADOPTION OF THE 2023-2027 FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM

WHEREAS, the Board of Trustees of the Central Ohio Transit Authority has determined it is in the best interest of the Authority to prepare a five-year capital improvements program (CIP); and

WHEREAS, the CIP represents a long-term financial plan which establishes priorities, identifies project costs, identifies funding sources, and serves as a planning document for capital improvements; and

WHEREAS, the Board of Trustees has reviewed the CIP for the years 2023-2027.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Central Ohio Transit Authority.

Section 1. That the 2023-2027 CIP attached hereto as Exhibit A is hereby adopted.

Section 2. That the President/CEO be, and hereby is, authorized to take such further action and execute and deliver such further documents as, acting on the advice of counsel, shall be deemed necessary to carry out the intent of this Resolution.

Section 3. That the Authority finds and determines that all formal deliberations and actions of the Authority concerning and relating to the adoption of this Resolution were taken in an open meeting of the Authority.

Section 4. That this Resolution shall become effective upon its adoption.

Adopted: August 15, 2022

Signed: Craig Treneff
525D10CA0C20420...

DocuSigned by:

Chair, Board of Trustees

Attest: Joanna M. Pinkerton
7454ADB3E0F6470...

DocuSigned by:

President/CEO

CENTRAL OHIO TRANSIT AUTHORITY**STAFF SUMMARY AND COMMENTS****TITLE OF RESOLUTION: AUTHORIZING THE ADOPTION OF THE 2023-2027 FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM****DATE: AUGUST 15, 2022****INITIATOR: ERIN W. DELFFS, INTERIM CHIEF, FINANCE DIVISION**

Budget/Funding Information			
Approved Budget Amount:		Current Projected Amount:	
Operating Funds:	\$	Operating Funds:	\$
Capital Funds:		Capital Funds:	
COTA Share	\$	COTA Share	\$
Federal/State		Federal/State	\$
Total:	\$	Total:	\$

PROJECT JUSTIFICATION

The 2023-2027 capital improvements program (CIP) represents a long-term financial plan, which establishes priorities in alignment with the Strategic Plan, identifies project costs and funding sources and serves as a planning document for capital improvements.

The 2023-2027 CIP, attached as Exhibit A, was prepared by staff and presented to the Strategic and Operational Planning Committee on July 6, 2022.

Staff recommends approval of the 2023-2027 CIP at the August 15, 2022, Board of Trustees meeting.

BUDGET IMPACT

Funding for fiscal year 2023 of the CIP will be included with the 2023 appropriations, which will be presented to the Board of Trustees in December 2022.

DIVERSE SPEND PARTICIPATION

Not applicable.



RESOLUTION NO. 2023-04

AUTHORIZING A CONTRACT WITH AECOM FOR WEST BROAD STREET HIGH-CAPACITY TRANSIT CORRIDOR DETAILED DESIGN AND CONSTRUCTION SUPPORT SERVICES

WHEREAS, COTA desires to engage in a contract with a qualified company for the completion of detailed design and construction support services of the West Broad Street High-Capacity Transit Corridor; and

WHEREAS, AECOM has been selected through a competitive procurement process in accordance with the rules and regulations of the Federal Transit Administration and Section 306.43 of the Ohio Revised Code.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Central Ohio Transit Authority.

Section 1. The offer from AECOM, as negotiated, is hereby accepted as the most advantageous offer, with cost and other factors considered, for the completion of detailed design and construction support services of the West Broad Street High-Capacity Transit Corridor for the period commencing January 1, 2023 and expiring December 31, 2028.

Section 2. The President/CEO be, and hereby is, authorized to enter into a contract with AECOM for the completion of detailed design and construction support services of the West Broad Street High-Capacity Transit Corridor for an amount not to exceed Ten Million One Hundred Seventy-Three Thousand Two Hundred Thirty-Two and 00/100 Dollars (\$10,173,232), plus a contingency amount of Three Hundred Twenty-Six Thousand Seven Hundred Sixty-Eight and 00/100 Dollars (\$326,768), for a total expenditure not to exceed of Ten Million Five Hundred Thousand and 00/100 Dollars (\$10,500,000).

Section 3. That payment for said contract shall be from the approved 2023-2028 Capital Improvement Program.

Section 4. That the President/CEO be, and hereby is, authorized to take such further action and execute and deliver such further documents as, acting on the advice of counsel, shall be deemed necessary to carry out the intent of this Resolution.

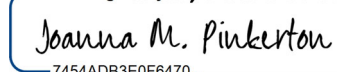
Section 5. That the Authority finds and determines that all formal deliberations and actions of the Authority concerning and relating to the adoption of this Resolution were taken in an open meeting of the Authority.

Section 6. That this Resolution shall become effective upon its adoption.

Adopted: January 18, 2023

Signed: 
525D18CA8C28429...

Chair, Board of Trustees

Attest: 
7454ADB3E0E6470

President/CEO

CENTRAL OHIO TRANSIT AUTHORITY

STAFF SUMMARY AND COMMENTS**TITLE OF RESOLUTION: AUTHORIZING A CONTRACT WITH AECOM FOR WEST BROAD STREET HIGH-CAPACITY TRANSIT CORRIDOR DETAILED DESIGN AND CONSTRUCTION SUPPORT SERVICES****DATE: JANUARY 18, 2023****INITIATOR: ANDREW C. BIESTERVELD, CHIEF ENGINEER AND MECHANICAL OFFICER, INFRASTRUCTURE, ENGINEERING, AND MAINTENANCE DIVISION**

BUDGET/FUNDING INFORMATION			
APPROVED BUDGET AMOUNT:		CURRENT PROJECTED AMOUNT:	
Operating Funds:	\$	Operating Funds:	\$
Capital Funds:		Capital Funds:	
COTA Share	\$	COTA Share	\$ 10,500,000
Federal/State	\$	Federal/State	\$
TOTAL:	\$	TOTAL:	\$ 10,500,000

PROJECT JUSTIFICATION

This Resolution authorizes the post 30% detailed design and construction support services contract for the current West Broad Street Corridor High-Capacity Transit Plan through December 31, 2027. This project is 9.3 miles long within the City of Columbus, Prairie Township, Jefferson Township, and the Ohio Department of Transportation (ODOT) right of way. The contract scope includes, but is not limited to, the following Tasks:

- Project management;
- Completion of detailed design from 30% to 100% (including station design and roadway design);
- Permitting and construction documents;
- Additional field surveying and utility coordination;
- FTA and NEPA (environmental) coordination;
- Construction support services including RFI, submittal, change order reviews, material testing, and project closeout;
- Property appraisal and acquisition assistance for ROW expansion, material laydown facilities, and end-of-line facilities;
- Public engagement and outreach; and
- Municipal stakeholder coordination.

BUDGET IMPACT

The authorization of \$10,500,000 ensures the contract is adequately funded to reach the 60% detailed design milestone from start of contract at 30% design. This project is a long-term design contract anticipated to span over two years within the design phase and three years of construction efforts, with various tasks listed above occurring throughout these time frames. Requests for additional authority on the contract will be evaluated after the completion of the 60% detailed design with updated construction capital cost estimates and schedules. During the 60% to 100% phasing a Construction Manager at Risk (CMAR) will be brought on to provide value engineering, direct constructability feedback, and contractor's independent capital cost estimates. The project will be evaluated at the 60% detailed design milestone to update and finalize the estimates for the engineer's construction support services.

This contract is a task order contract, allowing for negotiated scope and cost specifics per task. A Request for Qualifications was issued on September 26, 2022, and two proposals were received. The proposals were reviewed by COTA staff, City of Columbus staff, and MORPC staff. Both consultant teams were interviewed, with AECOM chosen from that process as the firm best suited to lead the completion of the West Broad Street Corridor.

DIVERSE SPEND PARTICIPATION

The solicitation was submitted to 5,177 recipients, of which 72 are DBEs, and COTA received 2 total bid offerings.

AECOM will exceed the 20% DBE participation goal by using the DBE subcontractors: Martin+Wood Appraisal Group, Ltd.; ASC Group, Inc.; Warhol & Wall Street, Ltd.; MurphyEspson, Inc.; Lanham Engineering, LLC; Moody Engineering, LLC; and Resource International, Inc. at approximately 24% of the contract value.



RESOLUTION NO. 2023-54

**AUTHORIZING THE FILING OF APPLICATIONS WITH THE OHIO
DEPARTMENT OF TRANSPORTATION FOR GRANTS FOR STATE FISCAL YEAR 2024**

WHEREAS, the State of Ohio, through the State Fiscal Year 2024 programs, has made available funds to assist public transportation systems in Ohio; and

WHEREAS, the Central Ohio Transit Authority is the transit operator for signatory member communities to the Central Ohio Transit Authority charter; and

WHEREAS, the Central Ohio Transit Authority is presently providing transit service and observing all federal and state rules regarding these programs.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Central Ohio Transit Authority.

Section 1. That the President/CEO, or designee, is authorized to file an application and execute contracts for the State Fiscal Year 2024 Urban Transit Program, Ohio Transit Partnership Program, \$5339 Bus and Bus Facilities Grant, and available discretionary programs on behalf of the Central Ohio Transit Authority.

Section 2. That the President/CEO, or designee, is authorized to execute and file such applications, assurances, or any other documentation required by the Ohio Department of Transportation.

Section 3. That the President/CEO, or designee, is authorized to furnish such additional information as the Ohio Department of Transportation may require in connection with these applications.

Section 4. That the President/CEO is authorized to take such further action and execute and deliver such further documents as, acting on the advice of counsel, shall be deemed necessary to carry out the intent of this Resolution.

Section 5. That the Authority finds and determines that all formal deliberations and actions of the Authority concerning and relating to the adoption of this Resolution were taken in an open meeting of the Authority.

Section 6. That this Resolution shall become effective upon its adoption.

Adopted: May 17, 2023

Signed: DocuSigned by:
Marlon Moore
9561BD404F924B3...

Attest: DocuSigned by:
Joanna M. Pinkerton
7454ADB3E0F6470...
Chair, Board of Trustees
President/CEO

CENTRAL OHIO TRANSIT AUTHORITY
STAFF SUMMARY AND COMMENTS

TITLE OF RESOLUTION: AUTHORIZING THE FILING OF APPLICATIONS WITH THE OHIO DEPARTMENT OF TRANSPORTATION FOR GRANTS FOR STATE FISCAL YEAR 2024

DATE: MAY 17, 2023

INITIATOR: ERIN W. DELFFS, CHIEF, FINANCE DIVISION

Budget/Funding Information			
Approved Budget Amount:		Current Projected Amount:	
Operating Funds:	\$	Operating Funds:	\$
Capital Funds:		Capital Funds:	
COTA Share	\$	COTA Share	\$
Federal/State	\$	Federal/State	\$
Total:	\$	Total:	\$

PROJECT JUSTIFICATION

The Central Ohio Transit Authority is eligible to participate in fiscal year 2024 public transportation systems assistance grant programs sponsored by the Ohio Department of Transportation (ODOT) as follows:

- a) The Urban Transit Program (UTP) provides funds for large bus systems utilizing a reimbursement formula that incorporates system data and performance measures based on ridership, revenue service miles, revenue hours, and farebox revenue. These funds are used for capital acquisitions, such as the purchase of fixed-route heavy duty transit buses.

UTP Discretionary Capital Grant Funds are state funds reserved for major fixed facility projects, bus, and equipment purchases. Distribution of these funds is subject to ODOT’s Transit Capital Project Evaluation and Selection Process.
- b) The Ohio Transit Preservation Partnership Program (OTP2) provides federal and state funds to urban transit systems in Ohio for preservation. Preservation is defined as the process of working to maintain, sustain, or keep in a good sound state the transit systems in Ohio.
- c) CMAQ, STP and other federally-funded competitive grant programs administered by ODOT.

ODOT requires that COTA’s application for grant funds be accompanied by an authorizing resolution passed by the Board. The attached Resolution conforms to the format required in ODOT’s 2024 Grant Application Criteria and, if approved, will allow COTA to participate in ODOT’s Fiscal Year 2024 funding programs.

BUDGET IMPACT

COTA’s Fiscal Year 2023 funding allocation for UTP is \$2,785,977 and \$3,320,000 for OTP2.

Without this Resolution, COTA would not be eligible to participate in the grant programs sponsored by ODOT and the funds would not be provided to COTA.

DIVERSE SPEND PARTICIPATION

Not applicable.

HONORABLE MIKE CAREY
15TH DISTRICT OF OHIO



CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES
WASHINGTON, D.C. 20515

May 23, 2023

Ohio Department of Transportation
ATTN: Kevin E. Davis, ODOT TRAC Coordinator
1980 W. Broad St.
Columbus, OH 43223

RE: Central Ohio Transit Authority's West Broad Street Bus Rapid Transit (BRT) Project

Dear Mr. Davis,

I am writing to support the Central Ohio Transit Authority's (COTA) application for the 2023 TRAC funding of its West Broad Street Bus Rapid Transit project.

This project will provide enhanced mobility options along the underserved and densely populated West Broad Street corridor between downtown Columbus and Prairie Township. This project will enhance economic mobility and workforce connections by improving access to jobs, education, healthcare and recreation. Destinations and major employers along the corridor include OhioHealth Doctor's Hospital, Center of Science and Industry (COSI), Columbus Metropolitan Library, Columbus College of Art & Design and the Hollywood Casino to name a few.

COTA is seeking \$39 million in TRAC funding for construction activities. The project's current estimated capital cost is \$339 million in year of expenditure. The project is intended to serve 17 stations and operate in a combination of dedicated center and curbside guideways, as well as sections in mixed traffic. The project is expected to feature near-level boarding at stations, off-board fare collection, complete streets improvements, transit signal priority, improved station amenities with enhanced safety and security, and increased transit service.

I offer my full support of COTA's application for the 2023 TRAC funding cycle. If you have any questions, please contact my Washington D.C. office at 202-225-2015 or my Columbus office at 614-927-6902.

Respectfully,

A handwritten signature in black ink, appearing to read 'Mike Carey'.

Mike Carey
Member of Congress



Ohio Senate
Senate Building
1 Capitol Square
Columbus, Ohio 43215
(614) 466-5981

Committees:
Transportation - Chairwoman
Financial Institutions & Technology
Insurance
Local Government & Elections
Rules & Reference

Stephanie L. Kunze
State Senator
16th District

May 19, 2023

Ohio Department of Transportation
ATTN: Kevin E. Davis, ODOT TRAC Coordinator
1980 W. Broad St.
Columbus, OH 43223

RE: Central Ohio Transit Authority's West Broad Street Bus Rapid Transit (BRT) Project

Dear Mr. Davis,

I respectfully submit this letter of support for the Central Ohio Transit Authority's (COTA) application for the 2023 TRAC funding of its West Broad Street Bus Rapid Transit project.

As I understand, this project will provide enhanced mobility options along the underserved and densely populated West Broad Street corridor between downtown Columbus and Prairie Township. This project will enhance economic mobility and workforce connections by improving access to jobs, education, healthcare and recreation. Destinations and major employers along the corridor include OhioHealth Doctor's Hospital, Center of Science and Industry (COSI), Columbus Metropolitan Library, Columbus College of Art & Design, and the Hollywood Casino to name a few.

COTA has informed me that they are seeking \$39 million in TRAC funding for construction activities and that the project's current estimated capital cost is \$339 million in year of expenditure. The project is intended to serve 17 stations and operate in a combination of dedicated center and curbside guideways, as well as sections in mixed traffic. The project is expected to feature specially branded zero-emission vehicles, near-level boarding at stations, off-board fare collection, complete streets improvements, transit signal priority, improved station amenities with enhanced safety and security, and increased transit service.

I request your full and fair consideration of COTA's application for the 2023 TRAC funding cycle. If you have any questions, please contact me at 614-466-5981 or kuzne@ohiosenate.gov

Respectfully,

A handwritten signature in black ink that reads "Stephanie Kunze". The script is cursive and fluid, with the first name and last name clearly legible.

Stephanie Kunze

State Senator

16th Ohio Senate District



Brian Stewart
State Representative

May 16th, 2023

Ohio Department of Transportation
ATTN: Kevin E. Davis, ODOT TRAC Coordinator
1980 W. Broad St.
Columbus, Ohio 43223

RE: Central Ohio Transit Authorities' West Broad Street Bus Rapid Transit (BRT) Project

Dear Mr. Davis,

I am writing in support of the Central Ohio Transit Authority's (COTA) application for the 2023 TRAC funding of its West Broad Street Bus Rapid Transit project.

This project will provide enhanced mobility options along the underserved and densely populated West Broad Street corridor between downtown Columbus and Prairie Township. This project will enhance economic mobility and workforce connections by improving access to jobs, education, healthcare and recreation. Destinations and major employers along the corridor include OhioHealth Doctor's Hospital, Center of Science and Industry (COSI), Columbus Metropolitan Library, Columbus College of Art & Design and the Hollywood Casino to name a few.

COTA is seeking \$39 million in TRAC funding for construction activities. The project's current estimated capital cost is \$339 million in year of expenditure. The project is intended to serve 17 stations and operate in a combination of dedicated center and curbside guideways, as well as sections in mixed traffic. The project is expected to feature specially branded zero-emission vehicles, near-level boarding at stations, off-board fare collection, complete streets improvements, transit signal priority, improved station amenities with enhanced safety and security, and increased transit service.

I offer my full support of COTA's application for the 2023 TRAC funding cycle. If you have any questions, please contact me at (614) 466-1464 or Rep12@ohiohouse.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Stewart", with a long horizontal flourish extending to the right.

Brian Stewart
State Representative



Representative C. Allison Russo

Minority Leader

The Ohio House of Representatives

May 22, 2023

Ohio Department of Transportation
ATTN: Kevin E. Davis, ODOT TRAC Coordinator
1980 W. Broad St.
Columbus, OH 43223

RE: Central Ohio Transit Authority's West Broad Street Bus Rapid Transit Project

Dear Mr. Davis:

I am writing in support of the Central Ohio Transit Authority's (COTA) application for the 2023 TRAC funding of its West Broad Street Bus Rapid Transit project in the amount of \$39 million.

The West Broad Street corridor between downtown Columbus and Prairie Township is an important roadway in the Columbus region that connects densely populated, underserved communities with critical services and is heavily travelled by residents and commuters. Destinations and major employers along the corridor include OhioHealth Doctor's Hospital, Center of Science and Industry, Columbus Metropolitan Library, Columbus College of Art & Design and the Hollywood Casino.

It is my understanding that the proposed West Broad Street Bus Rapid Transit project is intended to serve 17 stations and operate in a combination of dedicated center and curbside guideways, as well as sections in mixed traffic. I also understand that the project is expected to feature zero-emission vehicles, near-level boarding at stations, off-board fare collection, complete streets improvements, transit signal priority, improved station amenities with enhanced safety and security, and increased transit service.

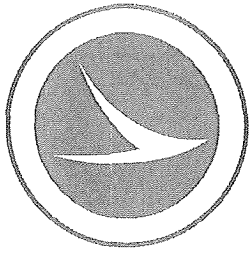
I believe that should the \$39 million in TRAC funding be awarded for the West Broad Street Bus Rapid Transit project, the additional funds would represent a significant step forward in the development of regional public transportation options, better connecting residents to jobs, education, healthcare, & recreation, and have the potential to significantly improve transit safety, ridership rates, and economic opportunity for the region.

Thank you for giving your full and fair consideration to the grant application submitted by the Central Ohio Transit Authority, and for your support of similar transit projects across Ohio.

Sincerely,

A handwritten signature in black ink that reads "C. Allison Russo". The signature is fluid and cursive.

C. Allison Russo
House Minority Leader
7th House District



OHIO DEPARTMENT OF TRANSPORTATION
Mike DeWine, Governor Jack Marchbanks, Ph.D., Director

1980 W. Broad Street, Columbus, OH 43223
614-466-7170
transportation.ohio.gov

May 12, 2023

Ohio Department of Transportation
ATTN: Kevin E. Davis, ODOT TRAC Coordinator
1980 W. Broad St.
Columbus, OH 43223

RE: Central Ohio Transit Authority's West Broad Street Bus Rapid Transit (BRT) Project

Dear Mr. Davis,

Please let this letter serve as the ODOT Office of Transit's acknowledgement of Central Ohio Transit Authority's (COTA) application for the 2023 TRAC funding of its West Broad Street Bus Rapid Transit project.

This project will provide enhanced mobility options along the underserved and densely populated West Broad Street corridor between downtown Columbus and Prairie Township. This project will enhance economic mobility and workforce connections by improving access to jobs, education, healthcare and recreation. Destinations and major employers along the corridor include OhioHealth Doctor's Hospital, Center of Science and Industry (COSI), Columbus Metropolitan Library, Columbus College of Art & Design and the Hollywood Casino to name a few.

COTA is seeking \$39 million in TRAC funding for construction activities. The project's current estimated capital cost is \$339 million in year of expenditure. The project is intended to serve 17 stations and operate in a combination of dedicated center and curbside guideways, as well as sections in mixed traffic. The project is expected to feature specially branded zero-emission vehicles, near-level boarding at stations, off-board fare collection, complete streets improvements, transit signal priority, improved station amenities with enhanced safety and security, and increased transit service.

Please contact me if you have any questions in the consideration of this TRAC application, and the Office of Transit will assist as appropriate should COTA be awarded TRAC funds.

Respectfully,

E-SIGNED by Charles Dyer
on 2023-05-12 19:18:38 GMT
Charles Dyer, Administrator
Office of Transit



OFFICE OF THE MAYOR

May 22, 2023

Ohio Department of Transportation
ATTN: Kevin E. Davis, ODOT TRAC Coordinator
1980 W. Broad St.
Columbus, OH 43223

RE: Central Ohio Transit Authority's West Broad Street Bus Rapid Transit (BRT) Project

Dear Mr. Davis,

I am writing to support the Central Ohio Transit Authority's (COTA) application for the 2023 TRAC funding of its West Broad Street Bus Rapid Transit project.

This project will provide enhanced mobility options along the underserved and densely populated West Broad Street corridor between downtown Columbus and Prairie Township. This project will enhance economic mobility and workforce connections by improving access to jobs, education, healthcare and recreation. Destinations and major employers along the corridor include OhioHealth Doctor's Hospital, Center of Science and Industry (COSI), Columbus Metropolitan Library, Columbus College of Art & Design and the Hollywood Casino to name a few.

COTA is seeking \$39 million in TRAC funding for construction activities. The project's current estimated capital cost is \$339 million in year of expenditure. The project is intended to serve 17 stations and operate in a combination of dedicated center and curbside guideways, as well as sections in mixed traffic. The project is expected to feature specially branded zero-emission vehicles, near-level boarding at stations, off-board fare collection, complete streets improvements, transit signal priority, improved station amenities with enhanced safety and security, and increased transit service.

As one of the fastest-growing regions in the country, Central Ohio is projected to experience substantial population growth by 2050. LinkUS addresses the challenges of this growth by promoting sustainable development patterns near transit, protecting valuable open spaces, and managing traffic congestion for residents. By expanding public transportation services, constructing sidewalks, bikeways, and trails, LinkUS facilitates equitable job and residential growth, making it easier for people to access employment, housing, healthcare, and recreational opportunities. Additionally, the initiative aims to provide more affordable transportation and housing options, thus enhancing the region's overall affordability and quality of life.

Moreover, LinkUS fosters improved access and connectivity within Central Ohio. By investing in rapid transit systems, which include features like dedicated lanes and enhanced stations, the initiative enhances the efficiency, reliability, and convenience of public transportation. This encourages residents to choose sustainable modes of transportation such as walking, biking, and using public transit. The enhanced mobility options offered by LinkUS not only improve transportation efficiency but also create a more inclusive and accessible environment for all residents, particularly those who may not have access to private vehicles.

By fostering connectivity and increasing access to essential services, LinkUS supports the region's economic development, social equity, and overall well-being. I offer my full support of COTA's application for the 2023 TRAC funding cycle.

Sincerely,



Andrew J. Ginther,
Mayor

May 18, 2023

Ohio Department of Transportation
ATTN: Kevin E. Davis, ODOT TRAC Coordinator
1980 W. Broad St.
Columbus, OH 43223

RE: Central Ohio Transit Authority's West Broad Street Bus Rapid Transit (BRT) Project

Dear Mr. Davis,

I am writing to support the Central Ohio Transit Authority's (COTA) application for 2023 TRAC funding of its West Broad Street Bus Rapid Transit project.

This project will provide enhanced mobility options along the underserved and densely populated West Broad Street corridor between downtown Columbus and Prairie Township. This project will enhance economic mobility and workforce connections by improving access to jobs, education, healthcare and recreation. Destinations and major employers along the corridor include OhioHealth Doctor's Hospital, Center of Science and Industry (COSI), Columbus Metropolitan Library, Columbus College of Art & Design, and the Hollywood Casino.

COTA is seeking \$39 million in TRAC funding for construction activities. The project's current estimated capital cost is \$339 million. The project is intended to serve 17 stations and operate in a combination of dedicated center and curbside guideways, as well as sections in mixed traffic. The project is expected to feature specially branded zero-emission vehicles, near-level boarding at stations, off-board fare collection, complete streets improvements, transit signal priority, improved station amenities with enhanced safety and security, and increased transit service.

It is important to note that the West Broad Street Bus Rapid Transit project is just one piece of a larger effort by the City of Columbus to more effectively connect residents. Equitable growth is at the forefront of the LinkUS initiative, which is a joint effort by The City of Columbus, COTA,



SHANNON G. HARDIN, PRESIDENT | ROB DORANS, PRESIDENT PRO TEMPORE
NICHOLAS J. BANKSTON | LOURDES BARROSO de PADILLA | MITCHELL J. BROWN | SHAYLA D. FAVOR | EMMANUEL V. REMY

CITY CLERK | ANDREA BLEVINS, CMC

City Hall | 90 West Broad Street | Second Floor | Columbus OH 43215 | T (614) 645.7380 | F (614) 645.7399 | columbuscitycouncil.org

Franklin County and the Mid-Ohio Regional Planning Commission to provide residents more transportation choices in central Ohio. LinkUS is dedicated to ensuring that the future of transportation in central Ohio places an emphasis on safety, accessibility, and affordability. By providing funding for the West Broad Street Bus Rapid Transit project, the Department of Transportation is not only supporting this individual project but also taking a pivotal step in a broader effort to ensure that the future of transportation in central Ohio is safe, equitable, and affordable.

I offer my full support of COTA's application for the 2023 TRAC funding cycle. If you have any questions, please contact me at 614-645-5291 or SGHardin@columbus.gov.

Respectfully,



Shannon G. Hardin
City Council President
City of Columbus



SHANNON G. HARDIN, PRESIDENT | ROB DORANS, PRESIDENT PRO TEMPORE
NICHOLAS J. BANKSTON | LOURDES BARROSO de PADILLA | MITCHELL J. BROWN | SHAYLA D. FAVOR | EMMANUEL V. REMY

CITY CLERK | ANDREA BLEVINS, CMC

May 24, 2023

Ohio Department of Transportation
ATTN: Kevin E. Davis, ODOT TRAC Coordinator
1980 W. Broad St.
Columbus, OH 43223

RE: Central Ohio Transit Authority's West Broad Street Bus Rapid Transit (BRT) Project

Dear Mr. Davis,

We write in support the Central Ohio Transit Authority's (COTA) application for the 2023 TRAC funding of its West Broad Street Bus Rapid Transit project.

This project will provide enhanced mobility options along the underserved and densely populated West Broad Street corridor between downtown Columbus and Prairie Township. This project will enhance economic mobility and workforce connections by improving access to jobs, education, healthcare and recreation. Destinations and major employers along the corridor include OhioHealth Doctor's Hospital, Center of Science and Industry (COSI), Columbus Metropolitan Library, Columbus College of Art & Design and the Hollywood Casino to name a few.

COTA is seeking \$39 million in TRAC funding for construction activities. The project's current estimated capital cost is \$339 million in year of expenditure. The project is intended to serve 17 stations and operate in a combination of dedicated center and curbside guideways, as well as sections in mixed traffic. The project is expected to feature specially branded zero-emission vehicles, near-level boarding at stations, off-board fare collection, complete streets improvements, transit signal priority, improved station amenities with enhanced safety and security, and increased transit service.

Thank you for your consideration of COTA's application.

Sincerely,



John O'Grady
Board President



Kevin L. Boyce
Commissioner



Erica Crawley
Commissioner

—
Commissioners
John O'Grady
Kevin L. Boyce
Erica Crawley

—
373 South High Street
26th Floor
Columbus, Ohio 43215

—
t_ 614 525 3322
f_ 614 525 3300



CORNELL R. ROBERTSON, P.E., P.S.
FRANKLIN COUNTY ENGINEER

May 25, 2023

Kevin E. Davis, ODOT TRAC Coordinator
Ohio Department of Transportation
1980 West Broad Street
Columbus, Ohio 43223

RE: Central Ohio Transit Authority's West Broad Street Bus Rapid Transit (BRT) Project

Dear Mr. Davis:

As the elected county engineer of Ohio's most populous county, I am writing to express my support for Central Ohio Transit Authority's (COTA) application to the 2023 TRAC funding for its West Broad Street Bus Rapid Transit (BRT) project.

This project will enhance economic mobility and workforce connections by improving access to jobs, education, healthcare, and recreation for the underserved and densely populated West Broad Street corridor between downtown Columbus and Prairie Township. Popular destinations and major employers along the corridor include OhioHealth Doctors Hospital, Center of Science and Industry (COSI), Columbus Metropolitan Library, Columbus College of Art & Design, and the Hollywood Casino Columbus to name a few.

The Franklin County Engineer's Office routinely partners with other counties, townships, local municipalities, and agencies to support regional transportation initiatives. Transportation infrastructure drives the economic engine of any region by providing safe and efficient movement of people and goods from place to place. The project is intended to serve 17 stations and operate in a combination of dedicated center and curbside guideways, as well as sections in mixed traffic. The project is expected to feature specially branded zero-emission vehicles, near-level boarding at stations, off-board fare collection, complete streets improvements, transit signal priority, improved station amenities with enhanced safety and security, and increased transit service.

As the Franklin County Engineer, whose mission it is to provide for the safe and efficient movement of people and goods from place to place, I recognize our shared vision of creating prosperity for all residents and offer my support of COTA's request for \$39 million in TRAC funding for construction activities, and I ask for your approval.

Sincerely,

A blue ink signature of Cornell R. Robertson, written in a cursive style.

Cornell R. Robertson, P.E., P.S.
Franklin County Engineer

C: Joanna Pinkerton, P.E., President & CEO of COTA

May 23, 2023

Ohio Department of Transportation
ATTN: Kevin E. Davis, ODOT TRAC Coordinator
1980 W. Broad St.
Columbus, OH 43223

RE: Central Ohio Transit Authority's West Broad Street Bus Rapid Transit (BRT) Project

Dear Mr. Davis,

The Columbus Partnership offers our strong support for the Central Ohio Transit Authority's (COTA) application for the 2023 TRAC funding of its West Broad Street Bus Rapid Transit project. COTA's \$39 million request will better connect Columbus' workforce to job and educational opportunities, strengthening Central Ohio's economic development potential.

The Columbus Partnership is a non-profit, membership-based leadership organization of 80 chairpersons, chief executive officers and senior executives from the Region's leading businesses and institutions. Our members include Fortune 500 CEOs, as well as the leaders of top universities and the world's largest private, nonprofit research and development organization.

To continue that success, transportation infrastructure must be made a priority. This project will provide a much-needed expansion of mobility options along the underserved and densely populated West Broad Street corridor between downtown Columbus and Prairie Township. This will invigorate business growth and workforce connections by improving access to jobs, education, healthcare, and recreation. Destinations and major employers along the corridor include OhioHealth Doctor's Hospital, Center of Science and Industry (COSI), Columbus Metropolitan Library, Columbus College of Art & Design, and the Hollywood Casino. It is clear that improving transportation access on this route will be beneficial to both workers and businesses that rely on public transit.

The Partnership's goal is to provide a long-term vision for achieving greater economic prosperity and has positioned Columbus to be one of the strongest environments to attract businesses and investment in the world. It's been proven time and again that greater access to public transit promotes workforce growth and mobility, better connecting workers with employers and spurring economic development. The Partnership offers its full support for COTA's application for the 2023 TRAC funding cycle as the project will be an asset to both the Columbus Region and the state for years to come.

Very truly yours,



Kenny D. McDonald
President and CEO
KM/gb

COLUMBUS[★] DOWNTOWN DEVELOPMENT CORPORATION & CAPITOL SOUTH

May 15, 2023

Ohio Department of Transportation
ATTN: Kevin E. Davis, ODOT TRAC Coordinator
1980 W. Broad St.
Columbus, OH 43223

RE: Central Ohio Transit Authority's West Broad Street Bus Rapid Transit (BRT) Project

Dear Mr. Davis:

I am writing to support the Central Ohio Transit Authority's (COTA) application for the 2023 TRAC funding of its West Broad Street Bus Rapid Transit project.

This project will provide enhanced mobility options along the underserved and densely populated West Broad Street corridor between downtown Columbus and Prairie Township. This project will enhance economic mobility and workforce connections by improving access to jobs, education, healthcare and recreation. Destinations and major employers along the corridor include OhioHealth Doctor's Hospital, Center of Science and Industry (COSI), Columbus Metropolitan Library, Columbus College of Art & Design and the Hollywood Casino to name a few.

COTA is seeking \$39 million in TRAC funding for construction activities. The project's current estimated capital cost is \$339 million in year of expenditure. The project is intended to serve 17 stations and operate in a combination of dedicated center and curbside guideways, as well as sections in mixed traffic. The project is expected to feature specially branded zero-emission vehicles, near-level boarding at stations, off-board fare collection, complete streets improvements, transit signal priority, improved station amenities with enhanced safety and security, and increased transit service.

I offer my full support of COTA's application for the 2023 TRAC funding cycle. If you have any questions, please contact me.

Respectfully,



Greg Davies, CEO
CDDC and Capitol South
gdavies@downtowncolumbus.com

COLUMBUS STATE

COMMUNITY COLLEGE

May 19, 2023

Ohio Department of Transportation
ATTN: Kevin E. Davis, ODOT TRAC Coordinator
1980 W. Broad St.
Columbus, OH 43223

RE: Central Ohio Transit Authority's West Broad Street Bus Rapid Transit (BRT) Project

Dear Mr. Davis,

I am writing to support the Central Ohio Transit Authority's (COTA) application for the 2023 TRAC funding of its West Broad Street Bus Rapid Transit project.

This project will provide enhanced mobility options along the underserved and densely populated West Broad Street corridor between downtown Columbus and Prairie Township. This project will enhance economic mobility and workforce connections by improving access to jobs, education, healthcare and recreation.

Our Columbus State Community College community will be among the beneficiaries of this project, which will expand access to our downtown campus for students, faculty, staff and other community members. The Bus Rapid Transit station is proposed at Long Street and Washington Avenue that would serve our campus as well as other nearby destinations including the Columbus College of Art & Design, Columbus Museum of Art, Franklin University and others.

COTA is seeking \$39 million in TRAC funding for construction activities. The project is intended to serve 17 stations and operate in a combination of dedicated center and curbside guideways, as well as sections in mixed traffic. The project is expected to feature specially branded zero-emission vehicles, near-level boarding at stations, off-board fare collection, complete streets improvements, transit signal priority, improved station amenities with enhanced safety and security, and increased transit service.

I offer my full support of COTA's application for the 2023 TRAC funding cycle.

Very truly yours,



David T. Harrison
President

DTH:bcj

DAVID T. HARRISON Ph.D. PRESIDENT



May 17, 2023

**OhioHealth David P. Blom
Administrative Campus**

3430 OhioHealth Parkway
Columbus, Ohio 43202

[OhioHealth.com](https://www.ohiohealth.com)

**Ohio Department of Transportation
ATTN: Kevin E. Davis, ODOT TRAC Coordinator
1980 W. Broad St.
Columbus, OH 43223**

RE: Central Ohio Transit Authority's West Broad Street Bus Rapid Transit (BRT) Project

Dear Mr. Davis,

OhioHealth is writing to support the Central Ohio Transit Authority's (COTA) application for the 2023 TRAC funding of its West Broad Street Bus Rapid Transit project.

The project will provide enhanced mobility options along the underserved and densely populated West Broad Street corridor between downtown Columbus and Prairie Township; enhance economic mobility and workforce connections by improving access to jobs, education, healthcare, and recreation.

OhioHealth Doctor's Hospital is one of the destinations and major employers along the corridor; as a nonprofit mission-driven organization whose mission is to improve the health of those we serve, we are supportive of efforts to increase access to transportation and healthcare in these communities and to all.

COTA seeks \$39 million in TRAC funding for construction activities. The current estimated capital cost for the project is \$339 million in year of expenditure. This project is intended to serve 17 stations and will increase the transit service in the area.

OhioHealth supports COTA's application for the 2023 TRAC funding cycle. Thank you for your consideration.

Respectfully,

A handwritten signature in black ink, appearing to read "Shawna B. Davis", written over a horizontal line.

**Shawna B. Davis
Vice President, External Affairs and Foundation Operations**

FRANKLINTON

BOARD OF TRADE

Advocate. Beautify. Connect.

1091 W Broad St., Col. OH 43222

(614) 398-2435

www.franklintonboardoftrade.org

May 22, 2023

Ohio Department of Transportation

ATTN: Kevin E. Davis, ODOT TRAC Coordinator

1980 W. Broad St. Columbus, OH 43223

RE: Central Ohio Transit Authority's West Broad Street Bus Rapid Transit (BRT) Project

Dear Mr. Davis,

I am writing to support the Central Ohio Transit Authority's (COTA) application for the 2023 TRAC funding of its West Broad Street Bus Rapid Transit project.

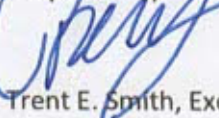
This project will provide enhanced mobility options along the underserved and densely populated West Broad Street corridor between downtown Columbus and Prairie Township. This project will enhance economic mobility and workforce connections by improving access to jobs, education, healthcare, and recreation. Destinations and major employers along the corridor include OhioHealth Doctor's Hospital, Center of Science and Industry (COSI), Columbus Metropolitan Library, Columbus College of Art & Design and the Hollywood Casino to name a few.

COTA is seeking \$39 million in TRAC funding for construction activities. The project's current estimated capital cost is \$339 million per year of expenditure. The project is intended to serve 17 stations and operate in a combination of dedicated center and curbside guideways, as well as sections in mixed traffic. The project is expected to feature specially branded zero-emission vehicles, near-level boarding at stations, off-board fare collection, complete streets improvements, transit signal priority, improved station amenities with enhanced safety and security, and increased transit service.

Franklinton Board of Trade was established in 1904 as the chamber of commerce for the Franklinton community. Our mission is to Advocate, Beautify, Connect. The reach goes of our work goes much farther into community advocacy than a traditional chamber, as we focus on the whole community, in addition to business development. We believe this funding will help COTA have a major impact on the commercial development potential of the W Broad corridor, and serve the transportation needs of all Franklinton residents; especially our most vulnerable who rely on COTA bus service every day.

We offer our full support of COTA's application for the 2023 TRAC funding cycle. If you have any questions, please contact me at (614) 746-0287 or trent@franklintonbot.org.

Respectfully,



Trent E. Smith, Executive Director - Franklinton Board of Trade

Board of Directors: **President-** MIKE AMERINE, Heartland Bank / **Vice-President** - THOMAS PALMER, Thompson Hine LLP / **Secretary-** JEFFREY MOHRMAN, Finance Fund / **Treasurer** - AMANDA MCVEY, COSI / **Trustees** - KATHY GATTERDAM, Reading Rock + CCL / BRIAN PIERSON, Mount Carmel Health Systems / JASON KOMA, Charitable Healthcare Network / MARK GABEL, Machinery & Tool Rentals, Inc. / BRIAN BAINBRIDGE, CRT Realtors / CHAKEYLA ANDERSON, Bottom's Up Coffee / MICHAEL PAPPAS, Tommy's Diner



May 17, 2023

Ohio Department of Transportation
ATTN: Kevin E. Davis, ODOT TRAC Coordinator
1980 W. Broad St.
Columbus, OH 43223

RE: Central Ohio Transit Authority's West Broad Street Bus Rapid Transit (BRT) Project
Dear Mr. Davis,

Prairie Township, Franklin County, Ohio is writing to support the Central Ohio Transit Authority's (COTA) application for the 2023 TRAC funding of its West Broad Street Bus Rapid Transit project.

This project will provide enhanced mobility options along the underserved and densely populated West Broad Street corridor between downtown Columbus and Prairie Township. This project will enhance economic mobility and workforce connections by improving access to jobs, education, healthcare and recreation. Destinations and major employers along the corridor include OhioHealth Doctor's Hospital, Center of Science and Industry (COSI), Columbus Metropolitan Library, Columbus College of Art & Design and the Hollywood Casino to name a few.

COTA is seeking \$39 million in TRAC funding for construction activities. The project's current estimated capital cost is \$339 million in year of expenditure. The project is intended to serve 17 stations and operate in a combination of dedicated center and curbside guideways, as well as sections in mixed traffic. The project is expected to feature specially branded zero-emission vehicles, near-level boarding at stations, off-board fare collection, complete streets improvements, transit signal priority, improved station amenities with enhanced safety and security, and increased transit service.

Just fifteen minutes outside of downtown Columbus, Prairie Township is home to over eighteen thousand residents and is a growing and developing community. This proposed rail service would allow more travel access for people in and out of our area.

We offer our full support of COTA's application for the 2023 TRAC funding cycle. If you have any questions, please contact our Township Administrator, James Jewell, at 614-982-2181 or jjewell@prairietownship.org.

Sincerely,

A blue ink signature of Doug Stormont, written over a horizontal line.

Doug Stormont, Chairman

A blue ink signature of Cathy Schmelzer, written over a horizontal line.

Cathy Schmelzer, Vice-Chair

A blue ink signature of Rod Pritchard, written over a horizontal line.

Rod Pritchard, Trustee

Prairie Township

23 Maple Drive / Columbus, OH 43228

phone: (614) 878-3317 / fax: (614) 878-0566

prairietownship.org

Board of Trustees: Rod Pritchard, Cathy Schmelzer, Doug Stormont

Fiscal Officer: Natalie McKay / Township Administrator: James Jewell



Patrick Losinski, CEO

May 17, 2023

Ohio Department of Transportation
ATTN: Kevin E. Davis, ODOT TRAC Coordinator
1980 W. Broad St.
Columbus, OH 43223

RE: Central Ohio Transit Authority's West Broad Street Bus Rapid Transit (BRT) Project

Dear Mr. Davis:

I am writing on behalf of Columbus Metropolitan Library (CML) in support of the Central Ohio Transit Authority's (COTA) application for \$39 million in 2023 TRAC funding for the West Broad Street Bus Rapid Transit project.

This project will provide enhanced mobility options along the underserved and densely populated West Broad Street corridor between Downtown Columbus and Prairie Township. This project will enhance economic mobility and workforce connections by improving access to jobs, education, healthcare and recreation.

Three CML locations—Hilltop, Franklinton, and Main Library—are among the destinations and major employers along the corridor. Others include OhioHealth Doctor's Hospital, Center of Science and Industry (COSI), Columbus College of Art & Design, Hollywood Casino and many others. Enhanced mobility in the West Broad Street corridor will allow residents and workers to more easily access the library's workforce development and job help programs, broadband internet, social service partner programs, after school programs for kids, and more. Through an existing Read and Ride partnership between COTA and CML, COTA riders can access the library's eBooks and eAudiobooks—for free and even without a library card—as they travel between destinations in the corridor and across the city.

COTA is seeking \$39 million in TRAC funding for construction activities. The project's current estimated capital cost is \$339 million in year of expenditure. The project is intended to serve 17 stations and operate in a combination of dedicated center and curbside guideways, as well as sections in mixed traffic. The project is expected to feature specially branded zero-emission vehicles, near-level boarding at stations, off-board fare collection, complete streets improvements, transit signal priority, improved station amenities with enhanced safety and security, and increased transit service.

CML is pleased to offer support of COTA's application for the 2023 TRAC funding cycle. If you have any questions, please contact our government relations manager, Kristin Sutton, at ksutton@columbuslibrary.org or 614-849-1378.

Sincerely,

A handwritten signature in cursive script that reads "Patrick Losinski".

Patrick Losinski

Metro Parks



1069 West Main St
Westerville OH 43081

Tel: 614.891.0700

Fax: 614.895.6208

www.metroparks.net

Park Commissioners

JB Hadden

Aryeh Alex

George McCue

Executive Director

Tim Moloney

Your Metro Parks:

Battelle Darby Creek

Blacklick Woods and
Golf Courses

Blendon Woods

Chestnut Ridge

Clear Creek

Glacier Ridge

Heritage Park
and Trail

Highbanks

Homestead

Inniswood Metro
Gardens

Pickerington Ponds

Prairie Oaks

Quarry Trails

Rocky Fork

Scioto Audubon

Scioto Grove

Sharon Woods

Slate Run Farm
and Park

Three Creeks

Walnut Woods

May 17, 2023

Ohio Department of Transportation
ATTN: Kevin E. Davis, ODOT TRAC Coordinator
1980 W. Broad St.
Columbus, OH 43223

RE: Central Ohio Transit Authority's West Broad Street Bus Rapid Transit (BRT) Project

Dear Mr. Davis,

I am writing to support the Central Ohio Transit Authority's (COTA) application for the 2023 TRAC funding of its West Broad Street Bus Rapid Transit project.

This project will provide enhanced mobility options along the underserved and densely populated West Broad Street corridor between downtown Columbus and Prairie Township. This project will enhance economic mobility and workforce connections by improving access to jobs, education, healthcare and recreation. Destinations and major employers along the corridor include OhioHealth Doctor's Hospital, Center of Science and Industry (COSI), Columbus Metropolitan Library, Columbus College of Art & Design and the Hollywood Casino to name a few.

COTA is seeking \$39 million in TRAC funding for construction activities. The project's current estimated capital cost is \$339 million in year of expenditure. The project is intended to serve 17 stations and operate in a combination of dedicated center and curbside guideways, as well as sections in mixed traffic. The project is expected to feature specially branded zero-emission vehicles, near-level boarding at stations, off-board fare collection, complete streets improvements, transit signal priority, improved station amenities with enhanced safety and security, and increased transit service.

I offer my full support of COTA's application for the 2023 TRAC funding cycle. If you have any questions, please contact me.

Sincerely,

Tim Moloney
Executive Director, Metro Parks
1069 W Main St
Westerville, Ohio 43081
614-895-6202
moloney@metroparks.net



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

111 Liberty Street, Suite 100
Columbus, Ohio 43215
morpc.org

T. 614. 228.2663
TTY. 1.800.750.0750
info@morpc.org

May 17, 2023

Andy Biesterveld, P.E.
Central Ohio Transit Authority (COTA)
33 North High Street, Columbus, OH 43215

**Re: MPO Acknowledgement of West Broad Street Bus Rapid Transit (BRT) Line (PID 116500)
TRAC application**

Dear Mr. Biesterveld,

On behalf of the Mid-Ohio Regional Planning Commission (MORPC), the federally designated metropolitan planning organization (MPO) for Central Ohio, we hereby acknowledge the submission of the LinkUS West Broad Street BRT Line application to the Transportation Review Advisory Council (TRAC) for consideration of funding through the Major New Capacity program.

After reviewing the application, we find that the project aligns with MORPC's plans and programs. The project will be evaluated with other TRAC applications from the MORPC MPO area during the project prioritization process for this TRAC application cycle. The priority list of projects within the MORPC MPO region will then be presented to TRAC during a regional public hearing later this year.

Also please find enclosed a current support letter from MORPC on behalf of the Competitive Advantage Projects (CAP) initiative, as this project is included in the LinkUS Corridors Initiative CAP priority for the region.

Please do not hesitate to contact us if you need any further information or assistance.

Sincerely,

Elliott Lewis, P.E.
Senior Planner
Mid-Ohio Regional Planning Commission

Enc: *CAP Support Letter*
CAP Project Summary

William Murdock, AICP
Executive Director

Erik J. Janas
Chair

Chris Amorose Grooms
Vice Chair

Michelle Crandall
Secretary



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

111 Liberty Street, Suite 100
Columbus, Ohio 43215
morpc.org

T. 614. 228.2663
TTY. 1.800.750.0750
info@morpc.org

May 17, 2023

Andy Biesterveld, P.E.
Central Ohio Transit Authority (COTA)
33 North High Street, Columbus, OH 43215

Re: Expression of Support for the West Broad Street Bus Rapid Transit (BRT) Line TRAC application

Dear Mr. Biesterveld,

On behalf of the Competitive Advantage Projects (CAP) initiative, I am writing to express support for the LinkUS West Broad Street BRT Line application to the Transportation Review Advisory Council (TRAC). This corridor has been identified as a priority project for the Columbus Region through this initiative.

Competitive Advantage Projects is a partnership between MORPC and One Columbus with a goal to advance strategic infrastructure investments across the Columbus Region. This initiative develops and maintains a vetted list of regional infrastructure projects with significant benefits to economic and community growth. The list is meant to be a resource to ensure broader awareness of priority projects and to match projects with funding and partnership opportunities. The initiative is driven by county-based working groups that solicit and evaluate infrastructure projects.

The West Broad Street BRT project was identified as a priority through the regionwide CAP processes. As you are aware, this project is a component of a collection of projects – the LinkUS Corridors Initiative – to revolutionize transit and multimodal connectivity across the entire region. These corridors are critical, and their implementation is vital for continued regional and statewide economic activity and mobility.

We thank TRAC and your team at ODOT for your consideration of the West Broad Street BRT Line application.

Sincerely,

Todd Bradley, Ph.D.
Regional Investment Officer
Mid-Ohio Regional Planning Commission

William Murdock, AICP
Executive Director

Erik J. Janas
Chair

Chris Amorose Groomes
Vice Chair

Michelle Crandall
Secretary

LINKUS CORRIDORS INITIATIVE

PROJECT
PROFILE

LinkUS is Central Ohio's transformational and comprehensive prosperity and mobility initiative. LinkUS will provide equitable mobility options for residents and visitors, ensure access to jobs and affordable housing, promote economic growth and improve sustainability. The innovative approach will include high capacity and advanced rapid transit, bikeways, green space, roadways, pedestrian improvements and development along key regional corridors throughout The Columbus Region.

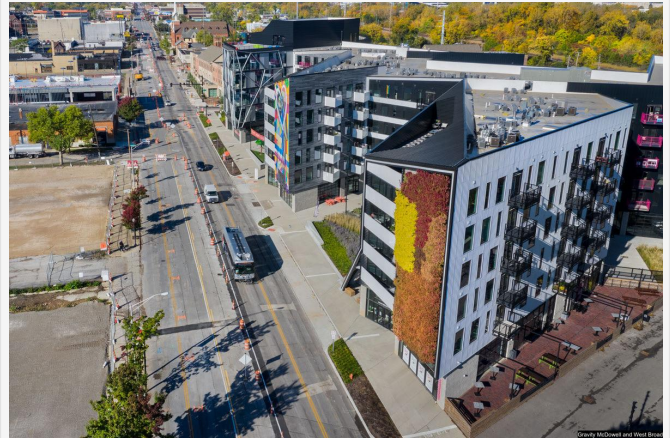
Project Type:
Strategic Planning

Estimated Cost:
Funding of Northwest, East-West and future corridor projects are part of an ongoing and long-term planning process for the LinkUS project

Lead Agency:
Mid-Ohio Regional Planning Commission (MORPC), Central Ohio Transit Authority (COTA), City of Columbus

Project Contacts:
Thea Ewing, MORPC, twalsh@morpc.org
Justin Goodwin, City of Columbus, JMGoodwin@columbus.gov
Kim Sharp, COTA, SharpKS@COTA.com

Prioritized as a project of
**REGIONAL
SIGNIFICANCE**



The East-West Corridor represents 20 miles of diverse people, communities and businesses that connect within and beyond Central Ohio

Project Benefits

- Creates walkable, accessible, attractive and safe places
- Re-imagines what the Columbus Region will look like and how it can become more equitable, which includes health and essential services
- Attracts resources, identifies anticipated returns on investments and ensures accountability to create the conditions for shared prosperity
- Centers its work on equity, workforce advancement, innovation, economic development, and affordability, including housing and sustainability
- Ensures the use of modern, state-of-the-art vehicles operating in dedicated lanes, having Wi-Fi equipped transit with comfortable seating and other amenities



The Northwest Corridor is one of the city's most critical transportation connections, linking major institutions and employment centers

C
O
N
G
R
E
S
S

HOUSE

3 - Beatty

12-Balderson

15 - Stivers

SENATE

Brown

Portman

From: [Blazer, Casey L](#)
To: [Miller, Mary E](#)
Subject: FW: COTA TRAC application - letter of acknowledgement
Date: Wednesday, May 24, 2023 2:17:11 PM
Attachments: [image001.png](#)

From: Thomas.Slack@dot.ohio.gov <Thomas.Slack@dot.ohio.gov>
Sent: Tuesday, May 23, 2023 4:56 PM
To: Blazer, Casey L <BlazerCL@cota.com>; Anthony.Turowski@dot.ohio.gov
Cc: Biesterveld, Andrew C <BiesterveldAC@cota.com>; Sharp, Kimberly S <SharpKS@cota.com>; Shane.Deer@dot.ohio.gov
Subject: Re: COTA TRAC application - letter of acknowledgement

Casey;

This e-mail serves as the ODOT District acknowledgement of COTA's West Broad Street Corridor TRAC application for the 2023 cycle.

The District has been included throughout the development of this project and understands that the request is part of a larger funding plan using FTA and local sources. The requested amount is well within the current estimates of infrastructure items within the current West Broad corridor.

As discussed with COTA staff on Monday, the TRAC will decide whether the project meets Tier 1 eligibility for this application cycle, but the District concurs with your approach to this application.

Please let me know if there is anything else ODOT D6 can do to support the application through the selection process.

--Thom

Thomas Slack

Administrator, Capital Programs
ODOT District Six
400 E. William Street, Delaware, Ohio 43015
740.833.8340 (w) | 614.452.2821 (m)
transportation.ohio.gov

From: Blazer, Casey L <BlazerCL@cota.com>
Sent: Thursday, May 11, 2023 10:30 AM
To: Slack, Thomas <Thomas.Slack@dot.ohio.gov>; Turowski, Anthony <Anthony.Turowski@dot.ohio.gov>
Cc: Biesterveld, Andrew C <BiesterveldAC@cota.com>; Sharp, Kimberly S <SharpKS@cota.com>
Subject: COTA TRAC application - letter of acknowledgement

Good morning, Anthony and Thom,

As you are aware, COTA is planning to apply for TRAC funding for our West Broad Street Corridor project. As we continue to finalize our application, I wanted to reach out to start the process on the letter of acknowledgement from the District 6 office.

Attached is a draft letter for your review. Please feel free to edit, as necessary. If possible, do you think we could get the letter back by Monday, May 22?

Happy to answer any questions. Thank you in advance for your consideration!



CASEY BLAZER

External Relations Manager

Central Ohio Transit Authority

P: 614-308-4420 **C:** 614-579-8853 COTA.com

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