

Attachment 8

- COTA Local Financial Commitments
 - COTA Operating Budget2
 - Signed CEO Letter3
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Application materials are also available online at:

<https://www.morpc.org/west-broad-street-brt-corridor-tod/>

Development - 6000 and Planning 6200

Fund	Department *	Account *	Project Activity	Account Type	2024
101 - General Fund	6000 - Development	502001 - Professional & Technical Services	Downtown Multi-modal preliminary design; 250,000	P0008799 - Downtown Convergence Expenses	750,000.00
			Remaining USDOT RIA Grant/ KH contract (2023 exp: __) (2024:) 500,000		
101 - General Fund	6000 - Development	503901 - Materials and Supplies	office supplies	Expenses	4,025.19
101 - General Fund	6000 - Development	509901 - Miscellaneous Expense	Sponsorships	Expenses	5,701.06
101 - General Fund	6000 - Development	509901 - Miscellaneous Expense		Expenses	3,887.09
101 - General Fund	6000 - Development	509902 - Dues, Subscriptions, Memberships	ULI membership, AICP membership	Expenses	6,500.00
101 - General Fund	6000 - Development	502001 - Professional & Technical Services		Expenses	-
101 - General Fund	6000 - Development	502001 - Professional & Technical Services	Strategic Land Purchases: Real Estate Appraisals - \$40,000 40000	Expenses	2,000,000.00
			Heritage Trail AA - MORPC 120,000		
			FTA TOD Grant local match - (90/10 match; ask 980,000) 120,000		
			TSI Admin Fees to MORPC - per Resolution 2023-62 and 2023-63 100,000		
			Corridor #4 Alternatives Analysis - \$800,000 revenue from ODOT OTP2 2024 800,000		
			Corridor #5 Alternatives Analysis - 0		
			ODOT Workforce Grant Match - East-West Connection and NE Mobility Center - preliminary planning 400,000		
101 - General Fund	6200 - Planning	502001 - Professional & Technical Services	Long-Range Plan - push to 2025	Expenses	50,000.00
101 - General Fund	6200 - Planning	502007 - Other Services	Short-Range Plan - push to start in 2025	Expenses	150,000.00
101 - General Fund	6200 - Planning	503901 - Materials and Supplies	Office supplies	Expenses	626.14
101 - General Fund	6200 - Planning	509901 - Miscellaneous Expense		Expenses	1,813.98

September 26, 2023

Ms. April McLean-McCoy
Program Manager, Office of Planning and Environment
Federal Transit Administration
United States Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Ms. McLean-McCoy,

The Central Ohio Transit Authority (COTA) is requesting **\$1,080,000** through FTA's FY 2023 Pilot Program for Transit-Oriented Development (TOD) Planning to support comprehensive TOD planning at seventeen transit stations areas planned for the West Broad Street Bus Rapid Transit (BRT) corridor. COTA is committed to providing **\$120,000** in local funding to match this request.

The West Broad Street Corridor is in the FTA's Capital Investment Grant Program and is part of LinkUS, COTA and Central Ohio's transformational and comprehensive prosperity and mobility initiative. LinkUS strives to provide more equitable mobility options for residents and visitors, ensure access to jobs and affordable housing, promote economic growth, and improve sustainability through innovative approaches like rapid transit.

The table below details the proposed budget and use of both federal and local funds for the grant. If less than the requested funding is received, COTA may decrease the scope of the project. COTA is requesting a 90% Federal share because the West Broad Street BRT provides essential travel benefits for low-income communities. Approximately, one-third of residents live below the poverty threshold and sixteen percent of households lack access to a vehicle.

Description	Federal Grant Request	Local Match	Project Total
Phase 1: Learning: TOD Readiness, Development Barriers, and Corridor Existing Conditions Analysis	\$108,000	\$12,000	\$120,000
Phase 2: Visioning: eTOD framework development, station area framework plans, and catalytic site developments	\$369,000	\$41,000	\$410,000
Phase 3: Implementation and Capacity Building	\$225,000	\$25,000	\$250,000
Public Engagement	\$270,000	\$30,000	\$300,000
Project Management	\$108,000	\$12,000	\$120,000
Subtotal	\$1,080,000	\$120,000	\$1,200,000
Funding Percentages	90%	10%	100%



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



We look forward to developing the project with our assistance. Please contact me with any questions or clarifications.

Sincerely,

A handwritten signature in blue ink, appearing to read "Joanna M. Pinkerton".

Joanna M. Pinkerton, P.E.
President/CEO

jmp: AECOM

xc: Monica Tellez-Fowler, Deputy CEO, COTA
Patrick Harris, VP, External Relations, COTA
Kimberly Sharp, Sr. Director, Development, COTA
Garth Weithman, Chief of Staff, COTA



ATTACHMENT: INCREASED FEDERAL SHARE JUSTIFICATION FY 2023 Pilot Program for Transit-Oriented Development COTA West Broad Street Bus Rapid Transit

As outlined in the *FY 2023 Pilot Program for Transit-Oriented Development Notice of Funding Opportunity (NOFO)* and the March 21, 2023 *Dear Colleague Letter: Increased Federal Share Under the Metropolitan Planning Program and State Planning and Research Program*: “eligible recipients must submit a report that includes information about how the increased Federal share for transportation planning activities benefits commuting and other essential travel needs of populations in the applicable area in which the planning activities occur”.

The Central Ohio Transit Authority (COTA) is requesting a 90% Federal share for the West Broad Street Bus Rapid Transit (BRT) corridor which includes 17 planned BRT stations that are included in the FY2023 grant request. The West Broad Street Corridor is a component of a regional mobility and growth initiative currently underway in Central Ohio. This initiative, the LinkUS Mobility Initiative, is designed to enhance access to jobs, housing, healthcare, and education through building mobility systems which drive future growth in an inclusive and accessible way for all current and future residents. Connecting land use with transportation investment is key to reaching LinkUS goals for economic development and mobility improvements, sustainably.

Commuter and Essential Travel Benefits

The West Broad Street BRT Corridor is located in Columbus, Ohio and will travel east-west from Prairie Township to Downtown Columbus, the Central Business District (CBD). The corridor is defined by a half-mile buffer around the proposed alignment. The West Broad Street BRT will connect to other fixed route routes in Downtown Columbus and along the corridor, including the CMAX BRT, other north-south fixed routes and future LinkUS rapid transit lines (e.g., East Main Street BRT and Northwest Corridor). The BRT will increase connectivity for Columbus area residents by facilitating trips to important destinations across Columbus on other COTA routes.

West Broad Connects to Major Destinations

The West Broad Street Corridor connects residents in popular Columbus neighborhoods including Prairie Township, Franklin Township, Hilltop and Franklinton. Key activity centers on the corridor include hospitals and medical facilities including OhioHealth Doctors Hospital, Mount Carmel Hospital, OhioHealth Grant Medical Center, and major employers including Hollywood Casino Columbus, ODOT headquarters, and Ohio Department of Public Safety. The BRT will also serve popular tourist destinations such as the Center of Science and Industry (COSI), National Veterans Memorial and Museum, and the Scioto Mile riverfront and parkland. The BRT will also serve the Downtown Columbus CBD which includes the Ohio Statehouse, Supreme Court of Ohio, Columbus Metropolitan Library, Columbus Museum of Art, and the

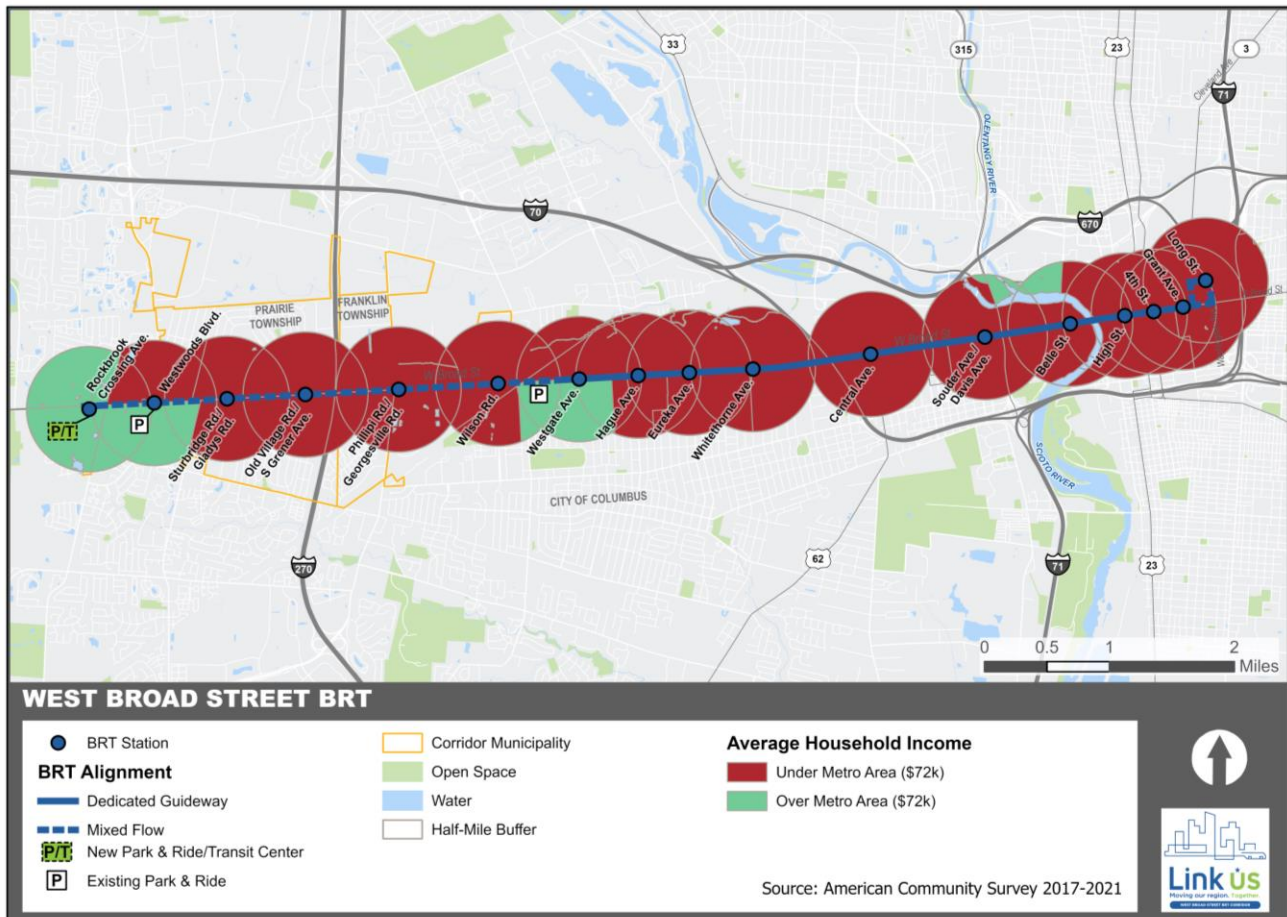
Palace Theatre. Additionally, riders can connect to several educational institutions including Capital University Law School, Columbus State Community College, and the Columbus College of Art and Design. The West Broad Street Corridor will provide mobility benefits for residents and workers throughout the corridor. Rapid transit running in dedicated lanes will provide a quicker and more reliable travel experience via transit for people who live and work along West Broad Street. As of 2020, approximately 49,000 residents and over 80,000 jobs were located within a half mile of BRT station areas. New rapid service will expand transit options for commuters and for essential travel to access education, healthcare, and cultural centers within the corridor.

Below Average Income in the Corridor

In accordance with the *Dear Colleague* (March 21, 2023) letter, a grant applicant must provide “one of two types of demographic information for both the activity’s area and is applicable or adjoining rural or urbanized area: average income or population density”. The West Broad Street BRT corridor will provide essential travel benefits for low-income communities, defined as an average income less than the average household income of the metropolitan Columbus Area. **According to the American Community Survey (2017-2021), West Broad Corridor residents have an average income of \$51,700 which is less than the Columbus metropolitan area of \$72,000. Figure 1 shows average household incomes within the corridor, compared to the Columbus metro average.**

Additionally, nearly one-third of residents within these station areas lives below the poverty threshold and approximately 16 percent of households lack access to a vehicle. Affordable and reliable transportation options are essential for ensuring equal access to employment opportunities and essential services, particularly for low-income residents and households without access to a personal vehicle. The West Broad Street BRT will also improve traditionally underserved communities’ access and quality of life. **In the corridor, 76 percent of residents live within an Area of Persistent Poverty and 36 percent of residents are people of color.** The BRT will connect residents, including underserved communities, to opportunities and services along this high ridership route. The West Broad Street BRT will improve access to jobs and alleviate the transportation and housing cost burden for households within the corridor.

Figure 1. West Broad Street Average Household Income



Affordable Housing

The corridor also contains a relatively high share of affordable housing- over 1,100 affordable units, comprising 12.4% of total units within the corridor. Fostering equitable TOD within BRT station areas will build on this existing strength and further expand residents' opportunities to affordable housing and affordable transportation options.