

2020-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

Proposed Amendment to Modify Three Projects and Add One Project

This amendment is to modify the mode, alignment, and cost estimates for three transit projects and to add one Bus Rapid Transit project to the 2020-2050 Metropolitan Transportation Plan (MTP). The amendment will also adjust the estimated construction timeframe of one of the transit projects.

Background

The region's planning partners have been studying High-Capacity Transit corridors for many years, including, most recently, COTA's NextGen plan and the MORPC Insight2050 Corridor Concepts study. The 2020-2050 MTP includes five high-capacity transit corridors in the financially constrained plan, however specific modes were not identified when it was adopted in May 2020.

Building upon these regional transit planning efforts, the LinkUS Mobility Initiative was launched in 2020, with the purpose of providing a complete mobility system along key regional corridors, including high capacity and advanced rapid transit, among a broader program of mobility options and infrastructure. The first two corridors to be studied as part of the LinkUS Mobility Initiative were the Northwest Corridor, connecting downtown Columbus to Bethel Rd. (with future studies of a connection to Dublin) along Olentangy River Rd., and the East-West Corridor, which spans Franklin County along West Broad St. and East Broad and East Main Streets. The LinkUS Partners, led by COTA and the City of Columbus, have begun the corridor-specific studies and engagement activities to identify the locally preferred alignments and transit modes for each of these corridors.

Equitable public and stakeholder engagement has been and continues to be an essential part of the LinkUS Mobility Initiative corridor studies. Thus far it has included a range of tools and techniques—including in-person, virtual, and other alternative formats. The information gathered is a key input in the corridor studies.

Project Changes

Of the five high-capacity transit projects already included in the MTP, three projects can now have more detail and refined estimates included because of the LinkUS Mobility Initiative corridor studies. These projects are:

- MTP ID 619: East Main St. Corridor; East Rich St./Main St., from High St./Spring St. to Taylor Rd.; Bus Rapid Transit
- MTP ID 643: Northwest Corridor; Downtown to Dublin; Bus Rapid Transit
- MTP ID 988: West Broad St. Corridor; Broad St. from Westwoods Blvd. to Washington Ave.; Bus Rapid Transit

The following project that was not previously included in the MTP is proposed to be added as part of this amendment:

- MTP ID 987: East Broad St. Corridor; East Broad St. from Taylor Rd. to Souder Ave.; Bus Rapid Transit

Figures 1 and 2, below and on the following pages, represent the projects as they will be included in the amended MTP.

Figure 1: Project Descriptions, Estimated Construction Time Frame, and Cost Estimate

MTP ID	Project Description	Year	Cost Estimate (YOE \$)
619	East Main St. Corridor: East Rich St./Main St., High St. from Spring St. to Taylor Rd, <i>Bus Rapid Transit</i>	2030	\$214 - \$313 Million
643	Northwest Corridor: Olentangy River Rd., from Downtown Columbus to Dublin., <i>Bus Rapid Transit</i>	2030	\$390.3 - \$461.5 Million
987	East Broad St. Corridor: from Taylor Rd to Souder Ave., <i>Bus Rapid Transit</i>	2040	\$178 - \$362 Million
988	West Broad St. Corridor: from Westwoods Blvd. to Washington Ave., <i>Bus Rapid Transit</i>	2030	\$157 - \$285 Million

Bold italics = new or changed project components

Fiscal Balance

The 2020-2050 MTP includes a forecast of \$4.05 billion in federal and local revenue intended for construction and operation of five high-capacity transit corridors. The assumed cost of these five high-capacity transit corridors is \$3.9 billion. The cost estimates were based on various planning documents and unit costs. For the projects proposed to be amended, more refined capital cost estimates were developed for the corridors studied in the recent LinkUS Mobility Initiative studies. These more refined costs are lower than the initial cost estimates included in the MTP. Furthermore, this proposed amendment includes moving the estimated construction timeframe for MTP ID 988 up from 2040 to 2030, further lowering the capital cost estimate due to less inflation. The differences in the cost estimates are great enough to accommodate the addition of MTP ID 987 to the financially constrained MTP.

Air Quality Conformity

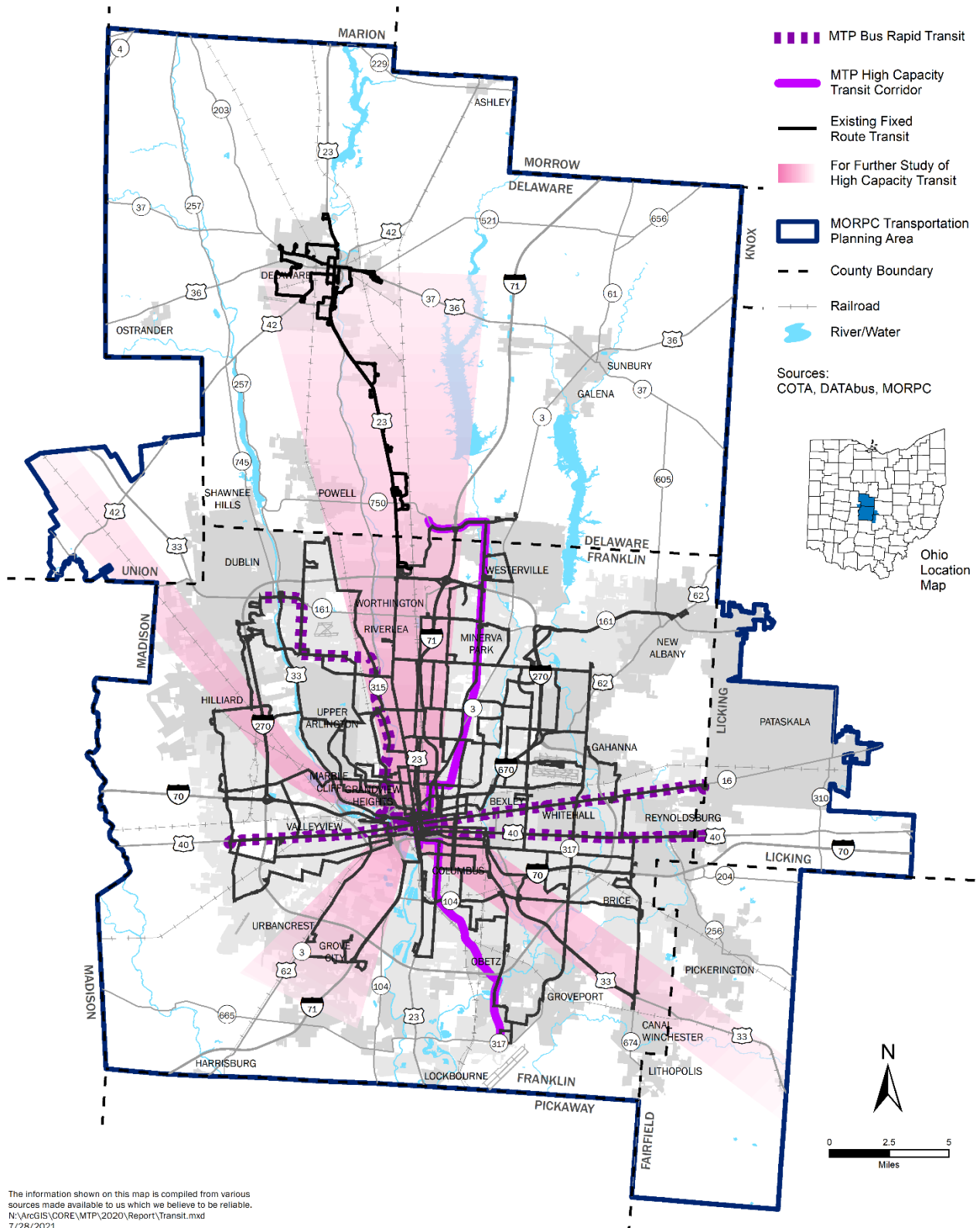
Due to the significance of the proposed changes to the MTP, it is federally required to do an analysis to confirm the projects included in the amended MTP do not lead to violations in the air quality standard or delay obtaining the standard. This is called a conformity determination. The incorporation of the proposed amendments into the conformity analysis is underway, and a conformity determination is expected. Appendix B of the 2020-2050 MTP will be updated accordingly upon adoption of the amendment resolution.

Public Involvement

This amendment packet and the revised conformity determination appendix is being made available for a 30-day comment period through August 31, 2021. The proposed amendment can be viewed at morpc.org/mtp2050. Comments can be submitted by email to mtp@morpc.org or in writing to MORPC, 111 Liberty Street, Suite 100, Columbus, Ohio 43215, Attn: Maria Schaper, by 5 p.m. on Tuesday, Aug. 31, 2021.

The amendment and the revised MTP, including the revised project listing, maps, fiscal balance information, air quality conformity documentation and other amendment-related changes, will be placed on the website once the resolution to amend the MTP has been approved.

Figure 2: High-Capacity Transit Projects



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
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