



# Project Information

Application ID	2025_D06_07	Date Submitted	5/30/2025
Project Name	COTA High Capacity East Main Street Corridor (Bus Rapid Transit)		
ODOT District	District 6	County	Franklin
ODOT PID	112116	Project Mode	Transit
Current TRAC Tier	New Project		
Requested TRAC Tier	Tier I		

## Project Description

The East Main Street Bus Rapid Transit (BRT) project is approximately 13.6 miles in length with over 60% of exclusive or semi-exclusive guideway. The line will serve 17 stations and operate from Downtown Columbus to the east serving Columbus, Bexley, Whitehall, and Reynoldsburg. The eastern terminus will feature a new transit center and park-and-ride facility with 75-90 parking stalls. The project also includes pedestrian facility enhancements to improve access to planned stations areas. ODOT is a sponsor for the Safe System Approach program.



## Project Sponsor Information

**Project Name**

**Sponsoring Agency**

**Project Contact**

**Phone**

**Email**

**Address**

**City**

**State**  **Zip Code**

**Type of Application**



# Project Schedule

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

	Status	Date
Planning Studies	Complete	5/22/2024
Interchange Modification Study (IMS) / Interchange Justification Studies (IJS)	Not Required	
Preliminary Engineering Studies		
Environmental / NEPA Approval	In Progress	3/16/2026
Detailed Design	In Progress	8/31/2026
Right-of-Way Acquisition	Not Started	7/31/2026
Utility Relocation	Not Started	10/31/2026



# 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
<b>Primary Roadway Segment</b>	SFRAUS00040**C	14.680	14.780

<b>Secondary Roadway Segments</b>	SFRAUS00040**C	0.000	3.030
	SFRAUS00040**C	16.800	25.130
	SFRAUS00040**C	0.000	1.180

**New Roadways / New Alignment**

**Begin Latitude**

39.965769

**Begin Longitude**

-83.002277

**End Latitude**

39.956147

**End Longitude**

-82.756485



*Transit Multi-Modal Project Information*

Transit Type

Route/Number

Peak Hour Ridership

Existing Capacity

Added Peak Hour Capacity

Peak Hour Ridership/Capacity Ratio

Vehicle Miles Traveled (VMT) Reduction

*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:**

Yes

**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.*

Multiple bike/ped and other roadway safety improvement corridors throughout the East Main Project corridor alignment

**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*

Connection with the future West Broad corridor, Cleveland Avenue BRT, and Northwest Corridor.



# 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:

13.6

Estimated Project Area Acreage:

19,968

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

76%

100%

100%

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

Light Industrial  
Heavy Industrial  
Warehouse  
Commercial  
Institutional

22,255

16,025

1,952,558

7,717,902

5,583,245

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

14%

The estimated percentage of existing building square footage currently vacant:

20%



### 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):

\$ 441.80

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

\$ 2,088.70

### 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  
Sub-County Poverty Rate  
Poverty Rate Data Source  
Sub-County Unemployment Rate  
Unemployment Rate Data Source

Franklin and Licking
16
American Community Survey 5-year
5.7
American Community Survey 5-year



# 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	<input type="text"/>	<input type="text"/>
DD Funding Request	<input type="text"/>	<input type="text"/>
RW Funding Request	<input type="text"/>	<input type="text"/>
CO Funding Request	\$ <input type="text" value="22.8"/>	<input type="text" value="2027"/>

**Total New TRAC Funding Request** \$ **22.8**

The TRAC previously committed funding for project development or construction:

No

PE	DD	RW	CO
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

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

No

PE	DD	RW	CO
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>



### 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:

Total number of local funding sources:

#### Local Funding Source (1)

Central Ohio Transit Authority - Capital Fund

PE	DD	RW	CO
\$ 18.3	\$ 37.6	\$ 19.0	\$ 119.1

#### Local Funding Source (2)

PE	DD	RW	CO

#### Local Funding Source (3)

PE	DD	RW	CO

#### Local Funding Source (4)

PE	DD	RW	CO

#### Local Funding Source (5)

PE	DD	RW	CO

#### Local Funding Totals

PE	DD	RW	CO
\$ 18.3	\$ 37.6	\$ 19.0	\$ 119.1



### Non-TRAC Funding Sources

How many Non-TRAC funding sources (e.g. ODOT Program, Federal Grant, Community Project Funds) are being pursued, have given a commitment to fund, and/or have been secured for project development and/or construction activities?

2

PE	DD	RW	CO
		\$ 5.6	\$ 158.7

### Funding Summary

	PE	DD	RW	CO
Local Funding	\$ 18.3	\$ 37.6	\$ 19.0	\$ 119.1
Non-TRAC			\$ 5.6	\$ 158.7
Previous TRAC Funding				
New TRAC Funding				\$ 22.8
Future TRAC Funding				
Funding Totals	\$ 18.3	\$ 37.6	\$ 24.6	\$ 300.6
<b>Total Project Cost</b>				<b>\$ 381.1</b>

<b>Total Local</b>	<b>Total Non-TRAC</b>	<b>Total TRAC</b>
\$ 194.0	\$ 164.3	\$ 22.8
<b>% Local</b>	<b>% Non-TRAC</b>	<b>% TRAC</b>
50%	43%	6%



## 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	\$	23.4
Drainage		
Traffic Control	\$	24.0
Structures	\$	35.4
Retaining Walls		
Railroad		
Contingency	\$	21.4
Total Estimate	\$	104.2
Date of Inflated Estimate		3/6/2025
Year of Inflation Estimate		2025



# 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 (Columbus)

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

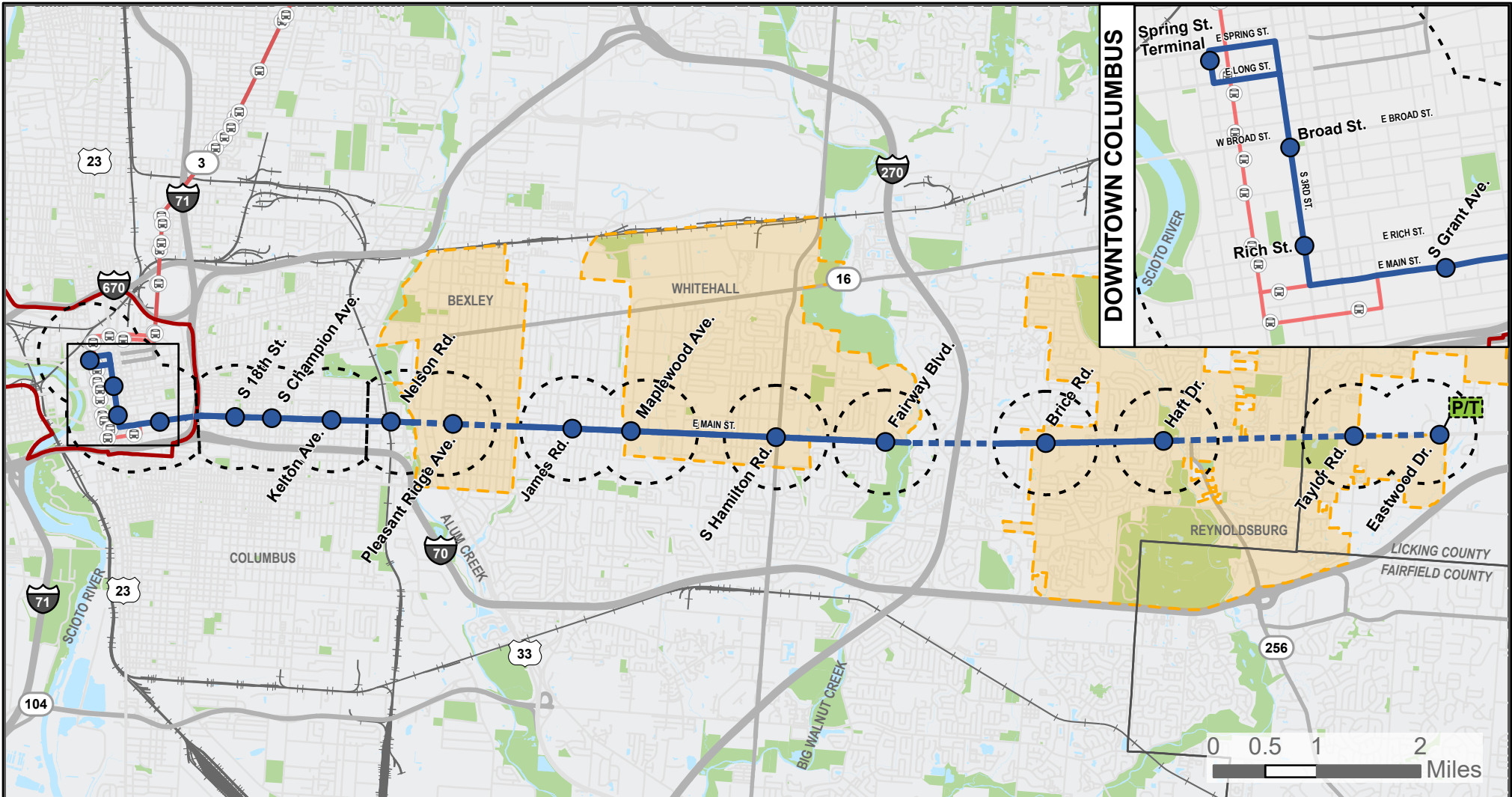
Yes

## District Acknowledgement

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

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

## Attachments



# EAST MAIN STREET BUS RAPID TRANSIT - COLUMBUS, OH

Date Exported: 5/16/2025 9:16 AM

BRT Station	Existing CMAX Station	County Boundaries
Dedicated BRT Guideway	Existing CMAX Alignment	Water
Mixed Flow BRT Guideway	Railroads	Open Space
1/2 Mile Buffer	New Park & Ride/Transit Center	Corridor Municipality
		Central Business District



1600 McKinley Ave.  
Columbus, Ohio 43222  
614-228-1776



May 28, 2025

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

RE: Central Ohio Transit Authority's East Main Street 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 \$28.6 million for COTA's East Main Street Bus Rapid Transit Project.

COTA's funding commitment is as follows:

1. \$20.5 million – Sales Tax Revenue – 2025 COTA Capital Fund
2. \$ 8.1 million - FTA Section 5309 Small Starts Funds

Should you have any questions regarding this information, please contact me at [DeWeesM@cota.com](mailto:DeWeesM@cota.com) or 614-275-5802.

Sincerely,

*Michael R DeWees*

Michael DeWees  
Interim Chief Financial Officer  
Central Ohio Transit Authority (COTA)



**RESOLUTION NO. 2024-140**

**REVISING RESOLUTION 2024-22 TO AUTHORIZE THE FILING OF APPLICATIONS WITH THE OHIO DEPARTMENT OF TRANSPORTATION FOR GRANTS FOR STATE FISCAL YEARS 2025 AND 2026**

**WHEREAS**, Resolution 2024-22 authorized the President/CEO or designee to file applications and execute contracts for the State Fiscal Year 2025 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; and

**WHEREAS**, the Ohio Department of Transportation (ODOT) has modified its funding program structure and may fund specific projects over multiple years; and

**WHEREAS**, COTA now wishes to authorize the President/CEO or designee to file applications and execute contracts for the State Fiscal Years 2025 and 2026 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.

**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 applications and execute contracts for the State Fiscal Years 2025 and 2026 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:** December 11, 2024

**Signed:** DocuSigned by:  
Marlon Moore  
9581BD404F924B3...  
**Chair, Board of Trustees**

**Attest:** DocuSigned by:  
Monica Selby-Fowler  
C680309626B34D2...  
**President/CEO**

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

**TITLE OF RESOLUTION: REVISING RESOLUTION 2024-22 TO AUTHORIZE THE FILING OF APPLICATIONS WITH THE OHIO DEPARTMENT OF TRANSPORTATION FOR GRANTS FOR STATE FISCAL YEARS 2025 AND 2026**

**DATE: DECEMBER 11, 2024**

**INITIATOR: ERIN W. DELFFS, CHIEF, FINANCE DIVISION**

Approved Budget/Funding Information						
Source	Year 1	Year 2	Year 3	Year 4	Year 5	Source Total
Operating						\$0.00
Capital						\$0.00
Grant/Other						\$0.00
Annual Totals	0.00	\$0.00	\$0.00	\$0.00	\$0.00	
<b>Grand Total</b>						<b>\$0.00</b>

Requested Budget/Funding Information						
Source	Year 1	Year 2	Year 3	Year 4	Year 5	Source Total
Operating						\$0.00
Capital						\$0.00
Grant/Other						\$0.00
Annual Totals	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
<b>Grand Total</b>						<b>\$0.00</b>

**PROJECT SCOPE AND JUSTIFICATION**

COTA is eligible to participate in fiscal years 2025 and 2026 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 purchasing fixed-route heavy-duty transit vehicles.

UTP Discretionary Capital Grant Funds are state funds reserved for major fixed facility projects, transit vehicles, 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 maintaining, sustaining, or keeping the transit systems in Ohio in a good, sound state.
- 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 necessary format in ODOT’s 2025 Grant Application Criteria and, if approved, will allow COTA to participate in ODOT’s Fiscal Years 2025 and 2026 funding programs.

**BUDGET IMPACT**

COTA’s Fiscal Year 2025 funding allocation for UTP is \$3,018,960. COTA intends to request as much as \$5,000,000 in funding from the 2025-2026 OTP2 program for up to three capital projects included in COTA’s approved Capital Improvement Plan budget.

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.

**ACCOUNTING STRING**

Company	Fund	Department	Account	SubUnit	Project

**SOLICITATION STATISTICS**

Not applicable.

**DIVERSE SPEND CATEGORY**

Not applicable.

**From:** [Cindy.Wengerter@dot.ohio.gov](mailto:Cindy.Wengerter@dot.ohio.gov)  
**To:** [Blazer, Casey L](#)  
**Cc:** [Sunderland, Zachary](#); [Paul.Maricocchi@dot.ohio.gov](mailto:Paul.Maricocchi@dot.ohio.gov); [Michele.Risko@dot.ohio.gov](mailto:Michele.Risko@dot.ohio.gov)  
**Subject:** 2025 TRAC- COTA East Main St. BRT- District 6 Acknowledgement  
**Date:** Wednesday, May 28, 2025 8:20:04 AM  
**Attachments:** [image002.png](#)

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Hi Casey,

This email serves at the ODOT District 6 acknowledgement of COTA's East Main St. Bus Rapid Transit (BRT) TRAC application for the 2025 cycle. The application meets the goals of the district and the TRAC program. Upgrading the East Main Street corridor to Bus Rapid Transit will equitably and sustainably increase access to jobs, businesses, schools, and healthcare for all members of the community.

The district has been included throughout the development of this project. COTA is seeking \$22.8 million in TRAC funding for construction activities. The project's current estimated construction cost is \$385 million. This request is part of a larger funding plan using FTA and local sources.

Please let me know if there is anything else that ODOT District 6 can do to support COTA through the selection process.

Regards,  
Cindy

**Cindy Wengerter, P.E.**  
**Capital Programs Administrator**  
*ODOT District Six*  
400 East William St.  
Delaware, Ohio 43015  
D: 740.833.8057 C: 614.452.2821  
[transportation.ohio.gov](http://transportation.ohio.gov)

-



**Department of  
Transportation**

Click [here](#) to report this email as spam.



**Department of  
Transportation**  
transportation.ohio.gov

**Mike DeWine, Governor**  
**Jim Tressel, Lt. Governor**  
**Pamela Boratyn, Director**

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

RE: Central Ohio Transit Authority's East Main 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 2025 TRAC funding of its East Main Street Bus Rapid Transit project.

East Main Street is already one of the highest ridership transit corridors in Central Ohio, connecting key destinations, neighborhoods and job centers. With a major increase in residents expected in our region by 2050, now is the time to reimagine how to sustainably and equitably move more people faster, safer and smarter.

Upgrading the East Main Street corridor to Bus Rapid Transit (BRT) will equitably and sustainably increase access to jobs, businesses, schools and healthcare for all members of the community, including seniors, veterans, people with disabilities, students and working families.

COTA is seeking \$22.8 million in TRAC funding for construction activities. The project's current estimated capital cost is \$385 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 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,

Chuck Dyer, Administrator  
Administrator, Office of Transit



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

111 Liberty St., Suite 100  
Columbus, Ohio 43215  
[www.morpc.org](http://www.morpc.org)

May 20, 2025

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

**Re: MPO Acknowledgement of the East Main Street Bus Rapid Transit (BRT) 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 East Main Street BRT 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.

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

Sincerely,

Shelby Oldroyd  
Associate Planner  
Mid-Ohio Regional Planning Commission

**William Murdock, AICP**  
Executive Director

**Chris Amorose Groomes**  
Chair

**Michelle Crandall**  
Vice Chair

**Ben Kessler**  
Secretary

May 29, 2025

Director Pamela Boratyn  
Ohio Department of Transportation  
1980 W. Broad St.  
Columbus, OH 43223

RE: Central Ohio Transit Authority's East Main Street Bus Rapid Transit (BRT) Project

Dear Director Boratyn,

I am writing to express the Columbus Partnership's strong support for the Central Ohio Transit Authority's request for \$22.8 million in TRAC funding for the East Main Street Bus Rapid Transit Project (BRT). This project represents a necessary investment in transportation infrastructure that will support ongoing development and economic growth in the region.

The Columbus Partnership is a nonprofit, membership-based leadership organization of 82 chairpersons, chief executive officers, and senior executives from the Region's leading businesses and institutions. Our members include Fortune 500 CEOs, leaders of top universities, and the world's largest private, nonprofit research and development organization. Recognizing the role that infrastructure plays in shaping a prosperous future, the Columbus Partnership supports strategic investments like the East Main Street Bus Rapid Transit corridor that align with our mission to drive economic growth and regional competitiveness.

East Main Street is one of Central Ohio's highest-ridership transit corridors, connecting neighborhoods to 2 hospitals, 24 grocery stores, 17 K-12 schools, 23 daycare facilities, 15 pharmacies, and eight addiction treatment facilities. As the Columbus Region prepares for population growth, projected to reach 3.14 million residents by 2050, upgrading this corridor to Bus Rapid Transit is a smart, forward-looking investment. With enhanced access, faster service, and increased capacity, the BRT will serve as a critical boost for economic mobility, workforce connectivity, and growth.

This \$385 million capital project will feature 17 BRT stations and integrate cutting-edge transit elements such as dedicated guideways, off-board fare collection, enhanced safety infrastructure, and near-level boarding. These improvements will elevate transit service standards, reduce commute times, and connect underserved communities to jobs and economic opportunity throughout the region. By improving workforce mobility and attracting commercial investment along the corridor, the project is expected to stimulate economic growth. COTA's investment aligns with Ohio's broader vision for infrastructure that supports sustainable development, increased access, and long-term economic vitality.

The Partnership's goal is to provide a long-term vision for economic prosperity and position the Columbus Region as one of the strongest environments for attracting businesses and investment in the world. Supporting this \$22.8 million funding request will transform regional access to community resources and improve the community's overall mobility and affordability.

Sincerely,



Jason Hall  
President and CEO  
Columbus Partnership

JH/jk



City of Bexley

May 29, 2025

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

RE: Central Ohio Transit Authority's East Main Street Bus Rapid Transit (BRT) Project

Dear Mr. Davis,

I am writing to support the Central Ohio Transit Authority's (COTA) application for the 2025 TRAC funding cycle of its East Main Street Bus Rapid Transit project.

East Main Street is already one of the highest ridership transit corridors in Central Ohio, connecting key destinations, neighborhoods and job centers. With 3.14 million residents expected in our region by 2050, now is the time to reimagine our public transportation. We must strive to offer sustainable, equitable, safe, and efficient transportation options for people throughout our region.

Upgrading the East Main Street corridor to Bus Rapid Transit (BRT) will increase access to jobs, businesses, schools and healthcare for all members of the community, including seniors, veterans, people with disabilities, students and working families. 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 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.

COTA is seeking \$22.8 million in TRAC funding for construction activities and I'm writing to offer my full support of COTA's application for the 2025 TRAC funding cycle.

If you have any questions, please contact me at [bkessler@bexley.org](mailto:bkessler@bexley.org).

**Mayor Ben Kessler**

**Auditor Matt McPeck**

**City Council**

Monique Lampke, *President*  
Lori Ann Feibel  
Danny Hurley  
Sam Marcellino  
Troy Markham  
Jessica Saad  
Alex Silverman

**City of Bexley**

2242 E. Main Street  
Bexley, Ohio 43209

(614) 559-4200

[www.bexley.org](http://www.bexley.org)

Respectfully,

Mayor Ben Kessler

May 22, 2025

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

RE: Central Ohio Transit Authority's East Main Street Bus Rapid Transit (BRT) Project

Dear Mr. Davis,

I am writing to support the Central Ohio Transit Authority's (COTA) application for the 2025 TRAC funding cycle of its East Main Street Bus Rapid Transit project. East Main Street is already one of the highest ridership transit corridors in Central Ohio, connecting key destinations, neighborhoods and job centers. With 3.14 million residents expected in our region by 2050, now is the time to reimagine how to sustainably and equitably move more people faster, safer and smarter.

Upgrading the East Main Street corridor to Bus Rapid Transit (BRT) will increase access to jobs, businesses, schools and healthcare for all members of the community, including seniors, veterans, people with disabilities, students and working families.

COTA is seeking \$22.8 million in TRAC funding for construction activities. The project's current estimated capital cost is \$385 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 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 2025 TRAC funding cycle. If you have any questions, please contact me at 614-322-6809 or [jbegeny@reynoldsburg.gov](mailto:jbegeny@reynoldsburg.gov).

Respectfully,



Joe Begeny  
Mayor  
City of Reynoldsburg

May 22, 2025

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

RE: Central Ohio Transit Authority's East Main Street Bus Rapid Transit (BRT) Project

Dear Mr. Davis,

I am writing to support the Central Ohio Transit Authority's (COTA) application for the 2025 TRAC funding cycle of its East Main Street Bus Rapid Transit project.

East Main Street is already one of the highest ridership transit corridors in Central Ohio, connecting key destinations, neighborhoods and job centers. With 3.14 million residents expected in our region by 2050, now is the time to reimagine how to sustainably and equitably move more people faster, safer and smarter.

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I offer my full support of COTA's application for the 2025 TRAC funding cycle. If you have any questions, please contact me at 614-338-3106 or [michael.bivens@whitehall-oh.us](mailto:michael.bivens@whitehall-oh.us)



Michael T. Bivens  
Mayor



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OFFICE OF THE MAYOR

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May 23, 2025

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

RE: Central Ohio Transit Authority's East Main Street Bus Rapid Transit (BRT) Project

Dear Mr. Davis,

I am writing to support the Central Ohio Transit Authority's (COTA) application for the 2025 TRAC funding cycle of its East Main Street Bus Rapid Transit project.

East Main Street is already one of the highest ridership transit corridors in Central Ohio, connecting key destinations, neighborhoods and job centers. With 3.14 million residents expected in our region by 2050, now is the time to reimagine how to move more people faster, safer and smarter.

Upgrading the East Main Street corridor to Bus Rapid Transit (BRT) will increase access to 100,000 jobs, businesses, schools and healthcare for all members of the community, including seniors, veterans, people with disabilities, students and working families.

COTA is seeking \$22.8 million in TRAC funding for construction activities. The project's current estimated capital cost is \$385 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 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.

Most importantly, this project is essential to building the infrastructure needed to grow our region's economy and helps address the 200,000 housing unit shortage in Central Ohio.

I offer my full support of COTA's application for the 2025 TRAC funding cycle.

Respectfully,

A handwritten signature in blue ink, appearing to read "Andrew J. Ginther".

Mayor Andrew J. Ginther

THE CITY OF  
**COLUMBUS**  
ANDREW J. GINTHER, MAYOR

May 22, 2025

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

RE: Central Ohio Transit Authority's East Main Street Bus Rapid Transit (BRT) Project

Dear Mr. Davis,

I am writing to support the Central Ohio Transit Authority's (COTA) application for the 2025 TRAC funding cycle of its East Main Street Bus Rapid Transit project.

East Main Street is already one of the highest ridership transit corridors in Central Ohio, connecting key destinations, neighborhoods and job centers. With 3.14 million residents expected in our region by 2050, now is the time to reimagine how to sustainably and equitably move more people faster, safer and smarter.

Upgrading the East Main Street corridor to Bus Rapid Transit (BRT) will increase access to jobs, businesses, schools and healthcare for all members of the community, including seniors, veterans, people with disabilities, students and working families.

COTA is seeking \$22.8 million in TRAC funding for construction activities. The project's current estimated capital cost is \$385 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 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 2025 TRAC funding cycle. If you have any questions, please contact my Legislative Aide Jessica Clinger at (614)645-6354 or [JNClinger@columbus.gov](mailto:JNClinger@columbus.gov).

Respectfully,

Shannon G. Hardin  
President, Columbus City Council



**SHANNON G. HARDIN, PRESIDENT | ROB DORANS, PRESIDENT PRO TEMPORE  
NICHOLAS J. BANKSTON | LOURDES BARROSO de PADILLA | OTTO BEATTY III  
NANCY DAY-ACHAUER | MELISSA GREEN | EMMANUEL V. REMY | CHRISTOPHER L. WYCHE**

**CITY CLERK | ANDREA BLEVINS, CMC**



Franklin County

**BOARD OF  
COMMISSIONERS**

1803

**Ohio Department of Transportation**

**May 28, 2025**

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

**Dear Mr. Davis,**

The Franklin County Board of Commissioners writes to offer full support of the Central Ohio Transit Authority's (COTA) application for the 2025 TRAC funding cycle for its East Main Street Bus Rapid Transit project.

East Main Street is already one of the highest ridership transit corridors in Central Ohio, connecting key destinations, neighborhoods and job centers. With 3.14 million residents expected in our region by 2050, now is the time to reimagine how to sustainably and equitably move more people faster, safer and smarter.

Upgrading the East Main Street corridor to Bus Rapid Transit (BRT) will increase access to jobs, businesses, schools and healthcare for all Franklin County residents, including seniors, veterans, people with disabilities, students and working families.

COTA is seeking \$22.8 million in TRAC funding for construction activities. The project's current estimated capital cost is \$385 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 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.

**Sincerely,**

**Commissioners**

John O'Grady  
Kevin L. Boyce  
Erica C. Crawley

Erica Crawley  
President

John O'Grady  
Commissioner

Kevin Boyce  
Commissioner

373 S. High St. 26th Fl.  
Columbus, Ohio 43215

t\_ 614 525 3322  
f\_ 614 525 5999



**ADAM W. FOWLER, P.E., P.S.**  
**FRANKLIN COUNTY ENGINEER**

---

May 27, 2025

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

**Re: Support for Central Ohio Transit Authority's (COTA) East Main Street Bus Rapid Transit (BRT) Application for TRAC Funding**

Dear Mr. Davis:

I am writing to express my support for the Central Ohio Transit Authority's (COTA) application for the 2025 TRAC funding cycle of its East Main Street Bus Rapid Transit project. East Main Street is already one of the highest ridership transit corridors in Central Ohio, connecting residents to jobs, businesses, education, healthcare, and other necessary services. With 3.14 million residents expected in our region by 2050, now is the time to reimagine how to sustainably and equitably move more people faster, safer, and smarter.

The project's current estimated capital cost is \$385 million, and COTA is seeking \$22.8 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 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.

If you have any questions about my support for this corridor improvement along East Main Street, please don't hesitate to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Adam W. Fowler".

Adam W. Fowler, P.E., P.S.  
Franklin County Engineer

AWF:tp



**Andrew Brenner**  
State Senator  
19<sup>th</sup> Senate District

**Ohio Senate**  
Senate Building  
1 Capitol Square  
Columbus, Ohio 43215  
(614) 466-8086

**Committees:**  
Education – Chair  
Government Oversight and Reform – Vice Chair  
Housing – Vice Chair  
Finance  
Public Utilities  
Rules & Reference  
JCARR

May 21, 2025  
Ohio Department of Transportation  
ATTN: Kevin E. Davis, ODOT TRAC Coordinator  
1980 W. Broad St.  
Columbus, OH 43223

RE: Central Ohio Transit Authority's East Main Street Bus Rapid Transit (BRT) Project

Dear Mr. Davis,

I am writing to support the Central Ohio Transit Authority's (COTA) application for the 2025 TRAC funding cycle of its East Main Street Bus Rapid Transit project.

East Main Street is already one of the highest ridership transit corridors in Central Ohio, connecting key destinations, neighborhoods and job centers. With 3.14 million residents expected in our region by 2050, now is the time to reimagine how to sustainably and equitably move more people faster, safer and smarter.

Upgrading the East Main Street corridor to Bus Rapid Transit (BRT) will increase access to jobs, businesses, schools and healthcare for all members of the community, including seniors, veterans, people with disabilities, students and working families.

COTA is seeking \$22.8 million in TRAC funding for construction activities. The project's current estimated capital cost is \$385 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 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 2025 TRAC funding cycle. If you have any questions, please contact me at 614.466.8086 or [brenner@ohiosenate.gov](mailto:brenner@ohiosenate.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew Brenner".

State Senator Andrew Brenner  
Senate District 19

6th House District  
Columbus' Westside,  
Franklin, Prairie, and Norwich  
Township, and  
Valleyview



Standing Committees  
Agriculture  
Insurance  
Technology and Innovation

## Christine Cockley, MPA

State Representative, Ohio House District 6

---

May 23<sup>rd</sup>, 2025

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

RE: Central Ohio Transit Authority's East Main Street Bus Rapid Transit (BRT) Project

Dear Mr. Davis,

I am writing to you today regarding the Central Ohio Transit Authority's (COTA) application for the 2025 TRAC funding cycle of its East Main Street Bus Rapid Transit project.

East Main Street is already one of the highest ridership transit corridors in Central Ohio, connecting key destinations, neighborhoods and job centers. With 3.14 million residents expected in our region by 2050, now is the time to reimagine how to sustainably and equitably move more people faster, safer and smarter.

Upgrading the East Main Street corridor to Bus Rapid Transit (BRT) will increase access to jobs, businesses, schools and healthcare for all members of the community, including seniors, veterans, people with disabilities, students and working families.

COTA is seeking \$22.8 million in TRAC funding for construction activities. The project's current estimated capital cost is \$385 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 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.

Although this project is not located directly within my district, its impact will undoubtedly extend to my constituents who rely on efficient, reliable transit options for commuting across

Central Ohio. Enhancing connectivity through this Bus Rapid Transit corridor will strengthen the entire region's transportation network, support economic growth, and improve quality of life for residents throughout Central Ohio.

For this reason, I ask that COTA's application for the 2025 TRAC funding cycle be given full and fair consideration. If you have any questions, please feel free to contact me.

Respectfully,

A handwritten signature in black ink that reads "Christine Cockley". The signature is written in a cursive, slightly slanted style.

Christine Cockley, MPA  
State Representative  
Ohio House District 6



**4<sup>th</sup> House District**

Parts of NE Franklin County  
Including Gahanna, New Albany,  
Westerville, Columbus, Jefferson,  
Plain, and other area Townships



**Committees**

Children & Human Services  
Education  
Finance  
Joint Committee on Agency Rule Review  
Workforce & Higher Education  
Ranking Member

**Representative Beryl Brown Piccolantonio  
4<sup>th</sup> House District**

May 22, 2025

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

**RE: Central Ohio Transit Authority's East Main Street Bus Rapid Transit Project**

Dear Mr. Davis,

I am writing in support of the Central Ohio Transit Authority's (COTA) application for the 2025 TRAC funding cycle of its East Main Street Bus Rapid Transit project.

East Main Street is already one of the highest ridership transit corridors in Central Ohio, connecting key destinations, neighborhoods and job centers. With 3.14 million residents expected in our region by 2050, now is the time to reimagine how to sustainably and equitably move more people faster, safer and smarter.

Upgrading the East Main Street corridor to Bus Rapid Transit (BRT) will increase access to jobs, businesses, schools and healthcare for all members of the community, including seniors, veterans, people with disabilities, students and working families.

COTA is seeking \$22.8 million in TRAC funding for construction activities. The project's current estimated capital cost is \$385 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 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 respectfully request your full and fair consideration of COTA's application for the 2025 TRAC funding cycle. If you have any questions, please feel welcome to contact me.

Sincerely,

A handwritten signature in black ink that reads "Beryl Brown Piccolantonio".

Beryl Brown Piccolantonio  
State Representative  
4<sup>th</sup> House District

May 22, 2025

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

RE: Central Ohio Transit Authority's East Main Street Bus Rapid Transit (BRT) Project

Dear Mr. Davis,

I am writing to support the Central Ohio Transit Authority's (COTA) application for the 2025 TRAC funding cycle of its East Main Street Bus Rapid Transit project.

East Main Street is already one of the highest ridership transit corridors in Central Ohio, connecting key destinations, neighborhoods and job centers. With 3.14 million residents expected in our region by 2050, now is the time to reimagine how to sustainably and equitably move more people faster, safer and smarter.

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Given the project's regional significance and potential to enhance mobility and access across Central Ohio, it is my hope that COTA's application will be given full and fair consideration in accordance with the TRAC program's evaluation criteria. If you have any questions, please contact me at (614) 466-1896 or rep03@ohiohouse.gov.

Respectfully,

Ismail Mohamed  
State Representative, District 3  
Ohio House of Representatives



**Beth Liston, M.D., Ph. D.**  
Assistant Minority Whip  
16th Senate District

**Committees:**

Health – *Ranking*  
Medicaid – *Ranking*  
Agriculture and Natural Resources  
Financial Institutions, Insurance, and Technology  
Rules and References  
Small Business and Economic Opportunity  
Ways and Means

May 22<sup>nd</sup>, 2025

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

RE: Central Ohio Transit Authority's East Main Street Bus Rapid Transit (BRT) Project

Dear Mr. Kevin Davis,

I am writing to support the Central Ohio Transit Authority's (COTA) application for the 2025 TRAC funding cycle of its East Main Street Bus Rapid Transit project.

East Main Street is already one of the highest ridership transit corridors in Central Ohio, connecting key destinations, neighborhoods and job centers. With 3.14 million residents expected in our region by 2050, now is the time to reimagine how to sustainably and equitably move more people faster, safer and smarter.

Upgrading the East Main Street corridor to Bus Rapid Transit (BRT) will increase access to jobs, businesses, schools and healthcare for all members of the community, including seniors, veterans, people with disabilities, students and working families.

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I strongly encourage your full and fair consideration of COTA's application for the 2025 TRAC funding cycle. If you have any questions, please contact me at PHONE or EMAIL.

Sincerely,

A handwritten signature in black ink that reads "Beth Liston".



**Senator Beth Liston**  
District 16 | Statehouse, Office 051  
1 Capitol Sq. Columbus OH 43215  
Liston@ohiosenate.gov  
614.466.5981



May 28, 2025

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

RE: Central Ohio Transit Authority's East Main Street Bus Rapid Transit (BRT) Project

Dear Mr. Davis,

I am writing to support the Central Ohio Transit Authority's (COTA) application for the 2025 TRAC funding cycle of its East Main Street Bus Rapid Transit project.

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I offer my full support of COTA's application for the 2025 TRAC funding cycle. If you have any questions, please contact me at [Tim.Robinson@nationwidechildrens.org](mailto:Tim.Robinson@nationwidechildrens.org).

Respectfully,



Tim Robinson  
CEO



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

111 Liberty St., Suite 100  
Columbus, Ohio 43215  
[www.morpc.org](http://www.morpc.org)

May 20, 2025

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

**Re: MPO Acknowledgement of the East Main Street Bus Rapid Transit (BRT) 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 East Main Street BRT 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.

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

Sincerely,

Shelby Oldroyd  
Associate Planner  
Mid-Ohio Regional Planning Commission

**William Murdock, AICP**  
Executive Director

**Chris Amorose Groomes**  
Chair

**Michelle Crandall**  
Vice Chair

**Ben Kessler**  
Secretary

**From:** [Cindy.Wengerter@dot.ohio.gov](mailto:Cindy.Wengerter@dot.ohio.gov)  
**To:** [Blazer, Casey L](#)  
**Cc:** [Sunderland, Zachary](#); [Paul.Maricocchi@dot.ohio.gov](mailto:Paul.Maricocchi@dot.ohio.gov); [Michele.Risko@dot.ohio.gov](mailto:Michele.Risko@dot.ohio.gov)  
**Subject:** 2025 TRAC- COTA East Main St. BRT- District 6 Acknowledgement  
**Date:** Wednesday, May 28, 2025 8:20:04 AM  
**Attachments:** [image002.png](#)

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Hi Casey,

This email serves at the ODOT District 6 acknowledgement of COTA's East Main St. Bus Rapid Transit (BRT) TRAC application for the 2025 cycle. The application meets the goals of the district and the TRAC program. Upgrading the East Main Street corridor to Bus Rapid Transit will equitably and sustainably increase access to jobs, businesses, schools, and healthcare for all members of the community.

The district has been included throughout the development of this project. COTA is seeking \$22.8 million in TRAC funding for construction activities. The project's current estimated construction cost is \$385 million. This request is part of a larger funding plan using FTA and local sources.

Please let me know if there is anything else that ODOT District 6 can do to support COTA through the selection process.

Regards,  
Cindy

**Cindy Wengerter, P.E.**  
**Capital Programs Administrator**  
*ODOT District Six*  
400 East William St.  
Delaware, Ohio 43015  
D: 740.833.8057 C: 614.452.2821  
[transportation.ohio.gov](http://transportation.ohio.gov)

-

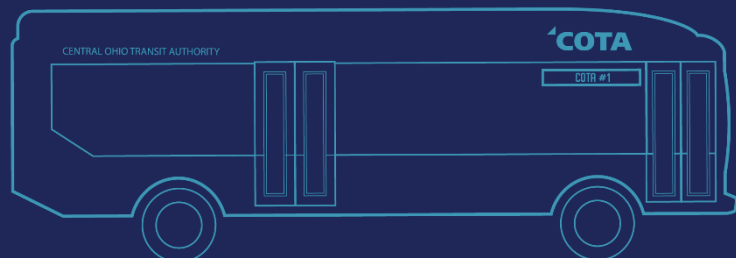


**Department of  
Transportation**

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# *Project Narrative*

## East Main Street BRT



## 1. INTRODUCTION

### 1.1. PROJECT IDENTIFICATION

The LinkUS Mobility and Growth Initiative is Central Ohio's transformational and comprehensive prosperity and mobility initiative. By bringing rapid transit solutions and world-class mobility options to Central Ohio, LinkUS will propel the region forward so that getting to and from where you are going is easy, accessible, and affordable. LinkUS will help to address growth, affordability, and opportunity gaps in the community. It will advance many existing initiatives working to improve housing, poverty, safety, and climate action.

To address these challenges, LinkUS aims to make historic investments in the region's mobility systems that will encourage more walkable connected communities which will increase opportunity for all. It builds on a foundation of regional planning efforts like the Central Ohio Transit Authority's (COTA) NextGen Vision Plan and the insight2050 Corridor Concepts Study to prepare the region as the population is projected to grow to more than three million people by 2050. By 2050, LinkUS plans to integrate five new rapid transit corridors; 45 percent more transit service; 500 miles of new sidewalks, bike trails and greenways; lastly, roadway/intersection improvements along frequent transit lines to support housing affordability and equitable economic development. COTA's East-West Corridor High Capacity Transit (HCT) Plan evaluated the feasibility of the East-West Corridors, defined as West Broad Street, East Broad Street, and East Main Street, for rapid transit. All three alignments were identified for BRT investment and have separate Locally Preferred Alternatives (LPA).

The East Main Street Bus Rapid Transit (BRT) project is approximately 13.6 miles in length with over 60% of exclusive or semi-exclusive guideway. The line will serve 17 stations and operate from Downtown Columbus to the east serving Columbus, Bexley, Whitehall, and Reynoldsburg. The eastern terminus will feature a new transit center and park-and-ride facility with 75–90 parking stalls. The project also includes pedestrian facility enhancements. The East Main Street Bus Rapid Transit (BRT) project is approximately 13.6 miles in length with over 60% of exclusive or semi-exclusive guideway. The line will serve 17 stations and operate from Downtown Columbus to the east serving Columbus, Bexley, Whitehall, and Reynoldsburg. The eastern terminus will feature a new transit center and park-and-ride facility with 75–90 parking stalls. The project also includes pedestrian facility enhancements to improve access to planned stations areas.

East Main Street BRT service will include 14 specially branded, fully electric buses—supported by on-route vehicle charging equipment, off-board fare collection, near-level boarding, improved station amenities with enhanced safety features, and transit signal priority. The line is planned to operate every 10 to 20 minutes from 5:00 AM to 12:00 AM every day.

The East Main Street BRT project is sponsored by the Central Ohio Transit Authority (COTA) in coordination with its partners the Ohio Department of Transportation (ODOT), the Mid-Ohio Regional Planning Commission (MORPC), the cities of Columbus, Bexley, Whitehall, and Reynoldsburg, and Franklin County. COTA is the FTA grantee and will serve as the owner operator of the completed East Main Street BRT.

to improve access to planned stations areas.

East Main Street BRT service will include 14 specially branded, fully electric buses—supported by on-route vehicle charging equipment, off-board fare collection, near-level boarding, improved station amenities with enhanced safety features, and transit signal priority. The line is planned to operate every 10 to 20 minutes from 5:00 AM to 12:00 AM every day.

The East Main Street BRT project is sponsored by the Central Ohio Transit Authority (COTA) in coordination with its partners the Ohio Department of Transportation (ODOT), the Mid-Ohio Regional Planning Commission (MORPC), the cities of Columbus, Bexley, Whitehall, and Reynoldsburg, and Franklin County. COTA is the FTA grantee and will serve as the owner operator of the completed East Main Street BRT.

## 1.2. PROJECT SETTING

The East Main Street BRT Corridor will travel east–west from Downtown Columbus to Reynoldsburg. The corridor, defined by a half-mile radius from the project route, is currently served by Route 2, COTA’s highest ridership fixed route service. Route 2 travels from Reynoldsburg to Downtown Columbus and then continues north beyond the Corridor on High Street. In 2019, Route 2 had approximately 8,100 weekday riders (includes entire alignment). COTA’s bus ridership has declined systemwide as a result of COVID-19, but ridership on this route continued to be relatively higher than other routes in the system.

The East Main Street BRT project will connect nearby neighborhoods to a number of activity centers along the route. Key activity centers on the corridor include healthcare and medical facilities (Nationwide Children’s Hospital, Columbus Public Health, OhioHealth Grant Medical Center), recreation and shopping centers (Scioto Mile, Bexley Square, Main 270 Shopping Center), and educational institutions (Capital University, Franklin University) . The BRT will also serve the Central Business District of Downtown Columbus which includes Topiary Park, Columbus Metropolitan Library, Columbus Museum of Art, the Ohio Statehouse, Nationwide Arena, Palace Theatre, and more. The East Main Corridor will also provide increased access to several community resources including 24 grocery stores, 17 K-12 Schools, 23 daycare facilities, 15 pharmacies and 8 addiction treatment facilities.

## 1.3. CURRENT CONDITIONS

The East Main Street Corridor has a demonstrated need for high-capacity transit, and the East Main Street BRT works to address this need. In 2021, there was over 50,000 residents and 90,000 jobs located within the East Main Street BRT station areas. Within the station areas, about 20% of residents live below the poverty threshold and approximately 13% of households do not have access to a vehicle. These statistics represent the importance of reliable and affordable transportation within the corridor to reach equal opportunities to employment. Among the residents who live along the corridor, 59 percent live within an area of persistent poverty and 48 percent identify as a person of color. The East Main Street BRT project will connect residents, including underserved communities, to opportunities and services along this high ridership route. The East Main Street BRT project will improve access to jobs and alleviate the transportation and housing cost burden for households within the corridor.

## 1.4. FUTURE CONDITIONS

MORPC forecasts that by 2045, the population within the East Main Street BRT station areas will grow to almost 120,000 residents. As the population continues to grow, employment opportunities will grow as well. By 2045, the number of jobs within the corridor is expected to grow from approximately 90,000 to over 105,000. As population and employment expands, the density of both population and jobs will greatly increase. Population density will nearly double from about 5,000 residents per square mile to over 11,500 residents per square mile. Likewise, jobs will densify from nearly 9,000 jobs per square mile to about 10,500 jobs per square mile. Investment in rapid transit will allow for sustainable growth, improved reliability, and greater

alternatives to single-occupancy vehicle commuting. The East Main Street BRT project will advance sustainability and equity goals for the region, as defined in the LinkUS Program, supported by increasingly dense population and employment centers.

COTA plans to continue maintaining existing underlining service for Route 2 on East Main Street, at 60 minute frequencies. COTA will evaluate additional service adjustments for the agency's on-demand, micro-transit transportation service, COTA//Plus. COTA plans to maintain the existing Line 2 service and frequency along High Street, every 10 to 15 minutes.

## 2. PROJECT PURPOSE, NEEDS, AND MERIT

### 2.1. PURPOSE & NEED

The purpose of the East Main Street BRT project reflects the East-West High Capacity Transit Corridor (“East-West HCT Corridor”) Plan.<sup>1</sup> This plan is part of the LinkUS Mobility initiative, Central Ohio’s comprehensive prosperity and mobility initiative. The East-West HCT Corridor study area spans from West Broad Street from Galloway Road to Downtown Columbus and East Broad Street/East Main Street from Downtown Columbus to the Franklin-Licking County Boundary. The East Main Street BRT is a result of this plan and shares a purpose with it and the other resulting corridors.

The purpose of the East-West HCT Plan is to provide the implementation framework for a transit and mobility enhancement strategy that will serve as one critical part of a comprehensive regional mobility system (LinkUS) designed to improve connectivity within and beyond the corridor; to support and catalyze appropriate types of new equitable development and redevelopment projects; and to improve access to and opportunities for housing, goods and services, and employment; especially for historically disadvantaged communities in and around the corridor.

The East Main Street BRT project will meet the following five needs identified in the East-West HCT Corridor Plan:

- 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.
- To sustainably accommodate expected growth, transit in the corridor needs to spur focused and compact infill and redevelopment along the corridor for sustainable growth.

### 2.2. MERIT

The East Main Street BRT project will expand the network of frequent and rapid transit in the region, as envisioned by the LinkUS Mobility and Growth Initiative. The East Main Street BRT project will connect residents from the east to Downtown Columbus and enhance connectivity to other COTA services. The East Main Street BRT project will connect and integrate with existing

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<sup>1</sup> [East-West HCT Corridor Plan, Purpose and Need](#), February 2021

and planned rapid transit corridors, including the existing CMAX and the planned West Broad Street BRT project in Downtown Columbus, expanding access and mobility for all residents across the larger transit system. The corridor will be an important transit option for residents in the area, especially those without cars. The improved service will also offer greater access to employment and essential services for the traditionally underserved communities within the corridor. BRT stations along the corridor will help spur transit-supportive infill and redevelopment that is anticipated to attract future riders and promote economic development.

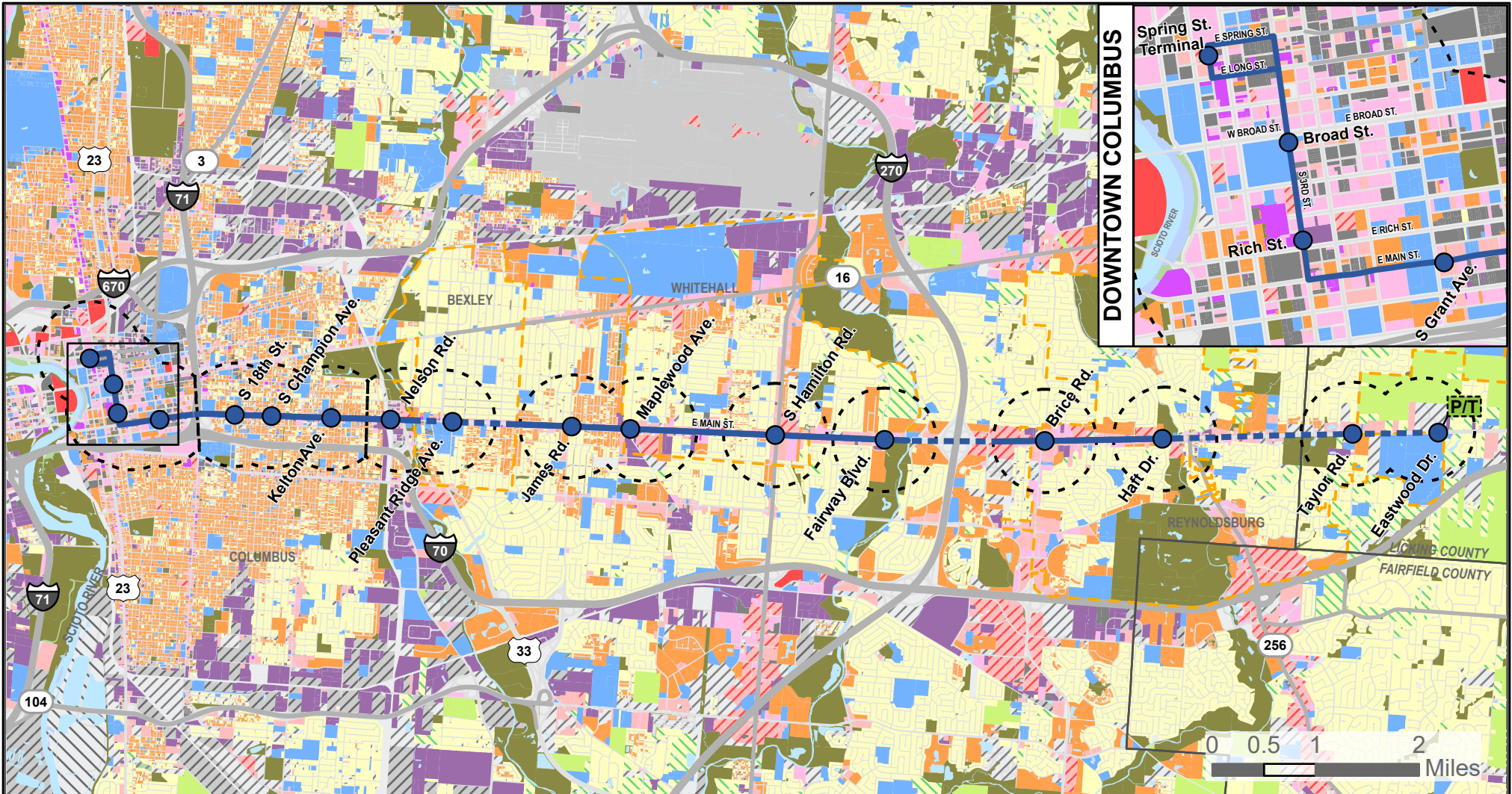
### 3. SUMMARY

The East Main Street BRT investment will improve service and expand access for Central Ohio residents. The project advances regional mobility plans such as the LinkUS Mobility and Growth Initiative, NextGen and insight2050 studies. With the East Main Street BRT, COTA is leading the effort to create a complete mobility system in response to challenges facing a growing region. In response to these challenges, the project will address equity and barriers to opportunity through linking job opportunities with the workforce, as well as increasing travel choices as the population and number of jobs grow.

Mobility is a crucial aspect of addressing equity in the region. A substantial share of the corridor population are people of color (48%) and many corridor households do not have access to a vehicle (13%).<sup>2</sup> Improving mobility via transit lowers automobile dependence and reduces barriers to opportunities. This investment will support economic growth and vitality in the region while enhancing mobility in a way that protects the region's natural environment. The establishment of the East Main Street BRT marks a milestone in the region's transportation infrastructure by expanding the envisioned rapid transit corridors within the region.

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<sup>2</sup> American Community Survey, 5-Year Estimates, 2018–2022.



# EAST MAIN STREET BUS RAPID TRANSIT

- BRT Station
- Dedicated BRT Guideway
- Mixed Flow BRT Guideway
- 1/2 Mile Buffer
- New Park & Ride/Transit Center
- Corridor Municipality
- Open Space
- Water
- County Boundaries

## Existing Land Use 2021

- Agriculture
- Neighborhood Commercial
- Regional Commercial
- Residential Rural
- Residential Suburban

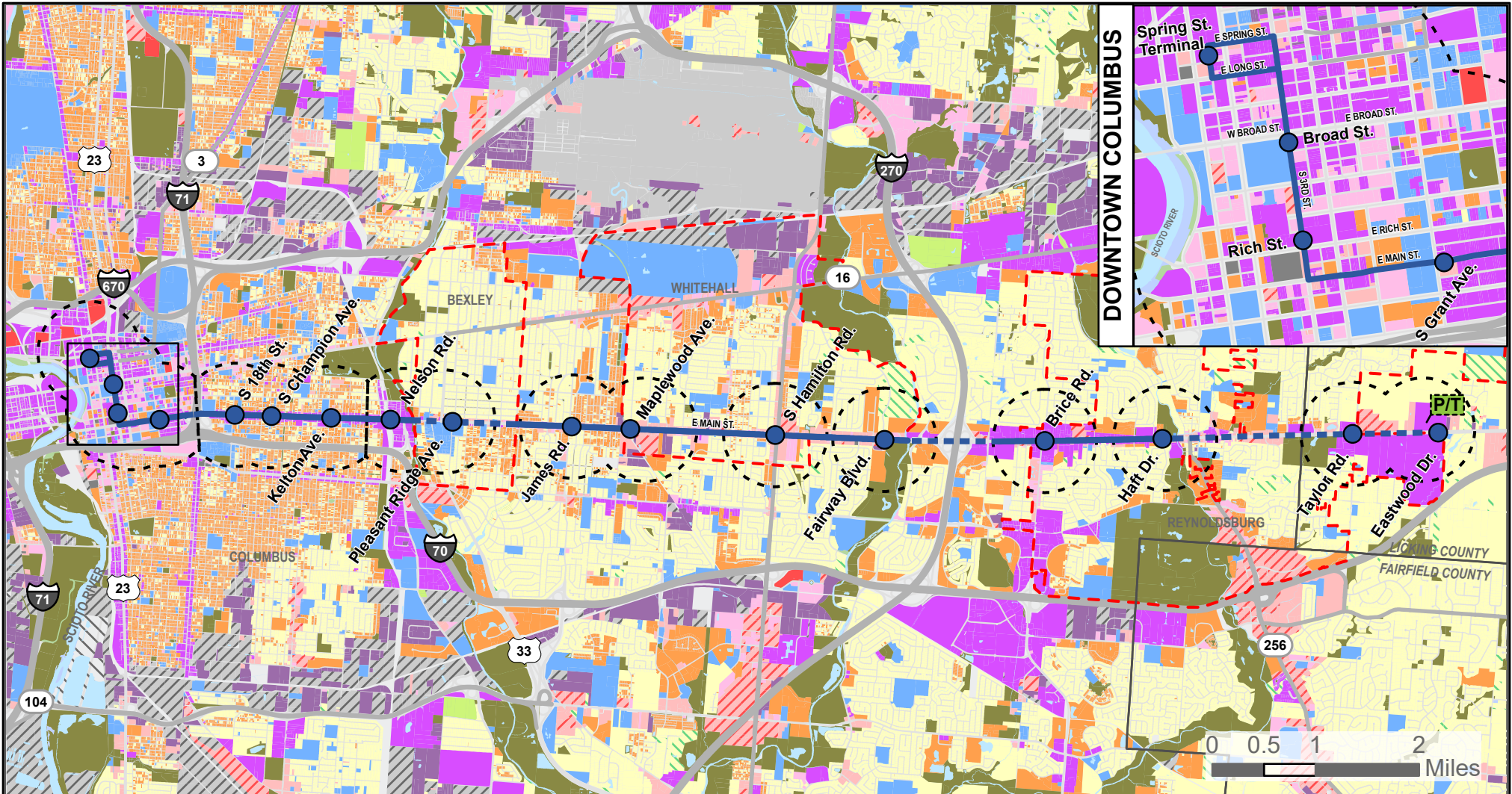
- Residential Urban
- Institutional
- Mixed-Use
- Office
- Warehouse
- Industrial
- Parking

- Airport
- Quarry
- Vacant
- Park / Open Space
- Water

Source: Mid-Ohio Regional Planning Commission  
Parcels (2024 Future Land Use)

5/15/2025





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- County Boundaries

## Future Land Use 2024

- Agriculture
- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Residential Rural
- Residential Suburban

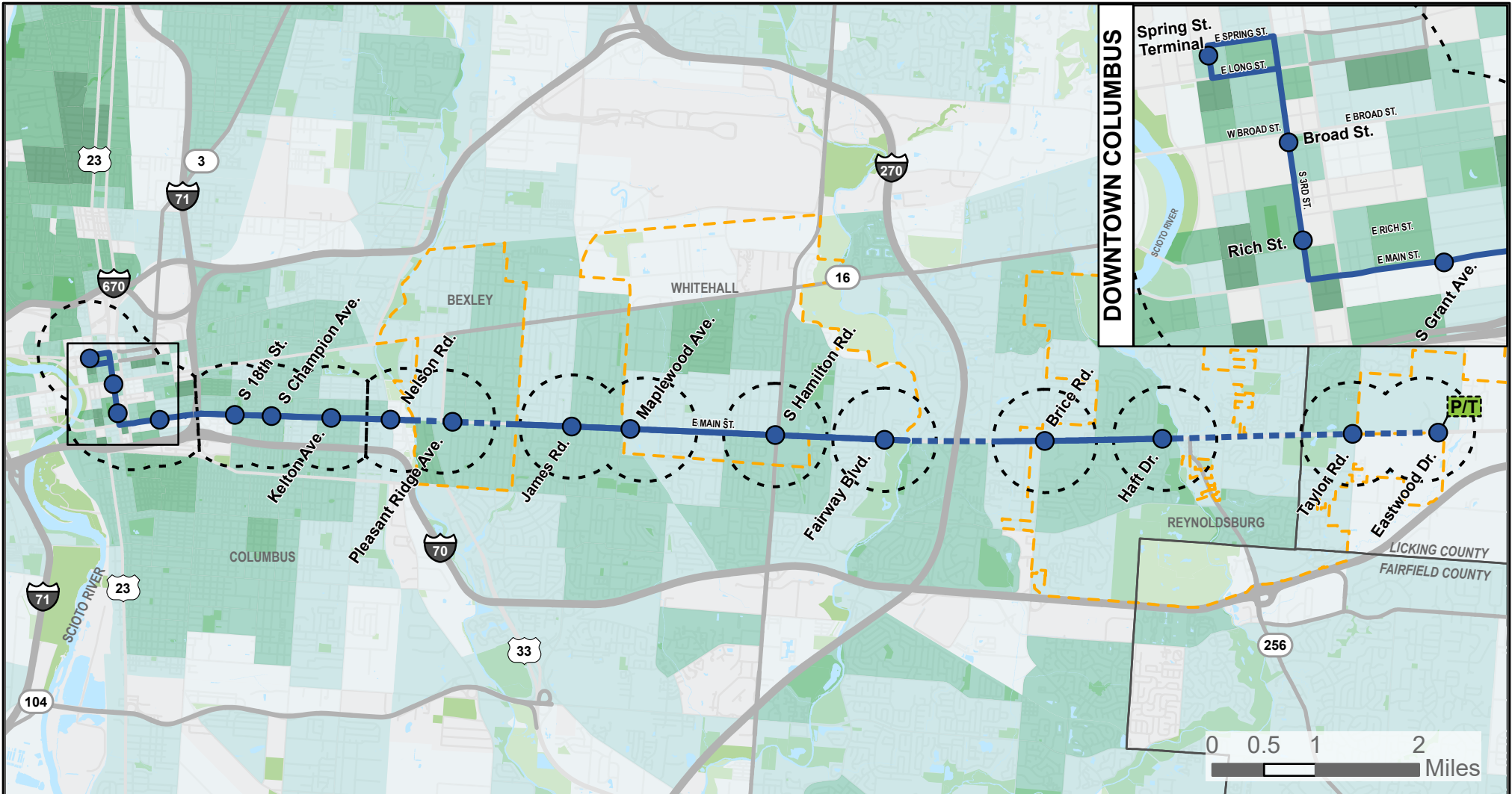
- Residential Urban
- Institutional
- Mixed-Use
- Office
- Warehouse
- Industrial
- Parking

- Airport
- Quarry
- Park / Open Space
- Water

Source: Mid-Ohio Regional Planning Commission  
Parcels (2024 Future Land Use)

5/15/2025





## EAST MAIN STREET BUS RAPID TRANSIT

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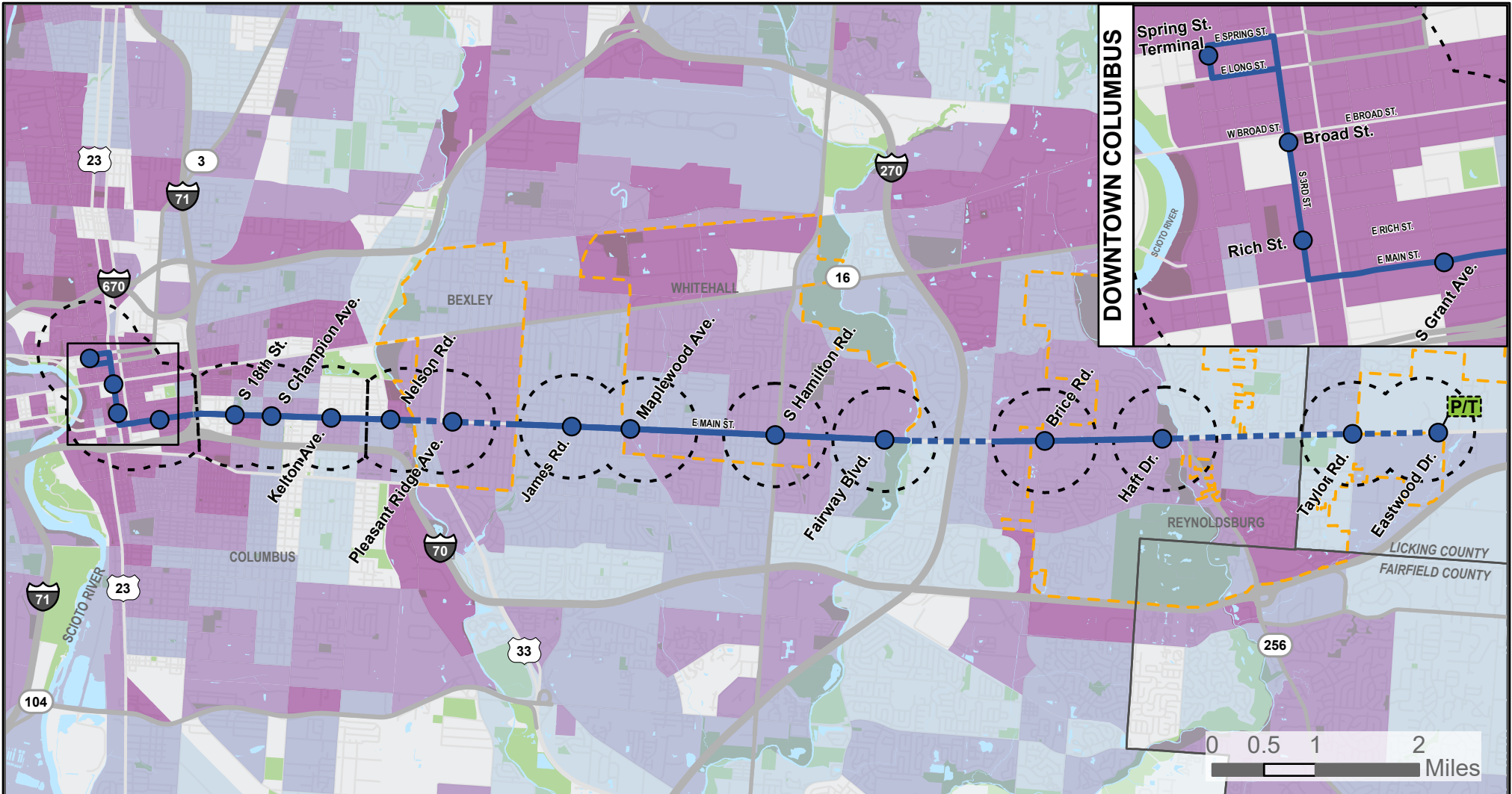
### 2021 Population Density (People/Sq. Mi.)

- 1 - 1,500
- 1,500 - 5,000
- 5,000 - 9,500
- 9,500 - 19,500
- 19,500 - 46,500

Source: Mid-Ohio Regional Planning Commission  
Traffic Analysis Zones (2024 - 2050 County Forecasts)

5/15/2025





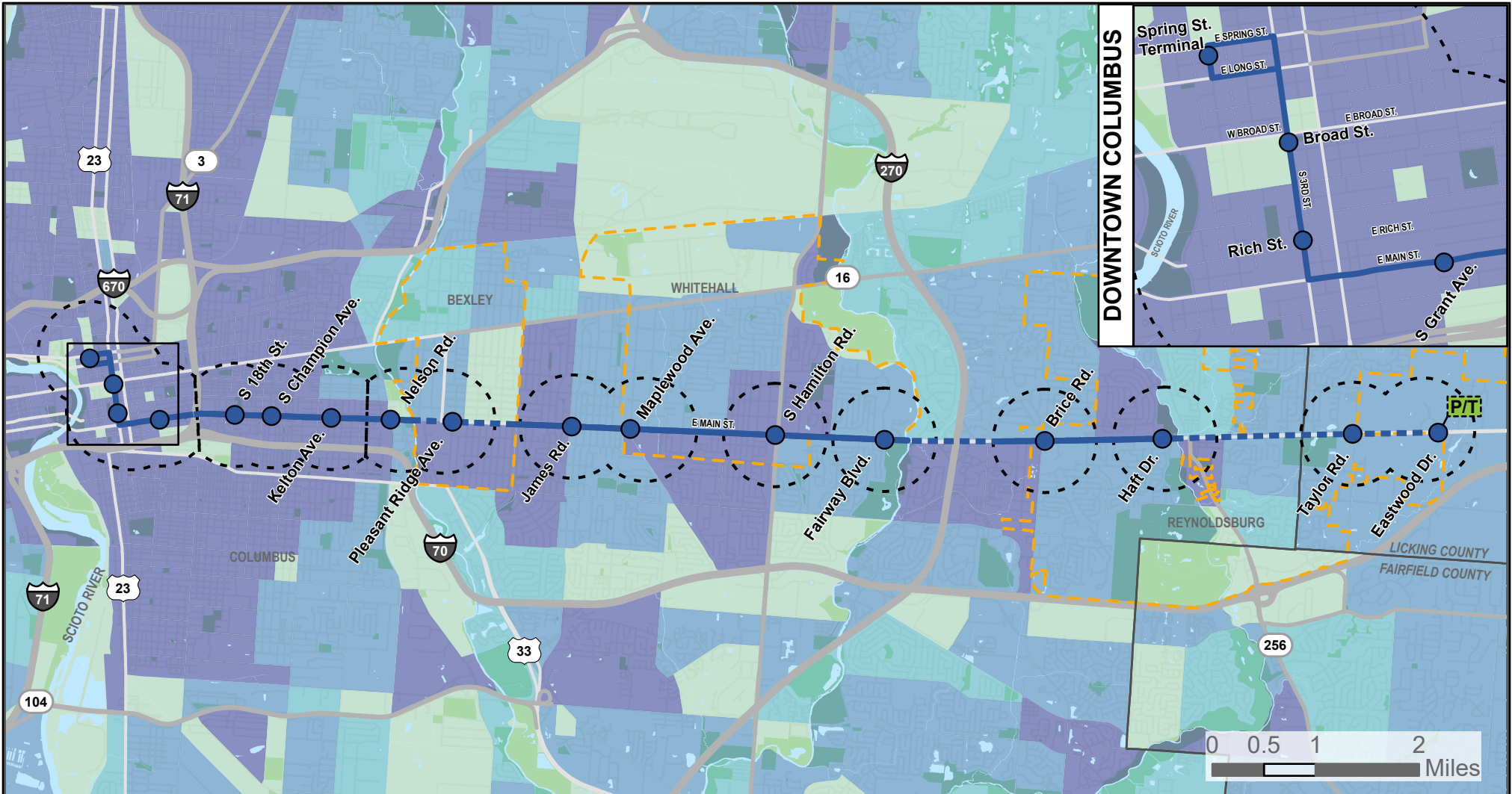
## EAST MAIN STREET BUS RAPID TRANSIT

- BRT Station
  - Dedicated BRT Guideway
  - - - Mixed Flow BRT Guideway
  - ⋯ 1/2 Mile Buffer
  - P/T** New Park & Ride/Transit Center
  - ⎓ Corridor Municipality
  - Open Space
  - Water
  - County Boundaries
- 2021 Employment Density (People/Sq. Mi.)
- 1 - 65
  - 65 - 400
  - 400 - 1,200
  - 1,200 - 3,400
  - 3,400 - 491,000

5/15/2025



Source: Mid-Ohio Regional Planning Commission  
Traffic Analysis Zones (2024 - 2050 County Forecasts)



## EAST MAIN STREET BUS RAPID TRANSIT

- BRT Station
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- - - Mixed Flow BRT Guideway
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- New Park & Ride/Transit Center

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- Water
- County Boundaries

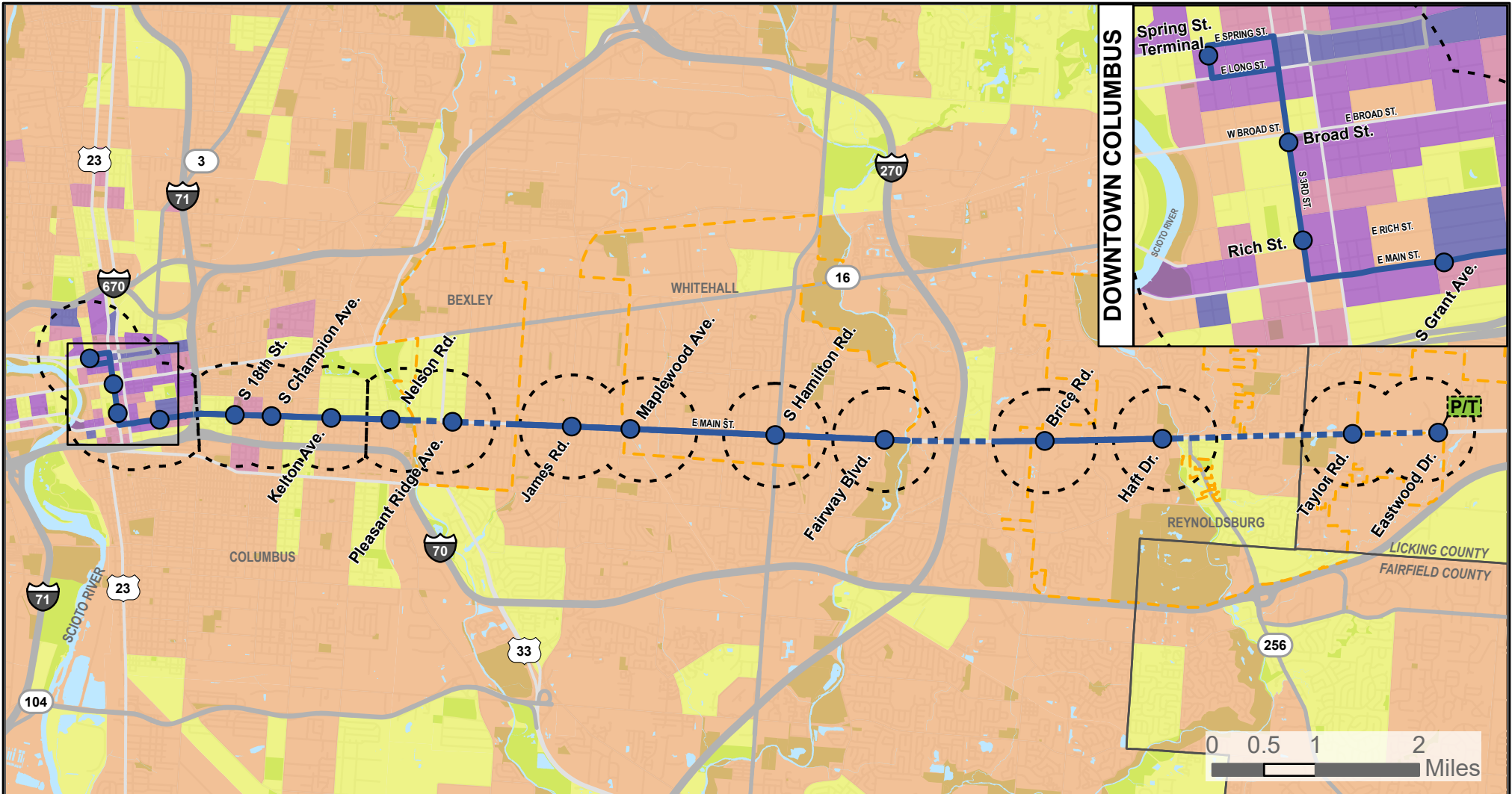
### 2021 - 2045 Population Density Change (People/Sq. Mi.)

- 50 - -0.15
- 0.15 - 0
- 0 - 65
- 65 - 600
- 600 - 112,000

5/15/2025



Source: Mid-Ohio Regional Planning Commission  
Traffic Analysis Zones (2024 - 2050 County Forecasts)



## EAST MAIN STREET BUS RAPID TRANSIT

- BRT Station
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- - - Mixed Flow BRT Guideway
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- Water
- County Boundaries

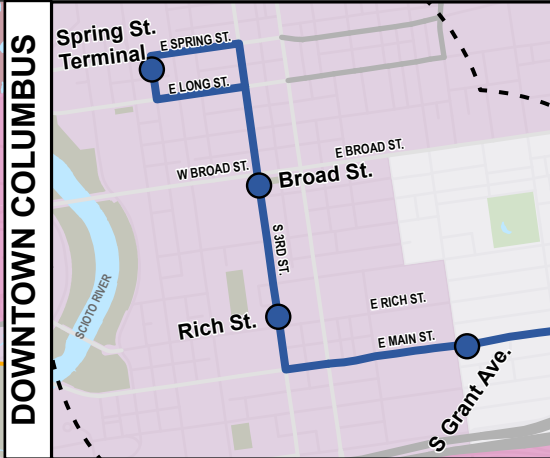
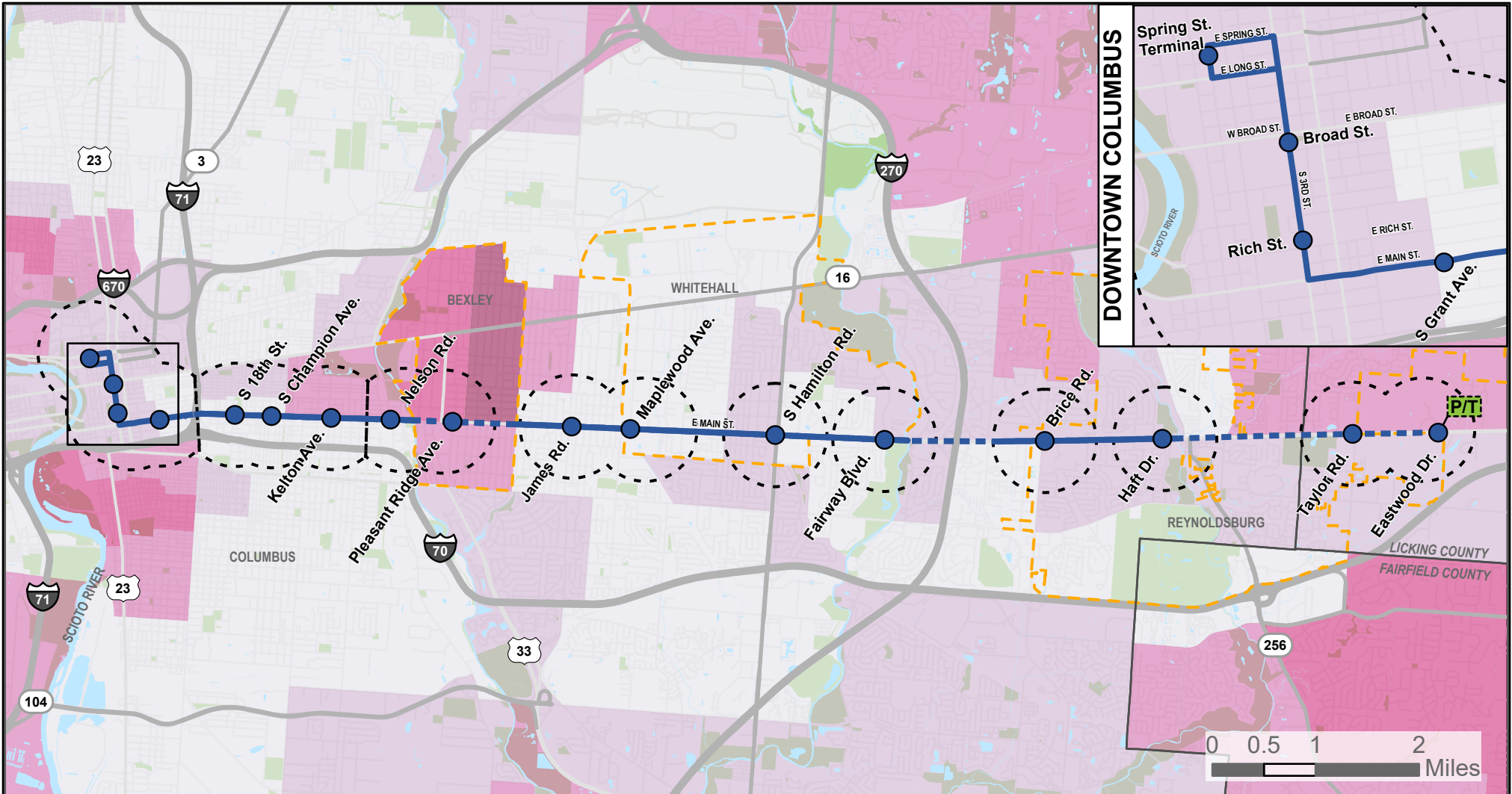
### 2021 - 2045 Employment Density Change (People/Sq. Mi.)

- 4,500 - 0
- 0 - 4,500
- 4,500 - 8,500
- 8,500 - 13,500
- 13,500 - 22,500

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Source: Mid-Ohio Regional Planning Commission  
Traffic Analysis Zones (2024 - 2050 County Forecasts)



## EAST MAIN STREET BUS RAPID TRANSIT

- BRT Station
- Dedicated BRT Guideway
- - - Mixed Flow BRT Guideway
- - - 1/2 Mile Buffer
- P/T** New Park & Ride/Transit Center

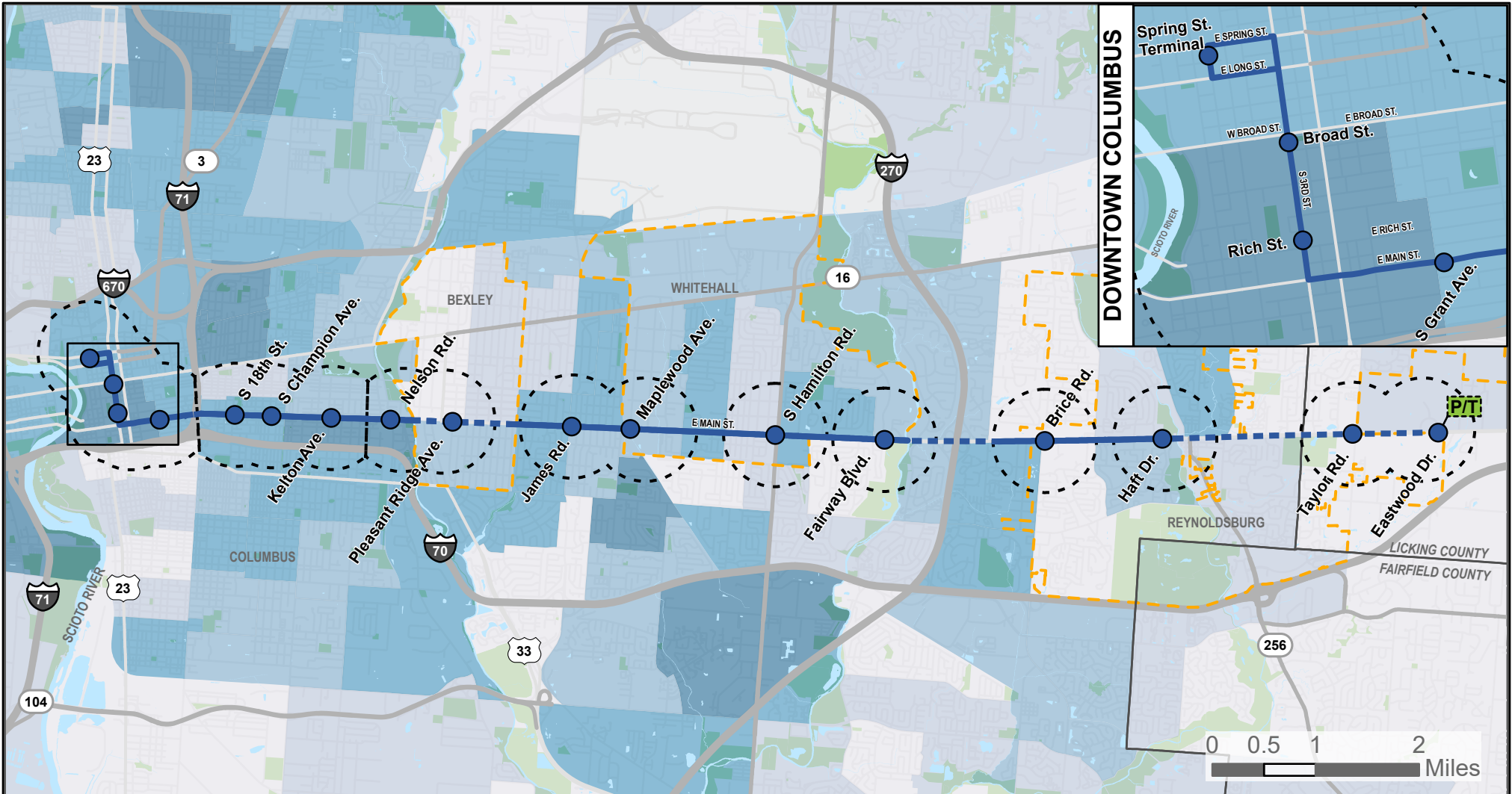
- ▭ Corridor Municipality
- ▭ Open Space
- ▭ Water
- ▭ County Boundaries

- Median Household Income 2022
- ▭ \$16,000 - \$52,000
  - ▭ \$52,000 - \$77,500
  - ▭ \$77,500 - \$109,000
  - ▭ \$109,000 - \$149,000
  - ▭ \$149,000 - \$201,500

Source: American Community Survey  
5-Year Data (2022)

5/15/2025





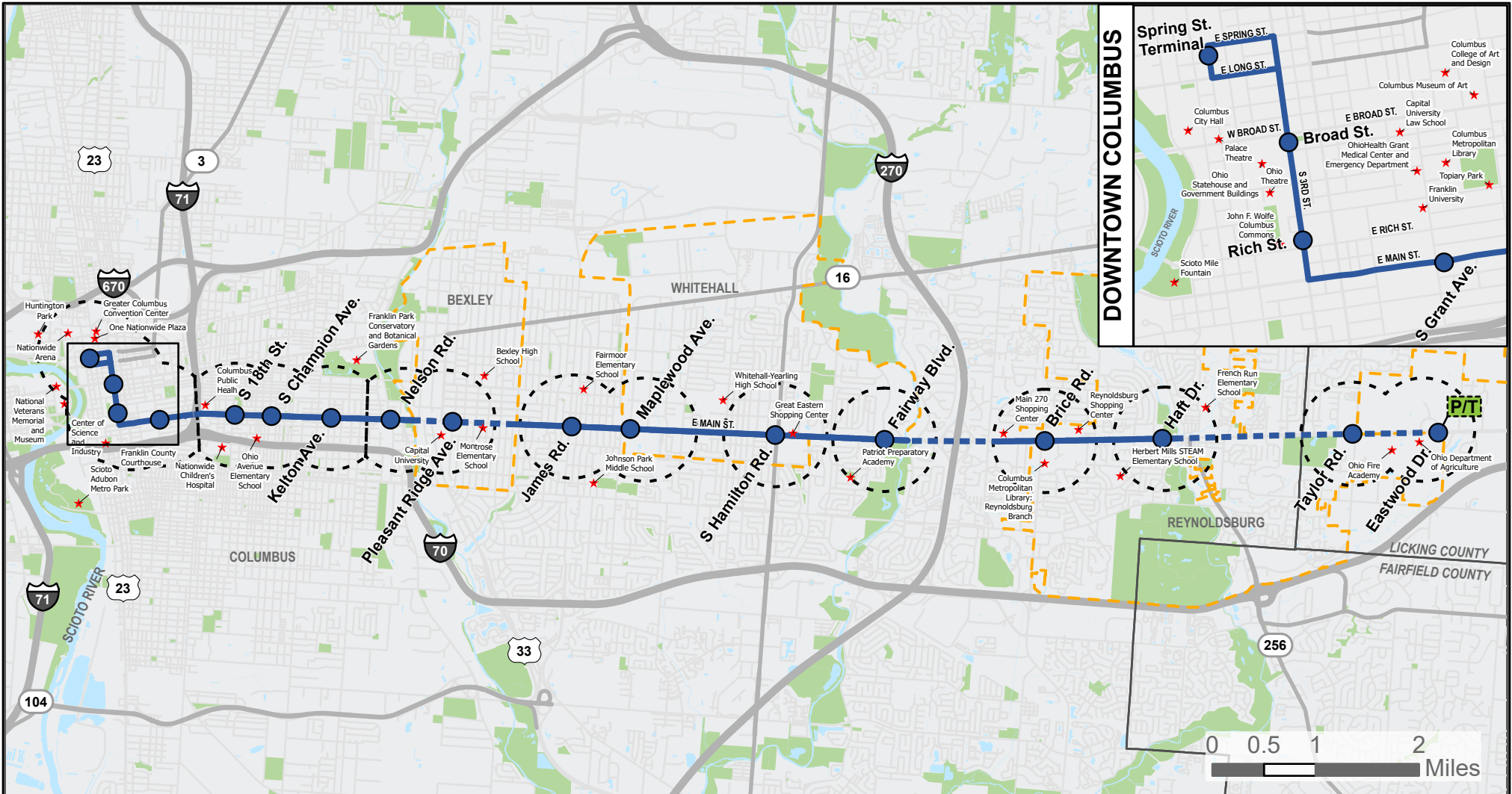
# EAST MAIN STREET BUS RAPID TRANSIT

- BRT Station
- Dedicated BRT Guideway
- - - Mixed Flow BRT Guideway
- 1/2 Mile Buffer
- New Park & Ride/Transit Center
- Corridor Municipality
- Open Space
- Water
- County Boundaries
- Zero Vehicle Households 2022
- 0% - 3.4%
- 3.4% - 7.9%
- 7.9% - 14.2%
- 14.2% - 22.9%
- 22.9% - 43.5%

5/15/2025



Source: American Community Survey  
5-Year Data (2022)

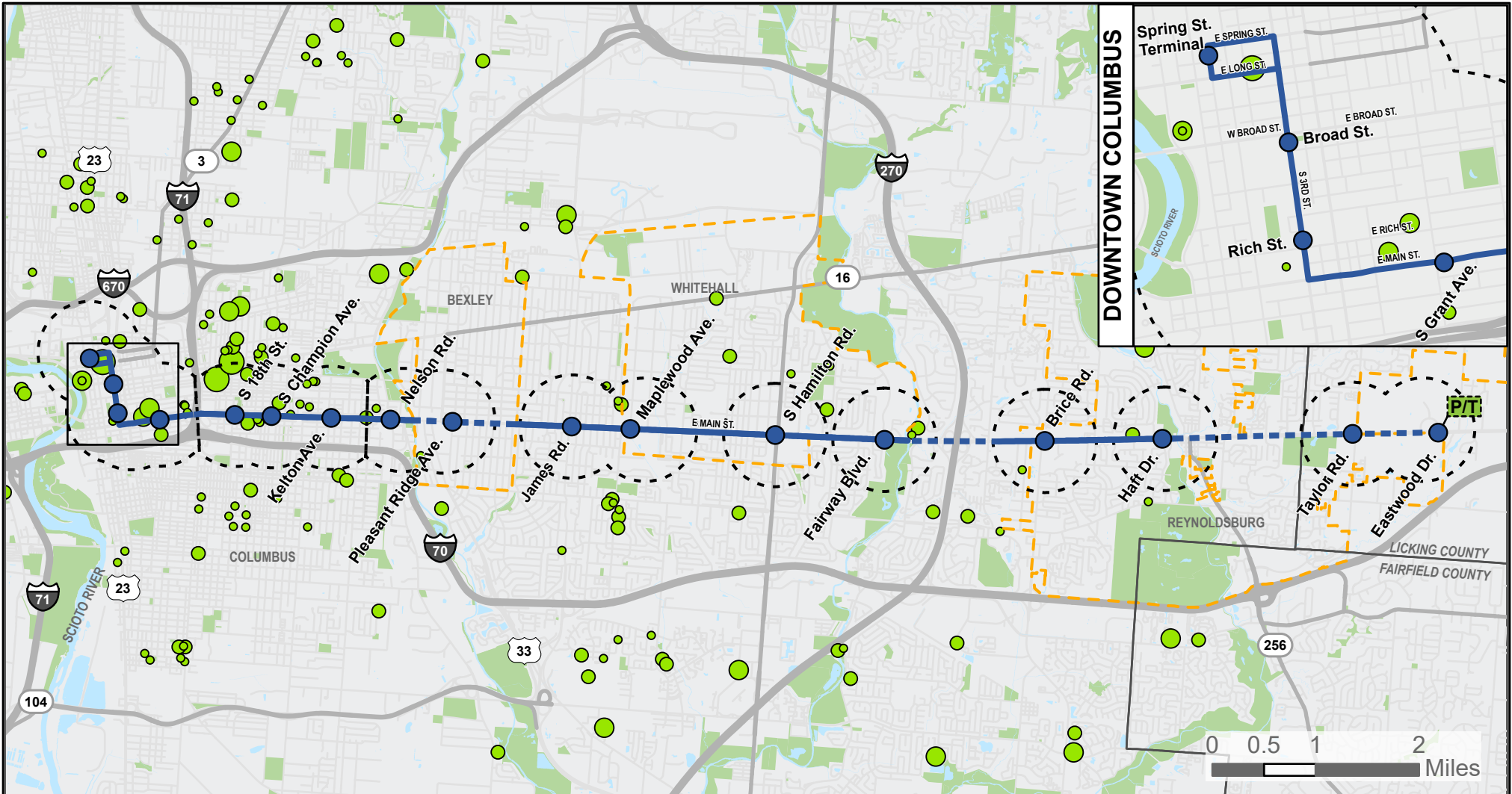


## EAST MAIN STREET BUS RAPID TRANSIT

- BRT Station
- Dedicated BRT Guideway
- - - Mixed Flow BRT Guideway
- 1/2 Mile Buffer
- P/R New Park & Ride/Transit Center
- Corridor Municipality
- Open Space
- Water
- County Boundaries
- ★ Trip Generators

5/15/2025





## EAST MAIN STREET BUS RAPID TRANSIT

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- County Boundaries

### Total Affordable Housing Units

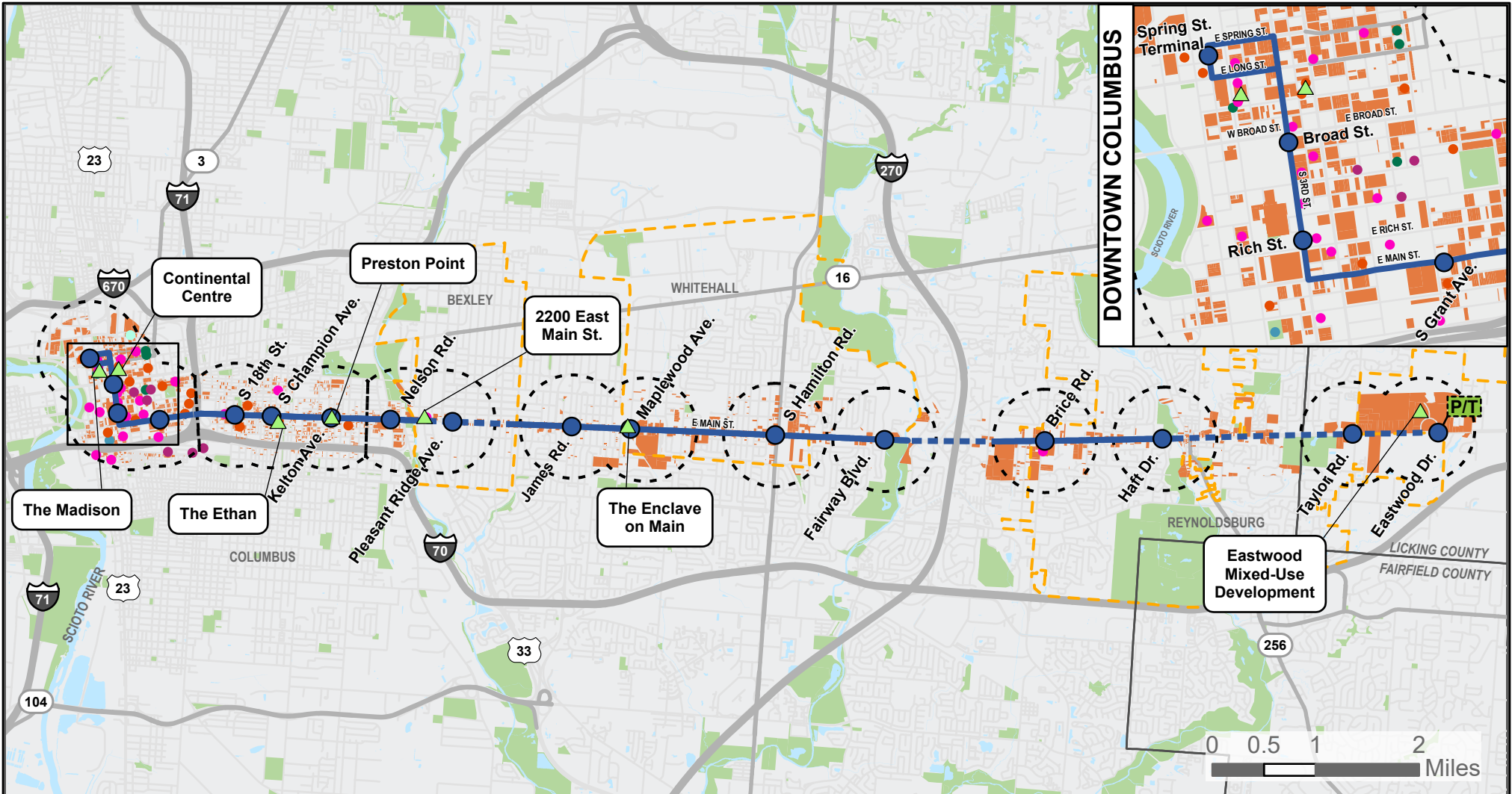
- 1 - 40
- 40 - 120
- 120 - 260
- 260 - 600

● 600 - 1,280

5/15/2025



Source: National Housing Preservation Database (2022)



# EAST MAIN STREET BUS RAPID TRANSIT

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- Open Space
- Water
- County Boundaries
- Proposed and Under Construction Development**
- Commercial
- Healthcare
- Mixed-Use
- Office
- Public/Institutional
- Residential
- Parcels Susceptible to Change
- ▲ Development Affected by Transit-Supportive Policies

5/15/2025



Source: MORPC, Berkadia, CoStar, City of Columbus, Franklin County, Licking County