


**From Vision
to Action**

Community Advisory Committee

*May 2, 2022
MORPC*



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**Today's
Guests**

Kimberly Sharp, AICP
Senior Director of Development, COTA

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LinkUS will...

Create an integrated mobility system that will make it easier to walk, bike, drive, or take public transit in our region's busiest areas



LinkUS Simplified

Mobility
Infrastructure
Investments

+

Walkable,
Connected
Communities

=

Increased
Opportunities

Why LinkUS?



3 million
people total
by 2050*

*Forecast before
Intel announcement

Our peers are *reacting* to a wave of growth pressures that Central Ohio is also now experiencing.

Our region is being *proactive* by planning and potentially leveraging historical federal funds available *now* to serve future growth.

This will take all of us.




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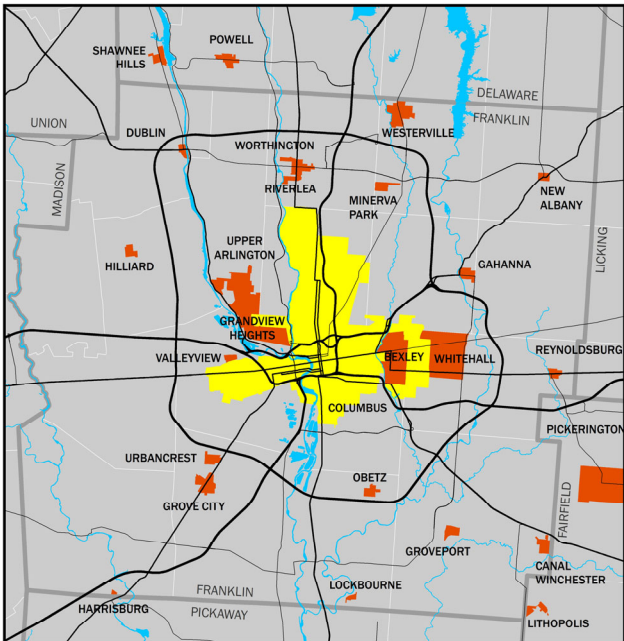
What Does that Mean?

Franklin County in 1950



Pop. 501,882
Columbus sq. mi. 40

- CITY OF COLUMBUS
- OTHER MUNICIPALITIES



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What Does that Mean?

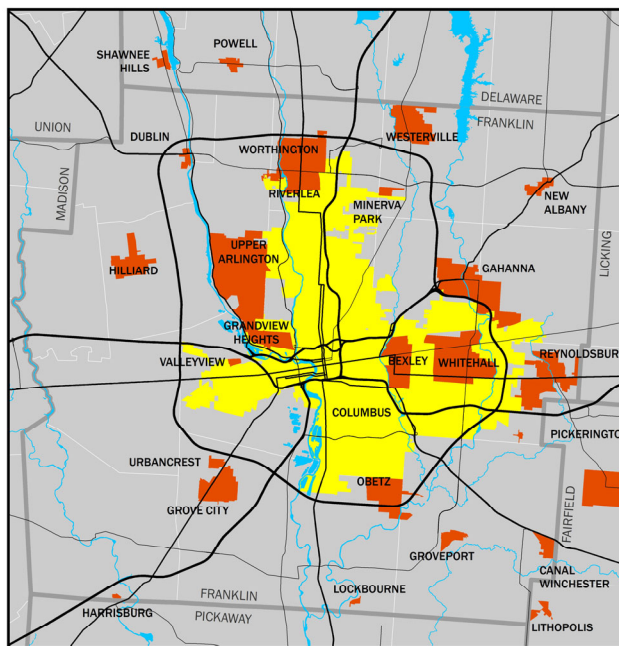
Franklin County in 1960



Pop. 682,923

Columbus sq. mi. 144

- CITY OF COLUMBUS
- OTHER MUNICIPALITIES



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What Does that Mean?

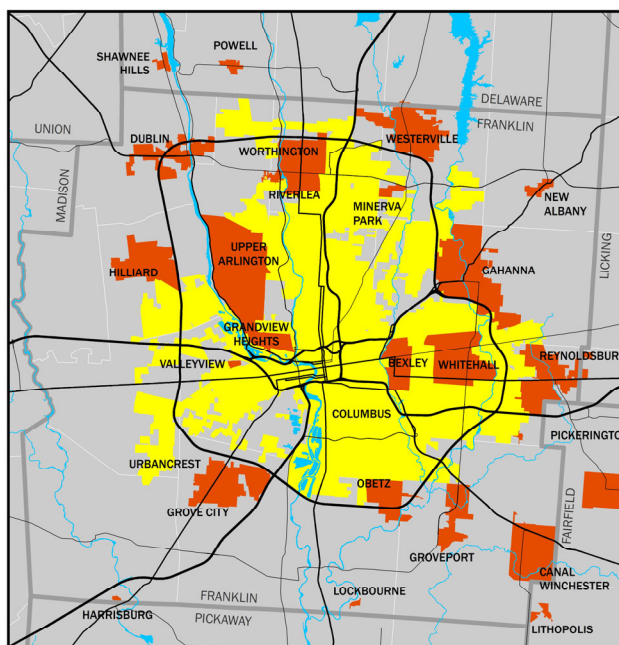
Franklin County in 1970



Pop. 833,249

Columbus sq. mi. 144

- CITY OF COLUMBUS
- OTHER MUNICIPALITIES



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What Does that Mean?

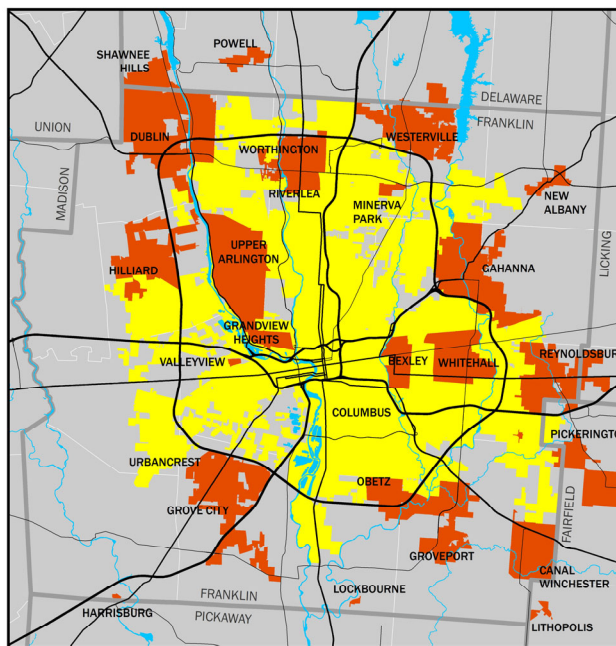
Franklin County in 1980



Pop. 869,126

Columbus sq. mi. 184

-  CITY OF COLUMBUS
-  OTHER MUNICIPALITIES



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What Does that Mean?

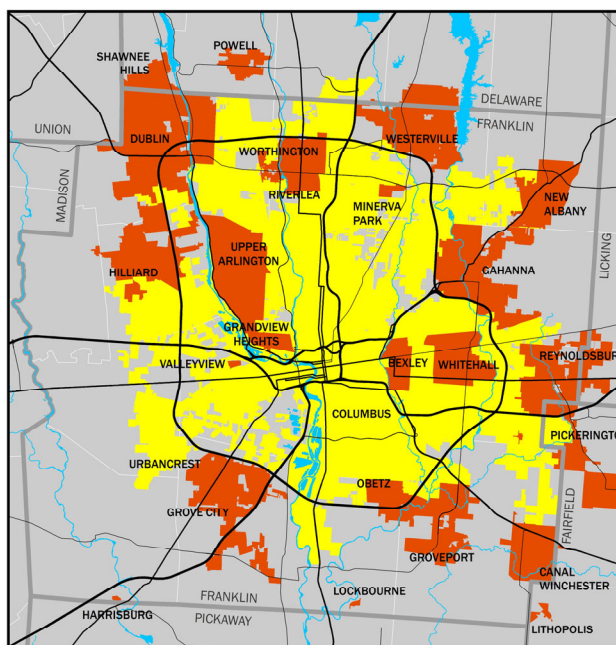
Franklin County in 1990



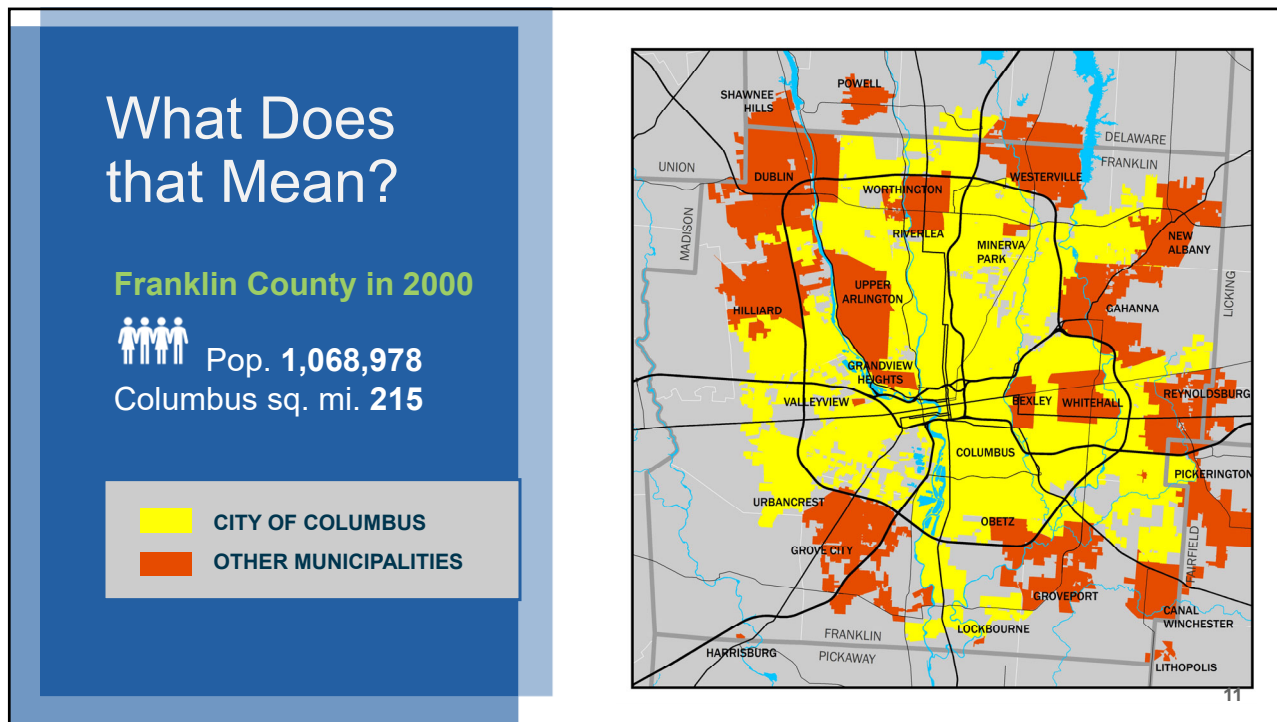
Pop. 961,437

Columbus sq. mi. 196

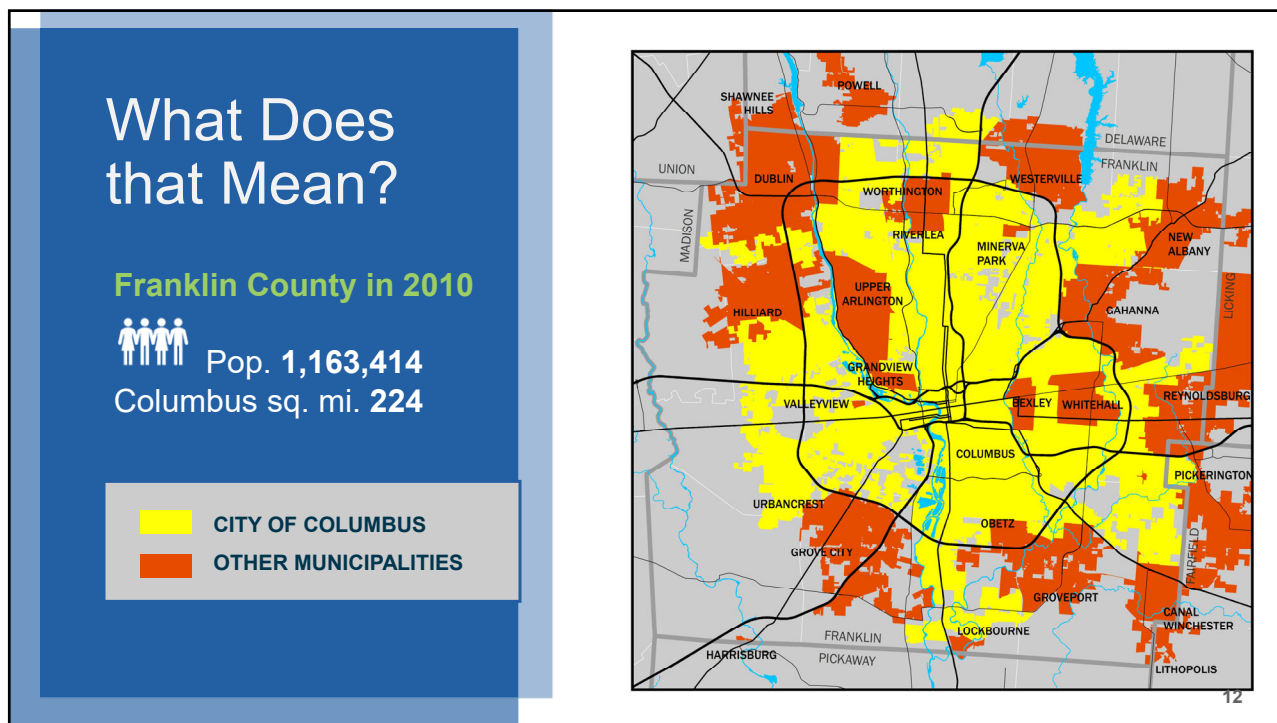
-  CITY OF COLUMBUS
-  OTHER MUNICIPALITIES



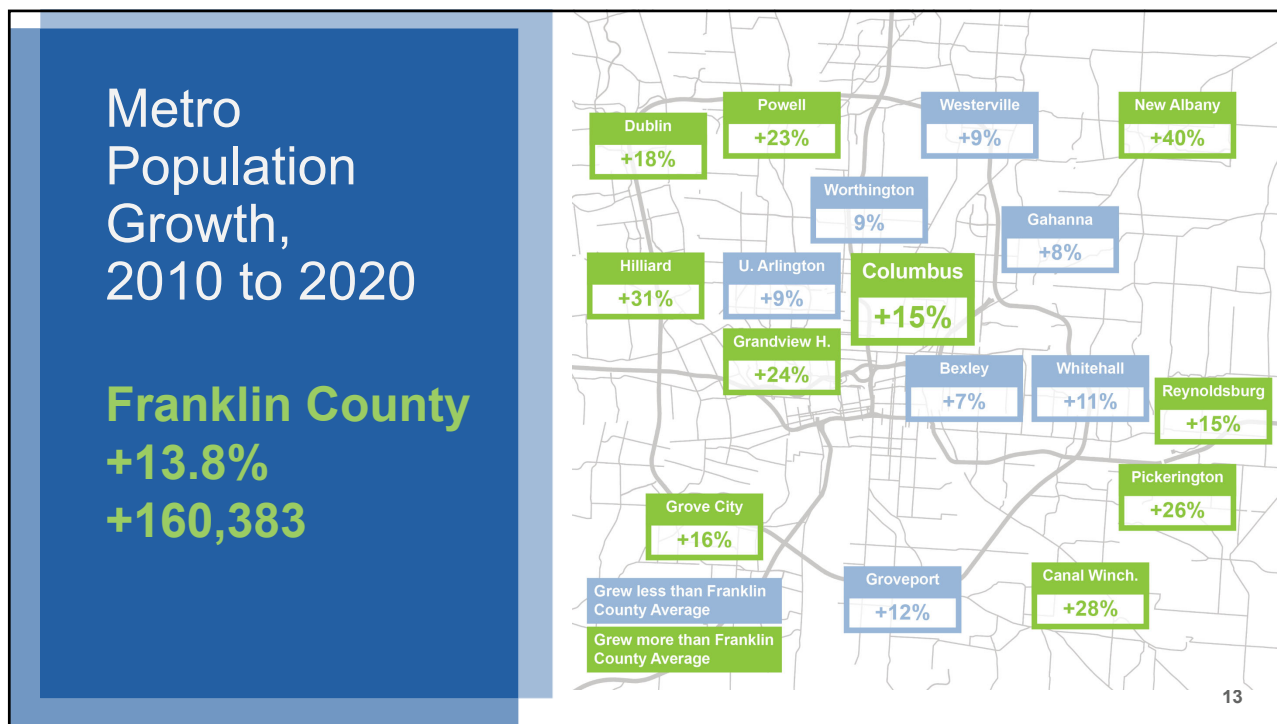
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More Focused, Planned Growth is More Sustainable

Five high-capacity transit corridors accommodate 55% of new, needed households and 60% of new jobs. The region would grow by **23 sq. miles rather than 135 sq. miles.**



More appealing to future generations



Good for our wallets, health and the environment

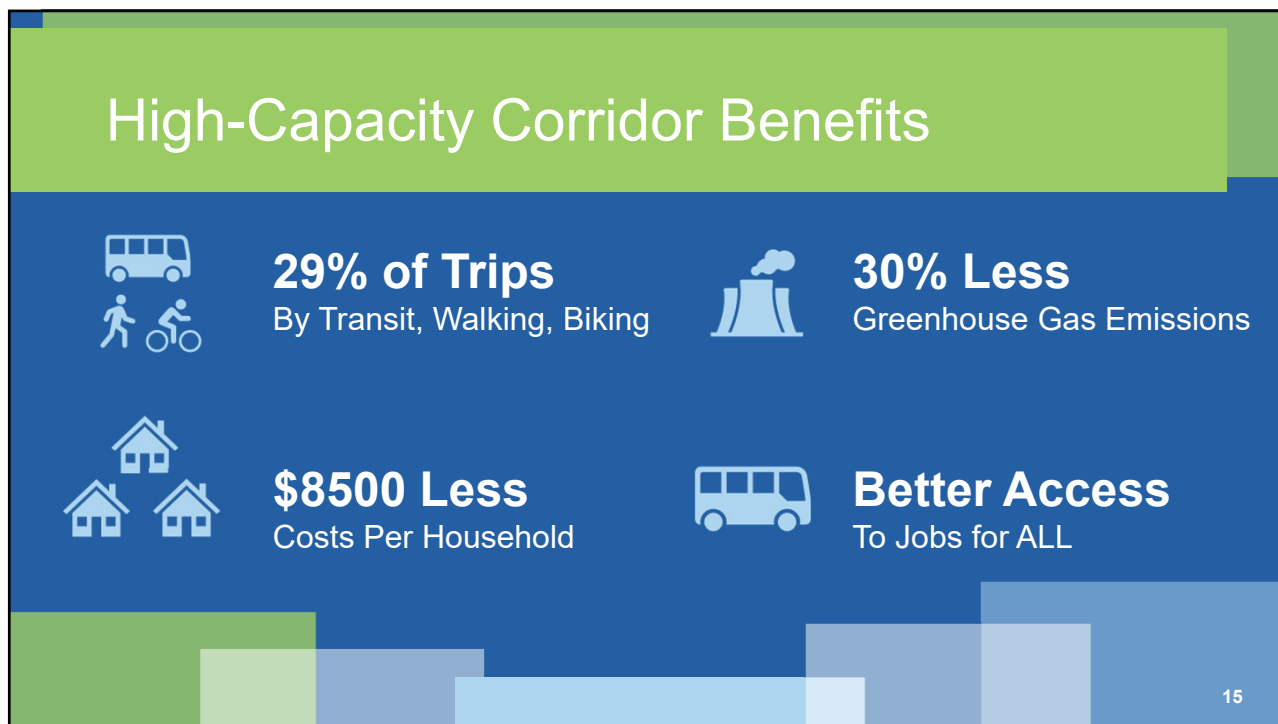


Keep open spaces intact

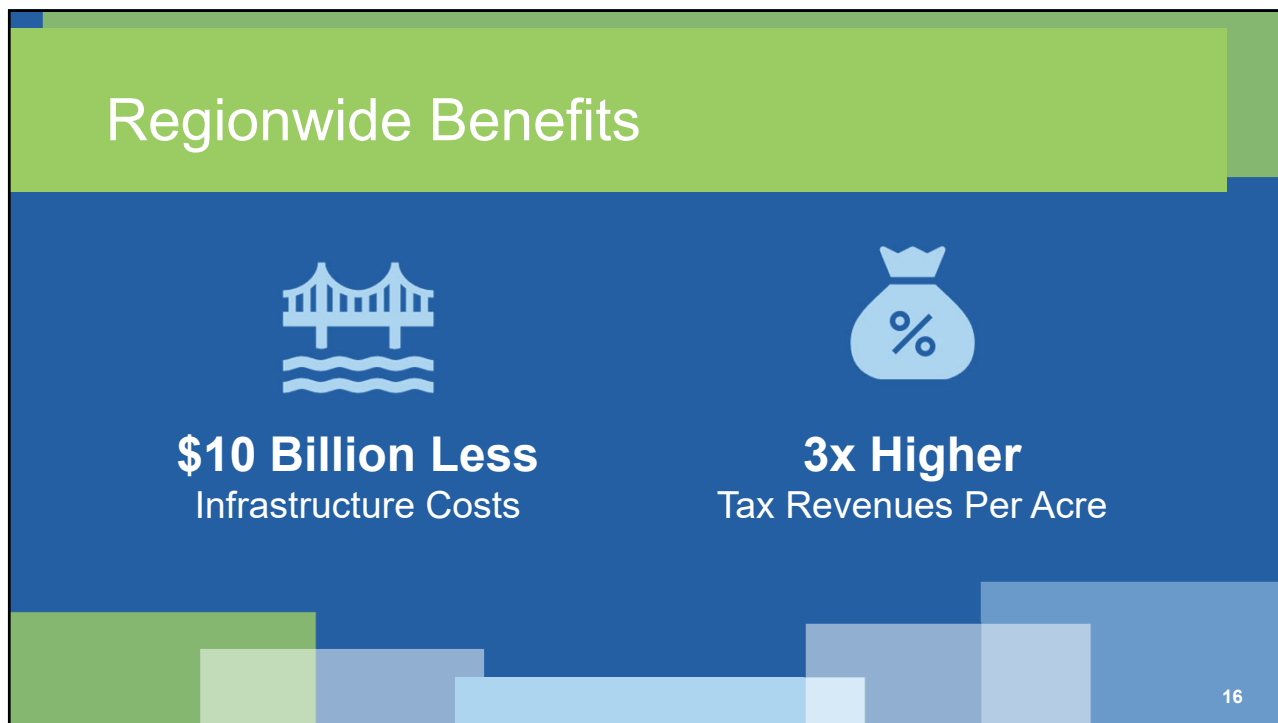


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LinkUS High Capacity Transit Corridors

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LinkUS Thinks Big

It combines high-capacity corridors with regionwide improvements in transit, sidewalks and bike trails, and other transit-supportive infrastructure and development

Premium High Capacity Rapid Transit

Transit Service Enhancements

Bikeways

Greenways

Sidewalks

Roadways

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The Potential Program

By 2030 By 2050

- | | |
|--|--|
| <ul style="list-style-type: none"> • 3 high-capacity rapid transit corridors • \$380 million in Transit Supportive Infrastructure • 8 new COTA/Plus zones • 25% increase in fixed route service hours • \$150 million for transit-oriented development • \$4.7 million for shelter expansions • 1 new transit center • 1 new park & ride; park & ride improvements | <ul style="list-style-type: none"> • 5 high-capacity rapid transit corridors • \$1.6 billion in Transit Supportive Infrastructure • ~ 500 miles of bicycle and pedestrian improvements • ~ \$250 million to support roadway improvements and special projects • Fixed route service improvements • 4 new transit centers • 5 new park & rides; park & ride improvements |
|--|--|

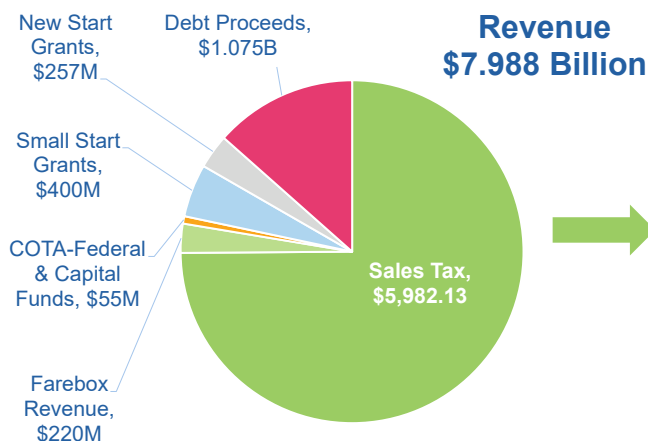
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What it Costs

	Expenditures 2021-2050
HCRT – 5 Corridors*	\$4,300,000,000
Fixed Route Service Improvements (200,000 hours annually)	1,270,000,000
COTA/Plus (8 new routes)	250,000,000
Capital Improvements (transit centers, P&Rs)	140,000,000
Transit Oriented Development (TOD)	150,000,000
Programs, Policy & Partnership	130,000,000
Technology	55,000,000
Other Service Improvements	55,000,000
Transit Supportive Infrastructure (sidewalks, trails, greenways, roadways)	1,650,000,000
Total Expenditures	\$7,980,000,000

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Where Funding Would Come From



- Assumes adding a new 0.5% COTA sales tax to the existing 0.5% COTA sales tax
- = 1% permanent COTA sales tax
- Leveraged to secure at least \$650 million in federal funding
- Consistent with investment levels in other regions

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How COTA Compares to Other Ohio RTAs

Service Area	Current RTA Sales Tax	Current Total County-Wide Sales Tax
COTA (Franklin, Fairfield*, Licking*, Delaware* and Union* Counties)	0.5%	7.25% - 7.75%
Greater Cleveland Regional Transit Authority (Cuyahoga County)	1.0%	8%
Southwestern Ohio Regional Transit Authority (Hamilton County)	0.8%	7.8%

**The portions of the counties in which COTA operates*

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Where Funding Would Go

COTA SERVICE AREA

- All jurisdictions in COTA's service area would be eligible
- We are designing a process, to be administered by MORPC, to allocate Transit Supportive Infrastructure Funds for sidewalks, trails, transit-supportive roadway improvements

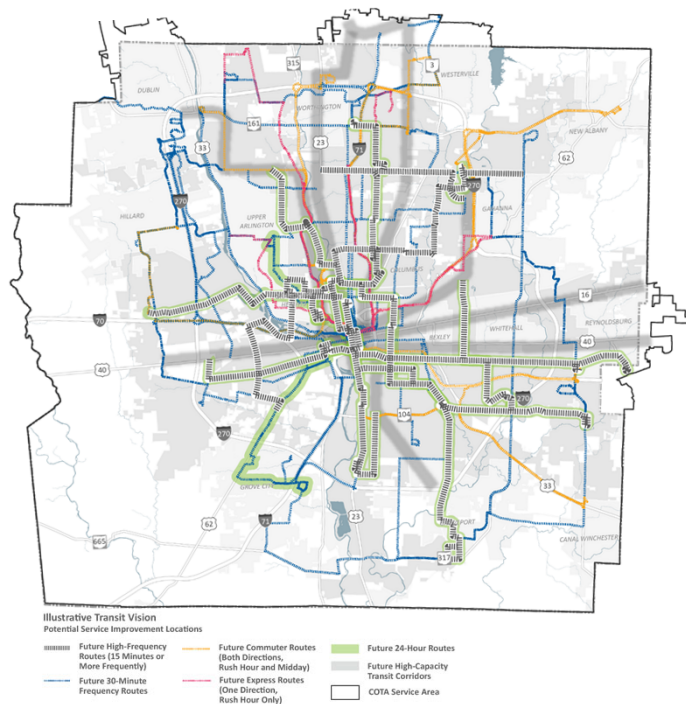
LEGEND
 - - - County Boundaries
 COTA Service Area

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Transit System Vision

Funded Program

- 9 new transit centers and park and rides
- 5 high-capacity rapid transit corridors
- +25% service hours increase over 2019 levels

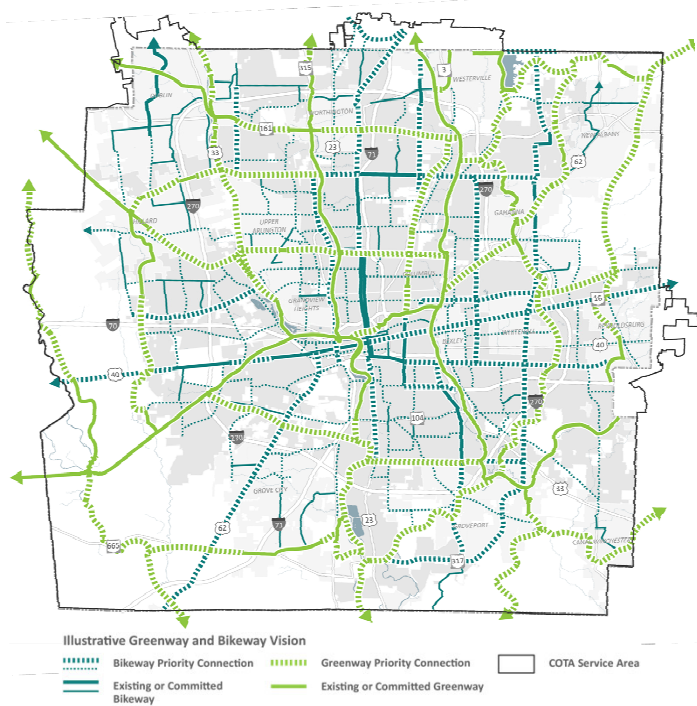


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Transit-Supportive Infrastructure Vision

Funded Program

- 500+ miles of bikeway, greenway and sidewalk improvements
- \$250M potential LinkUS funding for roadway improvements

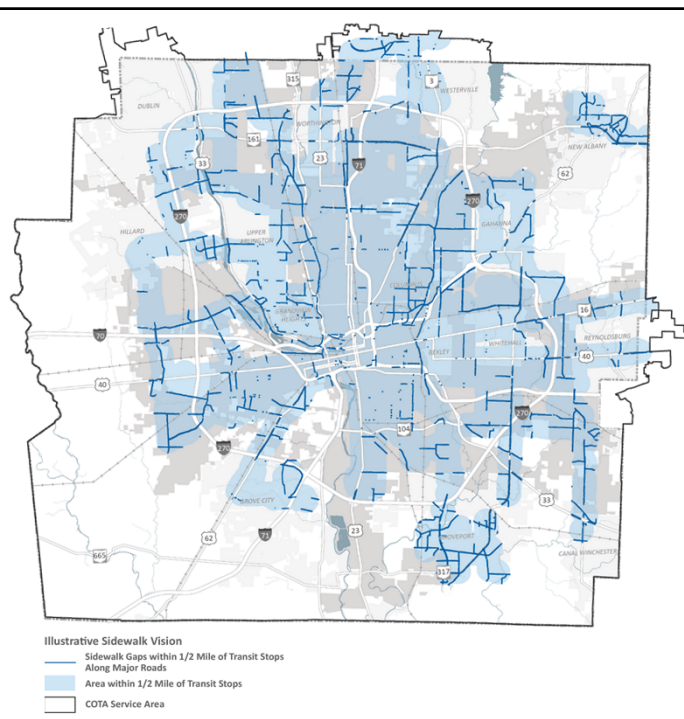


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Transit-Supportive Infrastructure Vision

Funded Program

- Fix sidewalk gaps within 1/2 mile of transit stops



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Community Action Plan Recommendations

- Champion transformative infrastructure investment
- Provide sustainable funding for LinkUS
- Advocate for regional prosperity outcomes
- Create a regional transit-oriented development strategy
- Designate a leadership committee to oversee allocation of Transit Supportive Infrastructure Funding (MORPC)



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Q&A/Discussion



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