

**FY 2023 NAE Capital Construction Application
Budget Narrative**

The total cost of the West Broad Street BRT Corridor project is estimated to be \$392,729,156. COTA and the City of Columbus are requesting **\$41,900,000** from the NAE Capital Construction program. This would raise the total proposed federal funding for the project to \$277,400,000 (70.63%), and the total local funding would be \$115,329,156 (29.37%).

A. Personnel

No NAE Capital Construction funds are requested for personnel.

B. Fringe Benefits

No NAE Capital Construction funds are requested for fringe benefits.

C. Travel

No NAE Capital Construction funds are requested for Travel. COTA and Columbus will cover the travel costs for in-person meetings in Washington, D.C.

D. Equipment

No NAE Capital Construction funds are requested for equipment.

E. Supplies

No NAE Capital Construction funds are requested for supplies.

F. Contractual

No NAE Capital Construction funds are requested for contractual services.

G. Construction

NAE Capital Construction funds are requested for \$27,011,318 in construction costs.

H. Other

NAE Capital Construction funds are requested for \$14,888,682 in Right-of-Way costs.

I. Indirect Charges

NAE Capital Construction No funds are requested for indirect costs.

TOTAL CHARGES

Other Federal Funds include a combination of funding. COTA intends to secure \$8.1 million in 2022 CIG program funding in 2024 for preliminary planning of the West Broad Street BRT. COTA has \$7.5 million of Flex Fund dollars for West Broad Street project development which is expected in 2025-2026. The remaining Federal funds will come from the Small Starts CIG grant program that COTA intends to enter in 2024. **Non-Federal Funds** include local capital dollars from COTA's monthly sales tax revenue. COTA hopes to pass the 2024 LinkUS ballot initiative for additional local revenue dollars. COTA has also issued debt in 9/2023 to assist with capital projects overall.

A total of \$34.9 million of the NAE Capital Construction request would replace the COTA bond funding listed in the CIG ratings request. The NAE Capital Construction funding would enable COTA to use those bonds on future projects, including the next proposed BRT corridor, which is the East Main Street BRT. A total of \$7 million of the NAE Capital Construction request would go towards the construction of additional roadway improvements for which the City of Columbus is providing design and construction funds to COTA. These are transit supportive improvements that will support the BRT, make the corridor safer and more accessible, and create a consistent streetscape throughout the corridor. NAE Capital Construction funding would enable Columbus to leverage its local funding with federal funding, which will make it more feasible to pursue additional funds from other sources.

Both COTA and the City of Columbus have already begun budgeting for the construction. Please see the attached financial plan submitted by COTA as part of its CIG ratings request, as well as a letter from the City of Columbus showing financial support for COTA's CIG rating request and documenting the inclusion of LinkUS improvements in Columbus' capital budget process ([Attachment 10](#)). COTA's financial plan details the source of the Federal and non-Federal funds. City of Columbus funds will also serve as non-Federal funds. The City has already begun the budgeting process for the LinkUS improvements.

The project cost is based on the combination of two estimates. The first estimate was submitted by COTA as part of its CIG ratings request for the improvements included therein; the second estimate is a preliminary estimate prepared by the City of Columbus for roadway improvement costs that were not included in the CIG ratings request package yet are transit supportive infrastructure that need to be constructed at the same time as the CIG project elements. The COTA estimate is based on 30% design documents. The Columbus improvements are preparing to enter design and are based on the roadway improvements as initially scoped. For the following budget table, "COTA" designates how funds for the primary CIG project elements are being applied within a particular category; and "Columbus" designates how funds for the transit supportive infrastructure and roadway elements are being applied within a particular category.

The following table summarizes the requested RCN program funds, Other Federal Funds, and Non-Federal funds. Percentages in the table relate to the total project budget of \$392,729,156.

	RCN Program Funds		Other Federal Funds		Non-Federal Funds	
	\$	%	\$	%	\$	%
Personnel	\$0	0%	\$0	0%	\$0	0%
Fringe	\$0	0%	\$0	0%	\$0	0%
Travel	\$0	0%	\$0	0%	\$0	0%
Equipment (including electric vehicles, charging equipment, parts)	\$0	0	\$20,372,880.00	80%	\$5,093,220	20
Supplies	\$0	0%	\$0	0%	\$0	0%
Contractual (Professional Services)	\$0	0%	\$52,866,115	75.70%	\$16,966,929	24.3%
Construction (includes construction, construction contingency, and inspection)	\$27,011,318	10.9%	\$137,166,590	55.43%	\$83,273,632	33.6%
Other (includes ROW and unallocated contingency)	\$14,888,682	29.7%	\$25,094,415	50.21%	\$9,995,775	20.0%
Total	\$41,900,000	10.7%	\$235,500,000	59.9%	\$115,329,156	29.4%
Total Project Cost					\$392,729,156	

		Total Cost	Total Federal		RCN Program Funds		Other Federal Funds		Non-Federal Funds	
			\$	% of total	\$	% of total	\$	% of total	\$	% of total
Personnel	COTA									
	Columbus Active Transportation Improvements ("Columbus")									
Fringe	COTA									
	Columbus									
Travel	COTA									
	Columbus									
Equipment	COTA - Electric vehicles, charging equipment, parts	\$25,466,100.00	\$20,372,880.00	80.00%	\$0.00	0.00%	\$20,372,880.00	80.00%	\$5,093,220.00	20.00%
	Columbus									
Supplies	COTA									
	Columbus									
Contractual	COTA - Professional Services	\$66,082,644.00	\$52,866,115.00	80.00%	\$0.00	0.00%	\$52,866,115.00	80.00%	\$13,216,529.00	20.00%
	Columbus - Design	\$3,750,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$3,750,000.00	100.00%
Construction	COTA	\$197,964,740.00	\$157,177,908.00	79.40%	\$20,011,318.00	10.11%	\$137,166,590.00	69.29%	\$40,786,832.00	20.60%
	Columbus - Construction	\$34,606,154.00	\$7,000,000.00	20.23%	\$7,000,000.00	20.23%	\$0.00	0.00%	\$27,606,154.00	79.77%
	Columbus - Construction Contingency (30%)	\$10,381,846.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$10,381,846.00	100.00%
	Columbus - Construction Inspection	\$4,498,800.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$4,498,800.00	100.00%
Other	COTA - ROW	\$18,610,853.00	\$14,888,682.00	80.00%	\$14,888,682.00	80.00%	\$0.00	0.00%	\$3,722,171.00	20.00%
	COTA - Unallocated Contingency	\$31,368,019.00	\$25,094,415.00	80.00%	\$0.00	0.00%	\$25,094,415.00	80.00%	\$6,273,604.00	20.00%
	Columbus									
Sub-Totals	COTA	\$339,492,356.00	\$270,400,000.00	79.65%	\$34,900,000.00	10.28%	\$235,500,000.00	69.37%	\$69,092,356.00	20.35%
	Columbus	\$53,236,800.00	\$7,000,000.00	13.15%	\$7,000,000.00	13.15%	\$0.00	0.00%	\$46,236,800.00	86.85%
W. BRT Corridor Project Total		\$392,729,156.00	\$277,400,000.00	70.63%	\$41,900,000.00	10.67%	\$235,500,000.00	59.96%	\$115,329,156.00	29.37%