

**FY 2023 NAE Regional Partnerships Challenge 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 **\$77,489,439** from the NAE Regional Partnership Challenge program. This would raise the total proposed federal funding for the project to \$312,989,439 (79.7%), with a total local funding in the amount of \$79,739,717 (20.3%).

A. Personnel

No NAE Regional Partnerships Challenge funds are requested for personnel.

B. Fringe Benefits

No NAE Regional Partnerships Challenge funds are requested for fringe benefits.

C. Travel

No NAE Regional Partnerships Challenge 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 Regional Partnerships Challenge funds are requested for equipment.

E. Supplies

No NAE Regional Partnerships Challenge funds are requested for supplies.

F. Contractual

COTA and partners request \$3,000,000 from the Regional Partnerships Challenge program for professional services costs, such as design work.

G. Construction

COTA and partners request \$59,600,757 from the Regional Partnerships Challenge program for construction costs.

H. Other

COTA and partners request \$14,888,682 from the Regional Partnerships Challenge program for Right of Way costs.

I. Indirect Charges

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 COTA's 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 \$42,589,439 of the NAE Regional Partnership Challenge request would go towards the design and construction of additional roadway improvements for which Columbus is providing design and construction funds to COTA. These are improvements that will support the BRT and also improve corridor safety and accessibility.

The LinkUS partners are pursuing a ballot initiative in 2024 to obtain approval for increasing COTA's sales tax from 0.5% to 1.0%. A portion of the additional revenue generated would be used to fund transit supportive infrastructure (TSI) projects in Central Ohio. These TSI projects include sidewalks within 0.5 miles of a transit line and bicycle/trail facilities within 3.0 miles of a transit line. This additional revenue has the ability to transform transit and active transportation in Central Ohio. Receiving the NAE Regional Partnership Challenge would allow the initial TSI investments in western Franklin County to focus on building out from the 9.3 mile regional active transportation spine completed with NAE funding along Broad Street instead of completing the spine itself. Using NAE funding to build out this active transportation spine will allow the LinkUS partners to show the entire region what is possible with improved funding for all travel modes, and hopefully, generate significant support for the 2024 ballot initiative.

This 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 in it; 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 but 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. Both COTA and Columbus have 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 provides 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.

Percentages in the table below 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	80%	\$5,093,220	20%
Supplies	\$0	0%	\$0	0%	\$0	0%
Contractual (Professional Services)	\$3,000,000	4.3%	\$52,866,115	75.7%	\$13,966,529	20%
Construction (includes construction, construction contingency, and inspection)	\$59,600,757	24.1%	\$137,166,590	55.43%	\$50,684,193	20.5%
Other (includes ROW and unallocated contingency)	\$14,888,682	29.8%	\$25,094,415	50.21%	\$9,995,775	20%
Total	\$77,489,439	19.7%	\$235,500,000	60.0%	\$79,739,717	20.3%
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	Primary CIG									
	Columbus Active Transportation Improvements ("Columbus Betterments")									
Fringe	Primary CIG									
	Columbus Betterments									
Travel	Primary CIG									
	Columbus Betterments									
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 Betterments									
Supplies	Primary CIG									
	Columbus Betterments									
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	\$3,000,000.00	80.00%	\$3,000,000.00	80.00%	\$0.00	0.00%	\$750,000.00	20.00%
Construction	Primary CIG	\$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	\$27,684,923.00	80.00%	\$27,684,923.00	80.00%	\$0.00	0.00%	\$6,921,231.00	20.00%
	Columbus - Construction Contingency (30%)	\$10,381,846.00	\$8,305,476.00	80.00%	\$8,305,476.00	80.00%	\$0.00	0.00%	\$2,076,370.00	20.00%
	Columbus - Construction Inspection	\$4,498,800.00	\$3,599,040.00	80.00%	\$3,599,040.00	80.00%	\$0.00	0.00%	\$899,760.00	20.00%
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 Betterments									
Sub-Totals	Primary CIG	\$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 Betterments	\$53,236,800.00	\$42,589,439.00	80.00%	\$42,589,439.00	80.00%	\$0.00	0.00%	\$10,647,361.00	20.00%
W. BRT Corridor Project Total		\$392,729,156.00	\$312,989,439.00	79.70%	\$77,489,439.00	19.73%	\$235,500,000.00	59.96%	\$79,739,717.00	20.30%