Annual Report on Funding Recommendations

Fiscal Year 2013

Capital Investment and Paul S. Sarbanes Transit in Parks Programs

Report of the Secretary of Transportation
to the United States Congress
Pursuant to 49 USC 5309(k)(1)

2012

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Alphabetical List of Acronyms

Acronym	Name
AA	Alternatives Analysis
ANPRM	Advance Notice of Proposed Rulemaking
ATPPL	Alternative Transportation in the Parks and Public Lands
BRT	Bus Rapid Transit
CBD	Central Business District
CMAQ	Congestion Mitigation and Air Quality
DOT	U.S. Department of Transportation
EA	Environmental Assessment
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ESWA	Early Systems Work Agreement
FONSI	Finding of No Significant Impact
FFGA	Full Funding Grant Agreement
FTA	Federal Transit Administration
FY	Fiscal Year
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
LONP	Letter of No Prejudice
LPA	Locally-Preferred Alternative
LRT	Light Rail Transit
MIS	Major Investment Study
MOS	Minimum Operable Segment
NEPA	National Environmental Policy Act
NPRM	Notice of Proposed Rulemaking
PE	Preliminary Engineering
PCGA	Project Construction Grant Agreement
ROD	Record of Decision
ROW	Right of Way
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)
TEA-21	Transportation Equity Act for the 21st Century (1998)
STP	Surface Transportation Program
USC	United States Code
YOE	Year of Expenditure

Introduction

This *Annual Report on Funding Recommendations* is issued by the U.S. Secretary of Transportation to help inform the appropriations process for the upcoming fiscal year by providing information on projects included in the Federal Transit Administration's (FTA) discretionary Capital Investment Program. This Report also provides information about the Paul S. Sarbanes Transit in Parks Program, which is included as an Appendix.

The Capital Investment Grant Program

The Capital Investment Grant program outlined in 49 USC 5309, most recently authorized in August 2005 by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU),[1] is the Federal Government's primary financial resource for supporting major transit capital projects that are locally planned, implemented, and operated. The program has helped to make possible dozens of new or extended transit systems across the country—rapid rail, light rail, commuter rail, bus rapid transit (BRT), and ferries. These public transportation investments, in turn, have improved the mobility of millions of Americans, provided alternatives to congested roadways, and fostered the development of safer, more livable communities.

Under SAFETEA-LU, the Capital Investment Grant program included two categories of projects, often referred to as New Starts and Small Starts. New Starts projects were defined as those whose sponsors requested $75 million or more in New Starts funds <u>or</u> anticipated a total capital cost of $250 million or more (49 USC 5309(d)). New Starts projects were to be evaluated and rated on a set of defined project justification and local financial commitment criteria. Small Starts projects were defined as those whose sponsors requested less than $75 million in Small Starts funds <u>and</u> anticipated a total capital cost of less than $250 million (49 USC 5309(e)). Small Starts projects were to be evaluated and rated on fewer project justification criteria and local financial commitment. Projects considered "exempt" from the statutory evaluation and rating process (those seeking less than $25 million of Capital Investment Program funding) were eliminated in SAFETEA-LU upon the publication by FTA of a final regulation implementing the Small Starts program.

FTA is proposing in reauthorization that the Capital Investment Program be streamlined. Rather than separate New Starts and Small Starts categories with different evaluation and rating criteria, there would be one set of project evaluation criteria applied to projects seeking Capital Investment Program funding. Projects whose sponsors are seeking more than $100 million in Capital Investment Program funds would receive construction funding through a Full Funding Grant Agreement. Projects whose sponsors are seeking less than $100 million in Capital Investment Program funds would receive construction funding through a simplified Project Construction Grant Agreement. Projects could be "exempt" from the evaluation and rating process if the project sponsor seeks less than $100 million in Capital Investment Program funds

[1] The mandate for the *Annual Report* (49 USC 5309(k)(1)) is a continuation of the detailed reporting requirement established by the Transportation Equity Act for the 21st Century (TEA-21) in 1998, and reauthorized by SAFETEA-LU, signed into law on August 10, 2005. SAFETEA-LU made changes to the New Starts program, including the creation of the Small Starts program.

and the request represents less than 10 percent of the project's anticipated total capital cost. These "exempt" projects would be subjected only to basic Federal grant requirements and would not be evaluated and rated under the proposed criteria. Under reauthorization, FTA is proposing to further streamline the process by reducing the number of FTA-approval steps in the project development process for all projects.

This Report provides general information about the Capital Investment Program, including the guidelines that the United States Department of Transportation (DOT) uses to make funding recommendations for proposed projects and projects currently in construction. A brief description of each project recommended for funding is provided. Table 1 identifies the Fiscal Year (FY) 2013 funding amount recommended for individual projects, with information on each project's cost and funding history, and is categorized according to FTA's reauthorization proposal. Tables 2A, 2B, and 2C provide the results of the evaluation and rating of projects under the SAFETEA-LU statutorily mandated New Starts and Small Starts criteria.

The Paul S. Sarbanes Transit in Parks Program

The Paul S. Sarbanes Transit in Parks Program, codified at 49 USC 5320 and formerly known as the Alternative Transportation in Parks and Public Lands Program, funds capital and planning expenses for alternative transportation systems such as buses, trams, and nonmotorized facilities in federally managed parks and public lands. Section 5320 requires the Secretary of Transportation, in consultation with the Secretary of the Interior, to prepare an annual report on the allocation of amounts available to projects under the Transit in Parks Program. The law further directs that the annual report on the Transit in Parks Program be included in this *Annual Report.* The Appendix to this Report describes the allocation of funds under this program as required by SAFETEA-LU.

Changes in the Annual Report; Information Available on the FTA Web Site

Annual Reports in recent years included two Appendices that do not appear in this Report. The first was an Appendix with profiles of projects in the Capital Investment Grant program "pipeline." Those profiles reflected the status of projects as of November of the year preceding the February issuance of the *Annual Report*. In order to provide easy access to updated information on projects as they advance toward construction funding, as well as information on new projects as they are admitted into the pipeline, FTA is now maintaining and updating profiles about each project on the FTA Web site at http://www.fta.dot.gov/12304_14366.html.

The second Appendix, the summary of the evaluation and rating process used to assess projects, appeared in earlier reports but is not in this Report. The FY 2013 *Evaluation and Rating Process* does not differ from the process used for the FY 2012 *Annual Report* except for the adjustment that FTA makes annually to the "breakpoints" used for rating the cost effectiveness of proposed projects. This adjustment is based on the Gross Domestic Product Index (also known as the GDP deflator). The revised breakpoints currently in use were defined in the *Reporting Instructions for the Section 5309 New Starts Criteria* (August 2011) available on the FTA Web site at http://fta.dot.gov/12304_2619.html.

Background

FTA and local sponsors of Capital Investment Program projects enter into contractual agreements that formally establish the maximum level of Federal Section 5309 Capital Investment Program financial assistance and outline the terms and conditions of Federal financial participation. Under SAFETEA-LU, for projects requiring $75 million or more in Capital Investment Program funding, or having a total project cost of $250 million or more, the requisite agreement is the Full Funding Grant Agreement (FFGA). For projects requiring less than $75 million in Capital Investment Program funding and having a total project cost of less than $250 million, the requisite agreement is the Project Construction Grant Agreement (PCGA). FTA, however, may administer funding as a one-year capital grant without a PCGA for project sponsors whose total funding request is less than $25 million and whose request can be met with a single-year appropriation or with existing appropriations.

The FFGA or PCGA defines the project, including its cost, scope, and schedule; commits to a maximum level of annual and total Capital Investment Program financial assistance (subject to congressional appropriation); establishes the terms and conditions of Federal financial participation; defines the period of time for completion of the project; and helps FTA and the project sponsor manage the project in accordance with Federal law. The FFGA or PCGA assures the project sponsor of predictable Federal financial support for the project while placing a limitation on the amount of this support. Thus, an FFGA or PCGA limits the exposure of the Federal Government to cost increases that may result, for example, if the project is not adequately designed, engineered, or managed at the local level. While FTA is responsible for ensuring that planning projections are based on realistic assumptions and that design and construction follow acceptable industry practices, it is the responsibility of project sponsors to properly manage, design, engineer, and construct projects. The FTA is not directly involved in the design and construction of projects, but uses its Project Management Oversight Program to obtain independent feedback on project status and progress, including the establishment of scope, budget, and schedule, as well as to provide guidance on management, construction, and quality assurance practices.[2]

This *Annual Report* presents the ratings for all projects that have been approved by FTA to engage in preliminary engineering, final design, or project development. FTA no longer requires project sponsors to submit annual information for evaluation and rating in the *Annual Report*, unless significant issues were raised in prior year evaluations that warranted a rerating or there was a significant change to the project.

Detailed supporting information on each project, including a project description, project map, notes on the project's progress, and a discussion of any significant issues since the last evaluation can be found on FTA's website at http://www.fta.dot.gov/12304_14366.html. Projects can be expected to continue to change as they progress through the development process. Hence, the ratings for projects that have not yet been recommended for FFGAs or PCGAs should not be construed as

[2] Additional information and guidance on developing FFGAs are contained in FTA Circular 5200.1A, Full Funding Grant Agreements Guidance (Dec. 5, 2002); and the FTA Rule on Project Management Oversight (49 CFR Part 633).

statements about the ultimate ratings of those projects. Rather, the ratings provide assessments of the projects' strengths and weaknesses at the time they were rated.

General Commitment Guidelines for Capital Investment Projects

- Any project recommended for an FFGA or PCGA should meet the project justification, local financial commitment, and process criteria established in Section 5309 and be consistent with Executive Order 12893, *Principles for Federal Infrastructure Investments*, issued January 26, 1994.
- To the extent that funds can be obligated in the coming fiscal year under existing FFGAs and PCGAs, these commitments should be honored before any new funding recommendations are made.
- The FFGA and PCGA define the terms of the Federal New Starts and Small Starts funding commitment to a project. Upon completion of an FFGA or PCGA, the New or Small Starts funding commitment has been fulfilled. Additional New or Small Starts funding will not be recommended. Any additional costs beyond the scope of the commitment outlined in the FFGA or PCGA are the responsibility of the grantee. FTA works closely with grantees to identify and implement strategies for containing capital costs at the level indicated in the FFGA or PCGA at the time it was executed.
- Funding for initial planning efforts such as an alternatives analysis (AA) is no longer eligible for Section 5309 funding under SAFETEA-LU, but may be provided through grants under the Section 5303 Metropolitan Planning Program, the Section 5307 Urbanized Area Formula Program, the Section 5339 Alternatives Analysis Program, or Title 23 "flexible funding."
- Firm funding commitments, embodied in FFGAs or PCGAs, will not be made until the sponsor has demonstrated that its project is ready for such an agreement, i.e., the project's development and design has progressed to the point where its scope, costs, benefits, and impacts are considered firm and final.
- Funding should be provided to the most qualified investments to allow them to proceed through the process on a reasonable schedule, to the extent that funds can be obligated to such projects in the upcoming fiscal year. Funding recommendations will be based on the results of the project evaluation process and resulting project justification, local financial commitment, overall project ratings, and considerations such as project readiness and the availability of funds.
- FTA generally proposes to provide funding under one-year capital construction grants, rather than PCGAs, for smaller projects whose sponsors are seeking less than $25 million in Capital Investment Program funds and whose request can be met with a single-year appropriation or existing appropriations.
- FTA encourages project sponsors to provide an overmatch as a means of funding more projects and leveraging State and local financial resources, as well as other Federal financial resources.

FTA emphasizes that the process of project evaluation and rating is ongoing. As a proposed project proceeds through its development process, information concerning costs, benefits, financial plans, and impacts is refined and the project ratings may be reassessed to reflect new information.

Table 1 - FY 2013 Funding for Capital Investment Program

Project	Rating	Total Project Cost	Total New or Small Starts Funding	Section 5309 Major Capital Investment Program Appropriations and Allocations Received Through FY11 (including American Recovery and Reinvestment Act)	FY12 Section 5309 Major Capital Investment Program Appropriations and Allocations	FY12 Bus and Bus Facilities Appropriations+	Proposed FY13 Budget Recommendation
Totals by Phase							
Existing and Recommended Full Funding Grant Agreements					$1,237,578,000		$1,932,032,056
Recommended Project Construction Grant Agreements					$35,481,000		$127,566,794
Other Capital Investment Program Funding Recommendations					$0		$120,000,000
Oversight Activities					$19,550,000		$55,887,150
Unallocated FY12 Appropriations					$511,453,760		$0
Ferry Capital Projects (AK or HI)					$15,000,000		$0
Denali Commission					$5,000,000		$0
GRAND TOTAL					**$1,824,062,760**		**$2,235,486,000**
Existing Full Funding Grant Agreements - Projects Under Construction or Open for Service							
CO Denver, Eagle Commuter Rail	FFGA	$2,043,143,000	$1,030,449,000	$84,500,000	$140,920,000		$150,000,000
CT Hartford, New Britain - Hartford Busway	FFGA	$567,053,000	$275,300,000	$54,152,232	$0	$45,000,000	$58,715,922
FL Orlando, Central Florida Commuter Rail Transit -- Initial Operating Segment	FFGA	$357,225,011	$178,612,505	$101,223,855	$47,308,000		$30,080,650
MN St. Paul-Minneapolis, Central Corridor LRT	FFGA	$956,900,000	$473,950,000	$80,175,225	$93,144,000		$98,443,694
NY New York, Long Island Rail Road East Side Access	FFGA	$7,386,003,583	$2,632,113,826	$1,963,268,338	$203,424,000		$215,000,000
NY New York, Second Avenue Subway Phase I	FFGA	$4,866,614,468	$1,300,000,000	$990,049,379	$186,566,000		$123,384,621
TX Dallas, Northwest/Southeast LRT MOS	FFGA	$1,406,215,977	$700,000,000	$539,363,431	$81,606,000		$79,030,569
TX Houston, North Corridor LRT	FFGA	$756,008,000	$450,000,000	$167,225,000	$94,616,000		$100,000,000
TX Houston, Southeast Corridor LRT	FFGA	$822,919,000	$450,000,000	$167,225,000	$94,616,000		$100,000,000
UT Salt Lake County, Draper Transit Corridor	FFGA	$193,641,000	$116,184,600	$10,000,000	$100,468,000		$5,716,600
VA Northern Virginia, Dulles Corridor Metrorail Project -- Extension to Wiehle Ave.	FFGA	$3,142,471,634	$900,000,000	$520,282,364	$90,832,000		$96,000,000
WA Seattle, University Link LRT Extension	FFGA	$1,947,682,000	$813,000,000	$405,286,000	$104,078,000		$110,000,000
Total Existing New Starts Full Funding Grant Agreements		**$24,445,876,673**	**$9,319,609,931**	**$5,082,750,824**	**$1,237,578,000**	**$45,000,000**	**$1,166,372,056**
Pending Full Funding Grant Agreements - Projects First Recommended For Funding in Prior Year Reports							
CA Sacramento, South Sacramento Corridor Phase 2	Medium	$270,000,000	$135,000,000	$49,340,000	TBD		$45,660,000
CA San Francisco, Third Street Light Rail Phase 2 - Central Subway	Medium-High	$1,578,300,000	$942,200,000	$72,162,500	TBD		$150,000,000
CA San Jose, Silicon Valley Berryessa Extension Project	Medium	$2,330,021,971	$900,000,000	$10,819,008	TBD		$150,000,000
HI Honolulu, High Capacity Transit Corridor Project	Medium-High	$5,125,955,000	$1,550,000,000	$119,990,000	TBD		$250,000,000
OR Portland, Portland-Milwaukie Light Rail Project	Medium-High	$1,490,350,173	$745,175,087	$0	TBD		$100,000,000
Total Pending Full Funding Grant Agreements		**$10,794,627,144**	**$4,272,375,087**	**$252,311,508**	**TBD**		**$695,660,000**
New Full Funding Grant Agreement Funding Recommendations in FY13							
NC Charlotte, LYNX Blue Line Extension - Northeast Corridor	Medium-High	$1,069,217,178	$534,608,570	$36,955,000	$0		$70,000,000
Total New Full Funding Grant Agreement Funding Recommendations		**$1,069,217,178**	**$534,608,570**	**$36,955,000**	**$0**		**$70,000,000**

Table 1 - FY 2013 Funding for Capital Investment Program

Project	Rating	Total Project Cost	Total New or Small Starts Funding	Section 5309 Major Capital Investment Program Appropriations and Allocations Received Through FY11 (including American Recovery and Reinvestment Act)	FY12 Section 5309 Major Capital Investment Program Appropriations and Allocations	FY12 Bus and Bus Facilities Appropriations+	Proposed FY13 Budget Recommendation
Other Major Capital Investment Program Funding Recommendations							
CA Los Angeles, Regional Connector Transit Corridor	Medium-High	$1,342,541,000	$671,265,090	$0	$0		$31,000,000
CA Los Angeles, Westside Subway Extension	Medium	$5,662,347,180	$2,399,524,000	$0	$0		$50,000,000
WA Vancouver, Columbia River Crossing Project	Medium-High	$3,507,872,000 *	$850,000,000	$0	$0		$39,000,000
Total Other Capital Investment Program Funding Recommendations		**$10,512,760,180**	**$3,920,789,090**	**$0**	**$0**		**$120,000,000**
Project Construction Grant Agreement Funding Recommendations							
AZ Mesa, Central Mesa LRT Extension	Medium-High	$198,490,000	$74,999,999	$0	$35,481,000		$20,000,000
CA Fresno, Fresno Area Express Blackstone/Kings Canyon BRT	Medium	$48,188,000	$38,550,000	$0	$0	$17,800,000	$10,000,000
CA Oakland, East Bay BRT	High	$205,481,000	$74,999,999	$22,410,000	$0	$25,000,000	$0
CA San Francisco, Van Ness Avenue BRT	Medium-High	$125,633,000	$74,999,999	$15,396,000	$0	$30,000,000	$10,000,000
FL Jacksonville, JTA BRT North Corridor	Medium	$33,482,000	$26,785,000	$1,267,200	$0	$6,443,200	$19,074,600
FL Jacksonville, JTA BRT Southeast Corridor	Medium	$23,877,000	$19,101,000	$0	$0		$19,101,000
MI Grand Rapids, Silver Line BRT	Medium	$35,285,000	$28,228,000	$594,000	$0	$12,887,943	$14,744,000
OR Eugene, West Eugene EmX Extension	Medium	$95,567,000	$74,999,999	$0	$0		$19,410,136
TX El Paso, Dyer Corridor BRT	Medium	$35,251,663	$20,407,094	$0	$0		$15,237,058
Project Construction Grant Agreement Funding Recommendations		**$801,254,663**	**$433,071,090**	**$39,667,200**	**$35,481,000**	**$92,131,143**	**$127,566,794**

+ In the FY12 Appropriations Act, Congress directed that all BRT projects recommended for Major Capital Investment Program in the President's FY12 budget be funded with Section 5309 Bus and Bus Facilities funds instead. For a comprehensive list of all projects covered by this directive, please see FTA's FY12 Apportionments Notice published in the Federal Register in January 2012. Only projects that continue to need funding in FY13 and beyond are listed on this table.

* Cost reported is multi-modal project cost. Transit project cost is $940,005,000.

TBD = To Be Determined

The FY 2013 Funding Allocations and Recommendations

A total of $1.932 billion is recommended for allocation to existing or proposed FFGAs. A total of $127.57 million is recommended for allocation for proposed PCGAs. A total of $120.00 million is recommended for allocation to other projects that would be in the later stages of development during calendar year 2012. The budget proposal includes a 2.5 percent set aside for management and oversight in the amount of $55.89 million. This is an increase over past years' one percent set aside, to reflect the growing number of projects entering the Capital Investment Grant program as well as FTA's strong desire to enhance its stewardship and oversight of a set of increasingly complex major capital projects. In recent years, FTA has had to supplement funds set aside under Section 5309 with oversight resources made available under its formula program. Increasing the set aside for management and oversight of these projects thus preserves the resources available for other critical FTA oversight functions, resulting in improved oversight across all FTA programs.

Recommendations for Existing Full Funding Grant Agreements

A detailed schedule of the multiyear funding commitment negotiated by FTA and the project sponsor to finance the Federal Capital Investment Program share is included as Attachment 6 of each FFGA. Twelve projects have existing FFGAs that commit FTA to request from Congress a specified level of major capital investment funding in a given fiscal year based on the budget and schedule for the project. Table 1 of this document presents FY 2013 funding recommendations for existing FFGAs. FTA has reviewed the progress of each of these projects and is requesting $1.17 billion. A brief description of each is provided below.

Colorado: Denver Eagle Commuter Rail

The Denver Regional Transportation District is constructing a 13-station, 30.2-mile, commuter rail project, which consists of two lines: the East Corridor from Denver International Airport to downtown Denver at Denver Union Station (DUS) and the Gold Line from DUS westward to Ward Road in Wheat Ridge. Six stations would be constructed in the East Corridor and seven along the Gold Line. The project includes 44 electric multiple unit vehicles. When completed, the Eagle Commuter Rail project would connect downtown Denver with the communities of Adams, Arvada and Wheat Ridge to the west and North Park Hill, Stapleton, Aurora/Fitzsimons, Montebello, Gateway and Denver International Airport to the east. The project is expected to serve 57,500 average weekday trips in 2030.

The East Corridor contains a limited number of transportation thoroughfares in the east-west direction with Interstate 70 being the primary thoroughfare. Existing arterial streets traveling through the corridor are not continuous, making local grid bus service connecting all consecutive neighborhoods infeasible. The East Corridor project will provide an additional transportation option in the corridor.

Currently there is a lack of continuous street connections between the Gold Line corridor and downtown Denver, resulting in traffic using north-south arterials and Interstates 70 and 25 to access downtown Denver. Travel time by transit is currently 20 minutes by express bus on I-70

and I-25 from Ward Road to downtown Denver; however, this time can vary by as much as eight minutes due to congestion. All other major east to west arterials do not provide, and are not planned to provide, direct connections into downtown over the next 20 years. The Gold Line is intended to provide direct, fast and frequent service as a convenient alternative to automobile use.

Connecticut: Hartford, New Britain-Hartford Busway

The Connecticut Department of Transportation is constructing an exclusive-guideway bus rapid transit (BRT) system operating primarily in existing and abandoned railroad right-of-way between downtown New Britain and Hartford's Union Station. The 9.4-mile busway project would run parallel to Interstate 84, the primary transportation link between New Britain, West Hartford, and downtown Hartford. The project's operating plan calls for a number of bus routes to operate on the busway, including services that enter and exit the facility to reach destinations well outside of the immediate corridor without the need for a transfer. The project scope includes 31 new buses, seven park-and-ride lots, and 11 stations. The project is expected to serve approximately 16,300 average weekday trips in 2030.

Existing transit service between New Britain and Hartford is slow and limited. I-84, which connects the two cities, is currently the region's most congested highway and is forecast to remain that way. A trip between New Britain and Hartford on public transportation can be made at present by transfers between local routes, or by travel on a single express route, which is circuitous and slow. Both Hartford and New Britain have large populations of transit dependents—approximately 33 percent and 16 percent, respectively. The proposed busway is intended to provide faster transit travel time between major activity centers throughout the corridor, improve mobility and accessibility for the corridor's relatively large transit-dependent population, and promote redevelopment opportunities in older urban centers along the project alignment.

Florida: Orlando, Central Florida Commuter Rail Transit—Initial Operating Segment

The Florida Department of Transportation is constructing a 32-mile, 12-station commuter rail system along the existing CSX "A" line Corridor from Volusia County through Seminole County, to Orange County and downtown Orlando. The project would operate entirely at-grade, sharing track with existing freight and Amtrak services. The project includes the purchase of seven locomotives and 14 passenger cars and construction of approximately 2,000 parking spaces. In the opening year, service would operate every 30 minutes in the peak period and every 120 minutes during the off-peak, with no weekend service. By the forecast year of 2030, service would operate every 15 minutes in the peak period and every 30 minutes during the off-peak, with service every 60 minutes in the evenings and every 120 minutes on weekends. The project is expected to serve approximately 7,400 average weekday trips in 2030.

The project runs parallel to Interstate 4 (I-4) and US 17-92, the region's primary north-south travel routes and the location of much of the region's population and employment. I-4 is scheduled for reconstruction, and the proposed project is intended to serve as a congestion

mitigation measure, as well as more broadly provide a high capacity transit alternative to north-south travel in the corridor.

Minnesota: St. Paul-Minneapolis, Central Corridor Light Rail Transit

The Metropolitan Council, in cooperation with the Ramsey and Hennepin Counties Regional Railroad Authorities, is constructing a 9.8-mile, double-track light rail transit (LRT) line that will link the downtowns of St. Paul and Minneapolis. The LRT line will also serve a number of major activity centers, including the University of Minnesota-Minneapolis, the State Capitol, and major event venues (Target Center and Metrodome). From Minneapolis, the LRT line will share 1.2 miles of existing track with the Hiawatha LRT line before turning east in its own right-of-way across the Mississippi River on the existing Washington Avenue Bridge to St. Paul, following University Avenue to the State Capitol area, and terminating at the Union Depot in downtown St. Paul. Thirty-one light rail vehicles will be procured as part of the project, which will permit 7.5-minute peak period operations throughout the entire Central Corridor LRT line. A new maintenance facility will be constructed in St. Paul. The project is expected to serve approximately 40,900 average weekday trips in 2030.

The Central Corridor links two central business districts. Existing corridor transit service includes express buses operating on Interstate 94 serving both downtowns, limited-stop local buses on University Avenue, and a local bus route with stops every few blocks on a parallel arterial. Current transit service utilizes reverse-flow lanes in downtown Minneapolis, bus-only freeway shoulder lanes, and freeway entrance bypass ramps. Existing bus service is impacted by high-traffic volumes at major intersections along University Avenue during peak periods. On-time reliability in 2007 for the local bus services on University Avenue and the parallel arterial was relatively low at 88 percent. Roadway expansion is not included in the region's long-range transportation plans.

New York: New York, Long Island Rail Road East Side Access

The Metropolitan Transportation Authority's (MTA) Long Island Rail Road (LIRR) is constructing a new, direct 3.5-mile commuter rail extension from LIRR's Main and Port Washington Branch Lines in Long Island and Queens, to Grand Central Terminal (GCT) on Manhattan's East Side. The project includes the construction of new tunnels beneath Sunnyside Yard connecting to the currently unused lower level of the 63rd Street Tunnel beneath the East River. In Manhattan, the project will continue west beneath 63rd Street toward Park Avenue under the Lexington Avenue subway, turning south beneath the existing MTA-Metro North Railroad tracks under Park Avenue to a new LIRR passenger concourse in the lower level of GCT. At GCT, the project will provide new tracks, and a passenger concourse including platforms, entrances, waiting areas, ticket windows, and other services.

New York: New York, Second Avenue Subway Phase I

The Metropolitan Transportation Authority and New York City Transit (MTA/NYCT) are constructing 2.3 miles of new subway on Manhattan's East Side from 96th Street to 63rd Street, connecting with the existing Broadway Line at the 63rd Street Station. The Second Avenue

Subway Phase I project includes: construction of three new stations at 96th, 86th, and 72nd Streets; modification of the existing 63rd Street station; new tunnels from 92nd to 63rd Streets; station/ancillary facilities; track, signal and power systems; and the procurement of 68 rail cars. The Phase I project is a minimum operable segment of a planned 8.5-mile subway line extending the length of Manhattan's East Side from 125th Street in East Harlem to Hanover Square in the Financial District.

The project will relieve overcrowded conditions and improve service reliability on the Lexington Avenue Line (LAL), and improve current mobility and meet future demand for commuters throughout New York City and the metropolitan area. The LAL is currently the only full north-south passenger rail line serving Manhattan's east side and is the busiest transit line in North America. This heavy passenger load (approximately 3,000 passengers at one station during a 15-minute period of the morning peak hour) causes significant delays in service due to the excessive overcrowding along station platforms and queuing on stairways.

Texas: Dallas, Northwest –Southeast Light Rail Transit Minimum Operable Segment

Dallas Area Rapid Transit (DART) has constructed a 21-mile, two-segment extension of its light rail transit (LRT) system. The Southeast (SE) segment extends 10.1 miles from the Dallas central business district (CBD) to Buckner Boulevard. The Northwest (NW) segment extends 10.9 miles from the existing Victory Station to the City of Farmers Branch. A locally funded extension of the NW line from Farmers Branch to Frankford Road in Carrollton is also being advanced by DART. The NW and SE LRT alignments are connected through the existing four-station CBD Transitway Mall. Each segment operates in an exclusive right-of-way, with no mixed traffic operations. The project includes construction of 16 stations, approximately 2,700 parking spaces, 18 light rail vehicles, approximately 38 railcar retrofits, and a rail operating facility. The project is expected to serve 45,900 average weekday trips in 2025.

The NW segment, which generally parallels Interstate 35 East (I-35 E), is a growing employment area and a major North American Free Trade Agreement cargo route. Traffic on I-35 E, adjacent to the NW segment, is projected to increase 45 percent by 2025. Approximately one-third of SE Corridor households are considered low income; nearly 17 percent of households do not own a car, more than double the percentage of zero-car households within the rest of Dallas County. By linking residents in the SE segment to the Dallas CBD and employment areas in the NW segment, the project is intended to provide a more reliable alternative than existing bus service, thereby ameliorating daily travel times in the entire NW/SE corridor, while improving mobility and accessibility throughout the corridor and in other parts of the region served by the DART LRT system.

Texas: Houston, North Corridor LRT

The Metropolitan Transit Authority of Harris County, Texas (METRO) is constructing a 5.28-mile, 8-station, double-track light rail transit (LRT) extension of METRO's existing Red Line from the current University of Houston-Downtown (UH-D) station to Northline Commons. The project will share 7.5 miles of existing track, including 16 stations, with the Red Line providing a one-seat ride between the planned Northline Commons station to the Fannin South

station (current southern terminus of the Red Line) via downtown Houston. The project will operate in an exclusive aerial right-of-way from the existing UH-D station for approximately one mile and continue at-grade in semi-exclusive guideway in City of Houston streets to Northline Commons. Twenty-two light rail vehicles will be procured as part of the project, which will permit six-minute peak period operations throughout the entire Red Line. METRO's existing Rail Operations Center (heavy maintenance facility) will be expanded as part of the project.

The North Corridor LRT extension is intended to provide more reliable and faster transit service to core activity centers, including a one-seat ride into downtown Houston from the northern suburbs. The project is expected to serve approximately 29,900 average weekday trips in 2030.

Texas: Houston, Southeast Corridor LRT

The Metropolitan Transit Authority of Harris County, Texas (METRO) is constructing a 6.56-mile, 10-station, double-track light rail transit (LRT) line from downtown Houston to a new transit center at Palm Springs near Griggs Road. The project's downtown segment will be split into single tracks on Capital (westbound) and Rusk (eastbound) streets. The project will share approximately one mile of track with the locally-funded East End LRT line (currently under construction) in the Houston central business district (CBD). The project will operate in semi-exclusive guideway with limited mixed traffic operations on City of Houston streets. The project will intersect with METRO's existing Red Line in downtown Houston and allow LRT riders to transfer for trips to the Texas Medical Center (TMC), Reliant Stadium complex, and other major activity centers on the Red Line. Twenty-nine light rail vehicles will be procured as part of the project, which will permit six-minute peak period operations throughout the entire LRT line. The project also includes construction of a new storage/wash facility. The project is expected to serve approximately 28,800 average weekday trips in 2030.

The project corridor is bounded by Interstate 45 to the east, one of the most heavily traveled freeways in the Nation, State Highway 288 to the west, and Interstate 610 to the south. The corridor includes a major portion of downtown Houston, including its commercial core and growing residential population. The corridor's street network is discontinuous and does not provide sufficient connectivity to major activity centers. Although the frequency of corridor bus service is high, many of the routes are circuitous with many stops so that transit travel times are not competitive with auto travel.

Utah: Salt Lake County, Draper Transit Corridor

The Draper Transit Corridor light rail transit (LRT) is an extension to the existing North-South TRAX LRT line. The project would operate primarily in existing and abandoned railroad rights-of-way between the City of Sandy and the City of Draper and run parallel to Interstate 15, the primary transportation link between Salt Lake City, the University of Utah, Murray, Sandy, and Draper. The project scope includes five new light rail vehicles and construction of three stations with park-and-ride lots totaling 1,400 spaces. The project is expected to serve 6,800 average weekday trips in 2030.

Draper is constrained by the Wasatch Front mountain range to the east and south and I-15 to the west. Major north-south roadways in the corridor, including State Street and I-15, are projected to have increased congestion due to a 35 percent population increase by 2030, coupled with job growth. Most of the area's growth is occurring in the eastern half of the city of Draper and north of the city of Sandy. Existing transit service connecting Draper to growth centers to the north is indirect and operates in a constrained roadway network. The proposed LRT extension will provide more direct service with better reliability to these high growth areas.

Virginia: Northern Virginia, Dulles Corridor Metrorail Project Extension to Wiehle Avenue

The Metropolitan Washington Airports Authority, in cooperation with the Washington Metropolitan Area Transit Authority (WMATA), is constructing an 11.7-mile extension of the region's Metrorail system from west of the existing East Falls Church Metrorail station through the Tysons Corner employment and retail center to Wiehle Avenue in the Reston area of Fairfax County. The project will be operated as a separate Metrorail line under a new service configuration that terminates in Washington, DC, at the existing Stadium-Armory Metrorail station. The project scope includes construction of five new stations, a major park-and-ride lot at Wiehle Avenue, and expanded vehicle storage capacity at WMATA's West Falls Church rail yard. The project also includes the purchase of 64 heavy rail vehicles. The extension would be operated by WMATA at seven-minute peak-period headways from the Wiehle Avenue station through East Falls Church, continuing along the existing Metrorail Orange Line track east through Arlington County, downtown Washington, DC, Capitol Hill, and terminating at the Stadium-Armory station. The 11.7-mile extension is the first phase of a proposed 23.1-mile extension of Metrorail west to Dulles International Airport and Loudoun County. The project is expected to serve approximately 85,700 average weekday trips 2030.

The Tysons Corner area contains over 25 million square feet of office space and 110,000 employees. Redevelopment and expansion of major retail and office development is underway. The Reston area contains significant mixed-use development, with a substantial employment base and large residential population, many of whom commute to employment sites in Washington, DC. The primary transportation arteries that serve this rapidly growing area are the Dulles Toll Road and Route 7, both of which experience significant congestion during peak hours. The proposed Metrorail extension would expand transportation capacity to and from Reston and the Tysons Corner regional activity centers (including reverse commute trips), while providing a direct rail link for commuters from northwest Fairfax and Loudoun Counties to employment opportunities in Tysons Corner, the Rosslyn-Ballston corridor, downtown Washington, DC, and other locations adjacent to stations along the 106-mile Metrorail system.

Washington: Seattle, University Link Light Rail Transit Extension

The Central Puget Sound Regional Transit Authority (Sound Transit) is constructing an extension to the Central Link light rail transit (LRT) Initial and Airport Link Segments (completed and opened for revenue operations in July and December 2009, respectively) from the northern terminus at Westlake Station in downtown Seattle to the University of Washington, 3.1 miles to the northeast. The all-tunnel alignment includes a station at Capitol Hill. Twenty-seven rail vehicles would be procured as part of the project, which would permit five-minute

peak-period operations throughout the entire Central Link line. University Link is the first phase of Sound Transit's planned North Link LRT extension to the Northgate Transit Center in North Seattle. The project is expected to serve 40,200 average weekday trips in 2030.

The University Link corridor is the most densely developed residential and employment area in Seattle and the state of Washington. The three largest urban centers in the state—downtown Seattle, Capitol Hill/First Hill, and the University District—are located along the alignment. Travel by private vehicle and bus between these areas is extremely difficult due to high traffic volumes and the corridor's geography. First Hill and Capitol Hill rise sharply east of downtown Seattle, and Interstate 5 -- the region's primary north-south freeway corridor -- runs along the base of these hills, separating them from downtown. Farther to the north, the University District is separated from Capitol Hill and downtown by Portage Bay and the Lake Washington Ship Canal; only three crossings (two of them drawbridges) connect the University district with the southern portion of the corridor.

Recommendations for Existing Project Construction Grant Agreements

All existing PCGAs are fully funded. Thus, no FY 2013 funding is shown in Table 1 for existing PCGAs.

Recommendations for Pending Full Funding Grant Agreements and New Full Funding Grant Agreements

Six projects are likely to be ready for FFGAs before the end of FY 2013 (including five pending projects recommended previously for FFGAs in prior years' *Annual Reports*.) All six projects are in the final design stage or nearing final design approval, and the environmental process has been completed or is nearing completion. For these projects, FTA recommends a total of $765.66 million in Capital Investment Program funding in FY 2013. Table 1 identifies the funding recommended for each project and appropriations received through FY 2012. This section provides brief descriptions of the projects and Tables 2A, 2B, and 2C provide the ratings from their most recent evaluation.

California: Sacramento, South Sacramento Corridor Phase 2

The Sacramento Regional Transit District (RT) is proposing to implement an extension of its existing South Corridor light rail transit (LRT) line from its current terminus at Meadowview Road south and east to Cosumnes River College, near the intersection of State Highway 99 and Calvine Road. The 4.3-mile, four station project would operate in an exclusive right of way with six street crossings along the alignment. The proposed extension will use existing RT vehicles and operate on 10-minute peak-period headways. Approximately 2,700 park-and-ride spaces would be constructed. The project is expected to serve 10,000 average weekday trips in 2030.

The South Sacramento Corridor Phase 2 project is located within one of the fastest growing areas of Sacramento County. Additional development anticipated to the south along Route 99 and Interstate 5, and a high rate of employment growth forecasted for downtown Sacramento, have created the need for additional peak-period transportation capacity between the Sacramento

region's southern communities and its central business district. By extending existing LRT service south and providing new park-and-ride opportunities in the corridor, the project is intended to provide an attractive alternative to private automobiles for trips destined to downtown and other areas served by the LRT system.

California: San Francisco, Third Street Light Rail Phase 2- Central Subway

The San Francisco Municipal Transportation Agency is proposing to implement the Central Subway project, a 1.7-mile extension of the Third Street light rail transit (LRT) line from its terminus at Fourth and King Streets. From a portal south of Market Street, the project descends below grade and extends northward under Fourth Street and Stockton Street into Chinatown in the San Francisco central business district (CBD). One surface station and three underground stations would be constructed along the alignment. Four light rail vehicles would be purchased to augment the existing fleet. When completed, the combined Third Street LRT/Central Subway project would provide a continuous seven-mile light rail system connecting the heavily transit-dependent communities of Bayshore in the south with Chinatown in the north. The project is expected to serve 35,100 average weekday trips in 2030.

The Financial District, Union Square, and Chinatown have a very high level of existing transit service, including bus routes that operate on two-minute headways during peak hours and typically carry passenger loads that are at or above capacity. Currently, commuter rail passengers from the south must board these crowded buses operating on congested roadways or walk over one mile from the CalTrain Station to reach the CBD. The LRT passengers from the south may choose to continue on LRT to access downtown, but the alignment along the Embarcadero is circuitous. The Central Subway project is intended to provide a direct rapid transit link between these areas. Implementation of the Central Subway project is further expected to help carry large crowds attending events at convention and professional sports venues in the South of Market area.

California: San Jose, Silicon Valley Berryessa Extension Project

The Santa Clara Valley Transportation Authority (VTA) proposes to build a 10.2-mile, two-station extension of the Bay Area Rapid Transit (BART) heavy rail system from Fremont to Berryessa Road in San Jose. Called the Silicon Valley Berryessa Extension (SVBX), the project will be built on former Union Pacific freight railroad right of way from the future Warm Springs BART station in Fremont (currently under construction) to two new stations, one in Milpitas adjacent to the existing VTA Montague light rail station and one at Berryessa. The SVBX will be a two-track, third rail powered, exclusive guideway heavy rail system operating under automatic train control. The project scope includes the purchase of 40 new BART passenger cars for operation on the extension, 4,800 park-and-ride spaces, and improvements to the existing BART Hayward rail car storage and maintenance yard. This extension of the BART system will provide a direct rapid transit connection between Santa Clara County and San Mateo, San Francisco, Contra Costa, and Alameda counties. The project is expected to serve 46,000 average weekday trips in 2035.

The SVBX is intended to provide increased transit access to and from Santa Clara employment and activity centers for both Santa Clara residents and residents from throughout the San Francisco Bay Area. Regional transit connectivity will be improved by extending and interconnecting BART with VTA light rail and other existing transit services in Santa Clara County. Increasing transit service in the SVBX corridor will provide improved travel alternatives to the severely congested and worsening travel routes of Interstate 880 and Interstate 680 between Alameda and Santa Clara counties.

Hawaii: Honolulu, High-Capacity Transit Corridor Project

The City and County of Honolulu and the Honolulu Authority for Rapid Transit propose to construct the High-Capacity Corridor Transit Project, a 20.1-mile rail line with 21 stations. The project would serve the south shore of Oahu from a western terminus in Kapolei, past Pearl Harbor and Honolulu International Airport, through downtown Honolulu, to an eastern terminus at Ala Moana Center. The electrified (third rail) line will be almost entirely on elevated structure in existing public rights of way—primarily arterial streets. Rail service would extend over 20 hours each day with automated trains running every three minutes in the weekday peak periods and six minutes during most off-peak hours. The project is expected to serve 116,000 average weekday trips in 2030.

The corridor is geographically constrained by the ocean to the south and two mountain ranges to the north. Pearl Harbor reaches well inland from the ocean and pinches the already-narrow corridor near its midpoint. Severe highway congestion persists on H-1, a freeway that extends through the length of the corridor, and on the limited number of major arterials that serve the corridor. In the urban core around downtown Honolulu, street capacity is similarly limited by the scarcity of continuous arterials. The proposed project would be fully grade-separated, provide higher-speed and more reliable transit service than the current heavily used bus service on the capacity constrained roadways, and produce substantial reductions in travel times for large numbers of transit riders in the corridor.

North Carolina: Charlotte, LYNX Blue Line Extension - Northeast Corridor

The Charlotte Area Transit System is proposing the construction of a 9.3-mile light rail transit line that would extend from Uptown Charlotte, the region's central business district, northeast to the US 29 interchange to the University of North Carolina-Charlotte (UNCC). The project includes 11 stations and four park-and-ride lots with a total of approximately 3,200 spaces. Service would be provided every ten minutes during peak periods, every 15 minutes during off-peak periods, and every 20 minutes in the evenings. The project is expected to serve 24,600 average weekday trips in 2035.

The project would provide a reliable, time-competitive alternative to automobile travel in the congested Interstate 85/US 29 corridor, where population and employment are anticipated to increase significantly by 2030. The project would improve transit service to regional employment, entertainment, and cultural and retail destinations, including Center City Charlotte, professional sports and entertainment facilities, the Charlotte Convention Center, the NASCAR Hall of Fame, and the UNCC's University City and Uptown campuses.

Oregon: Portland-Milwaukie Light Rail Project

The Tri-County Metropolitan Transportation District of Oregon (TriMet) proposes to construct a 7.3-mile, double-track light rail transit (LRT) extension of the existing Yellow Line from the downtown Portland transit mall across the Willamette River, to southeast Portland, the city of Milwaukie, and urbanized areas of Clackamas County. The project includes construction of a new multimodal bridge across the Willamette River (a 1.3-mile segment that will include joint operations for buses, light rail and streetcars), ten new stations, one surface park-and-ride lot with 320 spaces, one park-and-ride garage with 355 spaces, expansion of an existing maintenance facility, and the acquisition of 18 light rail vehicles. The project is expected to serve 22,800 average weekday trips in 2030.

The project will link downtown Portland with regional educational institutions, dense urban neighborhoods, and emerging growth areas in East Portland and Milwaukie. Service will operate at ten-minute peak-period headways. The project is Phase II of a major transit investment strategy for the South Corridor. The South Corridor I-205/Portland Mall LRT represents Phase I.

Other Capital Investment Program Funding Recommendations

The President's Budget for FY 2013 includes $120 million for three projects that are expected to reach the final design stage of project development during calendar year 2012. This funding is intended to assist with the advancement of project development and design to the point where scope, costs, benefits, and impacts are considered firm and final—a necessary prerequisite for an FFGA. This will allow consideration of an FFGA on as rapid a schedule as is feasible given the circumstances of project development. These projects may receive an FFGA should they make the necessary progress during FY 2013.

California: Los Angeles, Regional Connector

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is planning the 1.9-mile, 3 station Regional Connector project to improve connections between light rail lines in downtown Los Angeles. The proposed project would connect the existing Metro Gold and Blue lines and the Exposition Line, which is under construction. The Regional Connector would travel underground through downtown Los Angeles extending from the Metro Blue Line terminus at Figueroa Street, continuing north under Figueroa Street, then east under 2nd Street and connecting with the Gold Line at 1st and Alameda Streets. Four new light rail vehicles would be purchased to augment the existing fleet. Service would be provided at 2.5-minute peak and 5-minute off-peak headways. The project is expected to serve approximately 88,200 average weekday trips in 2035.

The proposed Regional Connector project is located within the Los Angeles central business district (CBD), which has extensive bus and rail service, yet there is no quick and reliable way to cross the CBD without making multiple transfers. LACMTA operates three existing light rail lines that provide service to the CBD including the Gold Line to Pasadena, the Gold Line Eastside extension, and the Blue Line to Long Beach. The Exposition Line, currently under

construction, will use the same downtown terminus as the Blue Line, providing additional service to the CBD. Currently, the Blue and Gold lines are not connected, meaning that passengers must transfer by way of the subway to make a trip involving both lines. The Regional Connector project would create a direct connection between the light rail lines and improve travel time and mobility for transit riders through the CBD.

California: Los Angeles, Westside Subway Extension

The Westside Subway Extension project, sponsored by the Los Angeles County Metropolitan Transportation Authority (LACMTA), would extend the existing LACMTA heavy rail system 8.9 miles from its terminus at the Wilshire/Western Subway Station to the Veterans Affairs West Los Angeles Medical Center, located west of Interstate 405. The alignment would be entirely underground and primarily follow Wilshire Boulevard. The project scope includes construction of seven stations, the procurement of 104 new heavy rail vehicles and improvements to the existing Division 20 Rail Maintenance and Storage Yard to accommodate the additional vehicles. The project is expected to serve approximately 78,700 average weekday trips in 2035.

The corridor between downtown Los Angeles and Santa Monica along Wilshire Boulevard has very high levels of congestion, even with extensive bus service. LACMTA currently operates routes 720 and 920 rapid bus services at two-minute peak headways westbound and five-minute peak headways eastbound, in addition to local route 20 bus service. These routes currently carry over 60,000 riders daily. To accommodate existing travel demand, LACMTA is planning bus-only lanes along Wilshire Boulevard that will improve the reliability of existing rapid bus service. However, even with the bus-only lane, the long planned extension of heavy rail service is the most effective option for improving transportation capacity in the corridor, which has the highest density of population and employment in Los Angeles County. By providing frequent and reliable high-capacity rail service, the Westside Subway Extension will improve travel times and transit capacity from West Los Angeles, Beverly Hills, Century City, and Westwood/UCLA to Downtown Los Angeles, North Hollywood, Union Station, and other areas of Los Angeles County

Washington: Vancouver, Columbia River Crossing

The Washington State Department of Transportation (WSDOT) proposes to construct the Columbia River Crossing multimodal project that includes replacement of Interstate 5 bridges, new interchanges, variable electronic tolls across the new bridge, park-and-ride lots, bike and pedestrian improvements, and an extension of the existing light rail transit (LRT) system. Partner agencies include the Oregon Department of Transportation, Tri-County Metropolitan Transportation District (TriMet), Southwest Washington Regional Transportation Council (the metropolitan planning organization for Clark County), Portland Metro (the metropolitan planning organization for the Portland region), and Clark County Public Transit Benefit Area Authority (C-TRAN). The transit portion of the project includes an extension of TriMet's Yellow Line LRT from the existing Expo Station in north Portland to Clark College in downtown Vancouver. The line would include an elevated transit structure over the North Portland Harbor, an elevated structure over the Columbia River via the new multimodal bridge, and an at-grade portion in Vancouver. It would also include the procurement of 19 light rail vehicles (LRVs) and

construction of approximately 2,900 park-and-ride spaces. In addition, TriMet's current maintenance facility at Ruby Junction in the City of Gresham would be expanded and improvements for speed and reliability to Portland's Steel Bridge would occur. TriMet would operate the service under contract to C-TRAN. The project is expected to serve approximately 22,000 average weekday trips in 2030.

Interstate-5 (I-5) is the primary north/south highway from California to Canada and the only crossing of the Columbia River in the corridor. It includes two drawbridges. Currently, congestion on I-5 reduces bus travel speeds and reliability. Congestion worsens when the bridges open to allow large river vessels to pass through. The light rail transit line would connect Portland and Vancouver and link the region's largest and most concentrated employment area (downtown Portland) with the commercial and residential areas of Clark County. The transit project would provide direct links to the region's other LRT lines, streetcar lines, aerial tram, Amtrak passenger rail service, and most TriMet and C-TRAN bus routes.

Recommendations for Project Construction Grant Agreements

The President's Budget for FY 2013 requests $127.57 million for nine projects that would receive either a PCGA or a single-year construction grant because their request for Capital Investment Program funding is less than $100 million. One of these is a light rail project and the remaining eight are bus rapid transit (BRT).

Table 1 identifies the funding recommended for each project and appropriations received through FY 2012. A description of each of the projects is presented below. Tables 2A, 2B, and 2C provide the project ratings.

Arizona: Mesa, Central Mesa Light Rail Transit Extension

Valley Metro Rail Incorporated (METRO) proposes to build a four-station, 3.1-mile double track extension of the existing 20-mile Central Phoenix/East Valley Light Rail Transit (LRT) line connecting downtown Phoenix, Tempe, and Mesa, from the eastern terminus of the Central Phoenix line in west Mesa to a new terminus in central Mesa. Four new at-grade stations located in the median of Main Street would be constructed, as would a surface park-and-ride facility with 500 parking spaces at the Mesa Drive Station. Seven LRT vehicles needed to provide service on the Central Mesa Extension would be provided from METRO's existing Central Phoenix fleet. Service would be provided every ten minutes during weekday peak and mid-day periods, every 20 minutes on weekday evenings, and every 15 minutes on weekends. The project would improve connections between major activity and employment centers located east and west of the project route such as downtown Phoenix, downtown Tempe, Sky Harbor International Airport, and Arizona State University. The project is expected to open in 2016 and carry 9,700 average weekday trips.

California: Fresno Area Express Blackstone/Kings Canyon Bus Rapid Transit

Fresno Area Express (FAX) proposes to implement street-running bus rapid transit (BRT) along a 13.8-mile route linking North Fresno, Downtown Fresno, and the Southeast Growth Area. The

project includes 26 stations with real-time passenger information displays, distinctive branding of buses, bus-only lanes in congested locations, traffic signal priority, and the purchase of eight low-floor, low-emissions articulated compressed natural gas buses. Dedicated lanes for the BRT vehicles would be implemented along approximately 20 percent of the alignment. When completed, the project would provide more frequent, faster service in a high-ridership commercial corridor and help to stimulate transit-oriented infill development. On weekdays, BRT service will operate every 10 minutes during rush hours and every 15 minutes in the off-peak; on weekends, service will operate every 20 minutes. The project is expected to open in 2014 and carry 7,200 average weekday trips.

California: Oakland East Bay Bus Rapid Transit

The Alameda-Contra Costa Transit District (AC Transit) is planning the 14.4-mile East Bay Bus Rapid Transit (BRT) project, which would operate from downtown Berkeley through downtown Oakland to San Leandro, terminating at the San Leandro Bay Area Rapid Transit (BART) station one of the densest and most transit dependent areas in the San Francisco Bay area. The project includes exclusive transit lanes over approximately 75 percent of the alignment, transit signal priority, real time bus information at 28 stations, and barrier-free proof-of-payment fare collection. The BRT service will operate every five minutes during peak weekday periods. The project will improve the speed and reliability of service to current riders, including large numbers of minority, low-income, and transit-dependent residents, by offering higher-frequency service, reduced travel times, and greater schedule reliability. The project is expected to open in 2016 and carry 41,700 average weekday trips.

FTA has included the Oakland East Bay Bus Rapid Transit project in the FY 2013 Annual Report, but with no funding proposed. The project has already received $22.41 million in appropriations, which could be used for the initial year of a Project Construction Grant Agreement during FY 2013 if the project reaches that milestone during FY 2013. Since entering project development, AC Transit has continued to modify the project resulting in project schedule delays.

California: San Francisco, Van Ness Avenue Bus Rapid Transit

The San Francisco County Transportation Authority and the San Francisco Municipal Transportation Agency are planning a 2-mile exclusive lane bus rapid transit (BRT) facility on Van Ness Avenue. The system would be operated by the San Francisco Municipal Transportation Agency. The project would include dedicated transit lanes originating at the intersection of Van Ness Avenue and Mission Street and extending north to Union Street near Fort Mason and Fisherman's Wharf. In addition to constructing the busway, the project includes traffic signal pre-emption, pedestrian crossings, and 60 new vehicles. Service would operate at five-minute frequencies during weekday peak periods. The project would reduce travel times, improve service reliability, and provide enhanced customer amenities along a corridor where forty-six percent of households do not own cars. The project is expected to open in 2016 and carry 52,400 average weekday trips.

Florida: Jacksonville, JTA Bus Rapid Transit North Corridor

The Jacksonville Transportation Authority is proposing a 9.3-mile bus rapid transit (BRT) line running north of downtown Jacksonville to Interstate 295, through a heavily transit-dependent corridor. The project connects to the BRT Phase 1 Downtown project currently underway and includes transit signal priority, the purchase of eight low-floor, branded, diesel-hybrid vehicles and construction of 14 stations with real-time passenger information system and off-board fare collection. Service would operate seven days a week, with 10-minute frequencies during peak periods and 15-minute frequencies during off-peak periods. The project is expected to open in 2013 and carry 4,600 average weekday trips.

The North Corridor has the highest density of transit trips in the JTA system and serves the highest regional concentration of zero-automobile households; in areas closest to downtown Jacksonville, nearly 50 percent of persons over 16 years of age use transit to commute to work. Current service in the corridor operates every 20 to 60 minutes and is delayed by traffic congestion, with most stops offering limited passenger amenities such as waiting shelters or benches. In addition to improving transit service in the corridor, once connected to the Downtown BRT Phase I project, the BRT North Corridor project would form the initial components of a high-capacity regional rapid transit system.

Florida: Jacksonville, JTA Bus Rapid Transit Southeast Corridor

The Jacksonville Transportation Authority is proposing an 11.1-mile bus rapid transit (BRT) line running southeast of downtown Jacksonville to Southside Boulevard and serving Avenues Mall, a major trip generator. The project connects to the BRT Phase 1 Downtown project currently underway and includes transit signal priority at five intersections, the purchase of eight low-floor, branded, diesel-hybrid vehicles, and construction of seven stations with real-time passenger information and off-board fare collection. Service would operate seven days a week, with 10-minute frequencies during peak periods and 15-minute frequencies during off-peak periods. The project is expected to open in 2014 and carry 4,700 average weekday trips.

The BRT Southeast Corridor project would result in more frequent, faster transit service in a heavily transit-dependent corridor. The Southeast corridor is currently served by several bus routes, but none provide direct service from downtown to the southeast, nor to Avenues Mall. Many Southeast corridor residents are low-income, and a significant portion of the population is transit-dependent.

Michigan: Grand Rapids, Silver Line Bus Rapid Transit

The Interurban Transit Partnership is proposing to implement a 9.6-mile bus rapid transit line along Division Avenue from the Grand Rapids central business district to 60th Street/Division Avenue. The project includes real-time passenger information at stations, traffic signal priority, off-board fare collection and the purchase of ten, low-floor, hybrid-fueled buses. The proposed service would operate with 10-minute headways during peak periods and 15-minute headways during off-peak periods. The BRT line would improve transit travel times and reliability during peak periods for both existing and new transit riders traveling from residential areas along

Division Avenue to major employment and educational venues in the central business district. The project is expected to open in 2014 and carry 7,200 average weekday trips.

Oregon: West Eugene Emerald Express

The Lane Transit District (LTD) is proposing an 8.9-mile westerly extension of the existing Franklin/Gateway EmX bus rapid transit (BRT) line called the West Eugene Emerald Express Extension (WEEE). The project would operate in an exclusive bus lane for 5.8 miles and in mixed traffic for 3.1 miles. The project includes seven new diesel-electric hybrid buses, 13 stations, 150 park-and-ride stations, real-time arrival information, pre-paid fare collection, and signal priority. Service will operate on 10-minute frequencies during peak and off-peak periods on weekdays, 15-minute frequencies during weekday evenings and on Saturdays, and 30-minute frequencies on Sundays. The project is expected to open in 2017 and carry 7,400 average weekday trips.

The project will improve transit service through the implementation of an exclusive bus lane and transit signal priority along a portion of the alignment. The project corridor includes several designated mixed-use activity centers, which are the centerpiece of the City of Eugene's efforts to manage growth and maintain livability.

Texas: El Paso, Dyer Corridor Bus Rapid Transit

The City of El Paso is planning a 12-mile bus rapid transit (BRT) line operating in mixed traffic along a route that begins at the Downtown Transit Terminal, travels through downtown El Paso, serves the Five Points Transfer Center and the U.S. Army Base at Fort Bliss and ends at the Northgate Transfer Center. The project includes construction of 12 new BRT stations, traffic signal priority at 42 intersections, and the purchase of ten articulated buses. Branded shelters, off-vehicle fare collection machines, and real-time arrival information at all stations, are also included. Service will operate six days a week, with 10-minute headways during peak periods and 15-minute headways during off-peak periods. Sunday service will not be offered. The project is expected to open in September 2015 and carry 3,400 average weekday trips.

The project corridor includes three major segments: Downtown El Paso, Campbell/Kansas Streets to the Five Points Transfer Center, and Five Points Transfer Center to the Northgate Transfer Center. The City of El Paso currently operates five bus routes in the corridor, but only one operates beyond the Five Points Transfer Center. The project would help to shorten travel times for passengers traveling beyond the Five Points Transfer Center. Thirty six percent of the Dyer Corridor's population lives at or below the poverty level and is transit dependent. The project would also improve transit service to these individuals.

Project Evaluation and Ratings

The projects included in this report are the culmination of an extensive evaluation and rating process. The SAFETEA-LU established a ratings scale for candidate New Starts and Small Starts projects: *High*, *Medium-High*, *Medium*, *Medium-Low*, and *Low*. Consistent with SAFETEA-LU, only those projects rated *Medium* or higher overall may be advanced through the project development process. As they progress through project development, projects that continue to be rated *Medium* or higher will be eligible for consideration for funding recommendations in the President's budget if funding is available, the proposed project scope, cost estimate, and budget are considered firm and reliable, and local funding commitments are in place or expected to be in place at the time of a grant agreement.

Tables 2A, 2B, and 2C present the ratings for all projects currently advancing through the project development process. Table 2A is the Summary of FY 2013 Project Ratings; Table 2B is the Detailed Summary of FY 2013 Local Financial Commitment Ratings; and Table 2C is the Detailed Summary of FY2013 Project Justification Ratings. Projects are rated against a number of measures that reflect the project justification and local financial commitment criteria established by SAFETEA-LU.

The FY 2013 project evaluation process does not differ from the process used for the FY 2012 *Annual Report*.

Since publication of the FY 2012 *Annual Report* in February 2011, several New and Small Starts projects have received or will soon receive Full Funding Grant Agreements or Project Construction Grant Agreements. In addition, several New Starts projects have been approved into preliminary engineering or final design, and several Small Starts projects have been approved into project development. These include the following:

New Starts Projects that Received Full Funding Grant Agreements

- Denver, CO – Eagle Commuter Rail
- Hartford, CT – New Britain - Hartford Busway
- Orlando, FL – Central Florida Commuter Rail Transit Initial Operating Segment
- Minneapolis-St. Paul, MN – Central Corridor LRT
- Houston, TX – North Corridor LRT
- Houston, TX – Southeast Corridor LRT
- Draper, UT – Draper Transit Corridor

New Starts Project with Full Funding Grant Agreement Pending Congressional Review

- San Jose, CA – Silicon Valley Berryessa Extension Project

Small Starts Projects that Received Project Construction Grant Agreements

- San Bernardino, CA – E Street Corridor sBX BRT
- Fitchburg, MA – Commuter Rail Improvements

Small Starts Project with Project Construction Grant Agreement Pending Congressional Review

- Austin, TX – MetroRapid Bus Rapid Transit (BRT) Project

New Starts Projects Approved into Final Design

- San Jose, CA – Silicon Valley Berryessa Extension Project
- Honolulu, HI – High Capacity Transit Corridor Project
- Portland, OR – Portland-Milwaukie Light Rail Project

New Starts Projects Approved into Preliminary Engineering

- San Diego, CA – Mid-Coast Corridor
- Baltimore, MD – Baltimore Red Line
- Bethesda to New Carrollton, MD – Maryland National Capital Purple Line
- Minneapolis, MN – Southwest Corridor LRT

Small Starts Projects Approved into Project Development

- Jacksonville, FL – JTA BRT Southeast Corridor
- Eugene, OR – West Eugene Emerald Express BRT
- El Paso, TX – Dyer Corridor BRT

In addition, since the publication of the FY 2012 *Annual Report* in February 2011, four exempt projects have received all of the appropriations needed for their project and are no longer included in the report. These include the following:

- Tucson, AZ – Tucson Streetcar
- Stamford, CT – Stamford Urban Transitway Phase II
- Providence, RI – South Corridor Commuter Rail
- Boston, MA -- Assembly Square

Table 2A -- Summary of FY 2013 Project Ratings

Phase State, City, Project	Capital Cost (millions)	Financing Costs (millions)	Total Capital Cost (millions)	Total New or Small Starts Funding Requested (millions)	New or Small Starts Funds Share of Capital Costs	Overall Project Rating	Local Financial Commitment Rating	Project Justification Rating
Final Design								
CA San Francisco, Third Street Light Rail Phase 2 - Central Subway	$1,578.3	$0.0	$1,578.3	$942.2	59.7%	**Medium-High**	Medium	Medium-High
CA San Jose, Silicon Valley Berryessa Extension Project	$2,217.5	$112.5	$2,330.0	$900.0	38.6%	**Medium**	Medium	Medium
DE Wilmington, Wilmington to Newark Commuter Rail Improvements *	$78.4	$0.0	$78.4	$25.0	31.9%	**Exempt**	Exempt	Exempt
HI Honolulu, High Capacity Transit Corridor Project	$4,879.0	$247.0	$5,126.0	$1,550.0	30.2%	**Medium-High**	Medium	Medium-High
OR Portland, Portland-Milwaukie Light Rail Project	$1,228.5	$261.9	$1,490.4	$745.2	50.0%	**Medium-High**	Medium	Medium-High
Preliminary Engineering								
CA Los Angeles, Regional Connector Transit Corridor	$1,342.5	$0.0	$1,342.5	$671.3	50.0%	**Medium-High**	Medium	Medium-High
CA Los Angeles, Westside Subway Extension	$5,128.8	$533.5	$5,662.3	$2,399.5	42.4%	**Medium**	Medium	Medium
CA Sacramento, South Sacramento Corridor Phase 2	$261.9	$8.1	$270.0	$135.0	50.0%	**Medium**	Medium	Medium
CA San Diego, Mid Coast Corridor Transit Project	$1,641.8	$212.0	$1,853.8	$916.5	49.4%	**Medium-High**	Medium-High	Medium
MD Baltimore, Red Line	$2,219.2	$0.0	$2,219.2	$1,109.0	50.0%	**Medium-High**	Medium	Medium-High
MD Maryland National Capital Purple Line	$1,925.5	$0.0	$1,925.5	$962.6	50.0%	**Medium-High**	Medium-High	Medium-High
MN Minneapolis, Southwest LRT	$1,220.5	$30.0	$1,250.5	$625.2	50.0%	**Medium**	Medium	Medium
NC Charlotte, LYNX Blue Line Extension - Northeast Corridor	$989.1	$80.1	$1,069.2	$534.6	50.0%	**Medium-High**	Medium-High	Medium
RI Pawtucket, Pawtucket/Central Falls Commuter Rail Station *	$53.6	$0.0	$53.6	$25.0	46.6%	**Exempt**	Exempt	Exempt
TX Houston, University Corridor LRT	$1,392.9	$170.2	$1,563.1	$781.5	50.0%	**Medium**	Medium	Medium
WA Vancouver, Columbia River Crossing Project	$3,438.4	$69.5	$3,507.9	$850.0	24.2%	**Medium-High**	Medium	Medium-High
Small Starts Project Development								
AZ Mesa, Central Mesa LRT Extension	$190.3	$8.2	$198.5	$75.0	37.8%	**Medium-High**	Medium-High	Medium
CA Fresno, Fresno Area Express Blackstone/Kings Canyon BRT	$48.2	$0.0	$48.2	$38.6	80.0%	**Medium**	Medium	Medium
CA Oakland, East Bay BRT	$197.6	$7.9	$205.5	$75.0	36.5%	**High**	High	Medium-High
CA San Francisco, Van Ness Avenue BRT	$125.6	$0.0	$125.6	$75.0	59.7%	**Medium-High**	Medium	High
FL Jacksonville, JTA BRT North Corridor	$33.5	$0.0	$33.5	$26.8	80.0%	**Medium**	Medium	Medium
FL Jacksonville, BRT Southeast Corridor	$23.9	$0.0	$23.9	$19.1	80.0%	**Medium**	Medium	Medium
MI Grand Rapids, Silver Line BRT	$34.3	$1.0	$35.3	$28.2	80.0%	**Medium**	Medium	Medium
OR Eugene, West Eugene EmX Extension	$95.6	$0.0	$95.6	$75.0	78.5%	**Medium**	Medium	Medium
TX El Paso, Dyer Corridor BRT	$35.3	$0.0	$35.3	$20.4	57.9%	**Medium**	Medium	Medium

* This project has not been rated; under §5309(e)(8)(A), proposed New Starts projects requiring less than $25.0 million in §5309 New Starts funding are exempt from the project evaluation and rating process. Listings above at $25.0 million reflect rounding.

Table 2B -- Detailed Summary of FY 2013 Local Financial Commitment Ratings

Phase State, City, Project	Local Financial Commitment Summary Rating	Local Financial Commitment Factors									
		New Starts Share		Capital Plan				Operating Plan			
		Rating	New Starts Funding Request (millions $)	Summary Rating	Current Capital Condition Rating	Commitment of Capital Funds Rating	Reasonableness of Estimates and Financial Capacity Rating	Summary Rating	Current Operating Condition Rating	Commitment of Operating Funds Rating	Reasonableness of Estimates and Financial Capacity Rating
Final Design											
CA San Francisco, Third Street Light Rail Phase 2 - Central Subway	**Medium**	**Medium-High**	$942.2	**Medium**	Medium	High	Medium-Low	**Medium**	Medium-Low	Medium-High	Medium
CA San Jose, Silicon Valley Berryessa Extension Project	**Medium**	**Medium-High**	$900.0	**Medium**	Medium	High	Medium-Low	**Medium**	Medium	High	Medium-Low
DE Wilmington, Wilmington to Newark Commuter Rail Improvements *	**Exempt**	**Exempt**	$25.0	**Exempt**	-	-	-	**Exempt**	-	-	-
HI Honolulu, High Capacity Transit Corridor Project	**Medium**	**High**	$1,550.0	**Medium**	Medium	High	Medium-Low	**Medium-High**	High	High	Medium-Low
OR Portland, Portland-Milwaukie Light Rail Project	**Medium**	**Medium**	$745.2	**Medium**	Medium-Low	Medium-High	Medium-Low	**Medium-High**	Medium-High	High	Medium
Preliminary Engineering											
CA Los Angeles, Regional Connector Transit Corridor	**Medium**	**Medium**	$671.3	**Medium**	Medium	Medium	Medium-Low	**Medium**	Medium	High	Medium-Low
CA Los Angeles, Westside Subway Extension	**Medium**	**Medium-High**	$2,399.5	**Medium**	Medium	Medium-High	Medium-Low	**Medium**	Medium	High	Medium-Low
CA Sacramento, South Sacramento Corridor Phase 2	**Medium**	**Medium**	$135.0	**Medium**	Medium-High	Medium-High	Medium-Low	**Medium**	Medium-Low	High	Medium-Low
CA San Diego, Mid Coast Corridor Transit Project	**Medium-High**	**Medium-High**	$916.5	**Medium-High**	High	High	Medium	**Medium-High**	Medium-High	Medium-High	Medium
MD Baltimore, Red Line	**Medium**	**Medium**	$1,109.0	**Medium**	Medium-High	Medium	Medium	**Medium-High**	Medium-High	High	Medium
MD Maryland National Capital Purple Line	**Medium-High**	**Medium**	$962.6	**Medium-High**	Medium-High	Medium-High	Medium	**Medium-High**	Medium	High	Medium
MN Minneapolis, Southwest LRT	**Medium**	**Medium**	$625.2	**Medium**	Medium-High	Medium	Medium	**Medium-High**	High	High	Medium
NC Charlotte, LYNX Blue Line Extension - Northeast Corridor	**Medium-High**	**Medium**	$534.6	**Medium-High**	Medium-High	High	Medium	**Medium-High**	Medium	High	Medium
RI Pawtucket, Pawtucket/Central Falls Commuter Rail Station *	**Exempt**	**Exempt**	$25.0	**Exempt**	-	-	-	**Exempt**	-	-	-
TX Houston, University Corridor LRT	**Medium**	**Medium**	$781.5	**Medium**	Medium-Low	Medium	Medium	**Medium**	Medium-Low	High	Medium-Low
WA Vancouver, Columbia River Crossing Project	**Medium**	**High**	$850.0	**Medium**	Medium	Medium	Medium-Low	**Medium-High**	Medium-High	Medium-High	Medium
Small Starts Project Development											
AZ Mesa, Central Mesa LRT Extension	**Medium-High**	**Medium-High**	$75.0	**Medium-High**	Medium-High	High	Medium	**Medium-High**	Medium	High	Medium
CA Fresno, Fresno Area Express Blackstone/Kings Canyon BRT	**Medium**	**N/A**	$38.6	**N/A**	-	-	-	**N/A**	-	-	-
CA Oakland, East Bay BRT	**High**	**N/A**	$75.0	**N/A**	-	-	-	**N/A**	-	-	-
CA San Francisco, Van Ness Avenue BRT	**Medium**	**N/A**	$75.0	**N/A**	-	-	-	**N/A**	-	-	-
FL Jacksonville, JTA BRT North Corridor	**Medium**	**N/A**	$26.8	**N/A**	-	-	-	**N/A**	-	-	-
FL Jacksonville, BRT Southeast Corridor	**Medium**	**N/A**	$19.1	**N/A**	-	-	-	**N/A**	-	-	-
MI Grand Rapids, Silver Line BRT	**Medium**	**N/A**	$28.2	**N/A**	-	-	-	**N/A**	-	-	-
OR Eugene, West Eugene EmX Extension	**Medium**	**N/A**	$75.0	**N/A**	-	-	-	**N/A**	-	-	-
TX El Paso, Dyer Corridor BRT	**Medium**	**N/A**	$20.4	**N/A**	-	-	-	**N/A**	-	-	-

*This project has not been rated; under §5309(e)(8)(A), proposed New Starts projects requiring less than $25.00 million in §5309 New Starts funding are exempt from the project evaluation and rating process.
"N/A" signifies that this criterion does not apply to qualifying Small and Very Starts projects per the simplified financial evaluation process specified in FTA's Small Starts Interim guidance.

Table 2C -- Detailed Summary of FY 2013 Project Justification Ratings

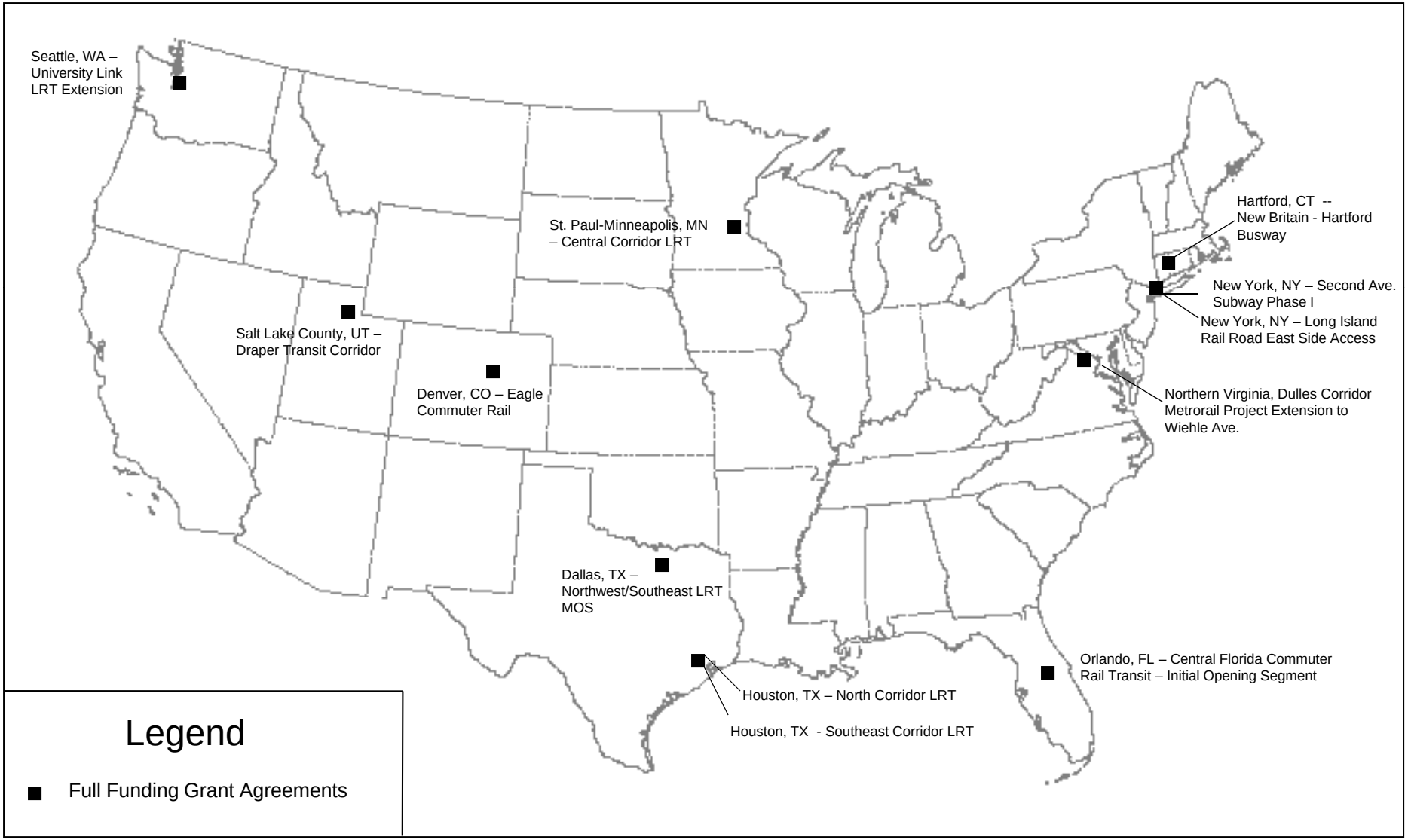
Phase		Environmental Benefits		Operating Efficiencies			Mobility Improvements				Cost Effectiveness		Economic Development			
State, City, Project	**Project Justification Summary Rating**	**Rating**	EPA Air Quality Designation for Transportation-Related Criteria Pollutants	**Rating**	System Operating Cost per Psgr. Mile - Baseline Alternative	System Operating Cost per Psgr. Mile - Build Alternative	**Rating**	User Benefits per Passenger Mile	Transit Dependents Using Project	Transit Dependent User Benefits per Passenger Mile	**Rating**	Cost per Hour of User Benefit	**Summary Rating**	Transit-Supportive Plans and Policies Rating	Performance and Impacts of Policies Rating	**Land Use Rating**
Final Design																
CA San Francisco, Third Street Light Rail Phase 2 - Central Subway	**Medium-High**	**High**	Nonattainment	**Medium**	$0.00	$0.00	**Medium-High**	10.7	6,100	43.8	**Medium**	$23.46	**High**	Medium-High	High	**High**
CA San Jose, Silicon Valley Berryessa Extension Project	**Medium**	**High**	Nonattainment	**Medium**	$0.30	$0.28	**Medium-Low**	0.6	3,400	0.6	**Medium**	$25.44	**Medium-High**	Medium-High	Medium-High	**Medium-Low**
DE Wilmington, Wilmington to Newark Commuter Rail Improvements *	**Exempt**	**Exempt**	-	**Exempt**	-	-	**Exempt**	-	-	-	**Exempt**	-	**Exempt**	-	-	**Exempt**
HI Honolulu, High Capacity Transit Corridor Project	**Medium-High**	**Medium**	Attainment	**Medium**	$0.43	$0.34	**Medium-High**	3.6	18,600	3.1	**Medium-High**	$16.18	**Medium-High**	Medium	Medium-High	**Medium**
OR Portland, Portland-Milwaukie Light Rail Project	**Medium-High**	**Medium**	Attainment	**Medium**	$0.46	$0.44	**Medium-High**	4.7	4,300	5.1	**Medium**	$24.19	**High**	High	High	**Medium**
Preliminary Engineering																
CA Los Angeles, Regional Connector Transit Corridor	**Medium-High**	**High**	Nonattainment	**Medium**	$0.27	$0.26	**High**	10.6	39,800	12.6	**Medium-High**	$12.77	**Medium-High**	Medium-High	Medium-High	**Medium-High**
CA Los Angeles, Westside Subway Extension	**Medium**	**High**	Nonattainment	**Medium**	$0.26	$0.26	**Medium-High**	4.7	34,500	5.2	**Low**	$32.83	**Medium-High**	Medium-High	Medium-High	**Medium-High**
CA Sacramento, South Sacramento Corridor Phase 2	**Medium**	**High**	Nonattainment	**Medium**	$0.71	$0.69	**Medium-Low**	3.8	1,200	3.7	**Medium**	$20.86	**Medium**	Medium	Medium	**Low**
CA San Diego, Mid Coast Corridor Transit Project	**Medium**	**High**	Nonattainment	**Medium**	$0.23	$0.21	**Medium**	2.5	22,200	2.5	**Medium**	$25.50	**Medium-High**	Medium-High	Medium-High	**Medium**
MD Baltimore, Red Line	**Medium-High**	**High**	Nonattainment	**Medium**	$0.51	$0.47	**Medium-High**	4.6	21,900	3.7	**Medium**	$21.92	**Medium-High**	Medium-High	Medium-High	**Medium-High**
MD Maryland National Capital Purple Line	**Medium-High**	**High**	Nonattainment	**Medium**	$0.20	$0.21	**Medium-High**	5.0	31,100	4.3	**Medium**	$23.82	**Medium-High**	Medium-High	Medium-High	**Medium**
MN Minneapolis, Southwest LRT	**Medium**	**Medium**	Attainment	**Medium**	$0.44	$0.45	**Medium**	2.1	13,400	2.1	**Medium-Low**	$31.16	**Medium-High**	Medium-High	Medium-High	**Medium**
NC Charlotte, LYNX Blue Line Extension - Northeast Corridor	**Medium**	**High**	Nonattainment	**Medium**	$0.58	$0.54	**Medium**	3.5	5,100	5.7	**Medium**	$21.70	**Medium-High**	Medium-High	Medium-High	**Medium-Low**
RI Pawtucket, Pawtucket/Central Falls Commuter Rail Station *	**Exempt**	**Exempt**	-	**Exempt**	-	-	**Exempt**	-	-	-	**Exempt**	-	**Exempt**	-	-	**Exempt**
TX Houston, University Corridor LRT	**Medium**	**High**	Nonattainment	**Medium**	$0.34	$0.34	**Medium-High**	5.5	20,500	6.5	**Medium**	$22.05	**Medium**	Medium-Low	Medium	**Medium-Low**
WA Vancouver, Columbia River Crossing Project	**Medium-High**	**Medium**	Attainment	**Medium**	$0.45	$0.38	**Medium-High**	6.6	2,500	8.5	**Medium**	$21.41	**High**	High	High	**Medium**
Small Starts Project Development																
AZ Mesa, Central Mesa LRT Extension	**Medium**	**N/A**	-	**N/A**	-	-	**N/A**	-	-	-	**Medium**	$19.42	**Medium-High**	Medium-High	Medium-High	**Medium-Low**
CA Fresno, Fresno Area Express Blackstone/Kings Canyon BRT	**Medium**	**N/A**	-	**N/A**	-	-	**N/A**	-	-	-	**Medium**	VSS	**Medium**	VSS	VSS	**Medium**
CA Oakland, East Bay BRT	**Medium-High**	**N/A**	-	**N/A**	-	-	**N/A**	-	-	-	**High**	$12.23	**Medium**	Medium-Low	Medium	**Medium**
CA San Francisco, Van Ness Avenue BRT	**High**	**N/A**	-	**N/A**	-	-	**N/A**	-	-	-	**High**	$5.62	**High**	Medium-High	High	**High**
FL Jacksonville, JTA BRT North Corridor	**Medium**	**N/A**	-	**N/A**	-	-	**N/A**	-	-	-	**Medium**	VSS	**Medium**	VSS	VSS	**Medium**
FL Jacksonville, BRT Southeast Corridor	**Medium**	**N/A**	-	**N/A**	-	-	**N/A**	-	-	-	**Medium**	VSS	**Medium**	VSS	VSS	**Medium**
MI Grand Rapids, Silver Line BRT	**Medium**	**N/A**	-	**N/A**	-	-	**N/A**	-	-	-	**Medium**	VSS	**Medium**	VSS	VSS	**Medium**
OR Eugene, West Eugene EmX Extension	**Medium**	**N/A**	-	**N/A**	-	-	**N/A**	-	-	-	**High**	$6.90	**Medium**	Medium	Medium-Low	**Low**
TX El Paso, Dyer Corridor BRT	**Medium**	**N/A**	-	**N/A**	-	-	**N/A**	-	-	-	**Medium**	VSS	**Medium**	VSS	VSS	**Medium**

*This project has not been rated; under §5309(e)(8)(A), proposed New Starts projects requiring less than $25.00 million in §5309 New Starts funding are exempt from the project evaluation and rating proces

"N/A" signifies that this criterion does not apply to Small Starts projects per the simplified evaluation process specified in SAFETEA-L

"VSS" denotes a Very Small Starts project. Per FTA's Small Starts Interim guidance, projects that qualify as Very Small Starts automatically earn Medium ratings for Cost Effectiveness, Economic Development and Land

Existing Full Funding Grant Agreements
FY2013



Project Development, Preliminary Engineering and Final Design FY 2013

Appendix: Paul S. Sarbanes Transit in Parks Program

Paul S. Sarbanes Transit in Parks Program

Background

Section 5320 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), as amended by the SAFETEA-LU Technical Corrections Act of 2008 (June 6, 2008; 122 Stat. 1572), established the Paul S. Sarbanes Transit in Parks Program (Transit in Parks Program), formally known as the Alternative Transportation in Parks and Public Lands (ATPPL) program. The program is administered by the Federal Transit Administration (FTA) in partnership with the Department of the Interior (DOI) and the U.S. Department of Agriculture's Forest Service. Congress appropriated $26,900,000 in Fiscal Year (FY) 2011.

The Transit in Parks Program funds capital and planning expenses for alternative transportation systems such as buses, trams, and non-motorized facilities in federally-managed parks and public lands. Federal land management agencies and State, local, and tribal governments are eligible recipients. The goals of the program are to reduce congestion and pollution; conserve natural, historical, and cultural resources; improve visitor mobility and accessibility; enhance the visitor experience; and ensure access to all, including persons with disabilities.

Section 5320 requires the Secretary of Transportation to annually submit a report on the allocation of Transit in Parks Program funds. The section further stipulates that this report be part of FTA's *Annual Report*. As such, this section of the *Annual Report* describes the project selection process for FY 2011.

Project Evaluation and Funding

The number of proposed projects and the amount of requested funding in FY 2011 far exceeded available funds. In accordance with a Memorandum of Agreement between DOT and DOI, FTA staff is working closely with representatives of the Federal land management agencies to select the most meritorious projects – those that are both strong transportation projects and that best meet the unique needs of Federal lands. The evaluation criteria were based on (1) demonstration of need, (2) visitor mobility and experience benefits, (3) environmental benefits, and (4) operational efficiency and financial sustainability.

For FY 2011, a total of 106 project proposals were received, totaling $90.8 million. After one project was determined to be ineligible, and 13 projects were withdrawn at the request of the Federal land management agencies, 92 projects totaling $85.3 million were evaluated.

At the time this report was prepared, FTA had not completed the FY 2011 evaluation process. Thus, the report describes the applications received. On January 17, 2012, FTA announced the selection of FY 2011 and a partial selection of FY 2012 projects, which can be found on the FTA website at http://fta.dot.gov/documents/TransitInParks2011POST.pdf. Based on the availability of FY 2012 funds at the time projects were selected, and in accordance with the FY 2011 Notice of Funding Availability, FTA and DOI agreed to announce a partial selection of FY 2012 projects from the proposals received in FY 2011.

Planning vs. Capital Projects
The 92 alternative transportation projects evaluated for FY 2011 represent a diverse set of capital and planning projects. Sixty-one of the proposals are for capital projects ($72.7 million) and 31 are for planning projects ($12.6 million).

Distribution by Federal Land Management Agency
As predicted by the August 2001 DOT–DOI study on alternative transportation needs in public lands, the National Park Service (NPS) had the highest need for alternative transportation. In addition to the NPS, other agencies that submitted proposals in FY 2011 included the U.S. Forest Service (USFS), the U.S. Fish and Wildlife Service, the Bureau of Land Management, the Bureau of Reclamation, and the Army Corps of Engineers.

For FY 2011, 44 projects associated with the NPS requested $39.3 million. Projects associated with other agencies requested:

- U.S. Forest Service – 18 projects for $22.1 million
- U.S. Fish and Wildlife Service – 14 projects for $9.2 million
- Army Corps of Engineers – 4 projects for $1.9 million;
- Bureau of Land Management (BLM) – 2 projects for $2.3 million.

Eight project proposals involve multiple Federal agencies, for a total of $10 million. The NPS is involved in seven joint projects, the U.S. Fish & Wildlife Service is involved in four such projects, BLM is involved in two, and the U.S. Forest Service and Bureau of Reclamation are each involved in one joint project.

Types of Projects
SAFETEA-LU allows a broad range of projects to be funded by this program. The types of projects proposed in FY 2011 are consistent with the types of projects selected in the past, and include: purchase of buses for new transit service, replacement of old buses and trams, installation of accessible bus stops, construction of bicycle and pedestrian pathways, provision of facilities and vehicles for ferry service, rehabilitation of rail facilities, the installation of intelligent transportation system components, multi-modal safety enhancements, and alternative transportation planning studies.

New vs. Existing Systems
The Transit in Parks Program provides capital and planning funding to both existing and new alternative transportation systems. Proposals for existing systems typically request funding for replacement vehicles and system enhancements. Proposals for new systems typically request funding for feasibility studies, new construction or vehicle acquisition.

For FY 2011, proposals from existing alternative transportation systems included Yosemite National Park (CA), Inyo National Forest (CA), Cape Cod National Seashore (MA), Back Bay National Wildlife Refuge (VA), Cuyahoga Valley National Park (OH), BLM's Colorado Riverway Special Recreation Management Area (UT), and Gateway National Recreation Area (NY).

Proposals for new alternative transportation systems included projects at San Antonio Missions National Historic Park (TX), the Red Rock Ranger District of Coconino National Forest (AZ), John Heinz National Wildlife Refuge (PA), Minnesota Valley National Wildlife Refuge (MN), and the Grandview Ridge office of the BLM (CO).

Geographic Distribution

Proposals evaluated for FY 2011 are located in 29 states, the District of Columbia, Puerto Rico, and all major geographic regions of the United States – northeast, south, mid-west, and west. These projects are located in both rural and urban areas. The individual funding proposals ranged from $62,627 to $3.0 million.

Technical Assistance, Research, and Planning

49 USC 5320 allows DOT, in consultation with DOI, to use up to 10 percent of program funds for technical assistance, research, and planning activities to support the program as a whole. FTA will use the remaining balance of the FY 2009 appropriation to fund the continued operation of a technical assistance center managed by the Western Transportation Institute at Montana State University.

From the program funds allocated in FY 2011 for technical assistance, research, and planning, a small percentage will be used to fund a program of research on alternative transportation in public lands that has been developed by FTA together with DOI and the USFS.

Funding decisions for technical assistance, research, and planning activities for FY 2012 have not yet been determined.

Capital Investment Program FY 2013 Annual Report Evaluation and Rating Process

FY 2013 New Starts and Small Starts Evaluation and Rating Process

This document describes the methodology that the Federal Transit Administration (FTA) uses to evaluate and rate candidate New Starts and Small Starts projects as of August 2011, including FTA's evaluations for the *FY 2013 Annual Report*. FTA has implemented only one change to the evaluation and rating process since the issuance of the *FY 2012 Annual Report:*

- **Annual Inflation Adjusted Cost Effectiveness Breakpoints**. FTA has conducted its annual inflation adjustment to the breakpoints for rating the cost effectiveness of proposed New Starts and Small Starts projects based on the Gross Domestic Product Index (also known as the GDP deflator), which is an alternative to the consumer price index.

FTA is currently undertaking a rulemaking process to revise the New and Small Starts project evaluation and rating process. In January 2012, FTA published a Notice of Proposed Rulemaking with suggested changes to the process that it believes will: give greater emphasis to evaluation criteria such as environmental benefits and economic development; increase transparency of the process; streamline the data development process; and shorten the timeframe projects spend under development. Until the rulemaking process is complete, the evaluation and rating process outlined in this document will be used.

Section I of this document introduces the legislative background of FTA's project evaluation and rating responsibilities; identifies each of the statutory criteria used by FTA in its evaluation process; and summarizes the overall project evaluation and rating process. *Sections II* and *III* describe the specific project justification and local financial commitment measures and ratings, respectively, including an explanation of the rating ranges and thresholds for each individual measure, and how they are rolled up into aggregate criteria ratings. *Section IV* concludes with a summary of what the overall project rating means.

This document is supplemented by two additional documents. *Guidelines and Standards for Assessing Transit-Supportive Land Use* and *Guidelines and Standards for Assessing Local Financial Commitment* provide additional detail on the process FTA uses to evaluate these criteria. These materials are posted on FTA's website under *New Starts Project Planning and Development*: http://fta.dot.gov/grants/12304.html.

Project evaluation is an on-going process. It is based on an analysis of the documentation submitted to FTA by local agencies to support their proposed project. As New Starts and Small Starts projects proceed through project development, the estimates of costs, benefits, and impacts are refined. The project ratings are updated annually by FTA as necessary to reflect new information, changing conditions, and refined financing plans. If project information has not changed from the previous year, a new evaluation and rating is not required.

I. LEGISLATIVE BACKGROUND

SAFETEA-LU continues the evaluation process provisions first established by the Transportation Equity Act for the 21st Century (TEA-21) in 1998. SAFETEA-LU requires the U.S. Department of Transportation to submit an annual report to Congress that includes the Secretary's evaluation, ratings, and a proposal on the allocation of funds among applicants for amounts to be made available to finance grants and loans for capital projects for new fixed guideway systems and extensions to existing fixed guideway systems and new Small Starts projects.

Like TEA-21, SAFETEA-LU mandates that proposed New Starts projects must receive FTA approval to advance from "alternatives analysis" to "preliminary engineering," and from "preliminary engineering" to "final design." This approval is based, in large part, on an evaluation of the proposed project's New Starts criteria. Specifically, a project must achieve an overall rating of at least *Medium* in order to advance into each stage of development. Likewise, Small Starts projects must receive FTA approval to advance from "alternatives analysis" to "project development," a single development phase that incorporates the features of both preliminary engineering and final design. Small Starts projects must also receive at least a *Medium* overall rating to advance. FTA also evaluates and rates projects for the purposes of developing its annual funding recommendations.

FTA's evaluation includes a review of the information submitted to support each proposed project and the assignment of a rating to each evaluation criterion. Based on these criteria-specific ratings, FTA assigns candidate New Starts projects summary ratings for project justification and local financial commitment, and develops the overall project rating. FTA also assigns ratings to Small Starts projects based on a subset of the New Starts evaluation criteria. *Sections 1.A* and *1.B* below present the criteria used by FTA in its New Starts and Small Starts evaluation process; *Section 1.C* provides an overview of how these criteria fit into the overall evaluation process; and *Section 1.D* summarizes how overall project ratings are derived.

I.A Project Justification Criteria

SAFETEA-LU Section 3011(a) amended 49 U.S.C. 5309(d) to require that projects proposed for New Starts funding be justified based on a comprehensive review of the following criteria, as had been the case under TEA-21:

- Mobility Improvements;
- Environmental Benefits;
- Operating Efficiencies;
- Cost Effectiveness;
- Transit Supportive Land Use;
- Economic Development Effects; and
- Other Factors.

49 U.S.C. 5309(e) requires that Small Starts projects be evaluated on the basis of the following project justification criteria:

- Cost Effectiveness;
- Transit Supportive Land Use;
- Economic Development; and
- Other Factors.

The development of this information is intended to be less complex than required for New Starts. A subset of very simple and low cost transit projects, termed "Very Small Starts" projects, will be evaluated and rated using an even more simplified process. These Very Small Starts have the following features:

- Substantial transit stations,
- Traffic signal priority/pre-emption, to the extent, if any, that there are traffic signals on the corridor,
- Low-floor vehicles or level boarding,
- "Branding" (distinguishing through marketing and physical characteristics) of the proposed service,
- 10 minute peak/15 minute off peak frequencies or better while operating at least 14 hours per weekday (not required for commuter rail or ferries),
- Corridors with existing riders who will benefit from the proposed project that exceed 3,000 per average weekday, and
- A total capital cost less than $50 million (including all project elements) and less than $3 million per mile, exclusive of rolling stock.

Very Small Starts projects that meet these criteria, adequately documented in the Small Starts project submission to FTA, will receive a rating of *Medium* for project justification. FTA finds that projects which meet these characteristics are by their nature cost effective and have transit supportive land-use and economic development effects appropriate to the proposed level of investment.

Section II of this appendix presents the specific measures FTA is currently using to represent each of the project justification criteria, and how FTA will evaluate them. In June 2010, FTA initiated a rulemaking to better define and account for the wide range of benefits of major transit investments.

I.B Local Financial Commitment

Continuing the approach under TEA-21, SAFETEA-LU Section 3011(a) amended 49 U.S.C. 5309(d) to require that proposed projects also be supported by an acceptable degree of local financial commitment, including evidence of stable and dependable financing sources to construct, maintain and operate the transit system. Section 5309(d) further allows for an evaluation of the extent to which the project proposes a local financial commitment that exceeds the required non-Federal share of the cost of the project.

The measures used for the evaluation of the local financial commitment to a proposed project are:

- The proposed share of total project costs from sources other than the Section 5309 New Starts or Small Starts programs, including Federal formula and flexible funds, the local match required by Federal law, and any additional capital funding;
- The strength of the proposed capital financial plan; and
- The ability of the sponsoring agency to fund operation and maintenance of the entire system as planned once the project is built.

Section III describes how FTA will use these measures in its evaluation of candidate New Starts projects.

Small Starts projects may qualify for a highly simplified financial evaluation if the project sponsor can demonstrate the following:

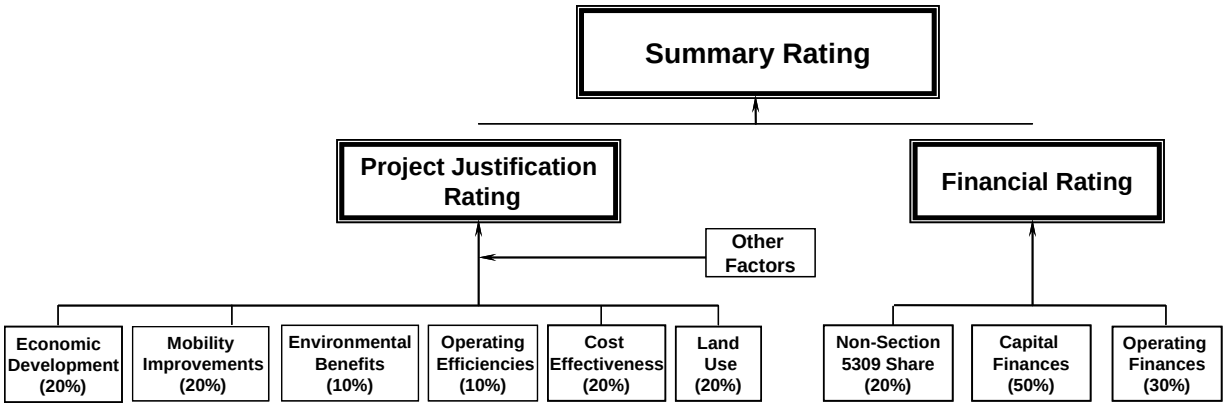
- A reasonable plan to secure funding for the local share of capital costs or sufficient available funds for the local share (all non-Small Starts funding must be committed before receiving a Project Construction Grant Agreement);
- The additional operating and maintenance cost to the agency of the proposed Small Starts project is less than 5 percent of the agency's system-wide operating budget; and
- The agency is in reasonably good financial condition.

Small Starts projects that meet these criteria and request greater than 50 percent Small Starts funding to cover project construction costs will receive a local financial commitment rating of *Medium*. Small Starts projects that meet these criteria and request 50 percent or less in Small Starts funding will receive a *High* rating for local financial commitment. Small Starts projects which cannot qualify for this highly simplified financial evaluation will be evaluated and rated in the same manner as other New Starts projects.

I.C The Evaluation Process

FTA evaluates proposed New Starts projects against the full range of criteria for both project justification and local financial commitment, as described in Figure I-1. Small Starts are evaluated against a subset of these measures including cost effectiveness, land use, economic development effects, other factors, and local financial commitment. The specific project justification and local financial commitment measures included in Figure I-1 are described in detail in *Sections II* and *III* of this document, respectively.

Figure I-1 New Starts Evaluation Process



I.D Overall Project Ratings

SAFETEA-LU amendments to Sections 5309(d) and (e) of Title 49 require that FTA assign overall ratings on a five-tier scale of *High*, *Medium-High*, *Medium*, *Medium-Low*, or *Low* to each New Starts or Small Starts project.

The overall project rating is determined by averaging the rating for project justification and local financial commitment. When the average of these ratings is unclear (e.g. project justification rating of *Medium-High* and local financial commitment rating of *Medium*), FTA will round up the overall rating to the higher rating (e.g. project justification rating of *Medium-High* and local financial commitment rating of *Medium* yields an overall rating of *Medium-High*) except in the following circumstances:

- A *Medium* overall rating requires a rating of at least *Medium* for both project justification and local financial commitment.
- A *Medium-Low* overall rating requires a rating of at least *Medium-Low* for both project justification and local financial commitment.

I.E Ratings: An On-going Process

Again, it is important to emphasize that project evaluation is an on-going process. FTA evaluates and rates projects annually as necessary in support of budget recommendations presented in the *Annual Report*, decisions to advance proposed New Starts projects into preliminary engineering and final design, and decisions to approve proposed Small Starts projects into project development. In all other cases, if project information has not changed since the previous year, a new evaluation and rating is not required. Consequently, as proposed New Starts and Small Starts projects proceed through the project development process, information concerning costs, benefits, and impacts is refined and the ratings are updated to reflect new information.

II. SUMMARY PROJECT JUSTIFICATION RATING

The following summarizes FTA's process for evaluating the project justification criteria for proposed New Starts and Small Starts projects. In June 2010, FTA published an Advanced Notice of Proposed Rulemaking to better define and account for the wide range of benefits of major transit investments. The Notice of Proposed Rulemaking was published in January 2012.

II.A Project Justification Rating

FTA assigns a summary project justification rating of *High, Medium-High, Medium, Medium-Low* or *Low* to each project based on consideration of the ratings applied to the project justification criteria presented in *Section I.A* and each of the specific measures identified in Table II-1:

Table II-1 New Starts and Small Starts Project Justification Criteria

Criterion	Measures/Categories
Mobility Improvements (New Starts only)	• Number of Transit Trips • User Benefits per Passenger Mile • Number of Transit Dependents Using the Project • Transit Dependent User Benefits per Passenger Mile • Transit Dependents Compared to Share of Transit Dependents in the Region
Environmental Benefits (New Starts only)	• EPA Air Quality Designation
Operating Efficiencies (New Starts only)	• Incremental difference in system-wide operating cost per passenger mile between the build and the baseline alternatives
Cost Effectiveness (New Starts and Small Starts)	• Incremental Cost per Hour of Transportation System User Benefit between the baseline and build alternatives
Transit Supportive Land Use (New Starts and Small Starts)	• Existing Land Use
Economic Development Effects (New Starts and Small Starts)	• Transit Supportive Plans and Policies • Performance and Impacts of Policies

For mobility improvements, projects are aligned for each measure and category in a continuum of values from *Low* to *High* and broken into five groups, with each group assigned a numerative rating of 1 (*Low*) to 5 (*High*). The thresholds that distinguish the five groups are not pure quintiles (that is, 20 percent each of the total number of projects being evaluated for the measure) but rather logical break points in the aligned data that separate one group from another. The mobility improvements ratings process is described in greater detail in *Section II.D* below.

For the cost effectiveness criterion, specific dollar breakpoints are defined for *High, Medium-High, Medium, Medium-Low* and *Low* ratings (these breakpoints are presented in *Section II.B*).

Transit Supportive Land Use and Economic Development Effects factors are presented in *Section II.C,* decision rules for the environmental benefits criterion are described in *Section II.E,* and consideration of "other factors" is described in *Section II.F*.

FTA assigns weights to the project justification criteria as follows: mobility improvements, 20 percent; environmental benefits, 10 percent; operating efficiencies, 10 percent; cost effectiveness, 20 percent; transit-supportive land use, 20 percent; and economic development effects, 20 percent.

FTA is working with the transit community to: 1) develop more robust methodologies for measuring economic development effects so as to distinguish them from land use benefits and avoid double counting; and 2) develop more robust measures for environmental benefits. The proposed measures for these criteria in this guidance are intended to be an interim approach. In January 2012, FTA published a Notice of Proposed Rulemaking suggested revised measures to better define and account for the wide range of benefits of major transit investments, including economic development effects.

If well documented, and considered by FTA to be a significant benefit to a proposed project that is not otherwise captured in the other evaluation criteria, "other factors" may increase or decrease a summary project justification rating by no more than one step (for example, from *Medium-Low* to *Medium* or from *Medium-High* to *High.*)

Failure to submit acceptable information (for example, reliable travel forecasts) will result in a *Low* rating for the affected project justification criteria.

II.B Cost Effectiveness

In its evaluation of the cost effectiveness of a proposed project, FTA currently considers the incremental cost per hour of transportation system user benefits in the forecast year. Transportation system user benefits reflect the improvements in regional mobility (as measured by the weighted in- and out-of-vehicle changes in travel-time to users of the regional transit system) caused by the implementation of the proposed New Starts or Small Starts project. The cost effectiveness measure is calculated by (a) estimating the incremental "base-year" annualized capital and operating costs of the project (over a lower cost "baseline" of transit service), and then (b) dividing these costs by the projected user benefits. The result of this calculation is a measure of project cost per hour of projected user (i.e., travel-time) benefits expected to be achieved if the project is added to the regional transit system. Proposed projects with a lower cost per hour of projected travel-time benefits are evaluated as more cost effective than those with a higher cost per hour of projected travel-time benefits.

Table II-2 below presents the thresholds FTA will use in FY 2013 for assigning a *High, Medium-High, Medium, Medium-Low* or *Low* cost effectiveness rating for each proposed project. FTA publishes updates to these breakpoints annually to reflect the impact of inflation.

Table II-2 Cost Effectiveness Breakpoints

High	$12.49 and under
Medium-High	$12.50 - $16.49
Medium	$16.50 - $25.49
Medium-Low	$25.50 - $31.49
Low	$31.50 and over

The breakpoints that FTA uses to assign cost effectiveness ratings are based, fundamentally, on the value of the project's benefits (cost per hour of transportation system user benefits with an adjustment to account for congestion benefits and non-mobility benefits). U.S. Department of Transportation (USDOT) guidance (*Departmental Guidance for the Valuation of Travel time in Economic Analysis, April 9, 1997*) describes, in detail, the derivation of the standard values of time to be used by all USDOT Administrations in the economic evaluation of proposed projects. Consistent with this departmental guidance, FTA values travel time-savings at 50 percent of Median Household Income published by the Census Bureau, divided by 2,000 hours.

When the cost effectiveness breakpoints were initially established in fall 2002 for the FY 2004 *Annual Report*, the most recent data available from the U.S. Census was year 2000. At that time, the median household income reported by the U.S. Census was $42,148. Using 2,000 hours per year as specified in USDOT guidance, the value of time in year 2000 was calculated at $10.54 per hour. However, FTA acknowledged that the time savings for transit users alone did not capture the full range of benefits of major transit projects. Pending improved reliability of the estimates of highway congestion relief, FTA assumed that congestion relief adds about 20 percent to the travel time savings generated by the project. Hence, each hour of transit time savings would represent a total direct benefit of about $12.65 per hour in year 2000 dollars to all users of the transportation system. Further, indirect benefits (economic development, safety improvements, pollutant reductions, energy savings, etc.) increased that value. Assuming that indirect benefits are approximately equal to the direct transportation benefits, FTA increased the value of each hour of transit travel time by a factor of two to about $25 in year 2000 dollars. FTA used this value to establish the breakpoint between a "Low" and "Medium-Low" rating for cost effectiveness. Since that time, the breakpoints have been inflated annually based on the Gross Domestic Product Index (also known as the GDP deflator), which is an alternative to the consumer price index.

The establishment of the breakpoints described above attempted through broad assumptions to capture the non-mobility related benefits of transit projects. FTA's premise that mobility and non-mobility benefits are exactly equal <u>was necessarily an estimate because of limited and unreliable data then available about non-mobility benefits</u>. Thus, in January 2012, FTA published a Notice of Proposed Rulemaking to better define and account for the wide range of benefits of major transit investments. The intent of the proposal is to better quantify non-mobility benefits.

Very Small Starts projects include low-cost elements such as service branding, low-floor buses operating at improved frequencies, transit stations with real-time passenger information, and traffic signal priority, all of which FTA has determined to be cost effective by their very nature.

Therefore, Very Small Starts projects automatically receive a *Medium* rating for cost effectiveness.

II.C Transit-Supportive Existing Land Use and Economic Development Effects

In its evaluation of New Starts projects, FTA explicitly considers the following transit supportive land use and economic development factors:

Land Use Factors

1. Existing corridor and station area development;
2. Existing corridor and station area development character;
3. Existing station area pedestrian facilities, including access for persons with disabilities; and
4. Existing corridor and station area parking supply.

Economic Development Effects Factors

1. Transit Supportive Plans and Policies, including the following factors:
    - Growth management;
    - Transit supportive corridor policies;
    - Supportive zoning regulations near transit stations; and
    - Tools to implement land use policies.
2. Performance and Impacts of Policies, including the following factors:
    - Performance of land use policies; and
    - Potential impact of transit project on regional land use.

FTA also permits project sponsors to submit information in support of an optional "other land use considerations" category.

The evaluation of transit supportive land use and economic development effects is similar for Small Starts projects, but eliminates the growth management and "other land use considerations" factors and simplifies the reporting of information supporting the remaining factors. More information on the land use evaluation process for Small Starts projects can be found in Appendix A of the *Interim Guidance and Instructions for Small Starts*.

FTA considers Very Small Starts projects which meet the minimum existing ridership threshold of 3,000 daily boardings to be in corridors with transit-supportive land use and economic development effects appropriate to the proposed level of investment. Therefore, Very Small Starts projects automatically receive *Medium* ratings for transit supportive land use and economic development effects.

Based on information submitted to FTA by local agencies, FTA gauges each category by the factors identified above. FTA assigns numerical ratings from one to five ("1" to "5") for each of the factors. Each factor is weighted equally within its category, averaged, and combined into category-specific ratings. These category ratings are then combined equally and converted to a descriptive rating of *High*, *Medium-High*, *Medium*, *Medium-Low* or *Low* to determine the overall land use or economic development effects rating.

Additional detail on FTA's land use and economic development effects rating process is contained in *Guidelines and Standards for Assessing Transit-Supportive Land Use and Economic Development Effects*. Table II-3 summarizes the ratings applied by FTA in the assessment of each land use category and supporting factor at each stage of project development.

Table II-3 Ratings Applied in Assessment of Land Use Criterion

I. EXISTING LAND USE		
Existing Land Use		
Phase of Project Development	Land Use Assessment Ratings	
Preliminary Engineering and Final Design	HIGH (5)	Current levels of population, employment, and other trip generators in station areas are sufficient to support a major transit investment. Most station areas are pedestrian-friendly and fully accessible.
	MEDIUM (3)	Current levels of population, employment, and other trip generators in station areas marginally support a major transit investment. Some station areas are pedestrian-friendly and accessible. Significant growth must be realized.
	LOW (1)	Current levels of population, employment, and other trip generators in station areas are inadequate to support a major transit investment. Station areas are not pedestrian-friendly.
Ratings based on assessment of the following: • Existing corridor and station area development; • Existing corridor and station area development character; • Existing station area pedestrian facilities, including access for persons with disabilities; and • Existing corridor and station area parking supply.		

Table II-3 Ratings Applied in Assessment of Economic Development Effects Criterion

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
Growth Management **(DOES NOT APPLY TO SMALL STARTS)**		
Phase of Project Development		
Preliminary Engineering and Final Design	HIGH (5)	Adopted and enforceable growth management and land conservation policies are in place throughout the region. Existing and planned densities, along with market trends in the region and corridor are strongly compatible with transit.
	MEDIUM (3)	Significant progress has been made toward implementing growth management and land conservation policies. Strong policies may be adopted in some jurisdictions but not others, or only moderately enforceable policies (e.g., incentive-based) may be adopted regionwide. Existing and/or planned densities and market trends are moderately compatible with transit.
	LOW (1)	Limited consideration has been given to implementing growth management and land conservation policies; adopted policies may be weak and apply to only a limited area. Existing and/or planned densities and market trends are minimally or not supportive of transit.
Ratings based on assessment of the following: • Concentration of development around established activity centers and regional transit; and • Land conservation and management.		

Table II-3 Ratings Applied in Assessment of Economic Development Effects Criterion (cont.)

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
Transit-Supportive Corridor Policies		
Final Design	HIGH (5)	Conceptual plans for the corridor and station areas have been developed. Local jurisdictions have adopted or drafted revisions to comprehensive and/or small area plans in most or all station areas. Land use patterns proposed in conceptual plans and local and institutional plan revisions are strongly supportive of a major transit investment.
	MEDIUM (3)	Conceptual plans for the corridor and station areas have been developed. Local jurisdictions have initiated the process of revising comprehensive and/or small area plans. Land use patterns proposed in conceptual plans and local and institutional plan revisions are at least moderately supportive of a major transit investment.
	LOW (1)	Limited progress, to date, has been made toward developing station area conceptual plans or revising local comprehensive or small area plans. Existing station area land uses identified in local comprehensive plans are marginally or not transit-supportive.
Preliminary Engineering	HIGH (5)	Conceptual plans for the corridor and station areas have been developed. Discussions have been undertaken with local jurisdictions about revising comprehensive plans. Land use patterns proposed in conceptual plans for station areas (or in existing comprehensive plans and institutional master plans throughout the corridor) are strongly supportive of a major transit investment.
	MEDIUM (3)	Conceptual plans for the corridor and station areas are being developed. Discussions have been undertaken with local jurisdictions about revising comprehensive plans. Land use patterns proposed in conceptual plans for station areas (or existing in local comprehensive plans and institutional master plans) are at least moderately supportive of a major transit investment.
	LOW (1)	Limited progress, to date, has been made toward developing station area conceptual plans or working with local jurisdictions to revise comprehensive plans. Existing station area land uses identified in local comprehensive plans are marginally or not transit-supportive.
Ratings based on assessment of the following: • Plans and policies to increase corridor and station area development; • Plans and policies to enhance transit-friendly character of corridor and station area development; • Plans to improve pedestrian facilities, including facilities for persons with disabilities; and • Parking policies.		

Table II-3 Ratings Applied in Assessment of Economic Development Effects Criterion (cont.)

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
Supportive Zoning Regulations Near Transit Stations		
Final Design	HIGH (5)	Local jurisdictions have adopted zoning changes that strongly support a major transit investment in most or all transit station areas.
	MEDIUM (3)	Local jurisdictions are in the process of adopting zoning changes that moderately or strongly support a major transit investment in most or all transit station areas. Alternatively: strongly transit-supportive zoning has been adopted in some station areas but not in others.
	LOW (1)	No more than initial efforts have begun to prepare station area plans and related zoning. Existing station area zoning is marginally or not transit-supportive.
Preliminary Engineering	HIGH (5)	A conceptual planning process is underway to recommend zoning changes for station areas. Conceptual plans and policies for station areas are recommending transit-supportive densities and design characteristics. Local jurisdictions have committed to examining and changing zoning regulations where necessary. Alternatively, a "high" rating can be assigned if existing zoning in most or all transit station areas is already strongly transit-supportive.
	MEDIUM (3)	A conceptual planning process is underway to recommend zoning changes for station areas. Local jurisdictions are in the process of committing to examining and changing zoning regulations where necessary. Alternatively, a "medium" rating can be assigned if existing zoning in most or all transit station areas is already moderately transit-supportive.
	LOW (1)	Limited consideration has been given to preparing station area plans and related zoning. Existing station area zoning is marginally or not transit-supportive.
Ratings based on assessment of the following: • Zoning ordinances that support increased development density in transit station areas; • Zoning ordinances that enhance transit-oriented character of station area development and pedestrian access; and • Zoning allowances for reduced parking and traffic mitigation.		

Table II-3 Ratings Applied in Assessment of Economic Development Effects Criterion (cont.)

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
Tools to Implement Land Use Policies		
Final Design	HIGH (5)	Transit agencies and/or regional agencies are working proactively with local jurisdictions, developers, and the public to promote transit-supportive land use planning and station area development. The transit agency has established a joint development program and identified development opportunities. Agencies have adopted effective regulatory and financial incentives to promote transit-oriented development. Public and private capital improvements are being programmed in the corridor and station areas which implement the local land use policies and which leverage the Federal investment in the proposed corridor.
	MEDIUM (3)	Transit agencies and/or regional agencies have conducted some outreach to promote transit-supportive land use planning and station area development. Regulatory and financial incentives to promote transit-oriented development are being developed, or have been adopted but are only moderately effective. Capital improvements are being identified that support station area land use plans and leverage the Federal investment in the proposed major transit corridor.
	LOW (1)	Limited effort has been made to reach out to jurisdictions, developers, or the public to promote transit-supportive land use planning; to identify regulatory and financial incentives to promote development; or to identify capital improvements.
Preliminary Engineering	HIGH (5)	Transit agencies and/or regional agencies are working proactively with local jurisdictions, developers, and the public to promote transit-supportive land use planning and station area development. Local agencies are making recommendations for effective regulatory and financial incentives to promote transit-oriented development. Capital improvement programs are being developed that support station area land use plans and leverage the Federal investment in the proposed major transit corridor.
	MEDIUM (3)	Transit agencies and/or regional agencies have conducted some outreach to promote transit-supportive land use planning and station area development. Agencies are investigating regulatory and financial incentives to promote transit-oriented development. Capital improvements are being identified that support station area land use plans and leverage the Federal investment in the proposed major transit corridor.
	LOW (1)	Limited effort has been made to reach out to jurisdictions, developers, or the public to promote transit-supportive land use planning; to identify regulatory and financial incentives to promote development; or to identify capital improvements.
Ratings based on assessment of the following: • Outreach to government agencies and the community in support of land use planning; • Regulatory and financial incentives to promote transit-supportive development; and • Efforts to engage the development community in station area planning and transit-supportive development.		

Table II-3 Ratings Applied in Assessment of Economic Development Effects Criterion (cont.)

III. PERFORMANCE AND IMPACTS OF LAND USE POLICIES		
Performance of Land Use Policies		
Final Design	HIGH (5)	A significant number of development proposals are being received for transit-supportive housing and employment in station areas. Significant amounts of transit-supportive development have occurred in other, existing transit corridors and station areas in the region.
	MEDIUM (3)	Some development proposals are being received for transit-supportive housing and employment in station areas. Moderate amounts of transit-supportive development have occurred in other existing transit corridors and station areas in the region.
	LOW (1)	A limited number of proposals for transit-supportive housing and employment development in the corridor are being received. Other existing transit corridors and station areas in the region lack significant examples of transit-supportive housing and employment development.
Preliminary Engineering	HIGH (5)	Transit-supportive housing and employment development is occurring in the corridor. Significant amounts of transit-supportive development have occurred in other, existing transit corridors and station areas in the region.
	MEDIUM (3)	Station locations have not been established with finality, and therefore, development would not be expected. Moderate amounts of transit-supportive housing and employment development have occurred in other, existing transit corridors and station areas in the region.
	LOW (1)	Other existing transit corridors and station areas in the region lack significant examples of transit-supportive housing and employment development.
Ratings based on assessment of the following: • Demonstrated cases of development affected by transit-oriented policies; and • Station area development proposals and status.		

Table II-3 Ratings Applied in Assessment of Economic Development Effects Criterion (cont.)

III. PERFORMANCE AND IMPACTS OF LAND USE POLICIES		
Potential Impact of Transit Project on Regional Land Use		
Preliminary Engineering and Final Design	HIGH (5)	A significant amount of land in station areas is available for new development or redevelopment at transit-supportive densities. Local plans, policies, and development programs, as well as real estate market conditions, strongly support such development.
	MEDIUM (3)	A moderate amount of land in station areas is available for new development or redevelopment at transit-supportive densities. Local plans, policies, and development programs, as well as real estate market conditions, moderately support such development.
	LOW (1)	Only a modest amount of land in station areas is available for new development or redevelopment. Local plans, policies, and development programs, as well as real estate market conditions, provide marginal support for new development in station areas.
Ratings based on assessment of the following: • Adaptability of station area land for development; and • Corridor economic environment.		

As Table II-3 indicates, FTA takes into consideration the stage of development of a proposed project in its evaluation of land use and economic development effects information. For example, the planning- and policy-oriented factors (existing land use, containment of sprawl, and corridor policies) are relevant in evaluating projects in all stages of project development, but particularly useful for projects early in project development. On the other hand, the implementation-oriented factors (supportive zoning regulations, implementation tools, and performance of land use policies) are more applicable in evaluating projects more advanced in preliminary engineering or final design.

II.D Mobility Improvements

Five measures are applied to estimate mobility improvements: (1) the number of transit trips using the project; (2) their user benefits per passenger mile on the project; (3) the number of trips by transit dependent riders using the project; (4) their user benefits per passenger mile on the project; and (5) the share of user benefits received by transit dependents compared to the share of transit dependents in the region.

Number of Transit Trips Using the Project

The number of transit trips on the project indicates whether or not the project provides benefits for a large number of users. All else being equal, projects that benefit more trips are more effective mobility improvements than projects that benefit fewer trips.

User Benefits per Passenger Mile on the Project

User benefits quantify traveler mobility benefits for all users of the transit system, expressed in terms of travel time savings. In order to rate projects in comparison to one another, this measure is normalized by the annual passenger miles traveled on the New Starts project in the forecast year. The result is a measure of the intensity of the user benefits.

Number of Trips by Transit Dependents Using the Project
The number of trips by transit dependent riders indicates whether or not the project provides benefits for a large number of transit dependent people. All else being equal, projects that benefit more transit dependent people are more effective mobility improvements for transit dependents than projects that benefit fewer transit dependent people.

Transit Dependent User Benefits per Passenger Mile
This measure indicates whether the New Starts project would result in significant benefits for the average transit dependent passenger. User benefits to transit dependents are quantified as the user benefits for the lowest socio-economic stratum reflected in the local travel forecasting model (usually based on auto-ownership or income).

Share of User Benefits Received by Transit Dependents Compared to the Share of Transit Dependents in the Region
This measure indicates whether or not a project is in a relatively transit dependent corridor for the particular metropolitan area. The numerator is calculated by dividing the user benefits accruing to the lowest socio-economic stratum by the total user benefits for the project. The denominator is the proportion of person-trips made regionally by the lowest socio-economic stratum relative to the total person-trips made regionally.

After reviewing the ratios submitted for the fifth measure (share of user benefits received by transit dependents compared to the share of transit dependents in the region), FTA did not believe the quality of the data was sufficient to warrant including the metric in the mobility rating calculation. For each of the remaining four measures, projects were aligned in order and categorized into five groups, separated by the logical breakpoints indicated by the submitted data for the measure. Projects in the highest grouping received a "5," while projects in the lowest grouping received a "1." To arrive at the mobility improvements rating, FTA assigned the following weights to the four measures: (1) the number of transit trips using the project, 37.5 percent; (2) user benefits per passenger mile on the project, 37.5 percent; (3) the number of trips by transit dependent riders using the project, 12.5 percent; and (4) transit dependent user benefits per passenger mile on the project, 12.5 percent.

II.E Environmental Benefits
In its evaluation of environmental benefits that would be realized through the implementation of a proposed project, FTA currently only considers the Environmental Protection Agency's current air quality designation of the metropolitan area in which the project is located. This measure is defined for each of the transportation-related pollutants (ozone, CO, and PM), indicating the severity of the metropolitan area's noncompliance with the health-based EPA standard (NAAQS) for the pollutant, or its compliance with that standard. Specifically, FTA follows the following decision rule when assigning ratings for environmental benefits:

- Projects in non-attainment areas for any transportation-related pollutant receive a *High* rating.
- Projects that are in attainment areas receive a *Medium* rating.

In June 2010, FTA initiated a rulemaking to better define and account for the wide range of benefits of major transit investments, including environmental benefits.

II.F Other Factors

Consistent with 49 U.S.C. 5309(d) and (e), FTA also includes other factors when evaluating project justification. This may include any other factor which the project sponsor believes articulates the benefits of the proposed major transit capital investment but which is not captured within the other project justification criteria.

As described in FTA's September 2009 *Guidance on New Starts/Small Starts Policies and Procedures*, FTA is no longer emphasizing specific items that it will consider when determining whether to modify a project's justification rating based on "other" factors. Rather, FTA is considering "other" factors on a project-by-project basis. Thus, FTA is no longer calling out congestion management strategies, with automobile pricing strategies in particular, or the contents of a "make-the-case" document as items it will specifically consider or formally rate as "other" factors. In addition, FTA is not formally and explicitly rating the reliability of information provided on costs and travel forecasts, but is still considering reliability of the information when determining whether the project justification rating should be changed based on "other factors".

The overall "other factors" rating is introduced *after* the assignment of an initial project justification rating. FTA may increase the initial project justification rating by a maximum of one step (i.e. from *Medium* to *Medium-High*) if there are compelling "other factors". In less compelling cases, other factors may be reported alongside other project information in the *Annual Report*, but not formally considered in the project's evaluation and rating. Where information in support of being considered as an "other factor" is not determined to be worthy of such recognition, it is neither considered in FTA's evaluation nor reported.

III. SUMMARY LOCAL FINANCIAL COMMITMENT RATING

The following provides a summary of FTA's process for evaluating the local financial commitment of proposed New Starts and Small Starts projects. Small Starts projects that meet the criteria described in *Section I.B* receive a summary local financial commitment rating of *Medium* or *High*, depending on the Small Starts share. Small Starts projects that cannot meet those criteria must be evaluated and rated based on the criteria described in this section.

III.A Local Financial Commitment Rating

FTA assigns a summary local financial commitment rating of *High, Medium-High, Medium, Medium-Low* or *Low* to each project following consideration of individual ratings applied to the following measures for local financial commitment:

1. **Share of non-Section 5309 New Starts funding**;
2. Stability and reliability of the proposed project's **capital finance plan**, including the following factors:
    - Current capital condition;
    - Commitment of capital funds; and
    - Reasonable capital planning assumptions and cost estimates and sufficient capital funding capacity.
3. Stability and reliability of the proposed project's **operating finance plan**, including the following factors:
    - Current operating financial condition; and
    - Commitment of operations and maintenance (O&M) funds;
    - Reasonable operations planning assumptions and cost estimates and sufficient O&M funding capacity.

These ratings are based on an analysis of the financial plans and documentation submitted to FTA by local agencies. FTA's evaluation takes into account the stage of project development, particularly when considering the stability and reliability of the capital and operating finance plans. Expectations for firm commitments of non-Federal funding sources become increasingly higher as projects progress further through development (preliminary engineering, followed by final design), and are rated accordingly.

As noted at the beginning of this document, FTA has determined that the type of contracting arrangement used or considered by a project sponsor is not useful or appropriate in determining the strength of the overall project. Thus, FTA eliminated a project sponsor's use or consideration of contracting out operations and maintenance when evaluating and rating the operating financial plan.

The summary local financial commitment rating considers as one criterion the Section 5309 New Starts funding share of project capital costs. The following ratings are assigned to this criterion:

- >60 percent Section 5309 New Starts funding share = *Low* rating
- 50-60 percent Section 5309 New Starts funding share = *Medium* rating
- 35-49 percent Section 5309 New Starts funding share = *Medium-High* rating
- < 35 percent Section 5309 New Starts funding share = *High* rating

FTA rates the capital and operating finance plans according to the standards defined in Tables III-1 and III-2 on the following pages. Additional detail on FTA's process for rating local financial commitment is contained in its *Guidelines and Standards for Assessing Local Financial Commitment*.

Numerical ratings from 1 to 5 (*Low* to *High*) are assigned to each of the three subfactors under the capital and operating finance plan measures. These subfactors are weighted as follows to

arrive at summary ratings for the capital and operating finance plan measures: (1) current capital/operating condition, 25 percent; (2) commitment of capital/operating funds, 25 percent; and (3) cost estimates/planning assumptions/capacity, 50 percent. FTA weighs the proposed non-New Starts share as 20 percent of the summary local financial commitment rating, the strength and reliability of the capital plan as 50 percent of the rating, and the strength and reliability of the operating plan as 30 percent of the rating. These ratings are combined and converted by FTA into a summary local financial commitment rating of *High, Medium-High, Medium, Medium-Low* or *Low*.

Small Starts projects which do not qualify for the streamlined financial evaluation process presented in *Section 1.B* of this appendix are subject to the full financial evaluation. These projects must meet the "PE" standards described in Tables III-1 and III-2 before entering project development and the final design criteria before receiving a Project Construction Grant Agreement.

Failure to submit either a capital or operating financial plan for evaluation will result in a *Low* rating for local financial commitment.

Table III-1 Capital Plan Rating Standards

	High	Medium-High	Medium	Medium-Low	Low
Current capital condition	- Average bus fleet age under 6 years. - Bond ratings less than 2 years old (if any) of AAA (Fitch/S&P) or Aaa (Moody's)	- Average bus fleet age under 6 years. - Bond ratings less than 2 years old (if any) of A (Fitch/S&P) or A2 (Moody's) or better	- Average bus fleet age under 8 years. - Bond ratings less than 2 years old (if any) of A - (Fitch/S&P) or A3 (Moody's) or better	- Average bus fleet age under 12. - Bond ratings less than 2 years old (if any) of BBB+ (Fitch/S&P) or Baa (Moody's) or better	- Average bus fleet age 12 years or more. - Bond ratings less than 2 years old (if any) of BBB (Fitch/S&P) or Baa3 (Moody's) or below
Commitment of capital funds	For final design – 100% of Non-Section 5309 New Starts funds are committed or budgeted. For PE – Over 50% of Non-Section 5309 New Starts funds are committed or budgeted. The remaining funds are planned.	For final design - Over 75% of Non-Section 5309 New Starts funds are committed or budgeted. For PE – Over 25% of Non-Section 5309 New Starts funds are committed or budgeted. The remaining funds are planned.	For final design - Over 50% of Non-Section 5309 New Starts funds are committed or budgeted. For PE - No Non-Section 5309 New Starts funds are committed or budgeted, but the sponsor has a reasonable plan to secure all needed funding.	For final design – Between 25% and 50% of Non-Section 5309 New Starts funds are committed or budgeted. For PE - No Non-Section 5309 New Starts funds are committed. The sponsor has no reasonable plan to secure the necessary funding.	For final design - Under 25% of Non-Section 5309 New Starts funds are committed or budgeted. For PE - The sponsor has not identified any reasonable funding sources for the Non-Section 5309 New Starts funding share.
Capital cost estimates and planning assumptions/ Capital funding capacity	Financial plan contains very conservative capital planning assumptions and cost estimates when compared with recent historical experience. The applicant has access to funds via additional debt capacity, cash reserves, or other committed funds to cover cost increases or funding shortfalls equal to at least 50% of estimated project costs.	Financial plan contains conservative capital planning assumptions and cost estimates when compared with recent historical experience. The applicant has available cash reserves, debt capacity, or additional funding commitments to cover cost increases or funding shortfalls equal to at least 25% of estimated project costs.	Financial plan contains capital planning assumptions and cost estimates that are in line with historical experience. For final design - The applicant has available cash reserves, debt capacity, or additional committed funds to cover cost increases or funding shortfalls equal to at least 10% of estimated project costs. For PE - The applicant has a reasonable plan to cover cost increases or funding shortfalls equal to at least 25% of estimated project costs.	Financial plan contains optimistic capital planning assumptions and cost estimates. The applicant has a reasonable plan to cover only minor (under 10%) cost increases or funding shortfalls. For PE –The applicant has a reasonable plan to cover cost increases or funding shortfalls equal to at least 10% of estimated project costs.	Financial plan contains capital planning assumptions and cost estimates that are far more optimistic than recent history suggests.

Table III-2 Operating Plan Rating Standards

	High	Medium-High	Medium	Medium-Low	Low
Current Operating Financial Condition	- Historical and actual positive cash flow. No cash flow shortfalls. - Current operating ratio exceeding 2.0 - No service cutbacks in recent years.	- Historical and actual balanced budgets. Any annual cash flow shortfalls paid from cash reserves or other committed sources. - Current operating ratio is at least 1.5 - No service cutbacks in recent years.	- Historical and actual balanced budgets. Any annual cash flow shortfalls paid from cash reserves or annual appropriations. - Current operating ratio is at least 1.2 - No service cutbacks or only minor service cutbacks in recent years	- Historical and actual cash flow show several years of revenue shortfalls. Any annual cash flow shortfalls paid from short term borrowing. - Current operating ratio is at least 1.0 - Major Service cutbacks in recent years	- Historical and actual cash flow show several years of revenue shortfalls, or historical information not provided. - Current operating ratio is less than 1.0 - Major service cutbacks in recent years
Commitment of O&M Funds	For final design - 100% of the funds needed to operate and maintain the proposed transit system are committed or budgeted. For PE – Over 75% of the funds needed to operate and maintain the proposed transit system are committed or budgeted. The remaining funds are planned.	For final design - Over 75% of the funds needed to operate and maintain the proposed transit system are committed or budgeted. For PE - Over 50% of the funds needed to operate and maintain the proposed transit system are committed or budgeted. The remaining funds are planned.	For final design – Over 50% of the funds needed to operate and maintain the proposed transit system are committed or budgeted. For PE – While no additional O&M funding has been committed, a reasonable plan to secure funding commitments has been presented.	For final design - Sponsor has identified reasonable potential funding sources, but has received less than 50% commitments to fund transit operations and maintenance. For PE - Sponsor does not have a reasonable plan to secure O&M funding. No unspecified sources.	For final design - Sponsor has not yet received any funding commitments to fund transit operations and maintenance and has not identified any reasonable plan for securing funding commitments. For PE - Sponsor has not identified any reasonable funding sources for the operation and maintenance of the proposed transit system.
Operating Cost Estimates and Planning Assumptions/ O&M Funding Capacity	The assumptions supporting the operating and maintenance cost estimates and revenue forecasts are very conservative relative to historical experience. Projected cash balances, reserve accounts, or access to a line of credit exceeding 50 percent (6 months) of annual systemwide operating expenses.	The assumptions supporting the operating and maintenance cost estimates and revenue forecasts are conservative relative to historical experience. Projected cash balances, reserve accounts, or access to a line of credit exceeding 25 percent (3 months) of annual systemwide operating expenses.	The assumptions supporting the operating and maintenance cost estimates and revenue forecasts are consistent with historical experience. Projected cash balances, reserve accounts, or access to a line of credit exceeding 12 percent (1.5 months) of annual systemwide operating expenses.	The assumptions supporting the operating and maintenance cost estimates and revenue forecasts are optimistic relative to historical experience. Projected cash balances, reserve accounts, or access to a line of credit are less than 8 percent (1 month) of annual systemwide operating expenses.	The assumptions supporting the operating and maintenance cost estimates and revenue forecasts are far more optimistic than historical experience suggests is reasonable. Projected cash balances are insufficient to maintain balanced budgets.

III.B Local Financial Commitment Rating Decision Rules

In addition to the non-Section 5309 New Starts program share, capital and operating financial rating considerations and weights described above, FTA uses the following decision rules to calculate the overall local financial commitment rating.

- If the Section 5309 New Starts share, which accounts for 20 percent of the local financial commitment rating, brings the overall local financial commitment rating to less than *Medium*, it will be excluded from the calculation. In other words, a New Starts funding share of less than 80 percent can improve the project's rating but it cannot hurt it. This rule was applied for the first time in FY 2007 in order to respond to direction in SAFETEA-LU that FTA evaluate the percent of the Section 5309 New Starts program share, as required by Section 5309(d)(4)(B)(v), while ensuring that no project is required to provide more than the required 20 percent match as provided in Section 5309(h)(5).
- If either of a proposed project's capital or operating finance plans receives a *Medium-Low* or *Low* rating, the summary local financial commitment rating for the project cannot be higher than a *Medium-Low*.
- To receive a summary local financial commitment rating of *Medium-High*, both the capital and operating finance plans must be rated at least *Medium-High*.

IV. RATINGS AND FUNDING RECOMMENDATIONS

The information below contains principles FTA adheres to when making funding recommendations.

49 U.S.C. 5309(d)(1)(B)(ii) directs FTA to consider proposed New Starts projects for Full Funding Grant Agreements (FFGA) and proposed Small Starts for Project Construction Grant Agreements (PCGA), only if they receive a *Medium*, *Medium-High*, or *High* overall project rating. FTA notes, however, that project ratings are intended only to reflect the worthiness of each project, not the readiness of a project for an FFGA or PCGA. A rating of *Medium* or higher does not translate directly into a funding recommendation in any given fiscal year. Proposed projects that are rated *Medium* or higher will be eligible for multi-year funding recommendations in the Administration's proposed budget <u>only if</u> other requirements have been met (i.e., completion or nearing completion of the Federal environmental review process, demonstrated technical capability to construct and operate the project, development of a firm and final cost estimate and financial plan, etc.) and if funding is available.

When determining annual funding allocations among proposed New Starts and Small Starts projects, the following general principles are applied:

- Any project recommended for new funding commitments should meet the project justification, local financial commitment, and process criteria established by Sections 5309(d) and 5309(e) and be consistent with Executive Order 12893, *Principles for Federal Infrastructure Investments*, issued January 26, 1994.
- Existing FFGA and PCGA commitments should be honored before any additional funding recommendations are made, to the extent that funds can be obligated for these projects in the coming fiscal year.

- The FFGA and PCGA define the terms of the Federal commitment to a specific project, including funding. Upon completion of an FFGA or PCGA, the Federal funding commitment has been fulfilled. Additional project funding will not be recommended. Any additional costs beyond the scope of the Federal commitment are the responsibility of the grantee, although FTA works closely with grantees to identify and implement strategies for containing capital costs at the level included in the FFGA or PCGA at the time it was executed.
- Funding for initial planning efforts such as alternatives analysis is no longer eligible for Section 5309 funding under SAFETEA-LU, but may be provided through grants under the Section 5303 Metropolitan Planning program, the Section 5307 Urbanized Area Formula program, the Section 5339 Alternatives Analysis program, or from Title 23 "flexible funding" sources.
- Firm funding commitments, embodied in FFGAs or PCGAs, will not be made until projects demonstrate that they are ready for such an agreement, i.e. the project's development and design has progressed to the point where its scope, costs, benefits, and impacts are considered firm and final.
- Funding should be provided to the most qualified investments to allow them to proceed through the process on a reasonable schedule, to the extent that funds can be obligated to such projects in the upcoming fiscal year. Funding decisions will be based on the results of the project evaluation process and resulting project justification, local financial commitment, and overall project ratings, and considerations such as project readiness and the availability of funds.
- Small Starts projects that request less than $25 million in total Small Starts funding or whose request can be met with a single year appropriation or with existing appropriations are generally proposed to be funded under a one-year capital grant rather than a PCGA.

Again, FTA emphasizes that project evaluation and rating is an on-going process. As proposed New Starts and Small Starts projects proceed through the project development process, information concerning costs, benefits, and impacts is refined and the ratings may be updated to reflect new information.

Central Mesa LRT Extension
Mesa, Arizona
Project Development
(Rating Assigned July 2010)

Summary Description	
Proposed Project:	Light Rail Transit 3.1 Miles, 4 Stations
Total Capital Cost ($YOE):	$198.49 Million (Includes $8.2 million in finance charges)
Section 5309 Small Starts Share ($YOE):	$74.99 Million (37.8%)
Annual Forecast Year Operating Cost:	$4.70 Million
Opening Year Ridership Forecast (2016):	9,700 Average Weekday Trips 2,200 Daily New Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium-High

Project Description: Valley Metro Rail Inc. (METRO) proposes to build an extension of the existing Central Phoenix/East Valley light rail transit (LRT) line from its eastern terminus at Sycamore and Main Streets in west Mesa to a new terminus at Mesa Drive and Main Street in central Mesa. New at-grade stations would be constructed in the median of Main Street at Alma School Road, Country Club Road, Center Street and Mesa Drive. A surface park-and-ride facility with 500 parking spaces would be provided at the Mesa Drive Station. The project would include traffic signal priority for LRT vehicles to allow faster travel times. METRO would operate the extension using its existing fleet of LRT vehicles. Service would be provided at 10-minute headways during weekday peak and mid-day periods, 20-minute headways on weekday evenings, and 15-minute headways all day on weekends in 2016, the opening year of the project.

Project Purpose: The Central Mesa LRT Extension is intended to provide a transfer-free connection between the existing Central Phoenix LRT line terminal at Sycamore Street and the downtown Mesa central business district that includes a concentration of retail and office businesses and the Mesa City Hall. The project would improve connections between the Central Mesa LRT corridor and major activity and employment centers located east and west of the project route such as downtown Phoenix, downtown Tempe, Sky Harbor International Airport, and Arizona State University. Local bus service would be expanded to serve each station along the extension and operate more frequently.

Project Development History, Status and Next Steps: In November 2004, Maricopa County, where the cities of Phoenix and Mesa are located, approved Proposition 400 to extend an existing county-wide 0.5 percent sales tax for an additional twenty years from 2006 through 2025 to fund transportation improvements including the Central Mesa LRT Extension project. An alternatives analysis for the Central Mesa corridor was initiated in spring 2007. The Central Mesa LRT Extension was adopted as the Locally Preferred Alternative by the Mesa City Council, METRO and the MAG Board of Directors in September 2009. FTA approved the Central Mesa LRT Extension project into Small Starts project development in July 2010. An Environmental Assessment (EA) was published in May 2011. FTA issued a Finding of No Significant Impact issued in July 2011. METRO anticipates receipt of a Project Construction Grant Agreement in mid-2012, construction to begin in late 2012, and the start of revenue operations in early 2016.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 Small Starts FHWA Flexible Funds (CMAQ)	 $74.99 $44.65	 37.8% 22.5%
Local: Proposition 400 (1/2-cent Sales Tax)	 $78.85	 39.7%
Total:	**$198.49**	**100.0%**

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

Central Mesa LRT Extension
Mesa, Arizona
Project Development
(Rating Assigned July 2010)

LAND USE RATING: Medium-Low

The land use rating reflects the population and employment densities within ½-mile of proposed station areas:

- Average population density across all station areas is 5,602 persons per square mile. Total employment along the extension is 16,000; a further 80,500 jobs are located in downtown Phoenix, which would be served directly by the project.
- The alignment includes a mixture of commercial, retail, residential (single- and multi-family), civic, and educational land uses. Three of the four stations serve downtown Mesa, which reflects a traditional downtown development pattern with connected streets, small blocks, pedestrian-scale development, and streetscape treatments. Outside of downtown, arterial streets are wider and development is more suburban in nature. Downtown Mesa offers over 5,000 parking spaces, all of which are free.

ECONOMIC DEVELOPMENT RATING: Medium-High

Transit-Supportive Plans and Policies: Medium-High
(50 percent of Economic Development Rating)

- The *Mesa 2025 General Plan*, *West Main Street Neighborhood Plan* and *Town Center Concept Plan* encourage higher-density, pedestrian-friendly development in station areas and provision of infrastructure to support higher densities. The City of Mesa is developing plans to reduce parking requirements and redevelop surface parking lots along Main Street.
- The City of Mesa's zoning code permits moderate- to high-density residential development in areas around each station, with such zoning designations most prevalent in the downtown area. Zoning codes in the downtown area also allow mixed-use development. In other areas, mixed uses and higher densities are permitted through council use permits and overlay zones. The City of Mesa is updating its zoning ordinance to facilitate mixed-use development and reduce parking requirements along the proposed LRT extension; form-based codes are also being considered.
- Regulatory and financial incentives include loans for job creation in the downtown area, reductions in impact fees for redevelopment, and low-interest financing and regulatory assistance for economic development projects.

Performance and Impacts of Policies: Medium-High
(50 percent of Economic Development Rating)

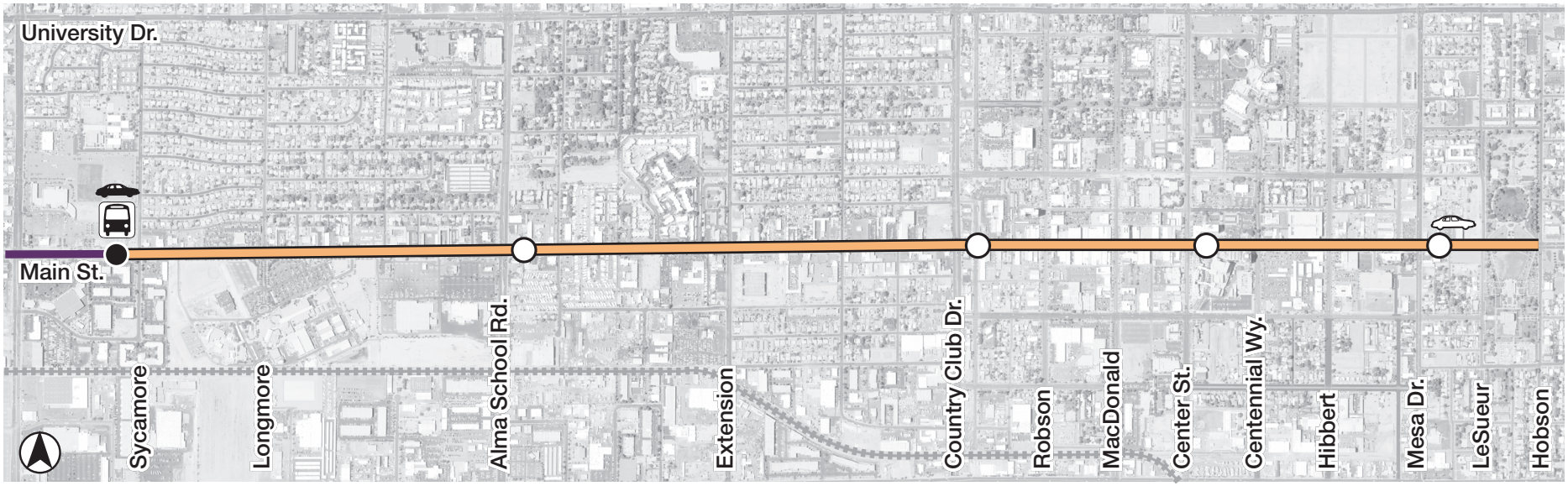
- The existing METRO LRT line has spurred considerable development. As of December 2008, a total of $5.4 billion of development had been completed or was under construction in station areas along the line, with a further $2 billion of development proposed. In Tempe and Mesa, nearest the extension, development exceeded $1.1 billion as of December 2008. Proposed projects were likewise valued at $1.1 billion.
- A combination of vacant, underdeveloped, and potentially obsolete sites provides ample opportunity for infill and new development along the corridor. A conservative estimate of 232 acres will be available for development by 2030.

AZ Mesa, Central Mesa LRT Extension
(Rating Assigned July 2010)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium-High**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium-High**	The Small Starts share of the project is 37.8 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium-High**	
Capital Condition (25% of capital plan rating)	Medium-High	METRO's good bond ratings, issued in 2009, are as follows: AA+ by Standard & Poor's Rating Service and AA+ by Fitch Ratings, Inc.
Commitment of Funds (25% of capital plan rating)	High	All of the non-Small Starts funds are committed or budgeted. Sources of funds include Congestion Mitigation and Air Quality Improvement (CMAQ) funds and local Mesa Public Transportation Fund (PTF) Proposition 400 sales tax proceeds.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium	The capital cost is reasonable. METRO has the capacity to cover cost increases or funding shortfalls equal to at least 25 percent of estimated project costs.
Project Operating Financial Plan (30% of summary financial rating)	**Medium-High**	
Operating Condition (25% of operating plan rating)	Medium	METRO's current ratio of assets to liabilities is 1.10 in the most recent audited financial statements. There have only been very minor reductions in service.
Commitment of Funds (25% of operating plan rating)	High	All operating funding is budgeted. Funding sources include City of Mesa general funds and farebox revenues.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium	Operating cost estimates are reasonable compared to historical experience. Operating revenues are reasonable compared to historical experience. Projected cash balance is less than three months, but more than 1.5 months, of annual base system-wide operating expenses.

CENTRAL MESA LIGHT RAIL TRANSIT EXTENSION

Mesa, Arizona



LEGEND

- METRO Light Rail Line
- Existing Station
- LRT Extension
- Proposed Station
- Park-and-Ride
- Proposed Park-and-Ride
- Transit Center
- Railroad

Scale: 0 — 1/4 mile — 1/2 mile

Rev. 09-22-10

ON THE MOVE
PARTNERS IN PROGRESS

Fresno Area Express Blackstone/Kings Canyon BRT
Fresno, California
Project Development
(Rating Assigned November 2010)

Summary Description	
Proposed Project:	Bus Rapid Transit 13.8 Miles, 26 Stations
Total Capital Cost ($YOE):	$48.19 Million
Section 5309 Small Starts Share ($YOE):	$38.55 Million (80.0%)
Annual Forecast Year Operating Cost:	$3.79 Million
Opening Year Ridership Forecast (2014):	7,200 Average Weekday Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: Fresno Area Express (FAX) plans to implement street-running bus rapid transit (BRT) between North Fresno, Downtown Fresno, and the Southeast Growth Area. Called the Blackstone/Kings Canyon BRT, this project would include transit signal priority (TSP), real-time bus arrival displays, and proof-of-payment fare collection. Service would be operated using low-floor, low emission compressed natural gas (CNG) or CNG-hybrid buses, including eight articulated buses that would be purchased as part of the project. Dedicated lanes for the BRT vehicles would be implemented along approximately 20 percent of the alignment. BRT service would replace existing local bus service in the corridor and offer decreased travel times through fewer stops, more frequent service, and the priority treatments described above.

Project Purpose: The Blackstone/Kings Canyon BRT project would improve the speed and reliability of service in a commercial corridor with existing high transit demand. Much of FAX's ridership in the corridor is low-income or transit-dependent. BRT service would provide faster connections between the Southeast Growth Area which is anticipated to add up to 55,000 new residents by 2025, downtown Fresno which is a regional hub for civic and governmental institutions, and North Fresno which houses significant education campuses, medical centers, and commercial centers.

Project Development History, Status and Next Steps: FTA approved the Blackstone/Kings Canyon BRT project into project development as a Very Small Start in December 2010. Over the next year, FAX expects to complete refinements to the locally preferred alternative and conduct engineering and design activities. FAX anticipates that the project will qualify as a documented Categorical Exclusion for NEPA purposes. Revenue operations are anticipated to commence in early 2014.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 Small Starts	$38.55	80.0%
State: Proposition 1B (General Obligation Bonds)	$9.64	20.0%
Total:	**$48.19**	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

Figure 2 Blackstone Avenue/Kings Canyon Road Bus Rapid Transit Alignment and Proposed BRT Stations

Regional Connector Transit Corridor
Los Angeles, California
Preliminary Engineering
(Rating Assigned November 2011)

Summary Description	
Proposed Project:	Light Rail Transit 1.9 Miles, 3 Stations
Total Capital Cost ($YOE):	$1,342.54 Million
Section 5309 New Starts Share ($YOE):	$671.27 Million (50.0%)
Annual Forecast Year Operating Cost:	$16.59 Million
Ridership Forecast (2035):	88,200 Average Weekday Trips 17,600 Daily New Trips
Opening Year Ridership Forecast (2019):	76,200 Average Weekday Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium

Project Description: The Los Angeles County Metropolitan Transportation Authority (LACMTA) is planning the Regional Connector project to improve connections between light rail lines in downtown Los Angeles. The proposed project would connect the existing Metro Gold and Blue lines and the Exposition Line, which is under construction. The Regional Connector would travel underground through downtown Los Angeles extending from the Metro Blue Line terminus at Flower and 7th Streets, continuing north under Flower Street, then east under 2nd Street and connecting with the Gold Line at 1st and Alameda Streets. Four new light rail vehicles would be purchased to augment the existing fleet. Service would be provided at 2.5-minute peak and 5-minute off-peak headways.

Project Purpose: The proposed Regional Connector project is located within the Los Angeles central business district (CBD), which has extensive bus and rail service, yet there is no quick and reliable way to cross the CBD without making multiple transfers. LACMTA operates three existing light rail lines that provide service to the CBD including the Gold Line to Pasadena, the Gold Line Eastside extension, and the Blue Line to Long Beach. The Exposition Line, currently under construction, will use the same downtown terminus as the Blue Line, providing additional service to the CBD. Currently, the Blue and Gold lines are not connected, meaning that passengers must transfer twice, utilizing the heavy rail subway to make a trip involving both lines. The Regional Connector project would create a direct connection between the light rail lines and improve travel time and mobility for transit riders through the CBD. By providing improved connectivity between lines and additional capacity, the Regional Connector project would also support LACMTA's regional rail system expansion plans.

Project Development History, Status and Next Steps: Following completion of an alternatives analysis in January 2009, and the publication of a Draft Environmental Impact Statement (EIS) in September 2010, the LACMTA board selected the locally preferred alternative in October 2010. The project was approved into preliminary engineering in January 2011. Completion of the Final EIS and receipt of a Record of Decision is anticipated in early 2012. LACMTA anticipates approval into final design in mid 2012, receipt of a Full Funding Grant Agreement in mid 2013, and start of revenue operations in 2019.

Significant Changes Since Last Evaluation (November 2010): The project's capital cost decreased from $1,366.97 million to $1,342.54 million. Based on further design work, costs for stations, vehicles, site work, systems, and financing decreased, while real estate costs and the amount of contingency included in the budget increased. The New Starts funding request decreased from $819.60 million (60 percent) to $671.27 million (50 percent).

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$671.27	50.0%
Regional Improvement Funds (STP)	$16.10	1.2%
State:		
Proposition 1A High Speed Rail Bonds	$114.86	8.6%
Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account	$175.52	13.1%
State of California Letter of No Prejudice Reimbursement Funds	$73.96	5.5%
Local:		
Bonds Backed by Measure R Sales Tax	$160.00	11.9%
Local Agency Funds	$89.83	6.7%
Lease Revenue	$41.00	3.1%
Total:	**$1,342.54**	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

Regional Connector Transit Corridor Project
Los Angeles, California
Preliminary Engineering
(Rating Assigned November 2010)

LAND USE RATING: Medium-High

The land use rating reflects the population and employment densities within ½-mile of proposed station areas:

- Average population density across all station areas is 11,200 persons per square mile. Total employment served is at least 125,000 jobs.
- The project corridor is centered on Figueroa and 2nd Streets, which have existing high density commercial, residential and mixed use development, and recently had several buildings converted from commercial to high-density residential land uses.
- Many of the proposed station locations have good pedestrian accessibility and existing sidewalks interconnected with the surrounding communities.
- Parking rates vary from $9 to $40 per day and on-street parking is generally scarce.

ECONOMIC DEVELOPMENT RATING: Medium-High

Transit-Supportive Plans and Policies: Medium-High
(50 percent of Economic Development Rating)

- Land uses in the corridor are governed by the City of Los Angeles. The Southern California Association of Governments (SCAG) has adopted regional growth strategies including the Compass Blue Print Vision (2004) and the Regional Comprehensive Plan. The City of Los Angeles Citywide General Plan Framework also promotes transit supportive land uses at station areas.
- The City of Los Angeles has developed station area plans to support transit-oriented, mixed-use development at the proposed Regional Connector stations, including the Los Angeles Land Use/Transportation Policy and the Central City Community Plan.
- The State of California passed Senate Bill SB 375, which provides a regulatory incentive for communities to develop coordinated transportation and land use strategies that can reduce greenhouse gas emissions.
- The City of Los Angeles zoning code allows for high density commercial, residential, and mixed-use development within the central business district (CBD). Pedestrian friendly design is promoted in design guidelines and the development review process, and not through zoning regulations.
- LACMTA has overseen 13 joint development projects since 1993, and nine additional projects are in negotiations.

Performance and Impacts of Policies: Medium-High
(50 percent of Economic Development Rating)

- There have been a number of successful transit-oriented design (TOD) projects at existing Metro light rail stations, setting precedent for TOD at future extension stations. The character of most of the recent development in the CBD is consistent with pedestrian/transit-supportive design principles.
- In addition to Metro's joint development program, the City's Community Redevelopment Agency has been a partner in delivery of over 120 TOD projects in 34 areas, resulting in more than 7,500 housing units and 3.5 million square feet of employment.
- There are several underutilized parcels and parking lots around the proposed Regional Connector station areas that could be redeveloped into transit supportive land uses.

CA Los Angeles, Regional Connector Transit Corridor
(Rating Assigned November 2011)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium**	The New Starts share of the project is 50.0 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium	The average age of Los Angeles County Metro Transit Authority's (LACMTA) bus fleet is 7.2 years, which is consistent with the industry average. The most recent bond ratings, issued in 2011, are as follows: Moody's Investors Service, A1; Fitch's, AA; and Standard & Poor's Corporation, A.
Commitment of Funds (25% of capital plan rating)	Medium	Approximately 11.5 percent of the non-Section 5309 New Starts funds are committed or budgeted. Sources of funds include Proposition 1A High Speed Rail Bonds, Proposition 1B funds, Measure R Qualified Transportation Improvement Bonds (QTIBs), state Letter of No Prejudice (LONP) Reimbursement funds, other local agency funds, and lease revenues.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	Assumptions on sales tax revenues are more optimistic than historical data. The capital cost estimate is optimistic.
Project Operating Financial Plan (30% of summary financial rating)	**Medium**	
Operating Condition (25% of operating plan rating)	Medium	LACMTA's current ratio of assets to liabilities as reported in its most recent audited financial statement is 3.59. LACMTA has cut service in the past two years.
Commitment of Funds (25% of operating plan rating)	High	Over 75 percent of operating funding is committed, while the remainder is budgeted. The main revenue sources are fare revenues, Propositions A and C funds allocating general funds to transit purposes, Transportation Development Act Article 4 local agency general funds, and Measure R sales tax revenues.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium-Low	Assumed growth in operating expenses, farebox collections, and sales tax revenues is optimistic compared to historical experience. The operating cash flow assumes a balanced budget, with no accrual of an operating surplus or reserve.

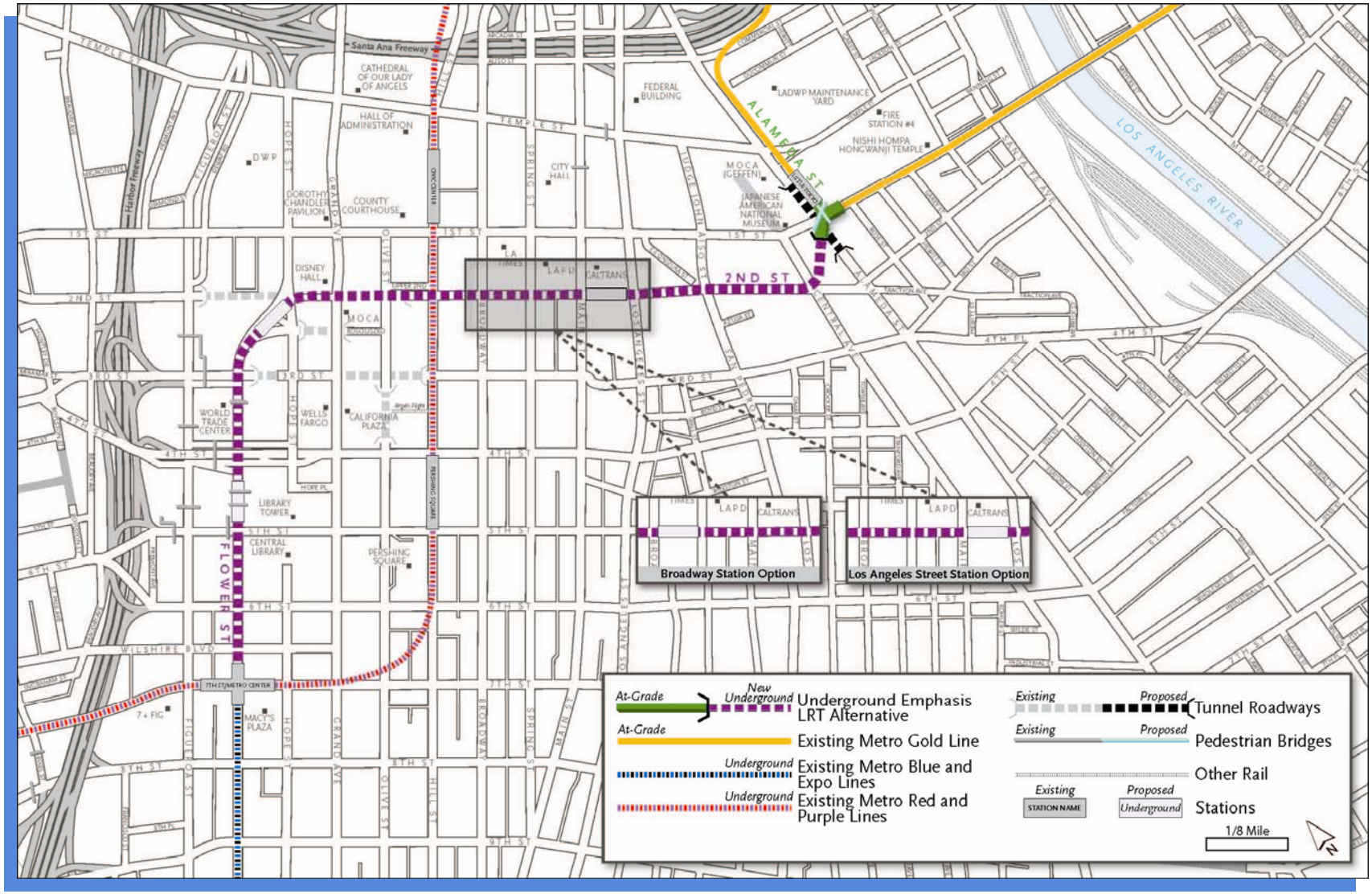


Figure 2-9. Underground Emphasis LRT Alternative

Westside Subway Extension
Los Angeles, California
Preliminary Engineering
(Rating Assigned November 2011)

Summary Description	
Proposed Project:	Heavy Rail Transit
	8.9 Miles, 7 Stations
Total Capital Cost ($YOE):	$5,662.35 Million (includes $534.0 million in finance charges)
Section 5309 New Starts Share ($YOE):	$2,399.52 Million (42.4%)
Annual Forecast Year Operating Cost:	$134.65 Million
Ridership Forecast (2035):	78,700 Average Weekday Trips
	24,300 Daily New Trips
Opening Year Ridership Forecast (2022):	65,600 Average Weekday Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Westside Subway Extension project, sponsored by the Los Angeles County Metropolitan Transportation Authority (LACMTA), would extend the existing LACMTA heavy rail system from its terminus at the Wilshire/Western Subway Station to the Veterans Affairs West Los Angeles Medical Center, located west of Interstate 405. The alignment would be entirely underground and primarily follow Wilshire Boulevard. The project scope includes the procurement of 104 new heavy rail vehicles and improvements to the existing Division 20 Rail Maintenance and Storage Yard to accommodate the additional vehicles.

Project Purpose: The corridor between downtown Los Angeles and Santa Monica along Wilshire Boulevard has very high levels of congestion, even with extensive bus service. LACMTA currently operates routes 720 and 920 rapid bus services at two-minute peak headways westbound and five-minute peak headways eastbound, in addition to local route 20 bus service. These routes currently carry over 60,000 riders daily. To accommodate existing travel demand, LACMTA is planning bus-only lanes along Wilshire Boulevard that will improve the reliability of existing rapid bus service. However, even with the bus-only lane, the long planned extension of heavy rail service is the most effective option for improving transportation capacity in the corridor, which has the highest density of population and employment in Los Angeles County. By providing frequent and reliable high-capacity rail service, the Westside Subway Extension will improve travel times and transit capacity from West Los Angeles, Beverly Hills, Century City, and Westwood/UCLA to Downtown Los Angeles, North Hollywood, Union Station, and other areas of Los Angeles County.

Project Development History, Status and Next Steps: Following completion of an alternatives analysis in January 2009 and publication of a Draft Environmental Impact Statement (EIS) in September 2010, the LACMTA board selected the locally preferred alternative in October 2010. The project was approved into preliminary engineering in January 2011. Completion of the Final EIS and receipt of a Record of Decision is expected in early 2012. LACMTA anticipates approval to enter final design in mid 2012, receipt of a Full Funding Grant Agreement in mid 2013, and start of revenue operations in 2022.

Significant Changes Since Last Evaluation (November 2010): The project's capital cost estimate increased from $ 5,340.1 to $5,662.35 during preliminary engineering to reflect finance costs and revisions to station locations to accommodate geological issues, access points, and right-of-way. In addition, the revised financial plan includes a requested Transportation Infrastructure Finance Innovation Act (TIFIA) loan of $640.8 million that had not previously been assumed, and the amount of New Starts funding requested also increased.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 New Starts Transportation Infrastructure Finance and Innovation Act (TIFIA) loan	 $2,399.52 $641.00	 42.4% 11.3%
State: State of California Letter of No Prejudice Reimbursement Funds	$98.75	1.7%
Local: Bonds Backed by Measure R Sales Tax Local Agency Funds	 $2,369.31 $154.75	 41.8% 2.8%
Total:	**$5,662.35**	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

Westside Subway Extension Project
Los Angeles, California
Preliminary Engineering
(Rating Assigned November 2010)

LAND USE RATING: Medium-High

The land use rating reflects the population and employment densities within ½-mile of proposed station areas:

- Average population density across all station areas is 12,700 persons per square mile. Total employment served is at least 300,000 jobs, including 125,000 in the central business district (CBD).
- Ranging from west to east, existing land uses in the station areas include the Los Angeles Central Business District and three large employment centers including Beverly Hills, Century City, and Westwood. The corridor, centered on Wilshire Boulevard, includes high density commercial, residential and mixed-use development, and is surrounded by neighborhoods with a mixture of dense single-family and multi-family neighborhoods. Other land uses include a major university (University of California at Los Angeles), a Veterans Administration Hospital, and the Rodeo Drive commercial district.
- Many of the proposed station locations have good pedestrian accessibility and existing sidewalks interconnected with the surrounding communities.
- Parking rates vary from $9 to $40 per day and on-street parking is generally scarce.

ECONOMIC DEVELOPMENT RATING: Medium-High

Transit-Supportive Plans and Policies: Medium-High
(50 percent of Economic Development Rating)

- Land uses in the corridor are governed by the City of Los Angeles, the City of Beverly Hills, and Los Angeles County. The Southern California Association of Governments (SCAG) has adopted regional growth strategies including the Compass Blue Print Vision (2004) and the Regional Comprehensive Plan. The City of Los Angeles Citywide General Plan Framework and the City of Beverly Hills General Plan also promote transit-supportive land uses at station areas.
- The Cities of Los Angeles and Beverly Hills have developed community and station area plans to support transit-oriented, mixed-used development at the proposed Westside Subway transit stations, including the Los Angeles Land Use/Transportation Policy and the Citywide General Plan Framework, as well as the Beverly Hills General Plan.
- The State of California passed Senate Bill (SB) 375, which provides a regulatory incentive for communities to develop coordinated transportation and land use strategies that can reduce greenhouse gas emissions.
- The zoning codes of the Cities of Los Angeles and Beverly Hills allow for high-density commercial, residential, and mixed-use development along Wilshire Boulevard and the proposed Westside Subway Station areas. Pedestrian-friendly design is promoted in design guidelines and the development review process, and not through zoning regulations.
- LACMTA has overseen 13 joint development projects since 1993, and nine additional projects are in negotiations.

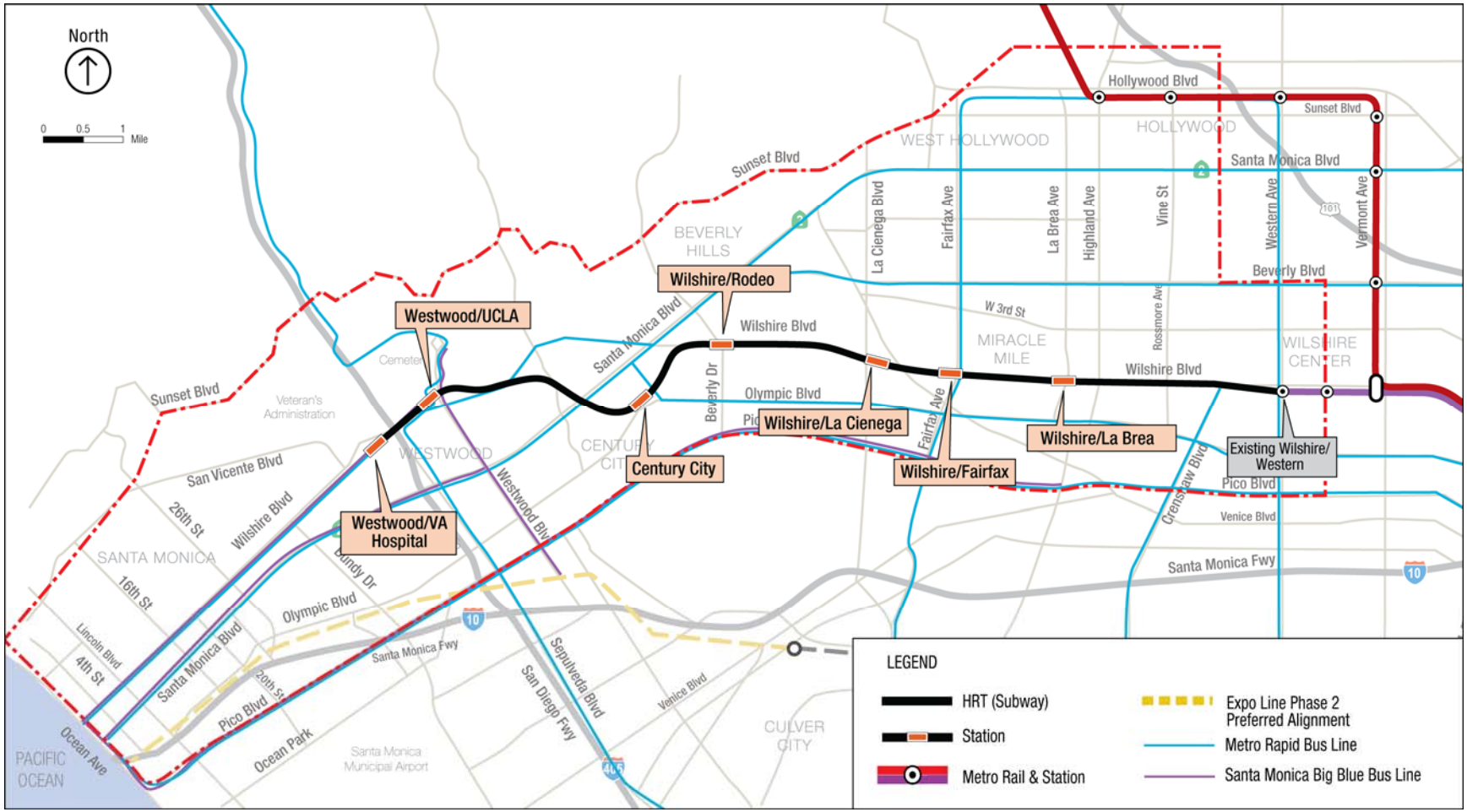
Performance and Impacts of Policies: Medium-High
(50 percent of Economic Development Rating)

- There have been a number of successful transit-oriented development (TOD) projects in the Wilshire Boulevard corridor at existing stations, setting precedent for TOD at future extension stations. Eleven mixed-use projects have been completed recently in the proposed Westside Extension Corridor. The character of the most recent development in the corridor appears to be in keeping with pedestrian/transit-supportive design principles.
- In addition to Metro's joint development program, the City's Community Redevelopment Agency has been a partner in delivery of over 120 TOD projects in 34 areas, resulting in more than 7,500 housing units and 3.5 million square feet of employment.
- The corridor currently has low vacancy rates and high demand for additional office, commercial, and residential space. Market rates are 20 percent higher in the corridor than elsewhere in the region.

CA Los Angeles, Westside Subway Extension
(Rating Assigned in November 2011)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium-High**	The New Starts share of the project is 42.4 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium	The average age of Los Angeles County Metro Transit Authority's (LACMTA) bus fleet is 7.2 years, which is consistent with the industry average. The most recent bond ratings, issued in 2011, are as follows: Moody's Investors Service, A1; Fitch's, AA-; and Standard & Poor's Corporation, A.
Commitment of Funds (25% of capital plan rating)	Medium-High	Approximately 46 percent of the non-Section 5309 New Starts funds are committed. Sources of funds include Measure R Qualified Transportation Improvement Bonds (QTIBS), state Letter of No Prejudice (LONP) Reimbursement Funds, Local Agency Funds, and Measure R Transportation Infrastructure Finance and Innovation Act (TIFIA) loan proceeds.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	Assumptions on sales tax revenues are more optimistic than historical data. The capital cost estimate is optimistic.
Project Operating Financial Plan (30% of summary financial rating)	**Medium**	
Operating Condition (25% of operating plan rating)	Medium	LACMTA's current ratio of assets to liabilities as reported in its most recent audited financial statement is 3.59. LACMTA has reduced service in the past two years.
Commitment of Funds (25% of operating plan rating)	High	Over 75 percent of operating funding is committed, while the remainder is budgeted. The main revenue sources are fare revenues, Propositions A and C funds allocating general funds to transit purposes, Transportation Development Act Article 4 local agency general funds, and Measure R sales tax revenues.

O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium-Low	Assumed growth in operating expenses, farebox collections, and sales tax revenues is optimistic compared to historical experience. The operating cash flow assumes a balanced budget, with no accrual of an operating surplus or reserve.



Westside Subway Extension

Representative Alignment from Admin Final EIS/EIR

Los Angeles, California

Metro

Los Angeles County Metropolitan Transportation Authority

East Bay BRT
Oakland, California
Project Development
(Rating Assigned November 2011)

Summary Description	
Proposed Project:	Bus Rapid Transit 14.4 Miles, 47 Stations
Total Capital Cost ($YOE):	$205.48 Million (includes $7.9 million in finance charges)
Section 5309 Small Starts Share ($YOE):	$74.99 Million (36.5%)
Annual Forecast Year Operating Cost:	$5.15 Million
Opening Year Ridership Forecast (2016):	41,700 Average Weekday Trips 3,700 Daily New Trips
Overall Project Rating:	High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	High

Project Description: The Alameda-Contra Costa Transit District (AC Transit) is planning the East Bay Bus Rapid Transit (BRT) project, which would operate from downtown Berkeley through downtown Oakland to San Leandro, terminating at the San Leandro Bay Area Rapid Transit (BART) station on the southern end of the alignment. The project includes exclusive transit lanes over approximately 75 percent of the alignment, transit signal priority, real time bus information at stations, and barrier free proof-of-payment fare collection. The BRT service will operate every five minutes during peak weekday periods.

Project Purpose: The East Bay BRT project would improve transit service in one of the densest and most transit dependent areas in the San Francisco Bay area. Current local and express transit service (provided by routes 1 and 1R) is frequent and well-patronized, but cannot be expanded without a dedicated right-of-way, particularly in Oakland. The project would improve the speed and reliability of service to current riders, including large numbers of minority, low-income, and transit-dependent residents, by offering higher-frequency service, reduced travel times, and greater schedule reliability. In addition to providing faster service to existing employment concentrations in Berkeley and downtown Oakland, the project will support local transit-oriented development efforts.

Project Development History, Status and Next Steps: FTA approved the East Bay BRT project into Small Starts project development in December 2008. In 2010, AC Transit removed the dedicated right-of-way option in the City of Berkeley and the project's southern terminus was relocated, decreasing the project length by 2.5 miles. In the last year, AC Transit incorporated a dual door bus design which consolidated 28 of the 47 curbside stations to median stations. The Final Environmental Impact Statement for the project is expected to be completed in early 2012, with receipt of a Record of Decision anticipated in mid-2012. AC Transit anticipates receiving a Project Construction Grant Agreement in early 2013, with revenue operations beginning in mid-2016. Since entering project development, AC Transit has continued to modify the Locally Preferred Alternative (LPA), resulting in project schedule delays. If AC Transit does not demonstrate sufficient progress and select an LPA within the next year, the project may be removed from project development.

Significant Changes Since Last Evaluation (November 2010): The project has been redesigned to include 28-median stations that were previously curbside stations. This change requires the procurement of 38-dual door buses, where previously the project planned to use existing fleet buses.

The change in station configuration and a compressed work schedule contribute to the reduction in capital cost from $216.12 million to $205.48 million. The Small Starts funding anticipated remains $74.99 million with the federal share increasing from 34.7 percent to 36.5 percent.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 Small Starts	$74.99	36.6%
STIP Funds*	$50.00	24.3%
Section 5309 Bus Discretionary	$2.33	1.1%
Local:		
Regional Measure 2 (Bridge Tolls)	$48.44	23.6%
Alameda County Measure B (Sales Tax)	$10.11	4.9%
Other (local certificates of participation)	$19.61	9.5%
Total:	**$205.48**	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

* State Transportation Improvement Program (STIP) funds are state-administered Federal flexible funds augmented by state gas tax and other revenues. These funds are passed from the state to local transportation agencies as STIP funds, but all Federal requirements apply.

East Bay BRT
Oakland, California
Project Development
(Rating Assigned November 2008)

LAND USE RATING: Medium

The land use rating reflects the population and employment densities within ½-mile of proposed station areas:

- In 2000, the station area employment was 171,600. The CBD area employment was 65,000. In 2000, the station area population density was 13,900 persons per square mile.
- Existing development is variable in character. Major activity centers have highly urban characteristics including a mix of uses and pedestrian-friendly design. Lower density residential areas exist in the corridor and lack the necessary pedestrian and transit amenities. Daily parking in downtown Oakland is expensive. Parking around the University of California is extremely scarce.

ECONOMIC DEVELOPMENT RATING: Medium

Transit-Supportive Plans and Policies: Medium-Low
(50 percent of Economic Development Rating)

- The Metropolitan Transportation Commission has adopted a transit-oriented development policy that would be applied to transit expansion projects throughout the Bay Area.
- The FOCUS program provides an opportunity for local governments and regional agencies to work together to create livable, complete communities. The program designates near-term priority development areas as locations where development is encouraged and priority conservation areas as locations which include regionally significant open spaces for which there exists a broad consensus for long-term protection.
- Zoning codes around each of the proposed BRT stations is strongly supportive of transit-oriented development. Permitted residential densities range from 30 units per acre to 300 units per acre although some areas (especially in San Leandro) have zoned densities as low as 20 units per acre.
- High density areas in downtown Oakland have no minimum parking requirements; however all of the other areas along the corridor do have minimum parking requirements.
- Downtown Oakland has a maximum commercial Floor Area Ratio of 20.0.
- The City of Oakland is beginning a citywide review of its zoning along transit corridors in order to make them more transit friendly. However, the zoning codes around the majority of the proposed BRT stations include language that encourages mixed uses, pedestrian-oriented neighborhoods, and high densities.

Performance and Impacts of Policies: Medium
(50 percent of Economic Development Rating)

-
- The Fruitvale Transit Village in East Oakland is a four story mixed-use development with housing (including affordable units), office space, community services and a retail plaza.
- Despite its high level of existing development, more than 15,000 households, 40,000 residents, and 35,000 jobs are expected in the corridor by 2025. The growth rate for population and housing units in the corridor is projected to mirror the rate of Alameda County as a whole; however, the estimated employment growth rate is projected to be slower than in the County.
- There are many vacant or underutilized parcels in the corridor available for redevelopment.
- Market support for development in the corridor is strong in Oakland because of the area's central location, good accessibility, relatively affordable space costs and land prices, relatively affordable housing, accessibility to a well-educated workforce, proximity to a major university, and the availability of space and land for expansion with pre-existing infrastructure.

Legend
BRT Stations
Route of Proposed BRT System
Freeways
Major Streets
Downtown Berkeley
Sather Gate
Bancroft/ Durant
Dwight
Ward
Ashby
Alcatraz
59th St
56th St
Temescal
43rd St
40th St
Pill Hill
28th St
Koreatown
Uptown
14th St
City Center
Harrison
Madison
2nd Ave
5th Ave
10th Ave
14th Ave
20th Ave
24th Ave
28th Ave
31st Ave
Fruitvale
39th Ave
High
48th Ave
54th Ave
Seminary
66th Ave
73rd Ave
77th Ave
82nd Ave
87th Ave
94th Ave
98th Ave
104th Ave
Durant
Georgia
Begier
Downtown San Leandro
San Leandro BART
Berkeley
Oakland
Alameda
San Leandro
University
Marina
Ashby
Shattuck
San Pablo
College
Claremont
Grizzly Peak
Tunnel
Skyline
Moraga
Grand
Mandela
Macarthur
Park
Lincoln
Joaquin Miller
14th
Fruitvale
35th
Carson
Webster
Central
High
Foothill
Bancroft
San Leandro
Hegenberger
Doolittle
Airport
98th
Davis
Park
N
0
1
2
Miles

South Sacramento Corridor Phase 2
Sacramento, California
Preliminary Engineering
(Rating Assigned November 2011)

Summary Description	
Proposed Project:	Light Rail Transit 4.3 Miles, 4 Stations
Total Capital Cost ($YOE):	$270.00 Million (Includes $8.1 million in finance charges)
Section 5309 New Starts Share ($YOE):	$135.00 Million (50.0%)
Annual Forecast Year Operating Cost:	$8.84 Million
Ridership Forecast (2030):	10,000 Average Weekday Trips 2,500 Daily New Trips
Opening Year Ridership Forecast (2015):	7,400 Average Weekday Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Sacramento Regional Transit District (RT) is proposing to extend its South Corridor light rail transit (LRT) line from its current terminus at Meadowview Road south and east to Cosumnes River College, near the intersection of State Highway 99 and Calvine Road. The project would operate in an exclusive, primarily at-grade right-of-way requiring six street crossings along the alignment. The proposed extension would use existing RT vehicles and operate on 10-minute peak-period headways. Approximately 2,700 park-and-ride spaces would be constructed as part of the project.

Project Purpose: The project is located within one of the fastest growing areas of Sacramento County. Additional development anticipated to the south along Route 99 and Interstate 5 and a high rate of employment growth forecasted for downtown Sacramento have created the need for additional peak-period transportation capacity between the region's southern communities and its central business district. By extending LRT service to the south and providing new park-and-ride opportunities in the corridor, the project is intended to provide an attractive alternative to private automobile travel for trips destined to downtown and other areas served by the LRT system.

Project Development History, Status and Next Steps: The South Sacramento Corridor was identified as a candidate for a future extension of LRT as early as 1991. Following completion of a Draft Environmental Impact Statement (DEIS) in 1995, the RT Board adopted a locally preferred alternative for LRT improvements in the South Sacramento Corridor. In response to funding constraints, RT decided to implement the South Corridor LRT in two phases. A minimum operable segment from downtown Sacramento to Meadowview was advanced first and opened for service in September 2003. Following further refinements of the project scope south and east of Meadowview and work with local stakeholders to further identify transit-oriented development opportunities in the corridor, RT submitted a request to enter preliminary engineering for the South Corridor Phase 2 project, which was approved in February 2005. A Final EIS was published in October 2008, and a Record of Decision was issued in February 2009. RT initiated a supplemental Environmental Assessment (EA) in December 2010, to address changes in the project alignment and ancillary facilities. The supplemental EA was completed in September 2011. FTA issued a Finding of No Significant Impact (FONSI) in October 2011. RT is expected to submit a request to initiate final design

in early Spring 2012, with receipt of a Full Funding Grant Agreement expected in November 2012, and start of revenue operations in June 2015.

Significant Changes Since Last Evaluation (November 2010): A number of modifications to the project's design were made by RT including relocation of light rail tracks adjacent to the Union Pacific Railroad mainline tracks, gas line relocations, relocation of light rail tracks to accommodate the Morrison Creek Levee setback requirements, extension of tail tracks, and relocation of a power substation.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$135.00	50.0%
FHWA Flexible Funds (CMAQ)	$7.10	2.6%
STIP funds*	$4.30	1.6%
State:		
Proposition 1B- Public Transportation Modernization, Improvement and Service Enhancement Account	$18.75	6.9%
Proposition 1B- State and Local Partnership Program	$7.20	2.7%
Traffic Congestion Relief Program	$8.10	3.0%
State Transit Assistance	$0.16	0.1%
Local:		
Laguna Community Facilities District (LCFD)	$1.48	0.5%
Elk Grove/West Vineland Fee District	$4.20	1.6%
Vineyard Developer Fee	$0.54	0.2%
Measure A Sales Tax	$25.27	9.4%
Certificates of Participation	$57.90	21.4%
Total:	**$270.00**	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

* State Transportation Improvement Program (STIP) funds are state-administered Federal flexible funds augmented by state gas tax and other revenues. These funds are passed from the state to local transportation agencies as STIP funds, but all Federal requirements apply.

South Sacramento Corridor Phase 2
Sacramento, California
Preliminary Engineering
(Rating Assigned November 2008)

LAND USE RATING: Low

The land use rating reflects the population and employment densities within ½-mile of proposed station areas:

- Population density within ½-mile of the station areas is approximately 5,100 people per square mile and the total number of employees within ½-mile of the proposed station areas is approximately 1,800. Employment in the Sacramento CBD, to which the project provides a direct connection, is about 105,000.
- Regional development is centered around downtown Sacramento, where 40 percent of regional employment is located. The northern end of the South Corridor project serves this area.
- The South Corridor LRT Extension would connect Consumnes River College to downtown Sacramento.
- There are significant pockets of vacant land in the station areas. Station areas currently have limited pedestrian connectivity, with circuitous pedestrian routes and large lots between adjacent uses and proposed stations.
- Parking is generally available in the corridor. Institutional and retail developments are on or adjacent to large parking lots.

ECONOMIC DEVELOPMENT RATING: Medium

Transit-Supportive Plans and Policies: Medium
(50 percent of Economic Development Rating)

- The Sacramento Area Council of Governments (SACOG), the metropolitan planning organization, has led a multiyear public-oriented regional visioning process called "Blueprint" to educate the public about smart growth initiatives. The city of Sacramento is beginning to implement policies to encourage infill development.
- Two stations highlight renewed commitment to focus development around stations. The plan for College Square development near the proposed CRC station has incorporated neighborhood retail and housing linked by pedestrian pathways and plazas. The proposed Morrison Creek station provides a significant development opportunity. Transit-supportive plans and community plans are being initiated. The light rail project would incorporate new pedestrian bridges and paths to link other corridor stations with existing residential neighborhoods.
- The city of Sacramento has adopted transit-oriented overlay zoning, which provides for higher densities near transit stations, a minimum of 0.4 floor area ratio, and 15 dwelling units per acre, that supports transit-oriented uses and design principles.
- RT's joint development program has demonstrated progress in recent years. Several requests for proposals are being initiated. Studies for additional projects along the existing South Sacramento Corridor LRT line are currently being performed. Reports of the development review process indicate rejection of some non-transit supportive projects near the proposed stations.

Performance and Impacts of Policies: Medium
(50 percent of Economic Development Rating)

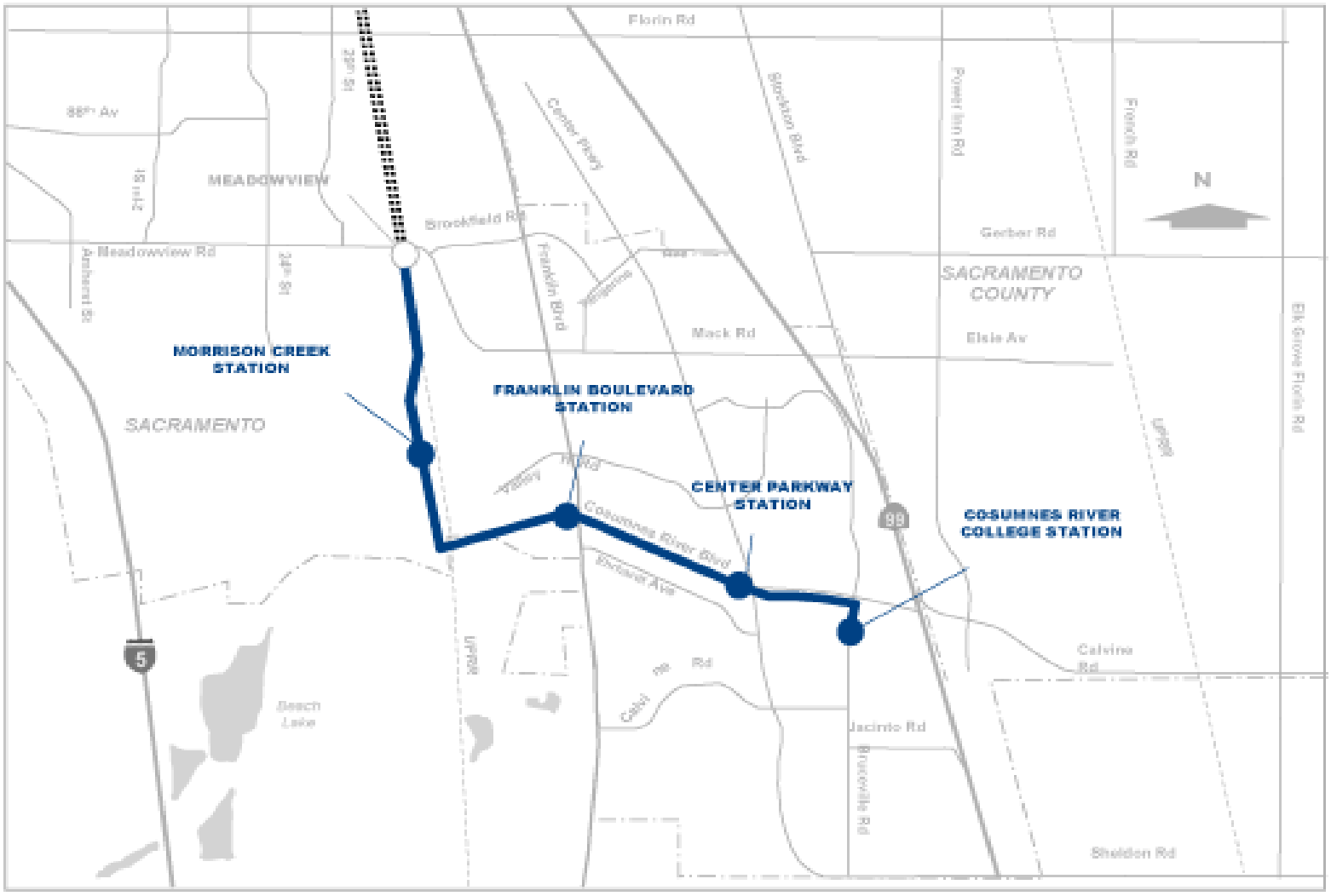
- Some impacts of transit-oriented policies are beginning to be demonstrated. The College Square development has incorporated internal pedestrian paths, neighborhood-oriented retail, and housing, and is under construction at the Consumnes River College Station.
- Growth is occurring in the general vicinity of the corridor. The proposed Morrison Creek station highlights the strongest potential for linking the proposed investment with new development opportunities planned adjacent to the station.

CA Sacramento, South Sacramento Corridor Phase 2
FY2012 Financial Assessment Summary November 2011

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium**	The New Starts share of the project is 50.0 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium-High	The average age of the bus fleet is 5.2 years, which is younger than the industry average. The most recent bond rating, issued in December 2003 and upgraded in April 2010, is as follows: Moody's Investors Service, A1.
Commitment of Funds (25% of capital plan rating)	Medium-High	Approximately 90 percent of the non-Section 5309 New Starts funds are committed or budgeted. Sources of funds include Federal Highway Administration Congestion Mitigation and Air Quality Improvement (CMAQ) funds, State Traffic Congestion Relief Program funds, State Transportation Improvement Program funds, state Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account funds, state Proposition 1B State and Local Partnership Program funds, State Transit Assistant funds, local Measure A sales taxes, Laguna Community Facilities District funds, Elk Grove/West Vineyard Fee District funds, Vineyard Development Fees and fare revenue bond proceeds from Certificates of Participation.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	Growth in revenue assumptions in state funding and sales taxes are more optimistic than historical experience. The capital cost estimate is reasonable. The financial plan shows that RT has the financial capacity to cover cost increases or funding shortfalls equal to at least 10 percent of estimated project costs.
Project Operating Financial Plan (30% of summary financial rating)	**Medium**	
Operating Condition (25% of operating plan rating)	Medium-Low	Regional Transit's (RT) current ratio of assets to liabilities as reported in its most recent audited financial statement is 1.27; Major service cuts and significantly raised fares were required in the past several years to make up for revenue shortfalls.

Commitment of Funds (25% of operating plan rating)	High	All operating funding is committed. The main revenue sources are fare revenues, State subsidies, local option sales taxes (Measure A) and Federal formula and other funds.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium-Low	Assumed growth in operating expenses is optimistic compared to historical experience. Assumed farebox collections and sales tax revenues are consistent with historical experience. Projected cash balances and reserve accounts equal 12 percent of annual system-wide operating expenses. However, the operating financial plan ends with six years of growing operating deficits.

South Sacramento Corridor Phase 2 Project



Mid-Coast Corridor Transit Project
San Diego, California
Preliminary Engineering
(Rating Assigned August 2011)

Summary Description	
Proposed Project:	Light Rail Transit 10.9 Miles, 8 Stations
Total Capital Cost ($YOE):	$1,803.21 Million (Includes $207.4 million in finance charges)
Section 5309 New Starts Share ($YOE):	$891.01 Million (49.4%)
Annual Forecast Year Operating Cost:	$13.9 Million
Ridership Forecast (2035):	40,700 Average Weekday Boardings 11,000 Daily New Riders
Opening Year Ridership Forecast (2017):	34,700 Average Weekday Boardings
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium-High

Project Description: The San Diego Association of Governments (SANDAG) is planning the Mid-Coast Corridor Transit project, which would originate at the Old Town Transit Center, serving the areas north of downtown San Diego including the University of California at San Diego, and terminate at the University Towne Centre Transit Center. The proposed project will include four at-grade and four-elevated stations, two park-and-ride facilities with 340 total spaces, two transfer centers, and 36 light rail vehicles. Service would operate every 7.5 minutes during peak periods and every 15 minutes during off-peak periods.

Project Purpose: The proposed project will extend the existing "Blue Line" of the San Diego light rail system to the University Center area of San Diego, which is home to the University of San Diego, San Diego Mesa Community College, and the University of California at San Diego. The project will improve access to the Blue Line from University Center, Balboa, and north San Diego, and to all areas served by the existing light rail system. There is strong demand for transit in the corridor because of the highly developed, dense concentration of residential and institutional land uses. However, existing bus service is constrained by traffic on the existing roads. There are geographic constraints that restrict the number of north-south roads, including several deep canyons and Mission Bay Park, resulting in few continuous north-south roadways (and transit routes) between University Center and downtown. By providing a dedicated fixed guideway, the project will reduce the number of transfers required and improve transit travel times by 10 minutes from the University Towne Centre Transit Center to downtown San Diego.

Project Development History, Status and Next Steps: The Mid-Coast Corridor Transit Project was first identified in 1987 in Proposition A, the referendum for the TransNet half-cent sales tax that was approved by county voters. In April 1990, FTA and SANDAG published a combined Notice of Intent and Scoping Notice for preparation of an Alternatives Analysis/Draft Environmental Impact Statement (EIS). The project was originally proposed for construction in two phases: Phase I from the Old Town Transit Center to Balboa Avenue and Phase 2 from Balboa Avenue to University Towne Centre Transit Center. The second phase was postponed due to local funding issues. The Final EIS was completed for the first phase in June 2001, and a Record of Decision (ROD) signed for the first phase in August 2001.

In 2003, local decision makers chose to postpone further planning and preliminary engineering for the Mid-Coast Corridor Transit Project so that other projects including Mission Valley East could be given priority for funding. After the Mission Valley East project was completed, SANDAG decided to rejoin the two Mid-Coast Corridor project phases in April 2005.

During 2009 and 2010, SANDAG updated the earlier studies in the Comparative Evaluation of Alternatives Report (SANDAG 2010). SANDAG conducted scoping under the California Environmental Quality Act (CEQA). Following the conclusion of the CEQA scoping process, SANDAG's Board reconfirmed an extension of the light rail system between the Old Town Transit Center and the University Towne Centre Transit Center as the locally preferred alternative in July 2010.

Changes to the original project required the preparation of a Supplemental EIS. A Notice of Intent to prepare a Supplemental EIS was published in July 2011. The Draft SEIS is anticipated to be completed in March 2012, and a Final SEIS in December 2012. SANDAG anticipates receiving a ROD in March 2013, initiation of Final Design in April 2013, receipt of a Full Funding Grant Agreement in April 2014, and start of revenue service in December 2017.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($ millions)**	**Percent of Total**
Federal: Section 5309 New Starts	$891.01	49.4%
State: State Transportation Improvement Program Transportation Congestion Relief Program	$29.49 $7.34	1.6% 0.4%
Local: Transnet Sales Tax	$875.37	48.5%
Total:	**$1,803.21**	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

Mid-Coast Corridor Transit Project
San Diego, California
Preliminary Engineering
(Rating Assigned August 2011)

LAND USE RATING: Medium

The land use rating reflects the population and employment densities within ½-mile of proposed station areas:

- Population density within ½ mile of station areas averages 9,200 persons per square mile. Employment within ½ mile of station areas is approximately 50,000. Employment in the central business district is 80,000, and total employment in the corridor is 129,500.
- The project has eight stations that serve a dense mixture of residential and institutional land uses. The five station areas in the northern portion of the corridor serve the University City area, which has a dense concentration of institutional land uses, good pedestrian facilities, and high-density mixed use neighborhoods.
- Daily parking costs in the central business district average about $26.00.

ECONOMIC DEVELOPMENT RATING: Medium-High

Transit-Supportive Plans and Policies: Medium-High
(50 percent of Economic Development Rating)

- The City of San Diego has adopted a Smart Growth Concept Map that identifies Smart Growth Opportunity areas, in which all of the proposed stations are located. The City of San Diego General Plan focuses new development and redevelopment to reinvest in existing communities and promote in-fill development. The City of San Diego Transit Planning and Development Policy 600-34 commits the City to work closely with SANDAG to co-locate new facilities in close proximity to transit stations, and increase transit accessibility.
- The City of San Diego has adopted a Pedestrian Master Plan and a Street Design Manual that requires wider side-walks, continuous pedestrian pathways, and landscaping and lighting that improve the pedestrian environment, particularly within transit oriented developments.
- The City of San Diego Municipal Code has a transit overlay zone to reduce the parking supply within transit oriented developments near transit stations. The Municipal Code also allows for a wide range of residential density near transit stations and transit oriented developments, ranging from 15 dwelling units per acre to 200 dwelling units per acre.

Performance and Impacts of Policies: Medium-High
(50 percent of Economic Development Rating)

- At existing light rail stations, the “Joint Use and Development of Property” policy has resulted in joint development of over one million square feet of office and retail space, over a thousand new residential units, and 3,000 square feet of day care facilities.
- The redevelopment agency for the City of San Diego has partnered with the Centre City Development Corporation and SANDAG to develop over 130 transit oriented development projects in downtown San Diego, with almost eight million square feet of office and retail space, 18,000 residential units, and over 9,000 hotel rooms between 2000 and 2009.
- In the University Town Center area, the Westfield shopping mall is being redeveloped into a walkable transit village adjacent to the proposed University Center light rail station. The plans for redevelopment of the mall were approved by the City of San Diego in July 2010.
- Stations on the proposed project are located in places already zoned for high-density, mixed use, transit oriented development. The station areas are identified within the SANDAG Smart Growth Incentive Program for Station Area Plans, and are already planned for redevelopment and new infill development.

CA San Diego, Mid-Coast Corridor Transit Project
(Rating Assigned August 2011)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium-High**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium-High**	The New Starts share of the project is 49.4 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium-High**	
Capital Condition (25% of capital plan rating)	High	The average age of the Metropolitan Transit System's (MTS) bus fleet is 5.4 years, which is younger than the industry average. The most recent bond ratings, issued in November 2010, are as follows: Moody's Investors Service Aa1 and Standard & Poor's Corporation AAA.
Commitment of Funds (25% of capital plan rating)	High	All of the non-Section 5309 New Starts funds are committed. Sources of funds include TransNet sales tax revenues, State Transportation Improvement Program (STIP) funding, and State Transportation Congestion Relief Program (TCRP) funding.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium	Revenue assumptions are comparable to historical experience. The capital cost is considered reasonable. The financial plan shows that San Diego Association of Governments (SANDAG) has the financial capacity to cover cost increases or funding shortfalls equal to 25 percent of the estimated project costs.
Project Operating Financial Plan (30% of summary financial rating)	**Medium-High**	
Operating Condition (25% of operating plan rating)	Medium-High	SANDAG's current ratio of assets to liabilities as reported in its most recent audited financial statement is 3.65. Only minor service cutbacks have occurred in recent years.

Commitment of Funds (25% of operating plan rating)	Medium-High	All operating funding is committed. Funding sources include farebox collections, State operating assistance (Local Transportation Fund/Transportation Development Act and State Transit Assistance Fund), TransNet sales tax revenues, Federal Transit Administration Section 5307 formula funds and Section 5309 Fixed Guideway Modernization funds, and Federal Highway Administration Congestion Mitigation and Air Quality funds.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium	Assumed growth in operating expenses and farebox collections is comparable to historical experience. Sales tax revenue forecasts are optimistic compared with historical experience. Projected cash balances and reserve accounts are equal to at least 10 percent of annual system-wide operating expenses.

Figure 1. LPA Alignment and Station Locations

Third Street Light Rail Phase 2 – Central Subway
San Francisco, California
Final Design
(Rating Assigned November 2011)

Summary Description	
Proposed Project:	Light Rail Transit 1.7 Miles, 4 Stations
Total Capital Cost ($YOE):	$1,578.30 Million
Section 5309 New Starts Share ($YOE):	$942.20 Million (59.7%)
Annual Forecast Year Operating Cost:	$15.21 Million
Ridership Forecast (2030):	35,100 Average Weekday Trips 5,000 Daily New Trips
Opening Year Ridership Forecast (2018):	24,900 Average Weekday Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium

Project Description: The San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco County Transportation Authority are proposing to implement the Central Subway project, an extension of the Third Street light rail transit (LRT) line from its terminus at Fourth and King Streets. From a portal south of Market Street, the alignment would descend below grade and extend northward under Fourth Street and Stockton Street into Chinatown in the San Francisco central business district (CBD). One surface station and three underground stations would be constructed along the project alignment. Four light rail vehicles would be purchased to augment the existing fleet. When completed, the combined Third Street LRT/Central Subway project would provide a continuous seven-mile light rail route connecting the heavily transit-dependent communities of Bayshore in the south with Chinatown in the north.

Project Purpose: The Financial District, Union Square, and Chinatown have a very high level of existing transit service. Bus routes that serve the project corridor operate on two-minute headways during peak hours and typically carry passenger loads that are at or above capacity. Currently, commuter rail passengers from the south must board these crowded buses operating on congested roadways or walk over a mile from the CalTrain Station to reach the CBD. LRT passengers from the south may choose to continue on LRT to access downtown, but the alignment along the Embarcadero is circuitous. The Central Subway project is intended to provide a direct rapid transit link between these areas. Implementation of the Central Subway project is further expected to help carry large crowds attending events at convention and professional sports venues in the South of Market area.

Project Development History, Status and Next Steps: FTA approved the Central Subway project into preliminary engineering in July 2002. SFMTA subsequently modified the project alignment and examined alternative tunneling scenarios. A Draft Environmental Impact Statement (EIS) on the Central Subway project was issued in September 2007, and a Final EIS in September 2008. FTA issued the Record of Decision in November 2008. FTA approved the project into final design in January 2010. SFMTA anticipates receipt of a Full Funding Grant Agreement in mid 2012, and start of revenue operations in December 2018.

Significant Changes Since Last Evaluation (November 2010): The sources of capital funds for the project were revised.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$942.20	59.7%
FHWA Flexible Funds (CMAQ)	$41.02	2.6%
State:		
Proposition 1A State High-Speed Rail Funds	$61.31	3.9%
Proposition 1B State Infrastructure Bond Funds	$327.51	20.8%
Transportation Congestion Relief Program	$14.00	0.9%
Regional Transportation Improvement Program	$68.28	4.3%
Local:		
Proposition K Sales Tax Funds	$123.98	7.9%
Total:	**$1,578.30**	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

Third Street Light Rail Phase 2 – Central Subway
San Francisco, California
Final Design
(Rating Assigned November 2008)

LAND USE RATING: High

The land use rating reflects the population and employment densities within ½-mile of proposed station areas.

- Population density within ½-mile of the station areas is approximately 53,700 people per square mile in the corridor, and total employment in project station areas is approximately 217,600 jobs.
- The San Francisco CBD is the densest and most transit accessible downtown on the west coast. Union Square is the primary retail district in the city with dense pedestrian and transit-oriented development. Chinatown has extremely dense concentrations of residential units, retail, and some office and small-scale industrial uses.
- Available parking in the corridor is generally on-street, with some off-street parking for commuters and city-owned parking garages for commuters and shoppers. The daily cost to park in city-owned lots in the corridor is high, ranging from $20 to $30 per day.

ECONOMIC DEVELOPMENT RATING: High

Transit-Supportive Plans and Policies: Medium-High
(50 percent of Economic Development Rating)

- While the San Francisco Bay region has a number of physical and topographical constraints to growth, it does not have a unified or enforceable growth management policy.
- San Francisco's General Plan has long encouraged higher-density and transit-oriented development. Additional planning initiatives are underway to focus higher-intensity growth in transit corridors. Zoning changes are being considered that would require residential community-oriented retail development near transit nodes.
- San Francisco's zoning regulations are intended to maintain a medium to high-density profile and scale, with a mixture of land uses in many areas. There are no minimum parking requirements or off-street parking provisions in the CBD and other employment areas.
- The City of San Francisco Redevelopment Agency employs a number of special tools to help implement land use policies contained in the city's General Plan such as tax increment financing, special land acquisition rules, and special land assembly abilities.
- San Francisco's existing land use pattern includes the densest development along its major transportation corridors. The objective of the City Planning Department and directing codes and ordinances is to reinforce this pattern of development along corridors that have high transit capacity such as the Central Subway corridor. Thus, land use planning in the Central Subway corridor is focused more on the corridor and neighborhood level than around individual stations.

Performance and Impacts of Policies: High
(50 percent of Economic Development Rating)

- The existing high-density development and pedestrian accessibility in the City of San Francisco demonstrates the strength of city policies and market forces at achieving transit-oriented intensities and urban design. The number of jobs in the San Francisco CBD has doubled since the 1970's with no increase in the volume of traffic entering the area.
- The South of Market area, within the New Central Subway corridor, is expected to experience strong growth over the next two decades, with high density residential, high-tech office, and a variety of retail uses continuing to fill in sites formerly occupied by industrial uses.

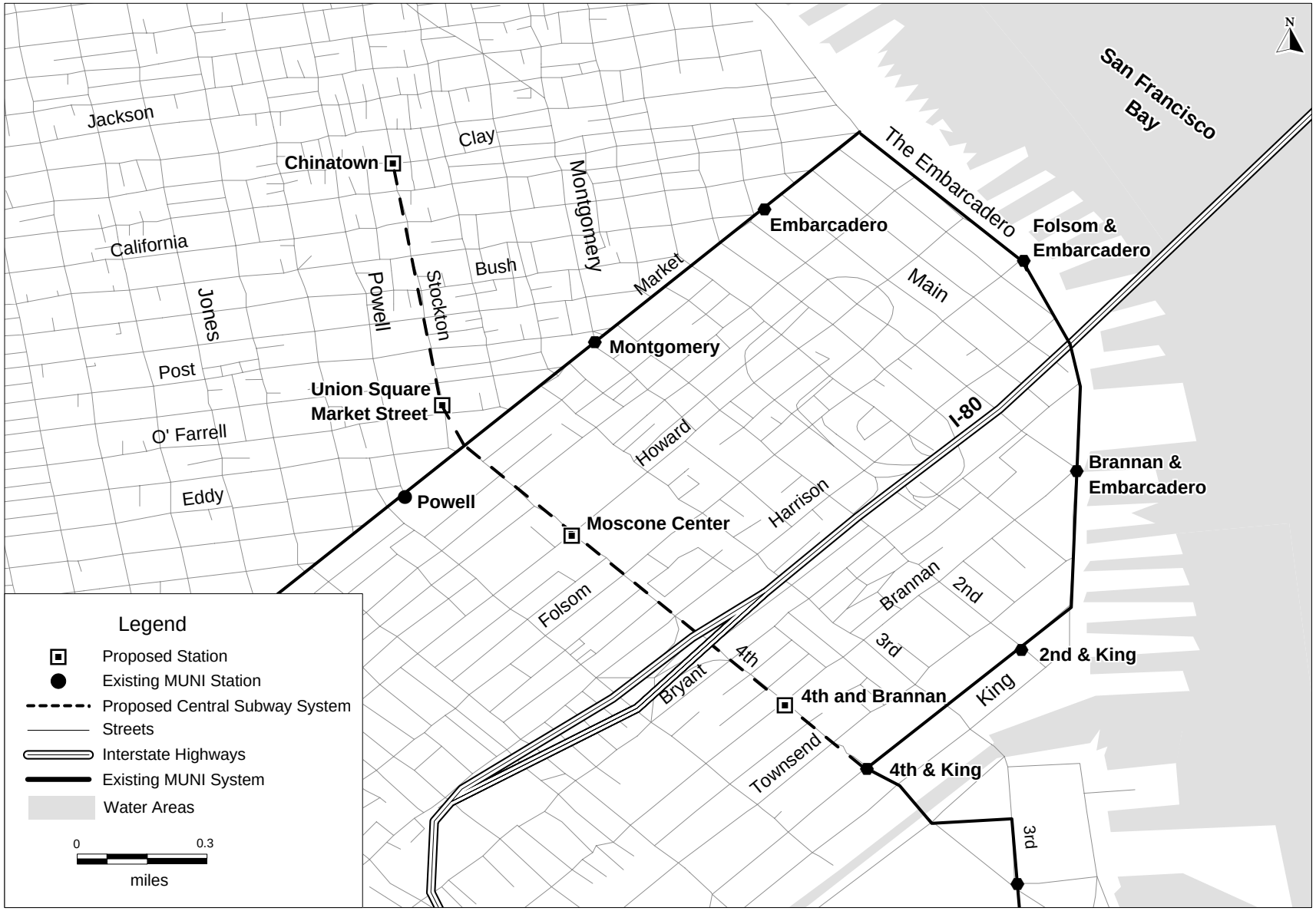
CA San Francisco, Third Street Light Rail Phase 2 - Central Subway
(Rating Assigned December 2011)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium-High**	Division H of the Consolidated Appropriations Act, 2005, permits San Francisco Municipal Transportation Agency (SFMTA) to use non-New Starts funds expended for the Third Street LRT project as match to the Central Subway. Therefore, the rating assigned reflects the legislative language which lowers the New Starts share to 42.3 percent of the total costs of the combined Third Street/Central Subway project ($2,226.8 million).
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium	The average age of the San Francisco Municipal Railway's (MUNI's) vehicle fleet is less than eight years for bus, and less than 12 years for trolleys and LRVs, which is in-line with the industry average. The City has not issued bonds on behalf of the SFMTA within the past two years. However, The most recent bond ratings of the City issued on SFMTA's behalf, issued September 2010, are as follows: : Moody's, Aa3; Standard & Poor's, AA; and Fitch, AA-,
Commitment of Funds (25% of capital plan rating)	High	All of the non-Section 5309 New Starts funds are committed or budgeted. Sources of funds include Federal Highway Administration Congestion Mitigation and Air Quality (CMAQ) funds, Regional Transportation Improvement Program (RTIP) funds, Traffic Congestion Relief (TCRP) funds, Proposition 1B Bond funds, Proposition 1A High-Speed Rail funds, and Proposition K sales taxes.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	Growth rates for Section 5309 New Starts revenues, Section 5307 formula funds, and CMAQ funds are in line with historical growth rates. However, growth rates for the Section 5309 Fixed Guideway Modernization and Bus programs are assumed to be higher than historical growth rates. Also, a significant level of capital revenue is assumed from a new FTA state of good repair grant program that has not yet been established by Congress. The capital cost estimate is considered reasonable. SFMTA has the financial capacity to cover cost increases or funding shortfalls up to 10 percent of estimated project costs.

Project Operating Financial Plan (30% of summary financial rating)	**Medium**	
Operating Condition (25% of operating plan rating)	Medium-Low	SFMTA's current ratio of assets to liabilities as reported in the most recent audited financial statement is 1.55. SFMTA has made significant service cuts to balance the operating budgets in recent years.
Commitment of Funds (25% of operating plan rating)	Medium-High	More than 75 percent of operating funding is committed or budgeted. The main revenue sources are passenger revenues, parking tax revenues, General Fund revenues, state transit assistance funds, state sales taxes, and fuel sales taxes.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium	Assumed growth in operating expenses is optimistic compared to historical experience. Assumed growth in passenger revenues, parking tax revenues, and sales tax revenues is consistent with historical experience. Projected cash balances and reserve accounts equal 15 percent of annual system-wide operating expenses.

Central Subway LRT

San Francisco, California



Van Ness Avenue BRT
San Francisco, California
Project Development
(Rating Assigned November 2011)

Summary Description	
Proposed Project:	Bus Rapid Transit 2.0 Miles, 9 Stations
Total Capital Cost ($YOE):	$125.63 Million
Section 5309 Small Starts Share ($YOE):	$74.99 Million (59.7%)
Annual Forecast Year Operating Cost:	$27.00 Million
Opening Year Ridership Forecast (2016):	52,400 Average Weekday Trips 1,600 Daily New Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	High
Local Financial Commitment Rating:	Medium

Project Description: The San Francisco County Transportation Authority (SFCTA) and the San Francisco Municipal Transportation Agency (SFMTA) are planning an exclusive guideway bus rapid transit (BRT) facility on Van Ness Avenue. The system would be operated by the SFMTA. The project would include dedicated transit lanes originating at the intersection of Van Ness Avenue and Mission Street and extending north to Union Street near Fort Mason and Fisherman's Wharf. In addition to guideway construction, the project includes traffic signal priority, pedestrian crossings, and the purchase of 60 new vehicles. Service would operate at five-minute headways during weekday peak periods in 2016, the anticipated opening year of the project.

Project Purpose: The Van Ness Avenue BRT project would introduce rapid transit along a primary north/south transit route in the northern half of San Francisco. The project would reduce travel times, improve service reliability, and provide enhanced customer amenities along the core segment of SFMTA's existing local bus routes 47 and 49. Forty-six percent of households in the high-density neighborhoods along Van Ness Avenue do not own cars, relative to 29 percent citywide, indicating promising additional demand for high-quality transit service.

Project Development History, Status and Next Steps: FTA approved the Van Ness Avenue BRT project into project development in December 2007. In July 2008, the San Francisco Metropolitan Planning Commission adopted a new long range plan that identified the Van Ness BRT as a Small Starts priority project for the region. A Draft Environmental Impact Statement (EIS) was published in November 2011. The Final EIS is anticipated in July 2012, followed by receipt of a Record of Decision in late 2012. A Project Construction Grant Agreement is anticipated in January 2015, with revenue operations anticipated to begin in August 2016.

Significant Changes Since Last Evaluation (November 2010): The project's capital cost estimate has increased by $6 million due to project implementation delays, changes in the unit cost and quantity of BRT vehicles, and refinements to soft costs.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 Small Starts Section 5309 Bus Discretionary FHWA Flexible Funds (CMAQ)	 $74.99 $16.03 $1.77	 59.7% 12.8% 1.4%
State: State Highway Operation and Protection Program (SHOPP)	$2.47	2.0%
Local: Proposition K Sales Tax California Pacific Medical Center Development Impact Fees Safe Routes to Transit, Development Impact Fees, Proposition AA Vehicle Registration fees	 $19.83 $5.00 $5.54	 15.8% 4.0% 4.4%
Total:	**$125.63**	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

Van Ness Avenue BRT
San Francisco, California
Project Development
(Rating Assigned November 2007)

LAND USE RATING: High

The land use rating reflects the population and employment densities within ½-mile of proposed station areas:

- Population density is approximately 110,000 people per square mile in the corridor, and total employment in project station areas is approximately 92,000 jobs.
- The San Francisco CBD is the densest and most transit accessible downtown on the west coast. The Civic Center area is a major destination area in the city with dense pedestrian and transit-oriented development.

ECONOMIC DEVELOPMENT RATING: High

Transit-Supportive Plans and Policies: Medium-High
(50 percent of Economic Development Rating)

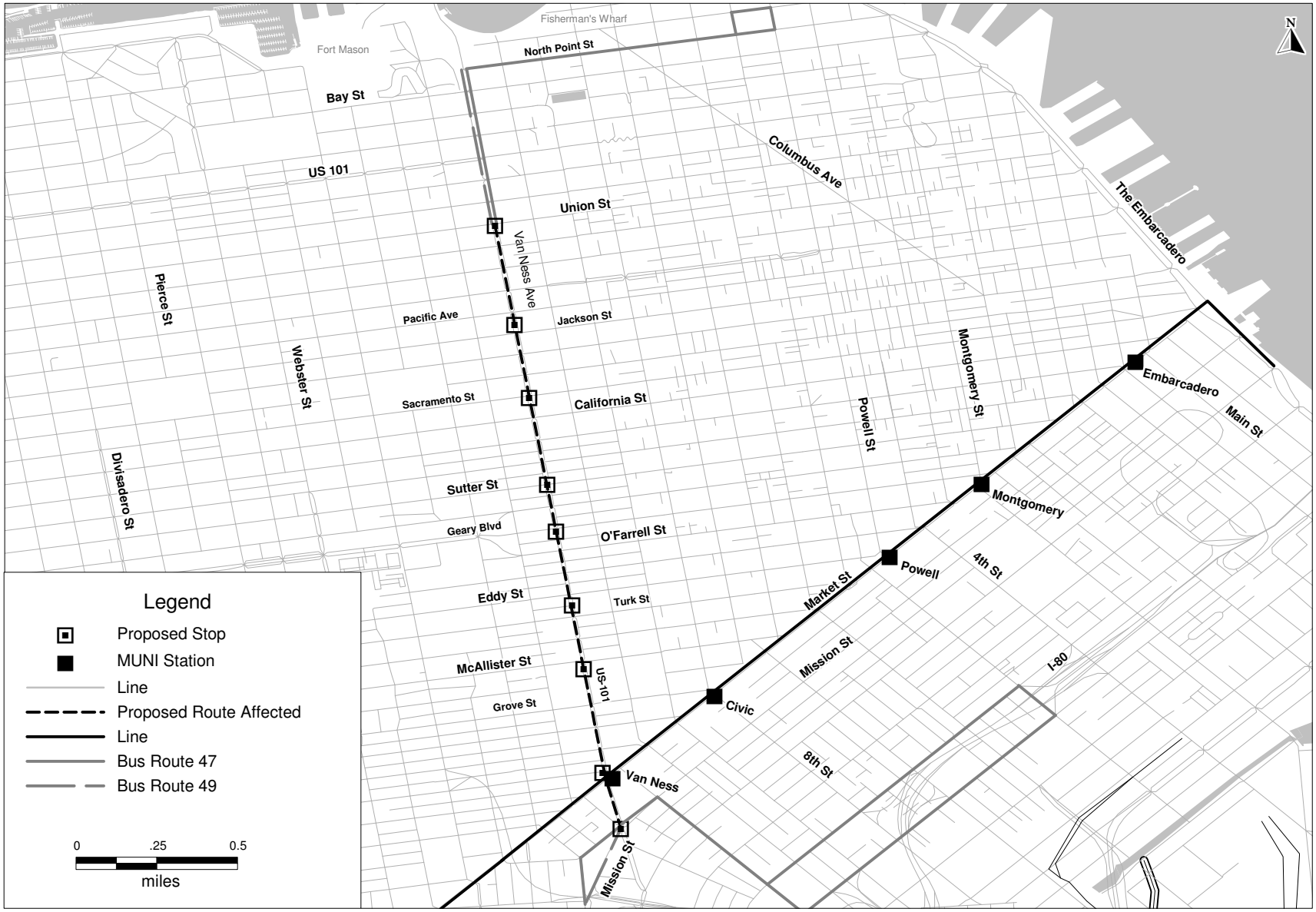
- While the city and entire Bay Area have a number of physical constraints to growth such as topographical limitations, it does not have a unified or enforceable growth management policy.
- San Francisco's General Plan has long encouraged higher-density and transit-oriented development. The city is undertaking additional planning initiatives to focus higher-intensity growth in transit corridors. The city is considering zoning changes that would require residential community-oriented retail development near transit nodes.
- The city's zoning regulations are intended to maintain a medium to high-density profile and scale, with a mixture of land uses in many areas. The city's plan generally supports transit-supportive densities. There are no minimum parking requirements or off-street parking provisions in the CBD and other major employment areas.
- San Francisco's existing land use pattern includes dense development along major transportation corridors. The objective of the City Planning Department and directing codes and ordinances is to reinforce this pattern of development along corridors that have high transit capacity.

Performance and Impacts of Policies: High
(50 percent of Economic Development Rating)

- The existing high-density development and pedestrian accessibility in the City of San Francisco demonstrates the strength of city policies and market forces at achieving transit-oriented intensities and urban design. The number of jobs in the San Francisco CBD has doubled since the 1970s, with no increase in the volume of traffic entering the area.
- The corridor is very dense and is largely developed, with little room for additional development.

Van Ness Avenue BRT

San Francisco, California



Silicon Valley Berryessa Extension Project
San Jose, California
Final Design
(Rating Assigned November 2011)

Summary Description	
Proposed Project:	Heavy Rail Transit
	10.2 Miles, 2 Stations
Total Capital Cost ($YOE):	$2,330.02 Million (Includes $112.5 million in finance charges)
Section 5309 New Starts Share ($YOE):	$900.00 Million (38.6%)
Annual Forecast Year Operating Cost:	$60.01 Million
Ridership Forecast (2035):	46,700 Average Weekday Trips
	13,000 Daily New Trips
Opening Year Ridership Forecast (2018):	22,500 Average Weekday Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Santa Clara Valley Transportation Authority (VTA) proposes to build an extension of the Bay Area Rapid Transit (BART) heavy rail system from Fremont to Berryessa Road in San Jose. The Silicon Valley Berryessa Extension (SVBX) project would be built on former Union Pacific freight railroad right-of-way, linking the future Warm Springs BART station in Fremont (currently under construction) to Berryessa with an intermediate station adjacent to the existing VTA Montague light rail station in Milpitas. SVBX would be a two-track, third rail powered, exclusive guideway heavy rail system operating under automatic train control. The project scope includes the purchase of 40 new BART passenger cars for operation on the extension and improvements to the existing BART-Hayward rail car storage and maintenance yard. This extension of the BART system would provide a direct rapid transit connection between Santa Clara County and San Mateo, San Francisco, Contra Costa and Alameda counties.

Project Purpose: SVBX is intended to provide increased transit access to and from Santa Clara County employment and activity centers for residents of Santa Clara County and the greater San Francisco Bay Area. Regional transit connectivity would be improved by extending and interconnecting BART with VTA light rail and other existing transit services in Santa Clara County. Rapid transit service in the SVBX corridor would provide an improved travel alternative to Interstates 880 and 680 between Alameda and Santa Clara counties, both of which are experiencing severe and worsening congestion.

Project Development History, Status and Next Steps: In November 2000, Santa Clara County voters approved a 30-year one-half cent sales tax to raise funds for extension of BART from Fremont to San Jose. In 2001, VTA conducted a Major Investment Study/Alternatives Analysis for a 16-mile Silicon Valley Rapid Transit Corridor (SVRTC) that would extend BART from Warm Springs (a new BART station currently under construction in Freemont) through Milpitas to San Jose and Santa Clara. In 2007, due to concerns about funding availability for the entire SVRTC project, VTA added the shorter 10-mile SVBX alternative for examination in the Draft Environmental Impact Statement.

On July 23, 2008, the Metropolitan Transportation Commission approved the SVRTC, including the SVBX project, into the financially constrained long range transportation plan. In November 2008, Santa Clara voters approved an additional one-eighth cent sales tax for operation of the SVRTC. Collection of this tax is dependent on execution of a Full Funding Grant Agreement for the project.

FTA approved the SVBX into preliminary engineering in December 2009. A Final Environmental Impact Statement was completed and a Record of Decision for the project was issued in June 2010. FTA approved the project into final design in April 2011. VTA anticipates receipt of a Full Funding Grant Agreement in March 2012 and start of revenue operations in June 2018.

Significant Changes Since Last Evaluation (November 2010): The project's capital cost estimate decreased from $2,562.93 million to $2,330.00 million due to a recalculation of the project finance charges.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 New Starts	$900.00	38.6%
State: Transportation Congestion Relief Program (Gasoline Tax)	$250.97	10.8%
Local: Measure A (1/2-cent Sales Tax)	$1,179.05	50.6%
Total:	**$2,330.02**	**100.0%**

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

Silicon Valley Berryessa Extension
San Jose, California
Preliminary Engineering
(Rating Assigned November 2010)

LAND USE RATING: Medium-Low

The land use rating reflects the population and employment densities within ½-mile of proposed station areas:

- In 2005, station area population density was 4,279 persons per square mile. In 2005, station area employment was 10,634 and the San Francisco Central Business District (CBD) employment was 287,248.
- Existing land use consists of industrial, parking, low-density residential, the Great Mall and the San Jose Flea Market. There are a few areas with high residential density. Neither station area is pedestrian friendly due to high volume roads, noise, discontinuous or nonexistent sidewalks and a general lack of pedestrian amenities. There appears to be an ample supply of free parking.

ECONOMIC DEVELOPMENT RATING: Medium-High

Transit-Supportive Plans and Policies: Medium-High
(50 percent of Economic Development Rating)

- BART has adopted strong policies tying rail system expansion to transit supportive land use policies. Adopted in 1999, and updated in 2003, the policies encourage transit oriented development (TOD) around existing and proposed rail stations. Other board policy statements have expressed an advocacy role for BART in promoting region wide transit supportive initiatives. Several BART plans and policies complement the regional plans and policies.
- The *Silicon Valley Rapid Transit SVRT Station Areas Vision Plan* (VTA 2008) was developed with participation from cities, local officials, and community members to create a shared vision that accommodates BART station facilities and supporting TOD plans. The *Santa Clara General Plan—Charting a Course for Santa Clara County's Future: 1995-2010*, The City of Milpitas General Plan (April 2002 update), and a general plan update entitled *Envision San Jose 2040* all support development in the corridor and station areas. VTA is required, and continues, to plan and design consistent with BART Facilities Standards.
- The San Jose General Plan allows for establishing TOD corridors and BART station area nodes. TOD is to be promoted in designated special strategy areas, which typically are centered on exiting or planned light rail, major bus, and BART stations. The plan identifies Berryessa, Santa Clara Street/28th Street (near the proposed Alum Rock BART Station), and downtown San Jose as BART station nodes. The purpose of designating BART station nodes well in advance of any approval of an extension is to direct transit-oriented and pedestrian friendly development near stations. Development types can range from high density residential to mixed-use to high intensity office/commercial. The greatest densities should be adjacent to a station, with overall TOD densities at minimum 20 units per acre and 55 units per acre if possible. The Milpitas General Plan also designates TOD Overlay Zones.
- MTC administers discretionary grant programs that support local governments in developing housing near transit stations and conducting station-area planning efforts. The program awarded $750,000 in 2008 for a study of the San Jose Diridon Station area, which would initially be connected to the SVBX by Bus Rapid Transit service and may eventually be served directly as part of a later extension of the SVBX.

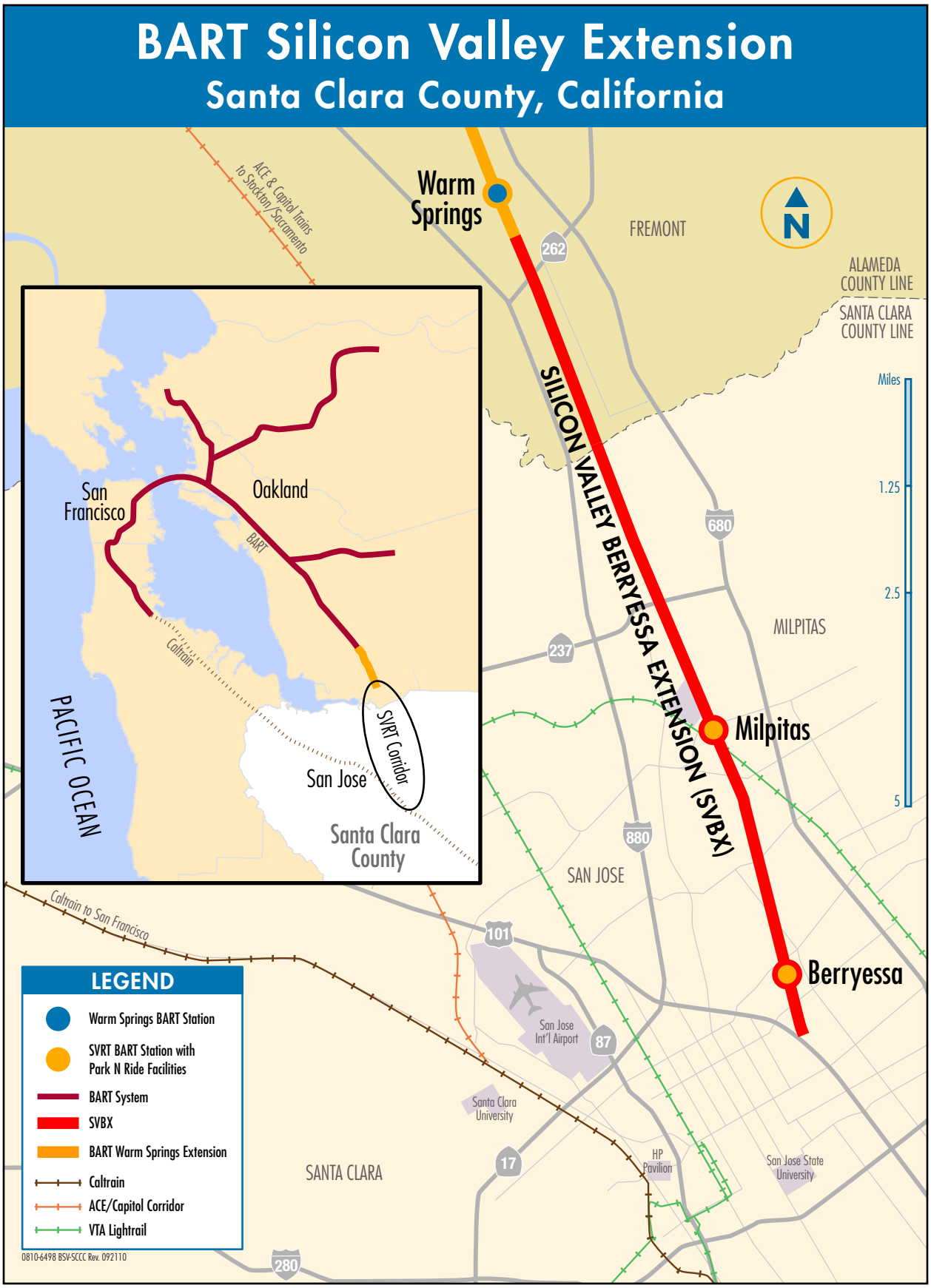
Performance and Impacts of Policies: Medium-High
(50 percent of Economic Development Rating)

- More than 7,437 transit oriented development housing units have been constructed between 1990 and 2009 within the SVBX corridor along designated transit routes and identified transit nodes.
- Within the SVBX corridor, approximately 2,700 residential units, 415,000 square feet of office space, and 239,000 square feet of retail space could be built near the Milpitas Station; and 2,900 residential units, 180,000 square feet of office space, and 93,000 square feet of retail space could be built near the Berryessa Station. Thus far, development has advanced more rapidly near Milpitas Station, though redevelopment plans have been approved for a large tract near Berryessa Station.

CA San Jose, Silicon Valley Berryessa Extension Project
(Rating Assigned November 2011)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**High**	The New Starts share of the project is 34.3 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium	The average age of the bus fleet is 8.9 years, which is older than the industry average. The most recent bond ratings, issued in June 2010, are as follows: Moody's Investors Service Aa2, Fitch's AA and Standard & Poor's Corporation AA+.
Commitment of Funds (25% of capital plan rating)	High	All of the non-Section 5309 New Starts funds are committed. Sources of funds include revenues from the Measure A ½ cent local sales tax and State Traffic Congestion Relief Program funds.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	Sales tax revenue assumptions are optimistic compared to historical data. The capital cost estimate for the project is reasonable. Valley Transportation Authority (VTA) has the financial capacity to cover cost increases or funding shortfalls equal to at least 10 percent of estimated project costs.
Project Operating Financial Plan (30% of summary financial rating)	**Medium**	
Operating Condition (25% of operating plan rating)	Medium	VTA's ratio of current assets to current liabilities as reported in its most recent audited financial statement is 3.35. There have been operating deficits the past two years and VTA has reduced service and increased fares to balance revenues and expenses.

Commitment of Funds (25% of operating plan rating)	High	More than 96 percent of operating funding is committed, while the remainder is planned. The main sources are sales tax revenues, operating assistance from the State of California, passenger revenues, and other special-purpose sales tax revenues.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium-Low	Assumed growth in operating expenses is similar to historical experience. Assumed farebox collections and sales tax revenues are optimistic compared with historical experience. Projected cash balances and reserve accounts equal 15 percent of annual system-wide operating expenses.


BART Silicon Valley Extension
Santa Clara County, California
Warm Springs
FREMONT
ALAMEDA COUNTY LINE
SANTA CLARA COUNTY LINE
ACE & Capitol Trains to Stockton/Sacramento
SILICON VALLEY BERRYESSA EXTENSION (SVBX)
Milpitas
Berryessa
MILPITAS
SAN JOSE
SANTA CLARA
San Jose Int'l Airport
Santa Clara University
HP Pavilion
San Jose State University
Caltrain to San Francisco
Miles
1.25
2.5
5
San Francisco
Oakland
BART
Caltrain
PACIFIC OCEAN
San Jose
SVRT Corridor
Santa Clara County
LEGEND
Warm Springs BART Station
SVRT BART Station with Park N Ride Facilities
BART System
SVBX
BART Warm Springs Extension
Caltrain
ACE/Capitol Corridor
VTA Lightrail
0810-6498 BSV-SCCC Rev. 092110

Eagle Commuter Rail

Denver, Colorado

(November 2011)

The Denver Regional Transportation District (RTD) is constructing a 13-station, 30.2-mile Commuter Rail project that consists of two lines: the East Corridor from Denver International Airport to downtown Denver at Denver Union Station (DUS) and the Gold Line from DUS westward to Ward Road in Wheat Ridge. Six stations would be constructed in the East Corridor and seven along the Gold Line. The project includes 44 electric multiple unit vehicles. When completed, the Eagle Commuter Rail project will connect Downtown Denver with the communities of Adams, Arvada and Wheat Ridge to the west and North Park Hill, Stapleton, Aurora/Fitzsimons, Montebello, Gateway and Denver International Airport to the east. Service will operate from DUS to DIA in the East Corridor every 15 minutes during weekdays from 6 am to 8 pm and every 30 minutes from 3 am to 6 am and 8 pm to 1 am. Weekend service in the East Corridor will operate every 15 minutes from 6 am to 8 pm and every 30 minutes from 3 am to 6 am and from 8 pm to 1:30 am. Trains will operate from DUS to Ward Road in the Gold Line Corridor every 15 minutes during weekdays from 6 am to 6:30 pm and every 30 minutes from 4 am to 6 am and 6:30 pm to 12:30 am. Weekend service in the Gold Line Corridor will operate every 15 minutes from 8 am to 6:30 pm and every 30 minutes from 4 am to 8 am and from 6:30 pm to 12:30 am. The Project is expected to serve 57,530 average weekday trips in 2030.

The total project cost under the Full Funding Grant Agreement (FFGA) is $2,043.14 million. The Section 5309 New Starts funding share is $1,030.45 million.

Status

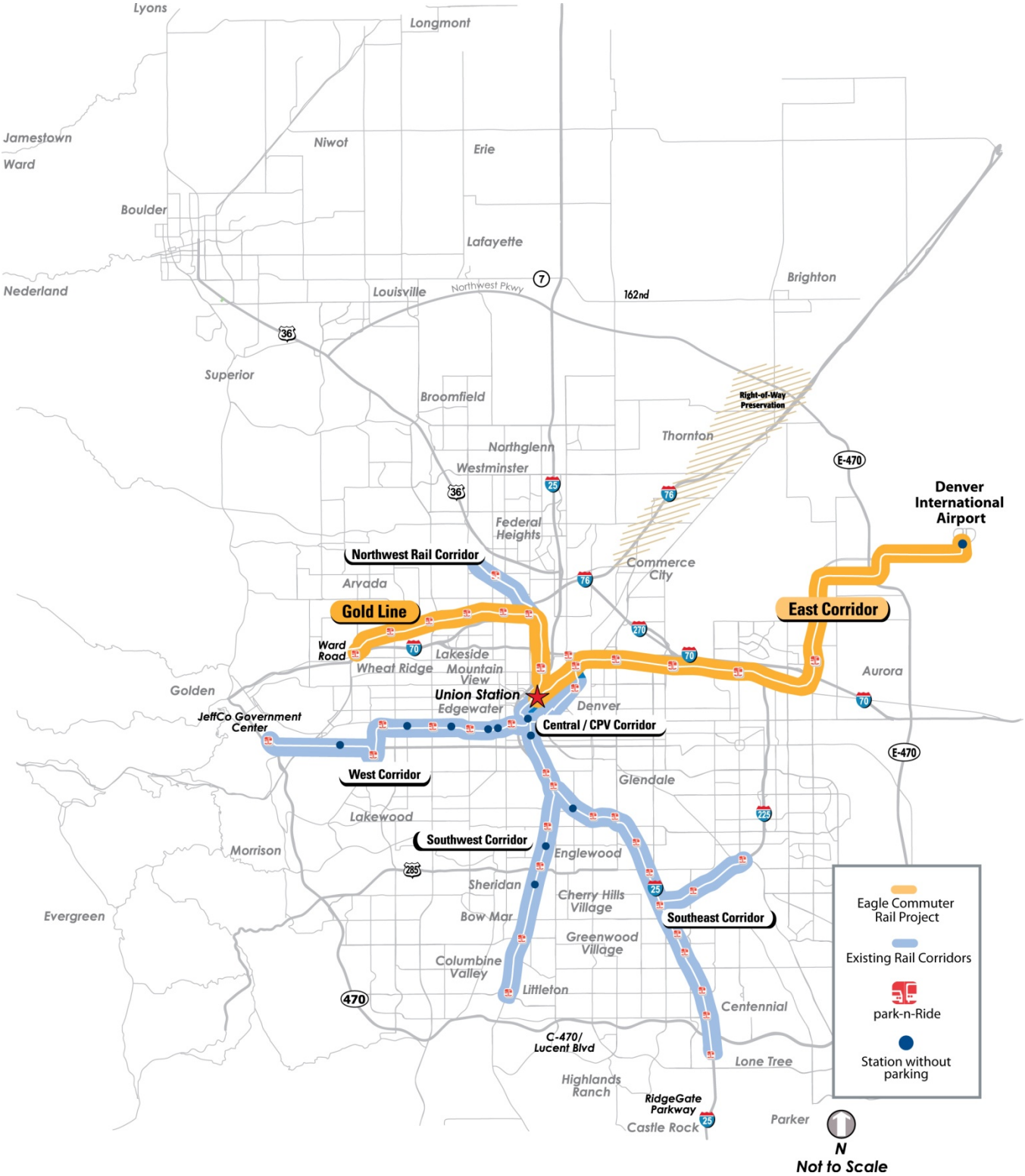
The East Corridor and Gold Line were approved into preliminary engineering in April 2009 as separate projects. Both projects received Records of Decision in November 2009 and approval to enter final design in April 2010. Because RTD will be managing the East Corridor and Gold Line as a single project, FTA agreed to consider them for a single Full Funding Grant Agreement (FFGA) as the Eagle Commuter Rail project. RTD is utilizing a design-build-finance-operate-maintain project delivery method for the project. A Concessionaire Team composed of engineering, construction, construction management, financial advisors and vehicle firms are designing and constructing the project, helping to finance the project, and providing an equity stake.

RTD and FTA entered into an FFGA in August 2011, with revenue operations scheduled for December 2016. Design is almost complete with utility relocations are underway and construction started in September 2011.

SAFETEA-LU Sections 3043(c)(61) and 3043(c)(65) authorized the Denver Eagle Commuter Rail project for final design and construction.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts FFGA Commitment Section 5307 CMAQ	 $1,030.45 $62.10	$225.42 million in total New Starts appropriations through the end of FY 2012
Local: Bond Proceeds Sales & Use Tax Concessionaire Financing-Private Equity and Debt Contributions from the City of Aurora, City & County of Denver, Adams County, Jefferson County, City of Arvada, City of Wheat Ridge	 $48.24 $374.25 $487.81 $40.30	
Total:	**$2,043.14**	

NOTE: The sum of the figures may differ from the total as listed due to rounding.


Lyons
Longmont
Jamestown
Ward
Niwot
Erie
Boulder
Lafayette
Nederland
Louisville
Northwest Pkwy
162nd
Brighton
Superior
Broomfield
Right-of-Way Preservation
Thornton
Northglenn
Westminster
E-470
Denver International Airport
Federal Heights
Northwest Rail Corridor
Commerce City
Arvada
Gold Line
East Corridor
Ward Road
Lakeside
Wheat Ridge
Mountain View
Aurora
Golden
Union Station
Edgewater
Denver
JeffCo Government Center
Central / CPV Corridor
West Corridor
Glendale
Lakewood
Southwest Corridor
Morrison
Englewood
Sheridan
Cherry Hills Village
Evergreen
Bow Mar
Southeast Corridor
Greenwood Village
Columbine Valley
Littleton
Centennial
C-470/ Lucent Blvd
Lone Tree
Highlands Ranch
RidgeGate Parkway
Castle Rock
Parker
Eagle Commuter Rail Project
Existing Rail Corridors
park-n-Ride
Station without parking
N
Not to Scale

New Britain – Hartford Busway
Hartford, Connecticut

(November 2011)

The Connecticut Department of Transportation (ConnDOT) is constructing an exclusive-guideway bus rapid transit (BRT) system operating primarily in existing and abandoned railroad right-of-way between downtown New Britain and Hartford's Union Station. The 9.4 mile busway project would run parallel to Interstate 84 (I-84), the primary transportation link between New Britain, West Hartford, and downtown Hartford. The project's operating plan calls for a number of bus routes to operate on the busway, including services that enter and exit the facility to reach destinations well outside of the immediate corridor without the need for a transfer. The project scope includes 31 new buses and six park-and-ride lots and 11 stations along the alignment.

The total project cost under the Full Funding Grant Agreement (FFGA) is $572.69 million. The Section 5309 New Starts funding share is $275.30 million.

Status

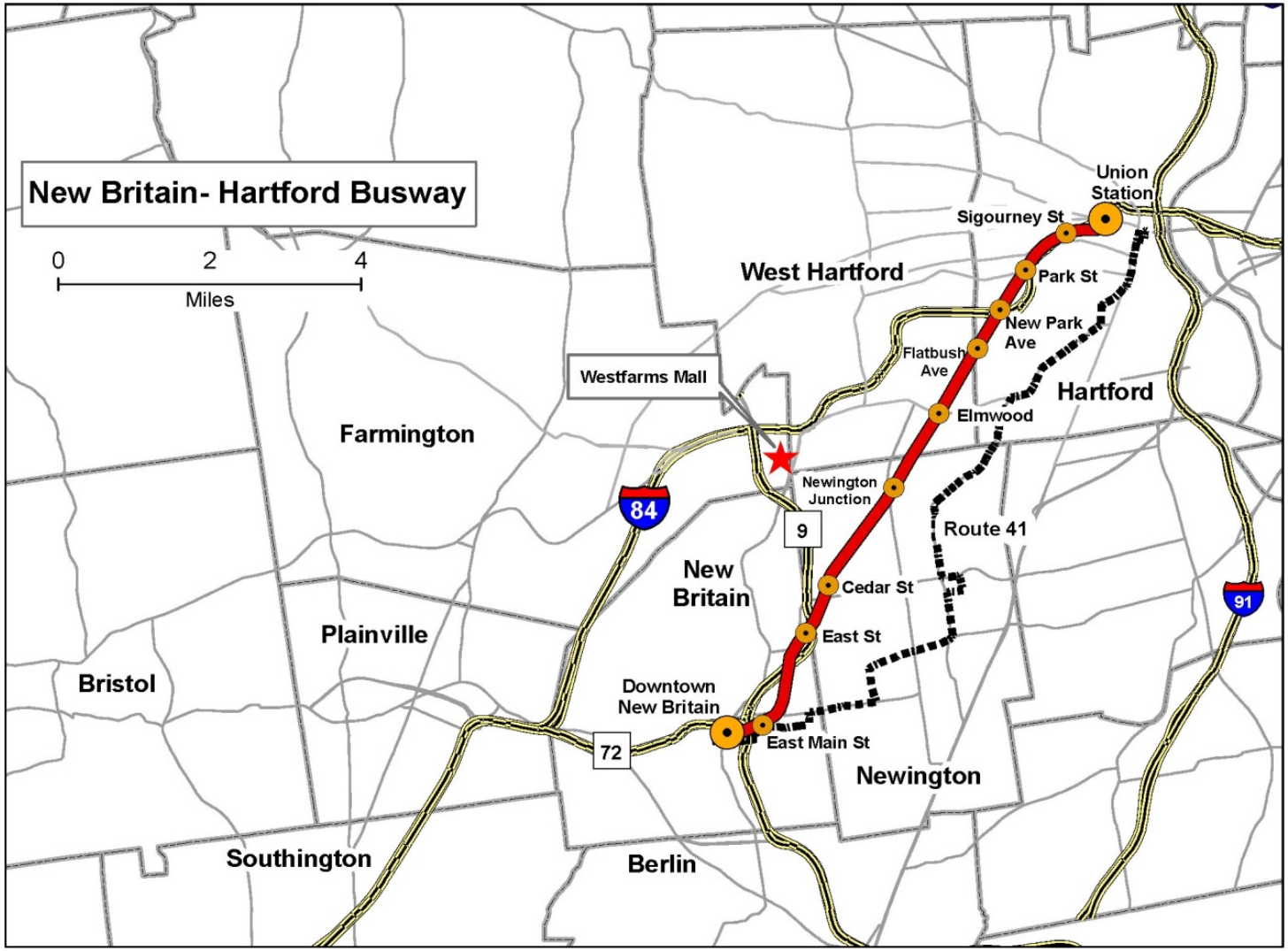
The 1994 regional transportation plan prepared by the Capitol Region Council of Governments identified the I-84 corridor west of Hartford as one of the metropolitan area's high priority corridors. A major investment study in the corridor was completed in 1999, which resulted in the selection of a BRT system between New Britain and Hartford as the locally preferred alternative. FTA approved the New Britain-Hartford Busway into preliminary engineering in January 2000. The project received a Record of Decision in March 2002. To address changes in the project scope since issuance of the ROD, two re-evaluations of the Final Environmental Impact Statement were conducted in June 2006 and September 2008. FTA approved final design for the project in October 2006.

ConnDOT and FTA entered into an FFGA in November 2011 with revenue operations scheduled for April 2015.

SAFETEA-LU Section 3043(b)(3) authorized the New Britain – Hartford Busway project for final design and construction.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal:		
Section 5309 New Starts	$275.30	$54.15 million in total New Starts appropriations through the end of FY 2012. The project also received $45.00 million in FY 2012 Bus Discretionary funding.
Section 5307 Urbanized Area Formula Funds	$16.37	
Section 5309 Fixed Guideway Modernization	$22.97	
Section 5309 Bus Discretionary	$25.92	
FHWA Flexible Funds (CMAQ and STP)	$55.41	
FHWA Interstate Maintenance Funds	$32.40	
FHWA NHS Funds	$9.80	
FHWA Section 115 Funds	$6.00	
FHWA Equity Bonus Funds	$10.66	
State:		
State Transportation Fund	$112.21	
Total:	**$567.05**	

NOTE: The sum of the figures may differ from the total as listed due to rounding.


New Britain- Hartford Busway
0
2
4
Miles
Union Station
Sigourney St
Park St
New Park Ave
Flatbush Ave
Elmwood
Hartford
West Hartford
Westfarms Mall
Farmington
Newington Junction
84
9
Route 41
New Britain
Cedar St
East St
91
Plainville
Bristol
Downtown New Britain
East Main St
72
Newington
Southington
Berlin

Wilmington to Newark Commuter Rail Improvements
Wilmington, Delaware
Final Design
(November 2011)

Summary Description	
Proposed Project:	Commuter Rail Improvements 1.5 Miles, 1 Station
Total Capital Cost ($YOE):	$78.42 Million
Section 5309 New Starts Share ($YOE):	$24.99 Million (31.9%)
Ridership Forecast (2020):	5,000 Average Weekday Trips

Project Description: The Delaware Transit Corporation (DTC) proposes to implement several commuter rail improvements in the segment of the Northeast Corridor between Wilmington and Newark, Delaware. The proposed Wilmington to Newark Commuter Rail Improvements project consists of three improvements intended to significantly enhance existing Southeastern Pennsylvania Transportation Authority (SEPTA) commuter rail service in Delaware. The proposed improvements include: (1) construction of a third track along a 1.5-mile segment of Amtrak's Northeast Corridor south of Wilmington, (2) relocation of the Newark rail station to a site one mile north of Newark, and (3) the purchase of two 2-car train sets.

Because the proposed New Starts share is less than $25 million, the project is exempt from the New Starts criteria and is thus not subject to FTA's evaluation and rating (49 U.S.C 5309(e)(1)(B)).

Project Purpose: These improvements are intended to increase track capacity for intercity, commuter and freight rail operations between the Wilmington and Newark stations, permit increased frequency and shorter headways between trains, and allow additional commuter trains to serve the Newark SEPTA station. The changes are expected to increase ridership, improve schedule reliability, and reduce travel time.

Project Development History, Status and Next Steps: FTA approved the Wilmington to Newark Commuter Rail Improvements project into preliminary engineering as an exempt New Starts project in April 2004. FTA agreed the project qualified as a Categorical Exclusion in September 2006. FTA approved entry into final design in February 2007. In August 2009, $7.6 million was obligated for acquisition of two 2-car passenger train sets, which are expected for delivery in mid-2012. DTC anticipates beginning construction on track improvements in early 2012, with completion in 2014.

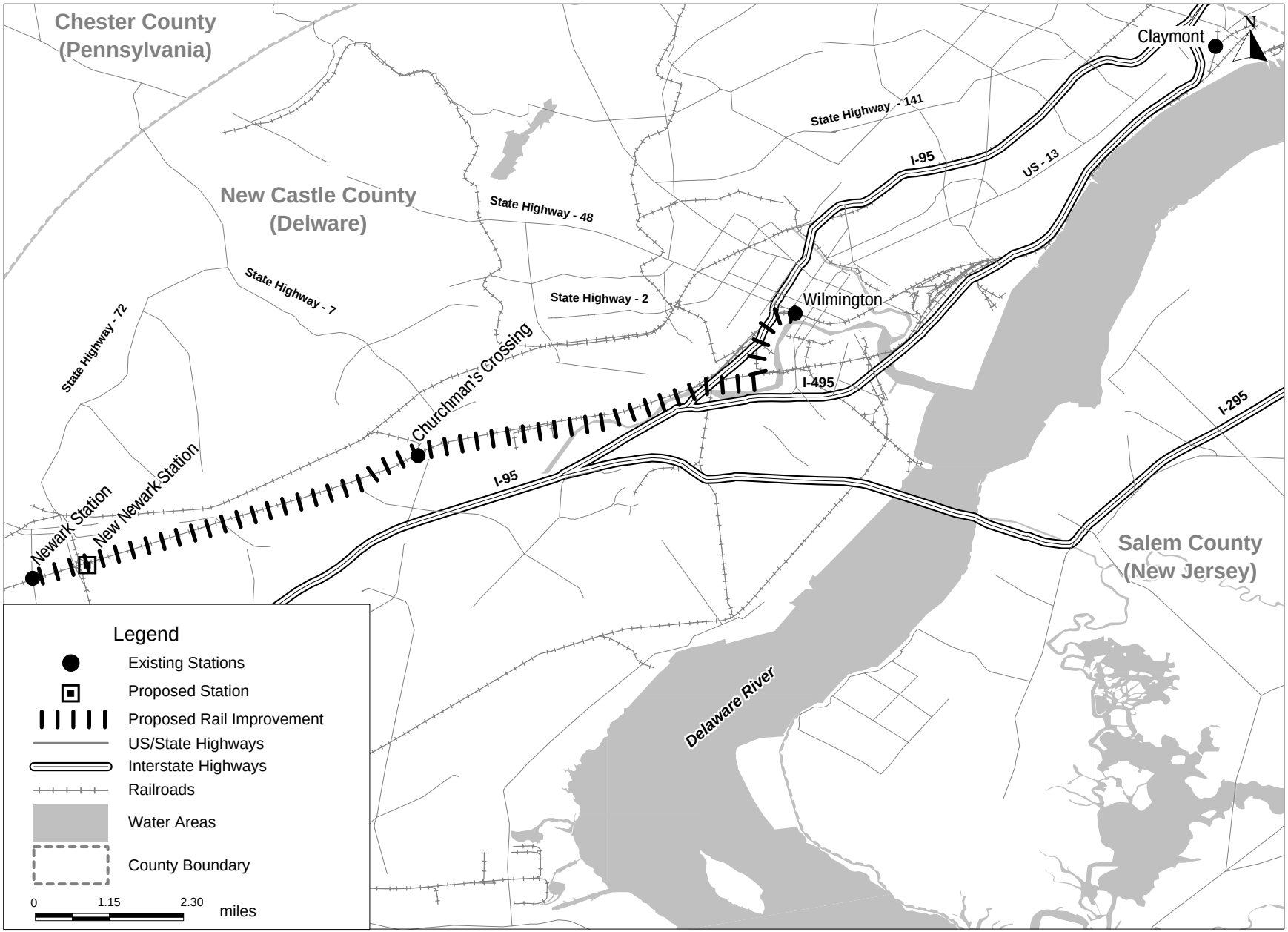
In October 2010, the Wilmington Area Planning Council received a Transportation Investment Generating Economic Recovery (TIGER) II planning grant from the U.S. Department of Transportation to reconsider the location and design of the Newark rail station. Further final design on the station will await completion of the TIGER II study.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 New Starts FHWA Section 117 FHWA Section 1702 Section 5309 Fixed Guideway Modernization	 $24.99 $4.92 $5.00 $3.98	 31.8% 6.3% 6.4% 5.1%
State: Delaware State Transportation Trust Fund	$39.53	50.4%
Total:	**$78.42**	**100.0%**

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

Wilmington to Newark Commuter Rail Improvements

Wilmington, Delaware



JTA BRT North Corridor
Jacksonville, Florida
Project Development
(Rating Assigned November 2011)

Summary Description	
Proposed Project:	Bus Rapid Transit 9.3 Miles, 14 Stations
Total Capital Cost ($YOE):	$33.48 Million
Section 5309 Small Starts Share ($YOE):	$26.79 Million (80.0%)
Annual Forecast Year Operating Cost:	$3.08 Million
Opening Year Ridership Forecast (2013):	4,600 Average Weekday Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Jacksonville Transportation Authority (JTA) is proposing a bus rapid transit (BRT) line running north of downtown Jacksonville to Interstate 295. The project would connect to the BRT Phase 1 Downtown project currently underway and includes transit signal priority, the purchase of eight low-floor, branded, diesel-hybrid vehicles and construction of stations with a real-time passenger information system, security system, and off-board fare collection. Service would operate seven days a week, with 10-minute headways during peak periods and 15-minute headways during off-peak periods.

Project Purpose: The BRT North Corridor project would result in more frequent, faster transit service in a heavily transit-dependent corridor. The North Corridor has the highest density of transit trips in the JTA system and serves the highest regional concentration of zero-car households. In areas closest to downtown Jacksonville, nearly 50 percent of persons over 16 years of age use transit to commute to work. Current service in the corridor operates every 20 to 60 minutes and is delayed by traffic congestion, with most stops offering limited passenger amenities such as waiting shelters or benches. In addition to improving transit service in the corridor, once connected to the Downtown BRT Phase I project, the BRT North Corridor project would form the initial components of a high-capacity regional rapid transit system.

Project Development History, Status and Next Steps: FTA approved the BRT North Corridor project into project development as a Very Small Start in December 2010. JTA completed the Environmental Assessment and a Finding of No Significant Impact was issued on May 26, 2011. JTA anticipates receipt of a construction grant in mid 2012, start of construction in late 2012, and start of revenue operations in December 2013.

Significant Changes Since Last Evaluation (November 2010): The project's capital cost increased from $21.30 million to $33.48 million due to the addition of a park-and-ride lot and an increase in the number of stations from 13 to 14. The amount of Small Starts funding requested increased from $17.04 million to $26.79 million, keeping the share at 80 percent. Forecast annual operating costs also increased from $2.44 million to $3.08 million due to a 1.5 hour expansion of weekday operating hours.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 Small Starts	$26.79	80.0%
State: Florida New Starts Transit Program	$3.35	10.0%
Local: JTA Local Discretionary Gas and Sales Tax Funds	$3.35	10.0%
Total:	**$33.49**	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

Project Site Map

Bus Rapid Transit Northwest Corridor Project
Jacksonville, Florida

JTA BRT Southeast Corridor
Jacksonville, Florida
Project Development
(Rating Assigned November 2011)

Summary Description	
Proposed Project:	Bus Rapid Transit 11.1 Miles, 7 Stations
Total Capital Cost ($YOE):	$23.88 Million
Section 5309 Small Starts Share ($YOE):	$19.10 Million (80.0%)
Annual Forecast Year Operating Cost:	$3.37 Million
Opening Year Ridership Forecast (2014):	4,700 Average Weekday Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Jacksonville Transportation Authority (JTA) is proposing a bus rapid transit (BRT) line running southeast of downtown Jacksonville to Southside Boulevard. The project would connect to the BRT Phase 1 Downtown project currently underway and includes transit signal priority, the purchase of eight low-floor, branded, diesel-hybrid vehicles, and construction of stations with a real-time passenger information system, security system, and off-board fare collection. Service would operate seven days a week, with 10-minute headways during peak periods and 15-minute headways during off-peak periods.

Project Purpose: The BRT Southeast Corridor project would result in more frequent, faster transit service in a heavily transit-dependent corridor. The Southeast corridor is comprised of residential, commercial, industrial, office, retail, and public spaces, as well as health-related services and colleges. It is currently served by several bus routes, but none provide direct service from downtown to the southeast, nor to Avenues Mall, a major trip generator. Many Southeast corridor residents are low-income, and a significant portion of the population is transit-dependent. In addition to improving transit service, the BRT Southeast Corridor project would form the initial components of a high-capacity regional rapid transit system with its connection to the Downtown BRT Phase I.

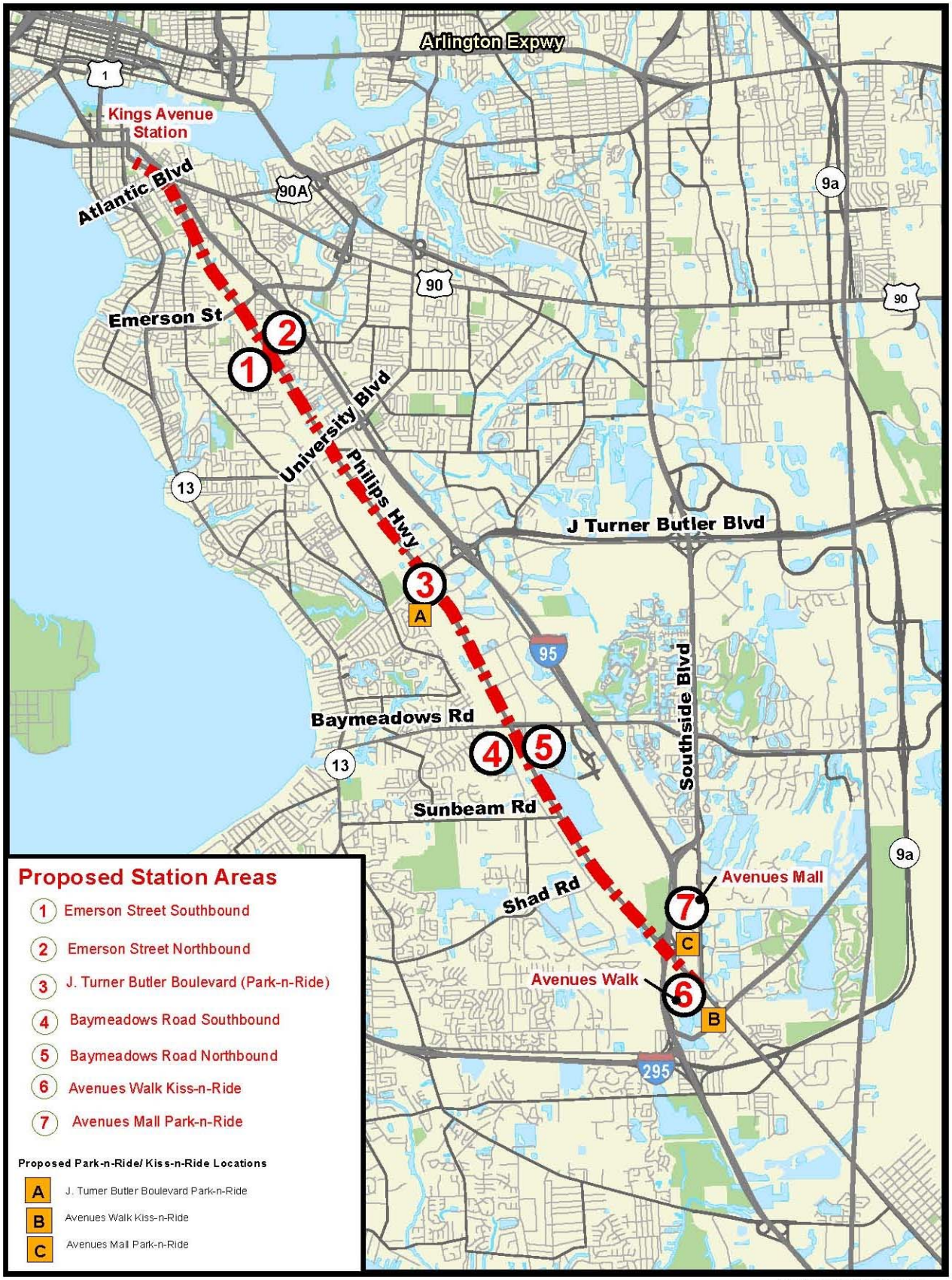
Project Development History, Status and Next Steps: FTA approved the BRT Southeast Corridor project into project development as a Very Small Start in November 2011. During 2012, JTA plans to initiate preliminary engineering activities in the corridor and complete the Environmental Assessment for the project. JTA anticipates the receipt of a construction grant in mid 2013, start of construction in late 2013, and start of revenue operations in late 2014.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 Small Starts	$19.10	80.0%
State: Florida New Starts Transit Program	$2.39	10.0%
Local: JTA Local Discretionary Gas and Sales Tax Funds	$2.39	10.0%
Total:	**$23.88**	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

Figure 2: Project Site Map

Bus Rapid Transit Southeast Corridor Project
Jacksonville, Florida



JACKSONVILLE
TRANSPORTATION
AUTHORITY

Central Florida Commuter Rail Transit – Initial Operating Segment
Orlando, Florida

(November 2011)

The Florida Department of Transportation (FDOT) is constructing a 32-mile, 12-station commuter rail system along the existing CSX "A" line Corridor from Volusia County through Seminole County, to Orange County and downtown Orlando. The Central Florida Commuter Rail Transit (CFCRT) project would operate entirely at-grade, sharing track with existing freight and Amtrak services. The project includes the purchase of seven locomotives and 14 passenger cars and the construction of approximately 2,000 parking spaces. In the opening year, service would operate every 30 minutes in the peak period and every 120 minutes during the off-peak, with no weekend service. By the forecast year of 2030, service would operate every 15 minutes in the peak period and every 30 minutes during the off-peak, with service every 60 minutes in the evenings and every 120 minutes on weekends.

The total project cost under the Full Funding Grant Agreement (FFGA) is $357.23 million. The Section 5309 New Starts funding share is $178.61 million.

Status

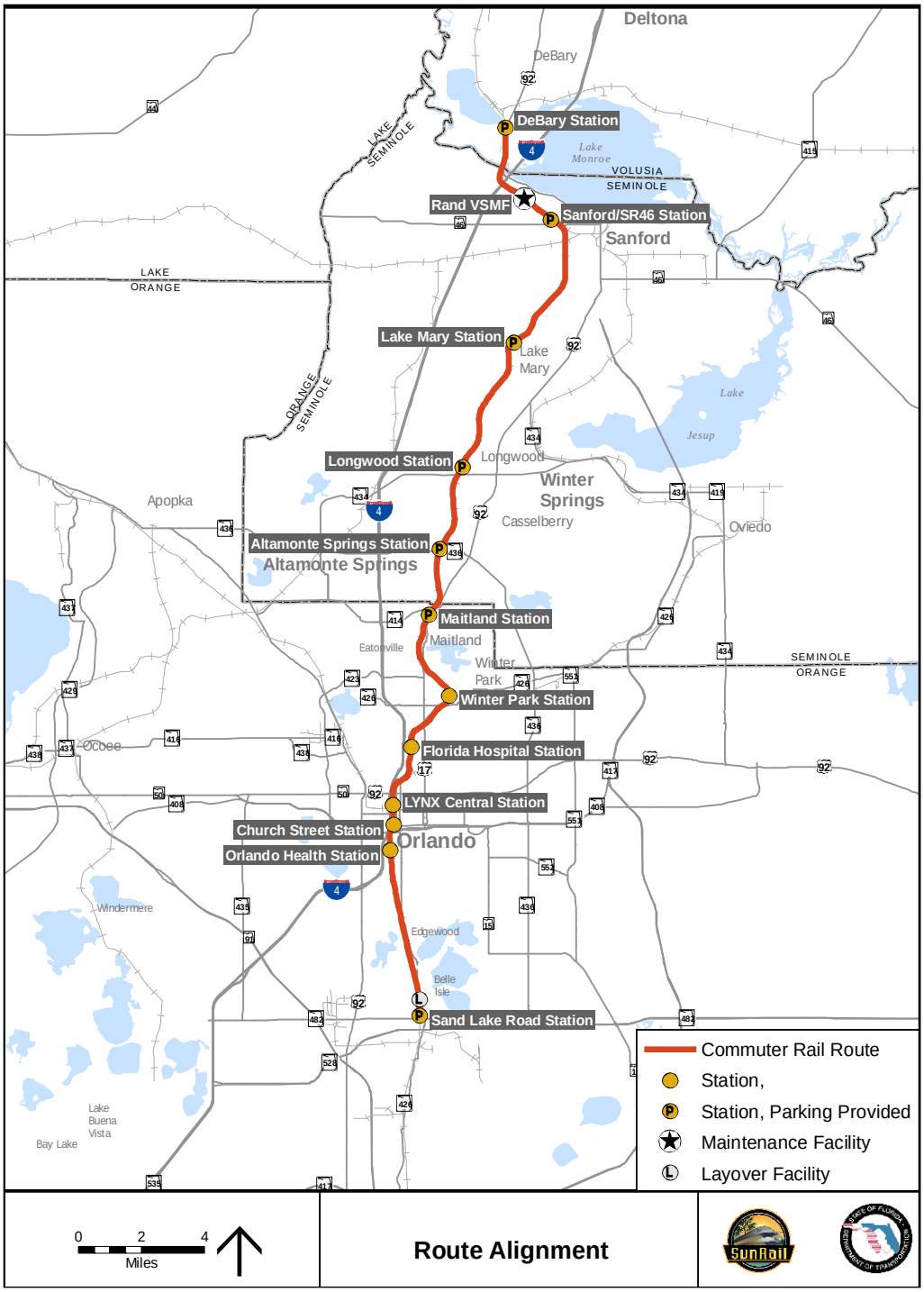
FDOT completed an alternatives analysis on a 61-mile corridor in May 2004. An Environmental Assessment (EA) was prepared for the entire 61-mile corridor in May 2006, with a Finding of No Significant Impact (FONSI) signed by FTA in April 2007. A 54-mile, 15-station project Locally Preferred Alternative was approved into preliminary engineering (PE) in March 2007. A Supplemental EA was prepared to assess the potential impacts of several project scope changes and to include a general analysis of the environmental impacts of moving freight from the CSX "A" Line to the "S" Line. FTA approved and signed the Supplemental EA in May 2008, and an addendum to the FONSI was issued by FTA in July 2008. During PE, FDOT decided to pursue entry into final design for only the current 32-mile, 12-station project, which was approved into final design in August 2008. A second Supplemental EA was prepared to assess a change in vehicle technology from diesel multiple units to locomotives and passenger cars and to assess changes to several stations. FTA approved and signed the Supplemental EA in April 2010, and an addendum to the FONSI was issued in September 2010.

FDOT and FTA entered into an FFGA in July 2011, with revenue operations scheduled for May 2014. The design- build contractor is finalizing design elements and construction will start in January 2012.

SAFETEA-LU Section 3043(b)(3) authorized the CFCRT project for final design and construction.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts FFGA Commitment	$178.61	$148.53 million in total New Starts appropriations through the end of FY 2012
State: Florida New Starts Transit Program State Transportation Trust Fund	$89.32	
Local: Volusia County State Infrastructure Bank Loan Seminole County Sales Tax Funds City of Orlando State Infrastructure Bank Loan Orange County General Funds	$6.60 $45.56 $13.47 $23.68	
Total:	**$357.23**	

NOTE: The sum of the figures may differ from the total as listed due to rounding.


Deltona
DeBary
DeBary Station
Lake Monroe
VOLUSIA
SEMINOLE
LAKE
SEMINOLE
Rand VSMF
Sanford/SR46 Station
Sanford
LAKE
ORANGE
Lake Mary Station
Lake Mary
ORANGE
SEMINOLE
Lake Jesup
Longwood Station
Longwood
Winter Springs
Casselberry
Apopka
Oviedo
Altamonte Springs Station
Altamonte Springs
Maitland Station
Maitland
Eatonville
Winter Park
SEMINOLE
ORANGE
Winter Park Station
Ocoee
Florida Hospital Station
LYNX Central Station
Church Street Station
Orlando Health Station
Orlando
Windermere
Edgewood
Belle Isle
Sand Lake Road Station
Lake Buena Vista
Bay Lake
Commuter Rail Route
Station,
Station, Parking Provided
Maintenance Facility
Layover Facility
0 2 4
Miles
Route Alignment
SunRail

High Capacity Transit Corridor Project
Honolulu, Hawaii
Final Design
(Rating Assigned November 2011)

Summary Description	
Proposed Project:	Elevated rail line with third rail electrification 20.1 Miles, 21 Stations
Total Capital Cost ($YOE):	$5,125.96 Million (Includes $247.0 million in finance charges)
Section 5309 New Starts Share ($YOE):	$1,550.00 Million (30.2%)
Annual Forecast Year Operating Cost:	$125.92 Million
Ridership Forecast (2030):	116,000 Average Weekday Trips 64,000 Daily New Trips
Opening Year Ridership Forecast (2019):	97,000 Average Weekday Trips
Overall Project Rating:	Medium- High
Project Justification Rating:	Medium- High
Local Financial Commitment Rating:	Medium

Project Description: The City and County of Honolulu (the City) and the Honolulu Authority for Rapid Transit (HART) propose to construct the High-Capacity Transit Corridor Project, a rail line that would serve the south shore of Oahu from a western terminus in Kapolei, past Pearl Harbor and Honolulu International Airport, through downtown Honolulu, to an eastern terminus at Ala Moana Center. The electrified (third rail) line would be almost entirely on elevated structure in existing public rights-of-way – primarily arterial streets. Rail service would extend over 20 hours each day with automated trains running every three minutes in weekday peak periods and every six minutes during most off-peak hours.

Project Purpose: The corridor is geographically constrained by the ocean to the south and two mountain ranges to the north. Pearl Harbor reaches well inland from the ocean and pinches the already-narrow corridor near its mid-point. Severe highway congestion persists on H-1, a freeway that extends through the length of the corridor, and on the limited number of major arterials that serve the corridor. In the urban core around downtown Honolulu, street capacity is similarly limited by the scarcity of continuous arterials. The Honolulu bus system currently provides service throughout the corridor. Per-capita ridership is among the top five in the country, reflecting heavy traffic congestion, high parking costs in the urban core, and high-frequency service. Service quality suffers substantially from mixed-traffic operations. Increasing traffic congestion continues to degrade schedule reliability, increase operating costs, and exacerbate capacity limitations on the highest-ridership bus routes. The proposed project would be fully grade-separated, provide higher-speed and more reliable transit service, and produce substantial reductions in travel times for large numbers of transit riders in the corridor.

Project Development History, Status and Next Steps: The City completed an alternatives analysis for the corridor in November 2006, and identified an elevated fixed-guideway as a starter project with future extensions both east and west. In May 2007, the Oahu Metropolitan Planning Organization amended the transportation plan for Oahu to include this initial project. In April 2008, the City chose steel-wheel-on-steel-rail as the technology and, in November 2008, a Draft Environmental Impact Statement (EIS) was issued for the project. FTA approved the project into preliminary engineering in October 2009. A Final EIS was published in June 2010, and a Record of Decision issued in January

2011. FTA approved the project into final design in December 2011. The City and HART anticipate receipt of a Full Funding Grant Agreement in late 2012, and the start of revenue operations in 2019.

Significant Changes Since Last Evaluation (November 2010): The project's capital cost estimate decreased from $5,347.68 million to $5,125.96 million. The project sponsor bid and awarded several contracts since the previous project cost estimate was developed. These contracts included the first two guideway line segments, the maintenance and storage facility, and the vehicle core systems. As a result of favorable market conditions, the project sponsor received bids that were less than the engineers' estimates, and the resulting awarded contract amounts were incorporated into the revised cost estimate. Additionally, the cost estimate was reduced by approximately $100 million based on seven cost containment measures proposed by the project sponsor. In July 2011, HART was established to oversee the project, replacing the City as the project sponsor. The City will remain the direct recipient of FTA grant funds.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$1,550.00	30.2%
Section 5307 Urbanized Area Formula Funds	$244.00	4.8%
American Recovery and Reinvestment Act	$4.00	0.1%
State/Local:		
General Excise Tax (GET)	$3,327.96	64.9%
Total:	**$5,125.96**	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

High-Capacity Transit Corridor Project
Honolulu, Hawaii
Final Design
(Rating Assigned July 2011)

LAND USE RATING: Medium

The land use rating reflects the significant population and employment densities served by much of the corridor, tempered by a relatively poor pedestrian environment.

- Existing land uses in the station areas include open, agricultural land; low-density, single-family residential; moderate-density, multi-family residential; light-commercial and harborfront industrial; and high-density commercial and retail in the Honolulu central business district (CBD). Many of the developed station areas suffer from wide arterial streets, considerable surface parking, disconnected residential subdivisions, and segregated development patterns.
- Average population density across all station areas is 8,300 persons per square mile, rating "medium" according to FTA guidance. Total employment served is at least 164,000 (including 48,000 in the CBD) which also rates "medium." Parking is scarce and expensive in the CBD, but generally free and available in most other station areas.

ECONOMIC DEVELOPMENT RATING: Medium-High

Transit-Supportive Plans and Policies: Medium
(50 percent of Economic Development Rating)

- Land use in the corridor is controlled by only two entities – the State of Hawaii, and the City and County of Honolulu. City and state-developed regional and subarea plans that cover the corridor include urban growth boundaries with strong protections for agricultural and preserved land outside these boundaries. Honolulu has specifically sought to concentrate new development in the Honolulu primary urban center and to establish a secondary urban area to the east in the community of Kapolei, at the eastern end of the proposed transit alignment.
- Neighborhood transit-oriented development (TOD) plans are being developed for each of the 21 station areas, and will serve as the basis for rezoning and other improvements. All current area and sub-area community land use plans contain objectives that explicitly support the transit project and that generally encourage transit-oriented projects, pedestrian orientation, and dense, mixed-use development.
- Existing zoning statutes allow for relatively high commercial and residential densities and relatively low parking requirements compared to most suburban areas in the U.S., and in some cases allow for mixed-use development. Revised city ordinances provide incentives for TOD around stations such as density bonuses, but these do not appear to have been applied to project station areas yet.

Performance and Impacts of Policies: Medium-High
(50 percent of Economic Development Rating)

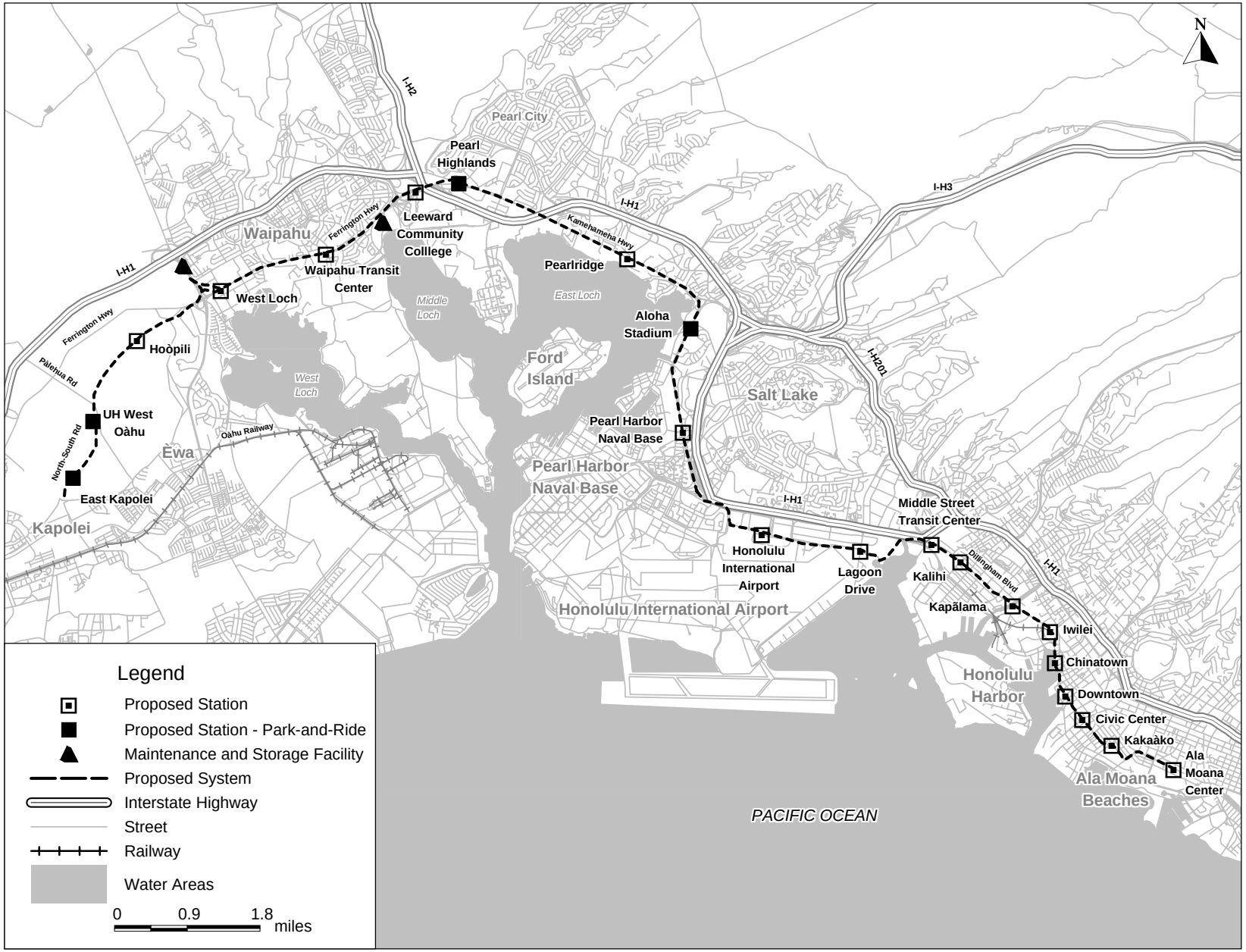
- Opportunities for redevelopment are greatest near the termini of the alignment in the Ewa Plain to the west and the Kaka‘ako Community Development District (CDD) to the east. The Ewa Plain has master plans for major development projects including high densities, a mix of uses, and pedestrian-friendly design in the vicinity of three proposed stations. The Kaka'ko CDD has seen an abundance of pedestrian/transit friendly development projects recently including expansion of open-air, pedestrian retail strips, major commercial and shopping centers located at existing bus transit stations, and high-density, live-work developments.
- Other parts of the corridor including the Waipahu, Pearl City, and Salt Lake communities may not be very adaptable to redevelopment due to the concentration of industrial/light-commercial uses, U.S. military and state property, and low demand.

HI, Honolulu High Capacity Transit Corridor Project
(Rating Assigned September 2011)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**High**	The New Starts share of the project is 30.2 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium	The average age of the bus fleet is 10.2 years, which is older than the industry average. The City's most recent General Obligation bond rating, issued in August 2011, is as follows: Standard & Poor's Corporation, AA+.
Commitment of Funds (25% of capital plan rating)	High	All of the non-Section 5309 New Starts funds are committed. Sources of funds include General Excise Tax (GET) surcharge revenues, Section 5307 Urbanized Area formula funds, and an American Recovery and Reinvestment Act grant.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	Growth in revenue assumptions is comparable to historical experience. The capital cost estimate is considered reasonable. The City has the financial capacity to cover cost increases or funding shortfalls equal to less than 10 percent of estimated project costs.
Project Operating Financial Plan (30% of summary financial rating)	**Medium-High**	
Operating Condition (25% of operating plan rating)	High	The City's current ratio of assets to liabilities as reported in its most recent audited financial statement is 3.18. There have been no service cutbacks or cash flow shortfalls in recent years.
Commitment of Funds (25% of operating plan rating)	High	All operating funding is committed. Revenue sources include fare revenues, subsidies from the City's General Fund and Highway Fund, and Federal Section 5307 formula funds.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium-Low	Assumed growth in operating expenses and state operating subsidies are optimistic compared to historical experience. Assumed farebox collections and sales tax revenues are consistent with historical experience. The operating cash flow assumes a balanced budget, with no accrual of an operating surplus or reserve.

Honolulu High-Capacity Transit Corridor Project

Honolulu, Hawaii



Baltimore Red Line
Baltimore, Maryland
Preliminary Engineering
(Rating Assigned May 2011)

Summary Description	
Proposed Project:	Light Rail Transit
	14.5 Miles, 20 Stations
Total Capital Cost ($YOE):	$2,219.25 Million
Section 5309 New Starts Share ($YOE):	$1,109.00 Million (50.0%)
Annual Forecast Year Operating Cost:	$41.00 Million
Ridership Forecast (2030):	57,000 Average Weekday Trips
	12,500 Daily New Trips
Opening Year Ridership Forecast (2021):	48,100 Average Weekday Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium

Project Description: The Maryland Transit Administration (MTA) proposes to build the Baltimore Red Line, a light rail transit (LRT) line between Woodlawn in suburban Baltimore County through downtown Baltimore, and terminating in Bayview in east Baltimore City. The Red Line is proposed to operate parallel to, or located on or under Interstate Highway 70 and U.S. Route 40 on the west, several arterial streets in downtown Baltimore, and the Norfolk Southern railroad right-of-way on the east end of the route. Most of the alignment is proposed to be a dedicated transitway in the median of existing streets, with approximately three miles of tunnel through downtown and one mile of tunnel under Cooks Lane toward the western end of the route. The project includes 15 at-grade stations and five underground stations in downtown; six park-and-ride facilities with 2,400 total spaces; 38 light rail vehicles; and a rail car storage and heavy maintenance facility. Service would be provided twenty hours per day with seven- to eight-minute headways during peak periods and 10-minute headways during off-peak periods.

Project Purpose: Currently there is no direct, expeditious east-west transit route in the corridor. Arterial streets are congested in this cross-town corridor during rush hours, causing slow bus operations. Traffic speeds on downtown segments of the corridor range from six to 12 miles per hour, and these are expected to worsen by up to 10 percent by 2030. The Red Line will offer speedy, convenient, and dependable transit service through downtown on exclusive and dedicated running way with easy transfer connections to other elements of the Baltimore transit network. In addition, the project will serve major employment locations including the U.S. Social Security Administration and the Centers for Medicare and Medicaid Services in Woodlawn; the Johns Hopkins Bayview Medical Center Campus; the Baltimore central business district; the Baltimore Inner Harbor mixed use commercial and entertainment destination, including major league baseball and football stadiums; the Fells Point and Canton residential neighborhoods currently experiencing major infill redevelopment; and the mature residential neighborhoods of West Baltimore, Edmondson Village, Rosemont, Harlem Park, Highlandtown, and others.

The Red Line will connect with existing north-south transit services across downtown Baltimore including the Maryland Area Regional Commuter (MARC) rail system, the Baltimore heavy rail Metro system, the existing Central Light Rail Line, and the MTA bus system.

Project Development History, Status and Next Steps: Following publication of the draft alternatives analysis and Draft Environmental Impact Statement (EIS) in September 2008, the State of Maryland selected as the locally preferred alternative (LPA) a LRT line from Woodlawn to the Bayview Medical Center in August 2009. The Baltimore Regional Transportation Board (BRTB) approved the Red Line in the BRTB's 2004 financially constrained long-range transportation plan (CLRP) in December 2004. BRTB subsequently amended the CLRP to include the Red Line LPA as approved by the state and to include an updated capital cost estimate for the project in July 2010. FTA approved the Baltimore Red Line into preliminary engineering in June 2011. MTA anticipates approval of the Final EIS in late 2012, receipt of a Record of Decision in early 2013, entry into final design in mid-2013, receipt of a Full Funding Grant Agreement in mid-2015, and start of revenue service in early 2021. The Red Line has been included in a Federal program of High-Priority Infrastructure Projects for expedited environmental review to be completed in February 2013.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 New Starts	$1,109.00	50.0%
State: Maryland Transportation Trust Fund (TTF)	$1,110.25	50.0%
Total:	**$2,219.25**	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

Baltimore Red Line

Baltimore, Maryland

Preliminary Engineering

(Rating Assigned May 2011)

LAND USE RATING: Medium-High

The land use rating reflects the population and employment densities within ½-mile of proposed station areas:

- Population density in the proposed station areas averages 9,100 persons per square mile. Total employment served by the project currently is 184,121 jobs.
- Land use in Red Line station areas will range from the high-density, mixed-use concentration of development in downtown Baltimore, to redeveloping urban neighborhoods and suburban commercial centers and medical complexes at outlying stations. The character of land use is transit-supportive in over half the station areas, including downtown Baltimore and urban neighborhoods, where the pattern and scale of development support a diverse mix of uses, high concentrations of employment and special attractions, and walkable street networks with substantial levels of pedestrian activity.
- Parking supplies are constrained in downtown and to a lesser extent, in the stations located in urban neighborhoods, where most parking is on-street. Parking is plentiful, however, at the outlying suburban stations. The average daily parking rate in downtown off-street facilities is $14.

ECONOMIC DEVELOPMENT RATING: Medium-High

Transit-Supportive Plans and Policies: Medium-High
(50 percent of Economic Development Rating)

- The State of Maryland and Baltimore County have policies that actively promote the concentration of development in existing cities and towns. Maryland's 1997 *Smart Growth Management Act* created an incentive-based program designating Priority Funding Areas (PFA) for growth-related state infrastructure funding. Virtually the entire Red Line is within a PFA. Baltimore County has a demarcation line defining urban areas that can receive public utility infrastructure to accommodate development.
- The State, Baltimore County, and Baltimore City have designated areas within walking distance of transit as priority areas for development. The City has a checklist for evaluating transit-oriented development (TOD) that governs the reviews of proposed projects near transit stations, requiring mixed uses, active street level uses, street connectivity, transit access, and reduced parking requirements. Parking policies in the City encourage reduced reliance on the use of private vehicles.
- Existing zoning ordinances in Baltimore City generally allow densities in the medium-high to high range. The City is redefining zoning codes to encourage mixed-use infill development, including TOD, and reductions in parking supply. Baltimore County plans to revise zoning to be consistent with station area plans for TOD.
- The State of Maryland and City of Baltimore provide significant incentives for compact development patterns with transit supportive characteristics. State law allows TOD projects to compete for funding on an equal basis with other transportation investments. Baltimore City's Capital Improvement Plan provides preferential capital funding for TOD projects and local governments in Maryland have the authority to use tax increment financing and special taxing districts to pay for TOD infrastructure, including operating and maintenance cost.

Performance and Impacts of Policies: Medium-High
(50 percent of summary economic development rating)

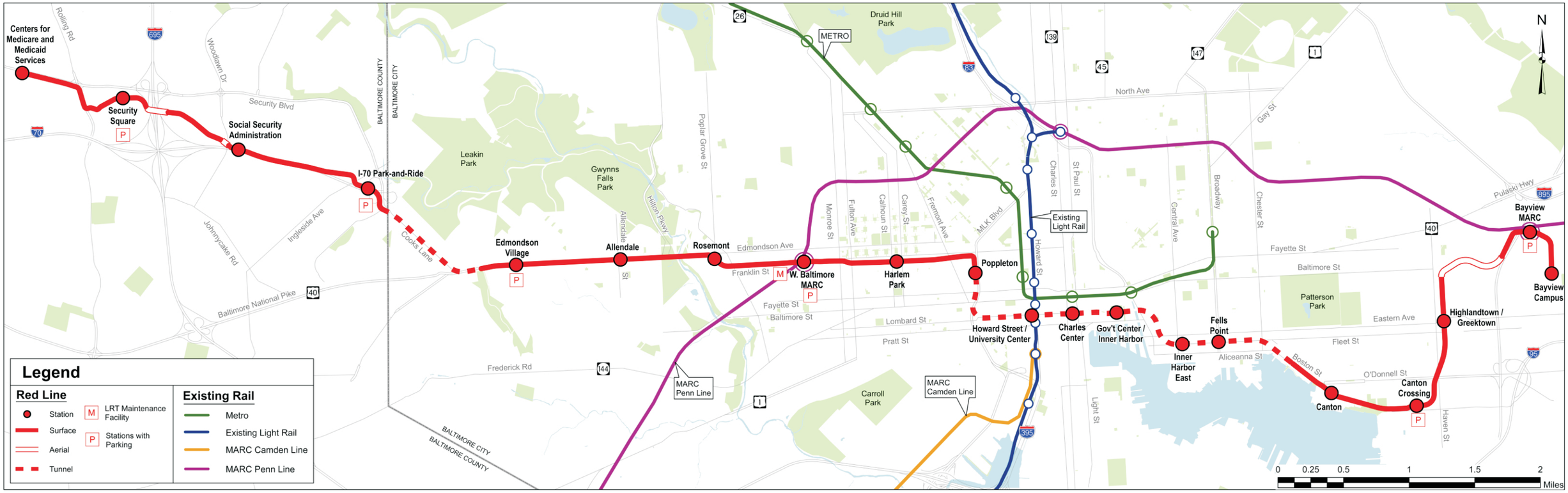
- The project sponsor has a strong joint development track record. The land use submission identifies 30 potential projects that are either planned, proposed, or under construction in Red Line station areas. Over 2,000 acres of property in station areas have strong potential for future redevelopment in transit-supportive uses.
- High levels of population and employment growth are forecast for project station areas, reflecting the vitality of economic sectors based in the region. The Red Line is an integral element of State, County, and City land use policies supporting the continued revitalization of the Baltimore economy.

MD, Baltimore Red Line
(Rating Assigned May 2011)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium**	The New Starts share of the project is 50.0 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium-High	The average age of Maryland Transit Administration (MTA's) bus fleet is 7.2 years, which is in line with the industry average. The most recent bond ratings, issued in June 2010, are as follows: Moody's Investors Service, Aa1; Fitch's, AA+; and Standard & Poor's Corporation, AAA.
Commitment of Funds (25% of capital plan rating)	Medium	Less than 25 percent of the non-Section 5309 New Starts funds are budgeted, with the remainder planned. The source of funds is the State Transportation Trust Fund.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium	Revenue assumptions are comparable with historical data. The capital cost estimate is optimistic. The financial plan shows that MTA, along with Maryland Department of Transportation (MDOT), has the financial capacity to cover cost increases or funding shortfalls equal to at least 25 percent of estimated project costs.
Project Operating Financial Plan (30% of summary financial rating)	**Medium-High**	
Operating Condition (25% of operating plan rating)	Medium-High	MDOT's current ratio of assets to liabilities as reported in its most recent audited financial statement is 1.6 (FY 2009). There have been no service cutbacks or cash flow shortfalls in recent years.
Commitment of Funds (25% of operating plan rating)	High	More than 75 percent of operating funding is committed, while the remainder is budgeted. The main revenue sources include Section 5307 Federal Formula funds, MDOT operating subsidy, farebox and other operating revenues.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium	Assumed growth in operating expenses and farebox collections is consistent with historical experience. Projected cash balances and reserve accounts exceed 12 percent (1.5 months) of annual system-wide operating expenses.

BALTIMORE RED LINE

Red Line Locally Preferred Alternative



MTA Maryland

Maryland National Capital Purple Line
Bethesda to New Carrollton, Maryland
Preliminary Engineering
(Rating Assigned September 2011)

Summary Description	
Proposed Project:	Light Rail Transit
	16.3 Miles, 21 Stations
Total Capital Cost ($YOE):	$1,925.46 Million
Section 5309 New Starts Share ($YOE):	$962.60 Million (50.0%)
Annual Forecast Year Operating Cost:	$58.00 Million
Ridership Forecast (2030):	60,100 Average Weekday Trips
	15,900 Daily New Trips
Opening Year Ridership Forecast (2020):	51,200 Average Weekday Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium-High

Project Description: The Maryland Transit Administration (MTA) proposes to build the Maryland National Capital Purple Line, a light rail transit (LRT) line between Bethesda in Montgomery County and New Carrollton in Prince George's County, passing through Silver Spring, Takoma/Langley Park, College Park/University of Maryland, and Riverdale. The route would cross several major arterial roadways and existing transit routes that travel between Maryland and Washington, DC, inside the National Capital Beltway (I-495). The National Capital Purple Line would include dedicated or semi-exclusive fixed guideway on surface streets that allow cross traffic. The route would include approximately three miles of semi-exclusive guideway on the Georgetown Branch right-of-way, an abandoned railroad corridor between Bethesda and Silver Spring. The project includes 16 at-grade stations, three elevated stations, and two below-grade stations; the purchase of 53 light rail vehicles and construction of two rail car maintenance facilities. The project will not include any new park-and-ride facilities. Service would be provided 19 hours per day on weekdays, 20 hours per day on weekends, with six-minute headways during peak periods, and 10- to 20-minute headways during off-peak periods.

Project Purpose: The National Capital Purple Line would provide fast and reliable transit service in this cross-county corridor, improving access to several business districts and activity centers along the route. It would connect passengers via transfers to existing radial transit routes including branches of the Metro heavy rail Red, Green, and Orange lines operated by the Washington Metropolitan Area Transit Authority. The project would connect with three commuter rail lines of the Maryland Area Regional Commuter (MARC) system at Silver Spring, Greenbelt, and New Carrollton, and with Amtrak on the Northeast Corridor at New Carrollton. While the project corridor has extensive radial transit service crossing the proposed route, the only existing transit available for travel along the length of the corridor is bus service. This bus service is slow and unreliable—much of it operating at less than 10 miles per hour on circuitous routes. The National Capital Purple Line would provide significant travel time savings; for example, a peak period bus trip on parallel roads between Bethesda and Silver Spring will take 40 minutes in 2030, while the same trip on the National Capital Purple Line will take only 10 minutes. This reduced travel time would improve access both to National Capital Purple Line destinations and to connecting transit services along the route.

Project Development History, Status and Next Steps: Following publication of the draft alternatives analysis and Draft Environmental Impact Statement (EIS) in October 2008, the State of Maryland selected as the locally preferred alternative a LRT line between Bethesda and New Carrollton in August 2009. The National Capital Region Transportation Planning Board (TPB) approved the Purple Line in the TPB's 2006 financially constrained long-range transportation plan (CLRP) in October 2006. TPB subsequently amended the CLRP to include updated capital cost estimates for the project in October 2009 and May 2011. FTA approved the National Capital Purple Line into preliminary engineering in October 2011. MTA anticipates approval of the Final EIS in late 2012, receipt of a Record of Decision and entry into final design in mid-2013, receipt of a Full Funding Grant Agreement in mid-2015, and start of revenue service in mid-2020.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 New Starts	$962.60	50.0%
State: Maryland Transportation Trust Fund (TTF)	$962.86	50.0%
Total:	**$1,925.46**	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

Maryland National Capital Purple Line

Bethesda to New Carrollton, Maryland

Preliminary Engineering

(Rating Assigned September 2011)

LAND USE RATING: Medium

The land use rating reflects the population and employment densities within ½-mile of proposed station areas.

- Average population density in all station areas is 8,170 persons per square mile. Total employment within the project station areas is 141,770.
- The project corridor connects the inner ring suburbs north of Washington, D.C. Land use ranges from the Bethesda and Silver Spring Central Business Districts (CBDs) to the University of Maryland campus, with other station areas dominated by strip commercial development and residential neighborhoods of single family homes, garden apartments, townhouses, and intermittent high-rise apartment/condominium buildings. The character of land use is clearly transit-supportive only in the three station areas in Bethesda and Silver Spring.
- Parking supply is constrained in the Bethesda and Silver Spring CBDs. Free parking generally is available, however, in most of the other station areas. The daily parking rate is in the $10-$15 range in the Bethesda CBD and $8 in the Silver Spring CBD.

ECONOMIC DEVELOPMENT RATING: Medium-High

Transit-Supportive Plans and Policies: Medium-High
(50 percent of summary economic development rating)

- State policies support the concentration of growth in existing cities and towns. The entire Purple Line corridor is located within a Priority Funding Area eligible for growth-related State infrastructure funding.
- Montgomery County has a growth policy that directs development to areas where public services are in place. Prince George's County has identified most of the Purple Line Corridor for concentrated growth and provides incentives for high-density housing and mixed-use infill and redevelopment. Plans for new development and redevelopment with transit-supportive character have been developed for over half of the station areas.
- Land use plans generally are implemented through zoning and development project approvals. Zoning in the Bethesda and Silver Spring CBDs allows development at transit-supportive densities. Prince George's County has recently enacted new zoning policies to encourage higher-density and mixed-use development at a number of locations, including Purple Line station areas.
- The State of Maryland provides significant incentives to promote compact development patterns with transit supportive characteristics. In addition, local governments have the authority to use tax increment financing and special taxing districts to pay for transit-oriented development infrastructure. Six of the project station areas are in designated Enterprise Zones, in which businesses are eligible for tax incentives. Prince George's County has enacted policies to encourage high-density, mixed-use transit-supportive development, including financing, tax deferral, streamlined development review processes, and affordable housing tax credits. A tax increment financing district has been established in the New Carrollton Station area.

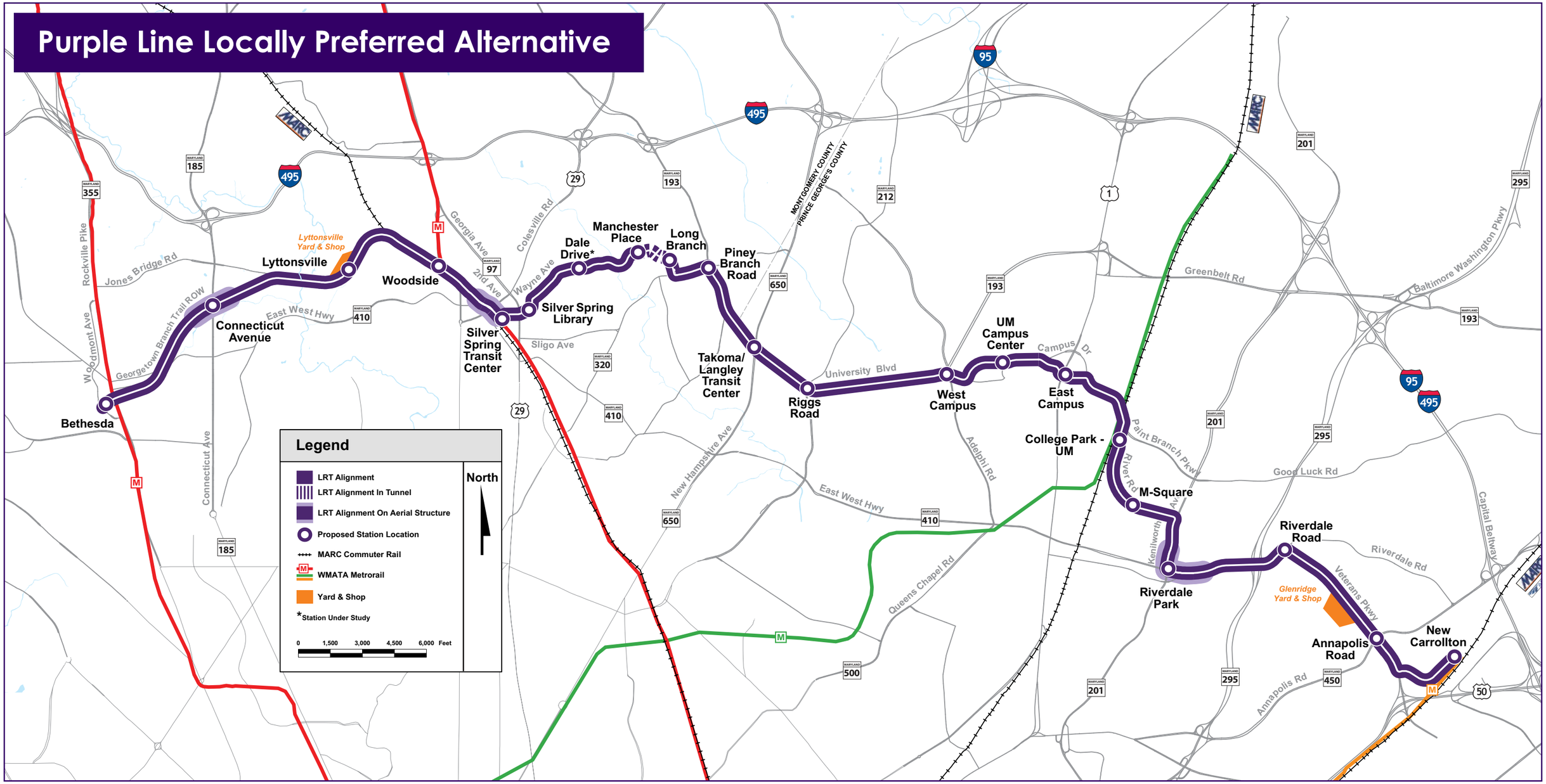
Performance and Impacts of Policies – Medium-High
(50 percent of summary economic development rating)

- Prime examples of successful transit-supportive development are the Bethesda and Silver Spring CBDs, where land use policies have played a key role in rejuvenating the areas around Metrorail stations. Over 3,500 residential units and 2.8 million square feet (sq. ft.) of office, commercial, and institutional development currently are either approved or proposed in project station areas within Prince George's County.
- Substantial population and employment growth is forecast for the corridor, particularly in station areas. Expanded transportation capacity and new transit connections in the corridor are expected to increase employment opportunities for residents and help to concentrate growth.

MD, Maryland National Capital Purple Line
(Rating Assigned September 2011)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium-High**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium**	The New Starts share of the project is 50.0 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium-High**	
Capital Condition (25% of capital plan rating)	Medium-High	The average age of Maryland Transit Administration's (MTA) bus fleet is 7.2 years, which is in-line with the industry average. The most recent bond ratings, issued in June 2010, are as follows: Moody's Investors Service, Aa1; Fitch's, AA+; and Standard & Poor's Corporation, AAA.
Commitment of Funds (25% of capital plan rating)	Medium-High	More than 25 percent of the non-Section 5309 New Starts funds are budgeted, with the remainder planned. The source of funds is the State Transportation Trust Fund.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium	Revenue assumptions are mostly consistent with historical data. The capital cost estimate is reasonable. The financial plan shows that MTA along with Maryland Department of Transportation (MDOT) has the financial capacity to cover cost increases or funding shortfalls equal to at least 25 percent of estimated project costs.
Project Operating Financial Plan (30% of summary financial rating)	**Medium-High**	
Operating Condition (25% of operating plan rating)	Medium	MDOT's current ratio of assets to liabilities as reported in its most recent audited financial statement is 1.4 (FY 2010). There have been no service cutbacks or cash flow shortfalls in recent years.
Commitment of Funds (25% of operating plan rating)	High	More than 75 percent of operating funding is committed, while the remainder is budgeted. The main revenue sources include Section 5307 Federal formula funds, MDOT operating subsidy, farebox and other operating revenues.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium	Assumed growth in operating expenses and farebox collections is consistent with historical experience. Projected cash balances and reserve accounts exceed 12 percent (1.5 months) of annual system-wide operating expenses.

Purple Line Locally Preferred Alternative



Silver Line BRT
Grand Rapids, Michigan
Project Development
(Rating Assigned November 2011)

Summary Description	
Proposed Project:	Bus Rapid Transit 9.6 Miles, 18 Stations
Total Capital Cost ($YOE):	$35.29 Million (includes $1.0 million in finance charges)
Section 5309 Small Starts Share ($YOE):	$28.22 Million (80.0%)
Annual Forecast Year Operating Cost:	$1.56 Million
Opening Year Ridership Forecast (2014):	7,200 Average Weekday Trips 1,300 Daily New Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Interurban Transit Partnership (ITP) is proposing to implement a bus rapid transit (BRT) line along Division Avenue from the Grand Rapids central business district (CBD) to 60th Street/Division Avenue. The project includes real-time passenger information at stations, traffic signal priority, off-board fare collection, and the purchase of ten, low-floor, hybrid-fueled buses. The proposed service would operate with 10-minute headways during peak periods and 15-minute headways during off-peak periods.

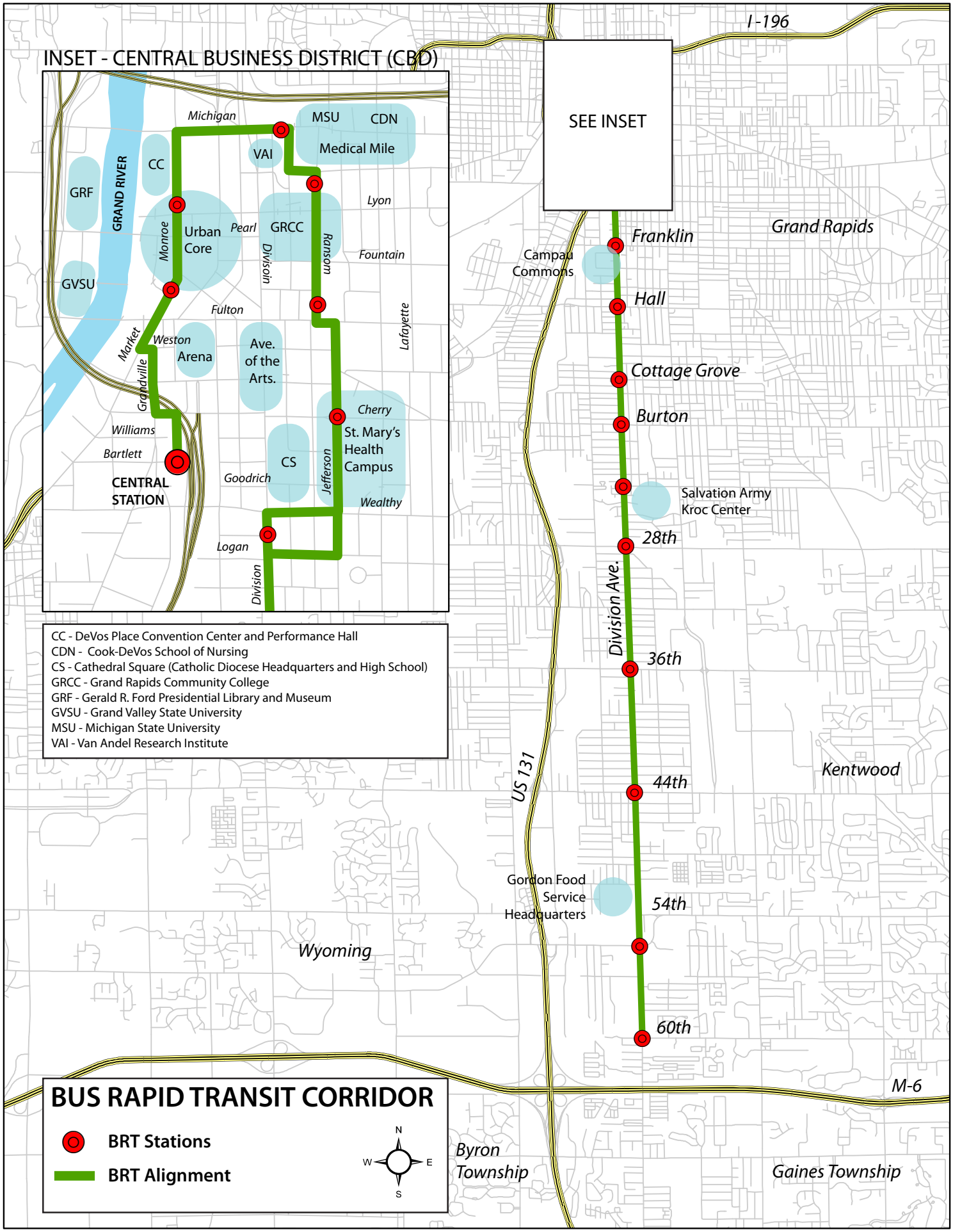
Project Purpose: Current auto travel times for US 131, which parallels Division Avenue, are unstable. High levels of congestion toward the CBD are recurring and exacerbated by breakdowns, accidents, weather incidents, or construction. ITP's existing local bus route on Division Avenue is the busiest non-university route in the system. Overall, the BRT line would improve transit travel times and reliability during peak periods for both existing and new transit riders traveling from residential areas along Division Avenue to major employment and educational venues in the CBD.

Project Development History, Status and Next Steps: In January 2007, ITP completed an alternatives analysis. BRT was selected as the locally preferred alternative (LPA). The LPA was included in the region's financially-constrained long-range transportation plan in April 2007. FTA approved the project into project development as a Very Small Start in December 2007. An Environmental Assessment was completed in January 2011. In May 2011, local voters approved a referendum to increase an existing property millage to fund the BRT line's estimated operating costs. FTA issued a Finding of No Significant Impact in July 2011. ITP anticipates receipt of a Project Construction Grant Agreement by mid 2012, and the starts of revenue operation in 2014.

Significant Changes Since Last Evaluation (November 2010): The capital cost estimate decreased from $37.0 million to $35.2 million because the ITP consolidated two planned BRT stations on the "Medical Mile" segment of the alignment into one station on Michigan Avenue, which also resulted in a decrease in the project's estimated operating costs. The ITP is currently updating the project's budget to reflect more detail engineering being undertaken. An updated budget is anticipated in early 2012.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 Small Starts	$28.23	80.0%
State: Comprehensive Transportation Fund Appropriation	$7.05	20.0%
Total:	**$35.29**	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.


INSET - CENTRAL BUSINESS DISTRICT (CBD)
Michigan
MSU
CDN
Medical Mile
VAI
CC
GRF
GRAND RIVER
Lyon
Urban Core
Pearl
GRCC
Monroe
Division
Ransom
Fountain
GVSU
Fulton
Lafayette
Market
Weston
Arena
Ave. of the Arts.
Grandville
Cherry
Williams
St. Mary's Health Campus
Bartlett
CS
CENTRAL STATION
Goodrich
Jefferson
Wealthy
Logan
Division
CC - DeVos Place Convention Center and Performance Hall
CDN - Cook-DeVos School of Nursing
CS - Cathedral Square (Catholic Diocese Headquarters and High School)
GRCC - Grand Rapids Community College
GRF - Gerald R. Ford Presidential Library and Museum
GVSU - Grand Valley State University
MSU - Michigan State University
VAI - Van Andel Research Institute
I-196
SEE INSET
Grand Rapids
Franklin
Campau Commons
Hall
Cottage Grove
Burton
Salvation Army Kroc Center
28th
Division Ave.
36th
US 131
Kentwood
44th
Gordon Food Service Headquarters
54th
Wyoming
60th
M-6
Byron Township
Gaines Township
BUS RAPID TRANSIT CORRIDOR
BRT Stations
BRT Alignment
N
W
E
S

Southwest LRT
Minneapolis, Minnesota
Preliminary Engineering
(Rating Assigned September 2011)

Summary Description	
Proposed Project:	Light Rail Transit 15.8 Miles, 17 Stations
Total Capital Cost ($YOE):	$1,250.48 Million (includes $30.0 million in finance charges)
Section 5309 New Starts Share ($YOE):	$625.24 Million (50.0%)
Annual Forecast Year Operating Cost:	$48.07 Million
Ridership Forecast (2030):	29,700 Average Weekday Trips 7,400 Daily New Trips
Opening Year Ridership Forecast (2017):	22,800 Average Weekday Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Metropolitan Council (MC) and the Hennepin County Regional Railroad Authority (HCRRA) are planning the Southwest Light Rail Transit (LRT) line between Eden Prairie in suburban Hennepin County through the municipalities of Minnetonka, Hopkins and St. Louis Park to downtown Minneapolis. The LRT line would primarily operate in a dedicated transitway in the median of existing streets, except for approximately 1.47 miles of elevated guideway via a flyover bridge over existing freight tracks and 0.2 miles of tunnel under existing streets near the Target Field station in downtown Minneapolis. Near the proposed Shady Oak Road station, the project would use an abandoned railroad right-of-way owned by HCRRA. Service on the LRT line would operate from Eden Prairie to Target Field and then continue without a transfer to downtown St. Paul along the same tracks used by the Central Corridor LRT line, currently under construction. The project includes 15 park-and-ride facilities with 3,500 total spaces, 26 light rail vehicles, and a new railcar maintenance facility. Service would be provided at 7.5-minute headways during peak periods and 10-minute headways during off-peak periods.

Project Purpose: The Southwest LRT corridor is experiencing significant declining mobility resulting from high residential and employment growth and limited infrastructure improvements. Existing transit service in the corridor is extensive. Transit advantages include bus shoulder lanes, park-and-ride lots and ramp-meter bypasses. However, bus speeds remain limited. The LRT line would improve accessibility and mobility by enhancing transit travel speeds. The project is projected to result in an average of 16 minutes of travel time savings compared to lower-cost bus improvements, which is attributable to the LRT line's diagonal route compared to the north-south/east-west roadway orientation and increasing levels of congestion in the corridor. The LRT line would link several major activity centers, including Target Field on the corridor's eastern end and the Eden Prairie Center Mall on the corridor's western end. Also, because the project would share track with the Central Corridor LRT line, it would provide a one-seat ride from Minneapolis' southwestern suburbs via downtown Minneapolis to the State Capitol complex and downtown St. Paul. At Target Field, the project would also provide transfer connections to the existing Hiawatha LRT and Northstar commuter rail lines.

Project Development History, Status and Next Steps: Following completion of the alternatives analysis in May 2010, MC selected as the locally preferred alternative an LRT line from the suburb of Eden Prairie through downtown Minneapolis to downtown St. Paul and included it in the fiscally constrained long-range transportation plan. FTA approved the project into preliminary engineering in September 2011. A Draft Environmental Impact Statement (EIS) is expected to be completed in mid-2012. MC anticipates completion of a Final EIS and receipt of a Record of Decision in late 2013, entry into final design in late 2013 or early 2014, receipt of a Full Funding Grant Agreement in late 2014, and start of revenue service in 2017.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 New Starts	$625.24	50.0%
State: Minnesota Legislature (General Obligation Bonds)	$125.04	10.0%
Local: Counties Transit Improvement Board Bonds	$375.14	30.0%
Hennepin County Regional Railroad Authority Bonds	$125.04	10.0%
Total:	**$1,250.48**	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

Southwest LRT
Minneapolis, Minnesota
Preliminary Engineering
(Rating Assigned September 2011)

LAND USE RATING: Medium

The land use rating reflects the population and employment densities within ½-mile of proposed station areas:

- Average population density across all station areas is 5,600 persons per square mile. Total employment served is 207,000.
- The project corridor includes downtown Minneapolis which features dense development. Outside of the downtown core, station areas in Minneapolis and St. Louis Park feature moderate-to-high density multi-use development. The municipalities of Minnetonka and Eden Prairie, while less densely developed, include large job centers within proposed station areas.
- Parking in the Minneapolis central business district averages $12 per day. Parking is generally free throughout the rest of the project corridor, with few exceptions.

ECONOMIC DEVELOPMENT RATING: Medium-High

Transit-Supportive Plans and Policies: Medium-High
(50 percent of Economic Development Rating)

- The Metropolitan Council (MC) established a regional growth boundary to control development on the suburban edge, with limits on investments in transportation and wastewater infrastructure in those areas. The MC's *2030 Regional Development Framework* emphasizes the need for denser development in regional transit investments that support walkable neighborhoods, urban infill, higher density mixed-use development and redevelopment in established urban areas.
- All five municipalities in the project corridor have comprehensive plans that call for intensified development around proposed station areas. Downtown Minneapolis has adopted policies that eliminate minimum parking requirements for a variety of uses, prohibit new commercial surface parking lots in downtown, and ensure that parking facilities do not under-price their parking fees as compared to transit fares.
- The Minneapolis Zoning Code allows for reductions in parking requirements if the development is close to transit service, provides a transit shelter, or includes shared parking for uses with different peak periods. Minneapolis has prohibited commercial parking lots and auto-oriented uses within a ½-mile of the existing Hiawatha LRT line's stations.
- In 2010, Hennepin County approved the establishment of the Southwest LRT Community Works project to guide and support economic development in the corridor. The MC, with funds provided by the Livable Communities Act, has funded 15-20 transit-supportive developments in project corridor station areas. Hennepin County also sets aside $2 million annually for transit-oriented development (TOD).

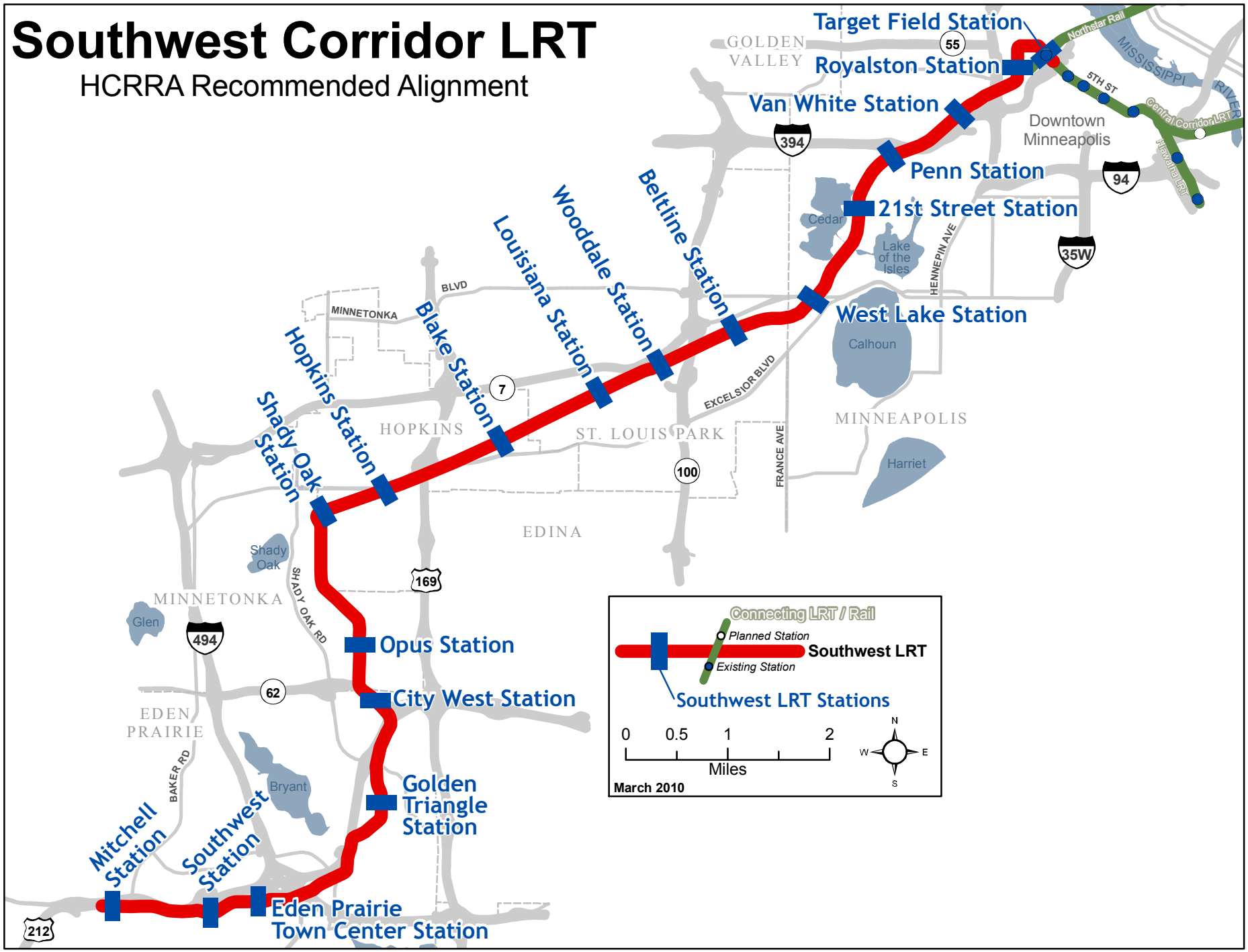
Performance and Impacts of Policies: Medium-High
(50 percent of Economic Development Rating)

- The Twin Cities market has responded favorably to the Hiawatha and Central LRT corridors, with new transit-supportive developments in Minneapolis, St. Paul, and Bloomington. Most Southwest LRT station areas have multiple TOD projects underway or completed, with numerous others slated to begin in the next two years.
- Minneapolis offers density and floor area ratio bonuses for features such as underground parking, affordable housing, transit facilities and public art.
- According to a 2008 market assessment, the southwest quadrant is the most dynamic real estate sector of the metro area and includes the region's highest concentration of well-paying jobs, office space, retail space and affluent households. Proposed Southwest LRT station areas are projected to attract at least 16 percent more households than the project corridor as a whole.

MN Minneapolis, Southwest LRT
(Rating Assigned September 2011)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium**	The New Starts share of the project is 50.0 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium-High	The average age of the Metropolitan Council's (MC) bus fleet is 7.0 years, which is consistent with the industry average. The most recent bond ratings, issued in 2010, are as follows: Moody's Investors Service, Aa1; Fitch, AAA; and Standard & Poor's Corporation, AAA.
Commitment of Funds (25% of capital plan rating)	Medium	Approximately 2.5 percent of the non-Section 5309 New Starts funds are committed. Sources of funds include State General Obligation bond revenues, dedicated sales tax bond revenues from the Counties Transit Improvement Board (CTIB), and property tax bond revenues from the Hennepin County Regional Railroad Authority (HCRRA).
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium	Assumptions on State General Obligation bonds, CTIB and property tax bond revenues from the local regional rail authorities are consistent with historical data. The capital cost estimate is reasonable. The financial plan demonstrates that MC, the State of Minnesota, CTIB and HCRRA have funding sources and debt capacity available to fund cost increases or funding shortfalls equal to at least 10 percent of estimated project costs.
Project Operating Financial Plan (30% of summary financial rating)	**Medium-High**	
Operating Condition (25% of operating plan rating)	High	MC's current ratio of assets to liabilities as reported in its most recent audited financial statement is 2.64. There have been no service cutbacks or cash flow shortfalls in recent years.
Commitment of Funds (25% of operating plan rating)	High	More than 75 percent of operating funding is committed, while the remainder is budgeted. Revenue sources include fares, motor vehicle sales tax revenues, State/local operating assistance and other transit-related revenue.

O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium	Assumed operating expenses are optimistic. Assumed growth in farebox collections, motor vehicle sales tax revenues, and projected inflation assumptions is consistent with historical experience. Projected cash balances and reserve accounts are greater than 12.5 percent of annual system-wide operating expenses.



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Central Corridor LRT

St. Paul-Minneapolis, Minnesota

(November 2011)

The Metropolitan Council (MC), in cooperation with the Regional Railroad Authorities of Ramsey and Hennepin counties, is constructing a 9.8-mile double-track light rail transit (LRT) line that will link the downtowns of St. Paul and Minneapolis. The LRT line will also serve a number of major activity centers, including the University of Minnesota-Minneapolis, the State Capitol, and major event venues (Target Center and Metrodome). From Minneapolis, the LRT line will share 1.2 miles of existing track with the Hiawatha LRT line before turning east in its own right-of- way across the Mississippi River on the existing Washington Avenue Bridge to St. Paul, following University Avenue to the State Capitol area, and terminating at the Union Depot in downtown St. Paul. Thirty-one light rail vehicles will be procured as part of the project, which will permit 7.5-minute peak period operations along the entire Central Corridor LRT line. A new maintenance facility will be constructed in St. Paul.

The Central Corridor links two central business districts. Four of the largest employment areas in the state – downtown Minneapolis, downtown St. Paul, the University of Minnesota and the Midway District – are also located along the alignment. One of six rides in the MC/Metro Transit bus system occurs in the Central Corridor. Existing corridor transit services include an express bus on Interstate 94 serving the two downtowns, limited stop and local buses on University Avenue, and a local bus running parallel to University Avenue. Current transit service in the corridor uses reverse-flow lanes in downtown Minneapolis, bus-only freeway shoulder lanes and freeway entrance bypass ramps. Collectively, these corridor bus routes carry 40,600 average weekday riders, with approximately equal directional travel during peak periods. These services, however, are impacted by high traffic volumes at major intersections along University Avenue during peak periods. Roadway expansion is not included in the region's long range plans.

The Central Corridor LRT line is intended to provide more reliable and faster bi-directional transit service to core activity centers. It will provide a one-seat ride between downtown Minneapolis, downtown St. Paul and core areas between the two downtowns, while supporting local land use goals. The project is expected to serve approximately 40,900 average weekday boardings in 2030.

The total project cost under the Full Funding Grant Agreement (FFGA) is $956.90 million. The Section 5309 New Starts funding share is $473.95 million.

Status

The Ramsey County Regional Railroad Authority completed an alternatives analysis/Draft Environmental Impact Statement (EIS) in April 2006. FTA approved the Central Corridor project into preliminary engineering in December 2006. The MC then examined several alternative alignments through the University of Minnesota, including at-grade and tunnel options. A supplemental DEIS was issued in July 2008. A Final EIS that recommended an at-grade LRT route through the University's main campus was issued in July 2009, and a Record of

Decision was issued in August 2009. In January 2010, in response to local community concerns, FTA and the MC issued a supplemental Environmental Assessment that evaluated the impacts of adding three infill stations to the project. In February 2010, FTA issued a Finding of No Significant Impact for the three infill stations. In May 2010, FTA approved the project into final design. MC and FTA executed an FFGA in April 2011, with revenue operations scheduled for December 2014. Construction is progressing rapidly during the first year, with 40 percent of the project complete by the end of 2011. A $15 million investment in business assistance programs along the corridor has helped achieve a 20 percent net gain in businesses.

SAFETEA-LU Section 3043(c)(134) authorized the Central Corridor LRT for final design and construction.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal:		
Section 5309 New Starts	$473.95	$173.32 million in total New Starts appropriations through the end of FY 2012
FHWA Flexible Funds (CMAQ)	$4.50	
State:		
Minnesota Legislature (General Obligation Bonds)	$91.54	
Metropolitan Council	$2.58	
Local:		
Counties Transit Improvement Board (sales tax)	$283.95	
Ramsey County Regional Railroad Authority (property tax)	$66.41	
Hennepin County Regional Railroad Authority (property tax)	$28.23	
City of St. Paul Transit Improvement Fund	$5.20	
Central Corridor Funders Collaborative (private donations)	$0.50	
TOTAL	**$956.90**	

NOTE: The sum of the figures may differ from the total as listed due to rounding.

Central Corridor LRT

St. Paul-Minneapolis, Minnesota

LYNX Blue Line Extension - Northeast Corridor
Charlotte, North Carolina
Preliminary Engineering
(Rating Assigned November 2011)

Summary Description	
Proposed Project:	Light Rail Transit 9.3 Miles, 11 Stations
Total Capital Cost ($YOE):	$1,069.22 Million (includes $80.1 million in finance charges)
Section 5309 New Starts Share ($YOE):	$534.61 Million (50.0%)
Annual Forecast Year Operating Cost:	$25.62 Million
Ridership Forecast (2035):	24,600 Average Weekday Trips 7,500 Daily New Trips
Opening Year Ridership Forecast (2016):	18,900 Average Weekday Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium-High

Project Description: The Charlotte Area Transit System (CATS) is proposing the construction of a light rail transit (LRT) line that would extend from Uptown Charlotte, the region's central business district (CBD), northeast to the US 29 interchange and the University of North Carolina-Charlotte (UNCC). The inner segment of the proposed line follows the active Norfolk Southern and North Carolina Railroad right-of-way, while the outer part follows US 29 (North Tryon Street) before leaving this right-of-way to proceed to the campus of UNCC. The project includes four park-and-ride lots that would provide a total of approximately 3,200 spaces. Service would be provided every ten minutes during peak periods, every 15 minutes during off-peak periods, and every 20 minutes during the evenings.

Project Purpose: The project would provide a reliable alternative to automobile travel in the congested Interstate 85/US 29 corridor, where population and employment are anticipated to increase significantly by 2030. The project would improve transit service to regional employment, entertainment, and cultural and retail destinations, including Center City Charlotte, professional sports and entertainment facilities, the Charlotte Convention Center, the NASCAR Hall of Fame, and the UNCC's University City and Uptown campuses. The project is also consistent with regional land use plans that seek to focus development along a planned network of multimodal travel corridors served by rapid transit, of which the existing LYNX Blue Line is a component. As an extension of the Blue Line, the project would improve the effectiveness of existing LRT service and support enhancements to cross-town bus service.

Project Development History, Status and Next Steps: Following completion of the alternatives analysis in September 2002, CATS selected an LRT line as the locally preferred alternative (LPA) in November 2002. In April 2005, the LPA was adopted into the fiscally-constrained long-range plan. FTA approved the project into preliminary engineering in November 2007. CATS anticipates a Record of Decision in December 2011, approval to enter final design in mid-2012, receipt of a Full Funding Grant Agreement in late 2012, and revenue operations in late 2016.

Significant Changes Since Last Evaluation (November 2009): CATS reduced the track length by 1.8 miles and eliminated the two northernmost stations from the project, moving the project terminus to UNCC. The capital cost estimate decreased from $1,180.03 million to $1,069.22 million, and the New

Starts share decreased from $590.02 million to $534.61 million (50%) as a result of the reduction in project scope.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 New Starts	$534.61	50.0%
State: State Full Funding Grant Agreement funded from DOT Trust Fund	$267.30	25.0%
Local: ½ Cent Sales Tax In Kind Contribution Northeast Corridor Infrastructure funds	 $236.36 $14.15 $16.80	 22.1% 1.3% 1.6%
Total:	**$1,069.22**	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

Northeast Corridor Light Rail Project

Charlotte, North Carolina

Preliminary Engineering

(Rating Assigned November 2011)

LAND USE RATING: Medium-Low

The land use rating reflects the population and employment densities within ½-mile of proposed station areas.

- Average population density in all station areas is 4,310 persons per square mile. Total employment served by the system, including the Central Business District (CBD), is 91,720 jobs.
- The project alignment extends from the edge of downtown Charlotte to the University of North Carolina (UNC) Charlotte campus, with intermediate stations in old industrial areas, a redeveloping mill district, and low-density suburbs. The first five stations outbound are along existing freight rail lines and the station areas include a mix of industrial uses, vacant lots, small-lot single family homes, and pockets of multi-family residential development. Office, commercial, and institutional complexes are significant trip generators in some of the intermediate station areas, although the character of land use is suburban.
- Dense, continuous sidewalk networks serve the downtown station and two of the next four stations outbound from the CBD. The only other station area with a pedestrian-friendly street network is the UNC Charlotte Station area. Typical daily parking rates in the Charlotte CBD range from $8 to $17. Parking supply is ample throughout most of the other station areas.

ECONOMIC DEVELOPMENT RATING: Medium-High

Transit-Supportive Plans and Policies: Medium-High
(50 percent of Economic Development Rating)

- City of Charlotte growth management policies identify growth corridors and establish a vision for the pattern of future growth and development, providing a strong foundation for the subsequent development of local area land use plans and zoning, through a coordinated planning process. Specific plans have been adopted for six geographic districts within Charlotte, based on city-level growth management policies. The City of Charlotte's designated growth corridors include transit station areas, which are targeted for substantial new development. Mecklenburg County has a land acquisition program for parks, open space, greenways, and watershed protection.
- Station area development concepts have been prepared for nine of the 11 project station areas and three of these have been refined and adopted by the City Council as formal station area plans, designed to support higher density, transit-supportive development. Each plan defines a growth strategy integrating light rail transit, by identifying future development opportunities. Station area plans are based on transit-supportive design principles, fostering compact, mixed land use with active ground floor street frontage. Each adopted station area plan includes an official streetscape plan
- The City of Charlotte has three transit-oriented zoning designations that can be applied in project station areas. These zones have no density maximums, but do have minimum density requirements. Charlotte's transit-oriented and urban zoning districts support transit-oriented development character, with minimal setbacks and building design and façade elements to enliven the streetscape. Parking requirements are reduced to transit-supportive levels. Zoning is the primary mechanism used to promote transit-supportive development.

Performance and Impacts of Policies – Medium-High
(50 percent of summary economic development rating)

- The submittal identifies numerous development projects with transit-supportive character that have been completed or are under construction in downtown Charlotte and one of the other station areas.
- The Charlotte metropolitan area is experiencing high rates of population and economic growth that are expected to continue through 2035. Corridor employment is forecast to grow during this time period by nearly 150 percent and station area population is forecast to increase by 100 percent. Intensifying development within the corridor is integral to City and County growth management plans.

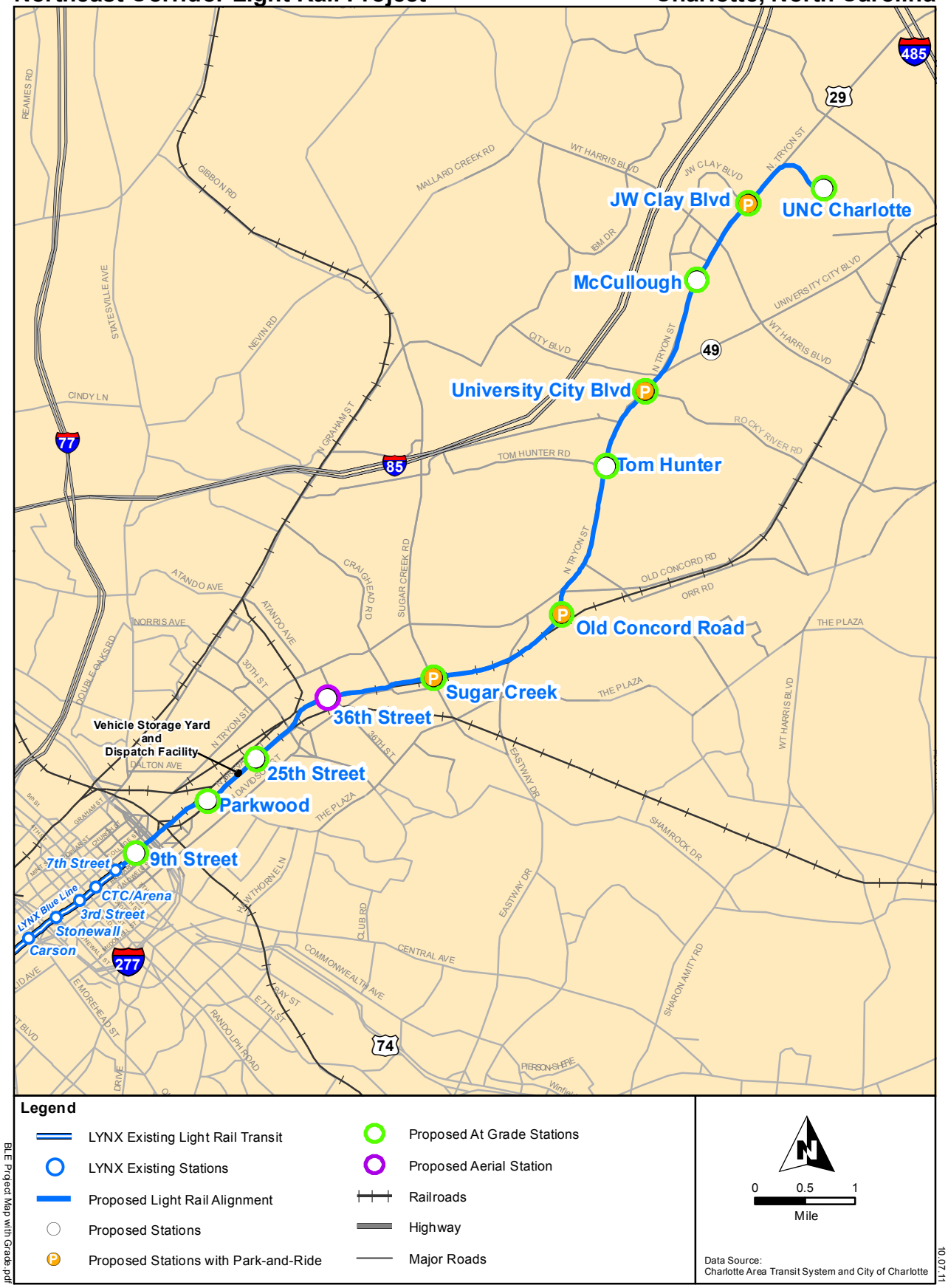
NC, Charlotte Northeast Corridor Blue Line Extension
(Rating Assigned November 2011)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium-High**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium**	The New Starts share of the project is 50.0 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium-High**	
Capital Condition (25% of capital plan rating)	Medium-High	The average age of the bus fleet is 7.3 years, which is in-line with the industry average and the rail fleet is less than five years old, which is better than the industry average. The City of Charlotte's most recent bond ratings, issued July 2011, are as follows: Moody's, Aaa; Fitch's, AAA; and Standard & Poor's, AAA.
Commitment of Funds (25% of capital plan rating)	High	All of the non-Section 5309 New Starts funds are committed or budgeted. Sources of funds include North Carolina Department of Transportation Transit Trust Fund, the Charlotte Area Transit System (CATS) ½ cent sales tax, the City of Charlotte's in-kind contributions, and Northeast Corridor Infrastructure Funds.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium	The capital revenue and cost assumptions in the financial plan are in line with historical experience. The capital cost estimate is considered reasonable. The financial plan shows that CATS has the financial capacity to cover cost increases or funding shortfalls equal to approximately 20 percent of estimated project costs.
Project Operating Financial Plan (30% of summary financial rating)	**Medium-High**	
Operating Condition (25% of operating plan rating)	Medium	CATS' current ratio of assets to liabilities as reported in its most recent audited financial statement is 1.2. There have been no service cutbacks or cash flow shortfalls in recent years.

Commitment of Funds (25% of operating plan rating)	High	Over 75 percent of operating funds are committed or budgeted. The main revenue sources are farebox revenues, sales tax revenues, and North Carolina Department of Transportation (NCDOT) operating subsidies.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium-High	Assumed farebox revenues, farebox recovery, operating subsidy revenues, and operating and maintenance costs are consistent with historical experience. The assumed growth in sales tax revenues is optimistic compared to historical experience. Projected cash balances and reserve accounts exceed 50 percent (six months) of annual system-wide operating expenses.

LYNX Blue Line Extension

Northeast Corridor Light Rail Project — Charlotte, North Carolina



Long Island Rail Road East Side Access

New York, New York

(November 2011)

The Metropolitan Transportation Authority's (MTA) Long Island Rail Road (LIRR) is constructing a new, direct 3.5-mile commuter rail extension from LIRR's Main and Port Washington Branch Lines in Long Island and Queens, to Grand Central Terminal (GCT) on Manhattan's East Side. The project includes the construction of new tunnels beneath Sunnyside Yard connecting to the currently unused lower level of the 63rd Street Tunnel beneath the East River. In Manhattan, the project will continue west beneath 63rd Street toward Park Avenue under the Lexington Avenue subway, turning south beneath the existing MTA-Metro North Railroad tracks under Park Avenue to a new LIRR passenger concourse in the lower level of GCT. At GCT, the project will provide new tracks, and a passenger concourse including platforms, entrances, waiting areas, ticket windows, and other services.

The current highway system and East River crossings (bridges and tunnels) to Manhattan from Nassau/Suffolk (and parts of eastern Queens) are at capacity and subject to severe congestion and long delays. Expansion of the highway network is not feasible due to lack of available rights-of-way, high costs, and potentially adverse environmental impacts in a severe non-attainment area for ozone. The LIRR operates at capacity in this area with peak service of 37 trains per hour into its only Manhattan terminal, Penn Station. Nearly half of LIRR's 106,000 existing daily riders have destinations on Manhattan's East Side, and currently spend approximately 20 minutes "doubling back" from Penn Station on the island's West Side. Without the project, future LIRR trains to Penn Station will be severely congested, and are projected to operate at 27 percent over their passenger-carrying capacity. This level of crowding and discomfort would discourage or prevent new riders from using the LIRR to reach Manhattan. By redirecting trains to GCT, this congestion will be relieved, while additional capacity for Amtrak and New Jersey Transit service will become available at Penn Station.

The total project cost under the Full Funding Grant Agreement (FFGA) is $7,386.00 million. The Section 5309 New Starts funding share is $2,632.11 million.

Status

MTA completed a major investment study for the project corridor in April 1998. FTA approved MTA's request to advance the project into preliminary engineering in September 1998. A Draft Environmental Impact Statement (EIS) was completed in May 2000; a Final EIS was completed in March 2001; and an environmental Record of Decision was issued by FTA in May 2001. Under a Letter of No Prejudice (LONP), MTA began construction in late 2001. The LONP granted authority to expend up to $1,080.04 million while maintaining eligibility of the expenses for later reimbursement, and was liquidated upon FFGA execution. FTA approved the project into final design in February 2002. Due to the redesign of a vent facility at 50th Street, FTA issued a supplemental environmental Finding of No Significant Impact in July 2006. MTA and FTA entered into an FFGA in December 2006, with revenue operations scheduled for December 2013.

Major tunneling construction and cavern excavation has progressed slower than expected in Manhattan, but is currently still on schedule in Queens. Overall major surface construction in Manhattan and in Queens is progressing slower than expected. In 2010, FTA estimated that the project will likely cost $1.769 billion more than initially anticipated and will be delivered 52 months later than scheduled. MTA maintains that it can deliver the project sooner and at lower costs. These significant cost increases are due to several factors, including commodity price increases of 2006-2008, the unusually active construction market in New York City, long vacancies of key MTA project management positions, lengthy delays due to changes in design and procurement strategies, and most recently interfaces with Amtrak right-away. MTA and FTA have agreed to an Enterprise Level Project Execution Plan with more robust project management processes that account for risk and result in open, transparent, informed decisions being made at the appropriate level of management. Construction progress continues to advance, with three more contracts for cavern finishes and systems anticipated to be awarded in the next year. Local funding continues to be met through aggressive budget cost cutting in operations to support the capital program. Work budgets and schedules are beginning to approach FTA project levels found during the 2009 risk assessment.

FTA and MTA are finalizing an agreement on a revised budget and schedule which increases the total capital cost by $2 billion and adds five more years to the project schedule. All additional funding is being provided by MTA local sponsors.

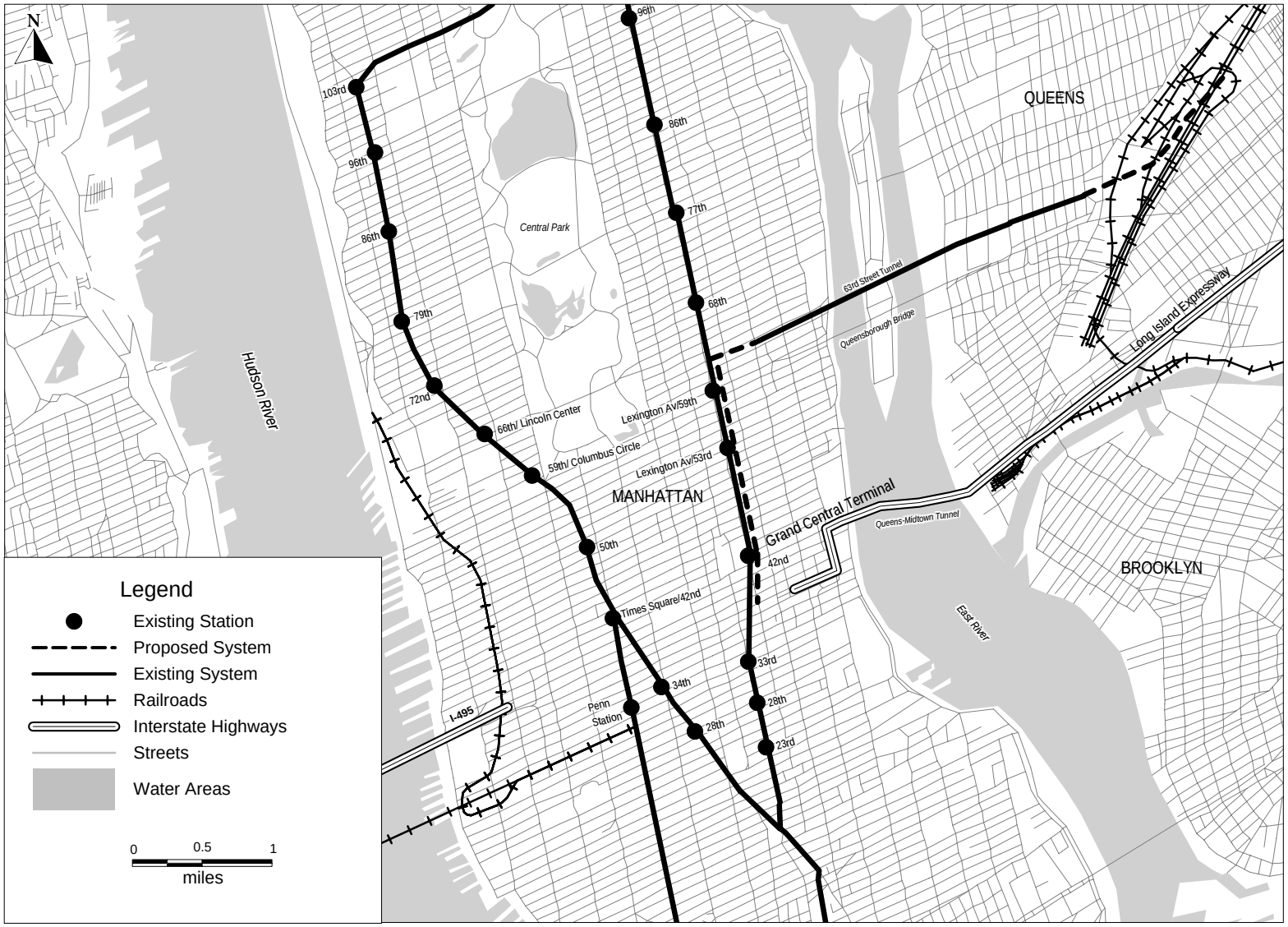
SAFETEA-LU Section 3043(b)(20) authorized the LIRR East Side Access project for final design and construction.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts FHWA Flexible Funds (CMAQ) Section 5309 Fixed Guideway Modernization Funds Section 5307 Urbanized Area Formula Funds	 $2,632.11 $11.20 $22.98 $16.26	$2,166.69 million in total New Starts appropriations through the end of FY 2012. This includes $195.41 million in ARRA funds.
State: State Transportation Bond Act of 2005	 $450.00	
Local: MTA Dedicated Sources (bonds, surplus toll revenues, etc.) MTA Operating Budget	 $3,217.35 $1,036.10	
TOTAL	**$7,386.00**	

NOTE: The sum of the figures may differ from the total as listed due to rounding.

Long Island Rail Road East Side Access

New York, New York



Second Avenue Subway Phase I

New York, New York

(November 2011)

The Metropolitan Transportation Authority and New York City Transit (MTA/NYCT) are constructing 2.3 miles of new subway on Manhattan's East Side from 96th Street to 63rd Street, connecting with the existing Broadway Line at the 63rd Street Station. The Second Avenue Subway Phase I project includes: construction of three new stations at 96th, 86th, and 72nd Streets; modification of the existing 63rd Street station; new tunnels from 92nd to 63rd Streets; station/ancillary facilities; track, signal and power systems; and the procurement of 68 rail cars. The Phase I project is a minimum operable segment (MOS) of a planned 8.5-mile subway line extending the length of Manhattan's East Side from 125th Street in East Harlem to Hanover Square in the Financial District.

The project will relieve overcrowded conditions and improve service reliability on the Lexington Avenue Line (LAL), while also improving current mobility and meeting future travel demand throughout New York City and the metropolitan area. The LAL is currently the only full north-south passenger rail line serving Manhattan's east side and is the busiest transit line in North America. This heavy passenger load (approximately 3,000 passengers at one station during a 15-minute period of the morning peak hour) causes significant delays in service due to the excessive overcrowding along station platforms and queuing on stairways.

The total project cost under the Full Funding Grant Agreement (FFGA) is $4,866.61 million. The Section 5309 New Starts funding share is $1,300.00 million.

Status

MTA/NYCT completed a major investment study/Draft Environmental Impact Statement (MIS/Draft EIS) on the Manhattan East Side Corridor in September 1999. The MIS/Draft EIS covered the northern portion of the corridor from 63rd Street to East 125th Street. The full 8.5-mile Second Avenue Subway was selected as the locally preferred alternative (LPA) in May 2001. FTA approved the LPA into preliminary engineering in December 2001. Anticipating the financial difficulties in implementing the entire project at once, MTA/NYCT contemplated the development of minimum operable segments within the corridor. A Final EIS covering the full alignment, but including a strategy for the implementation of four distinct operable segments within the corridor, was completed in April 2004. In July 2004, FTA issued an environmental Record of Decision for the full-length project. FTA approved entry into final design for the Second Avenue Subway Phase I project in April 2006. FTA executed an Early Systems Work Agreement (ESWA) in January 2007, to enable MTA to advance critical elements of the project. MTA and FTA entered into an FFGA in November 2007, with revenue operations scheduled for June 2014.

In 2010, FTA estimated that the Second Avenue Subway Phase I project will likely cost $930 million more than was initially anticipated and will be delivered 44 months later than scheduled. MTA maintains that it can deliver the project sooner and at lower costs. These significant cost

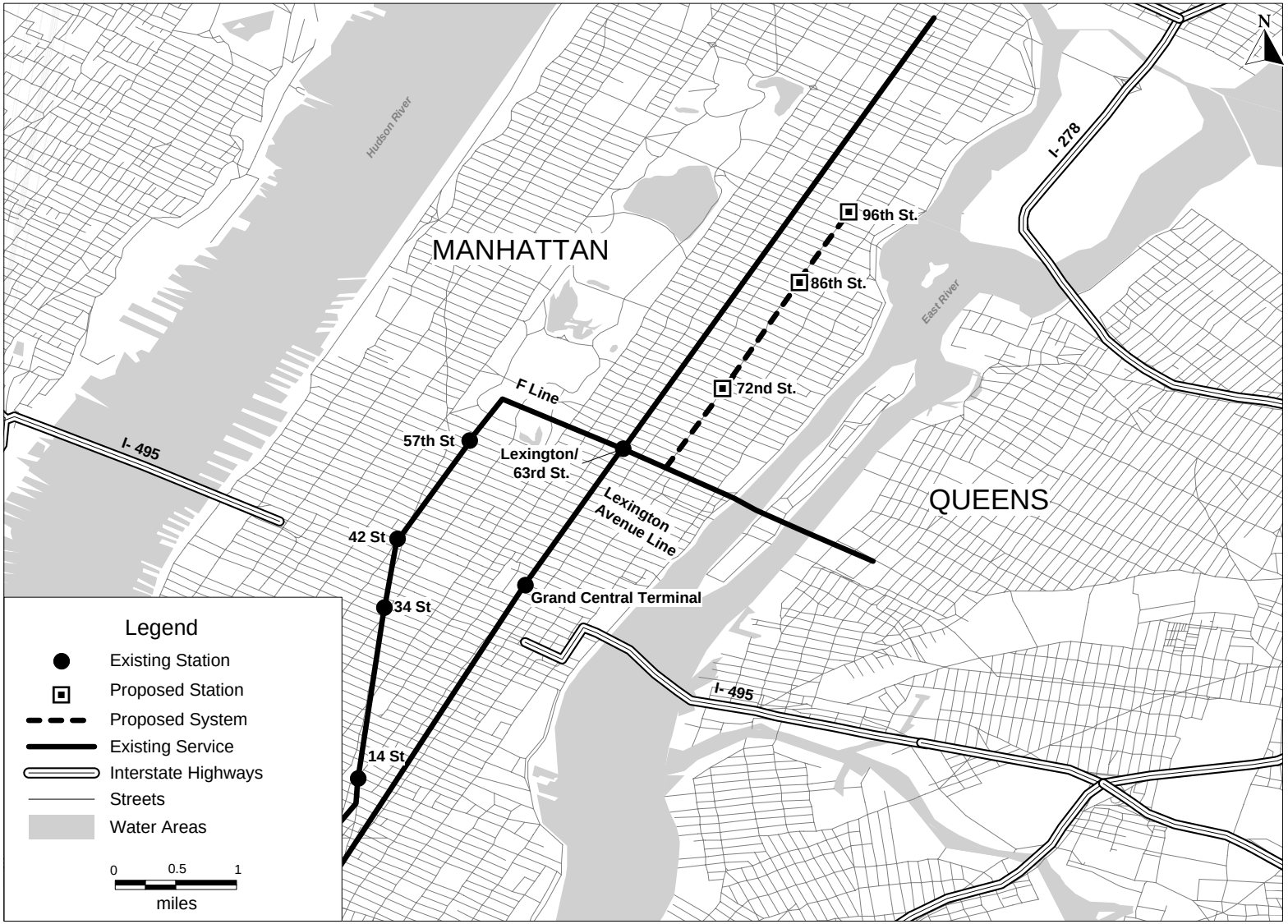
increases are due in part to the commodity price increases of 2006-2008, the unusually active construction market in New York City, key MTA project management positions that remained vacant for months, and lengthy delays due to changes in design and procurement strategies. MTA and FTA have agreed to an Enterprise Level Project Execution Plan with more robust project management processes that account for risk and result in open, transparent, informed decisions being made at the appropriate level of management. Construction progress is about 25 percent complete and continues to advance with one more planned construction contract award for 96th Street station this next year. Local funding continues to be met through aggressive budget cost cutting in operations to support the capital program.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts Section 5307 Other FHWA Flexible Funds (CMAQ)	 $1,300.00 $2.46 $48.23	$1,176.62 million in total New Starts appropriations through the end of FY 2012. This includes $78.87 million in ARRA funds.
State: State Transportation Bond Act of 2005	 $450.00	
Local: MTA Dedicated Sources (bonds, surplus toll revenues, etc.) MTA Operating Budget (finance costs)	 $2,249.31 $816.61	
TOTAL	**$4,866.61**	

NOTE: The sum of the figures may differ from the total as listed due to rounding.

Second Avenue Subway Phase I

New York, New York



West Eugene EmX Extension
Eugene, Oregon
Project Development
(Rating Assigned December 2011)

Summary Description	
Proposed Project:	Bus Rapid Transit
	8.9 Miles, 13 Stations
Total Capital Cost ($YOE):	$95.57 Million
Section 5309 Small Starts Share ($YOE):	$74.99 Million (78.5%)
Annual Forecast Year Operating Cost:	$1.18 Million
Opening Year Ridership Forecast (2017):	7,400 Average Weekday Trips
	1,700 Daily New Riders
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Lane Transit District (LTD) is proposing a westerly extension of the existing Franklin/Gateway Emerald Express (EmX) bus rapid transit (BRT) system. LTD refers to the proposed project as the West Eugene Emerald Express Extension (WEEE). The project would operate in an exclusive, at-grade right-of-way for 5.8 miles and in mixed traffic at-grade for 3.1 miles. The proposed extension would include the purchase of seven new vehicles. The proposed project would operate every 10 minutes during weekday peak and off-peak periods, every 15 minutes during weekday evenings and Saturdays, and every 30 minutes on Sundays.

Project Purpose: There is currently a high level of traffic congestion in the project corridor and safety issues that adversely affect general purpose traffic as well as transit service. The project will improve transit service through the implementation of exclusive business access and transit lanes and transit signal priority along a portion of the alignment. The project corridor includes several designated mixed-use activity centers, which are the centerpiece of the City of Eugene's efforts to manage growth and maintain livability.

Project Development History, Status and Next Steps: A planning study was initiated for the corridor in June 2007, which was completed with the selection of a locally preferred alternative (LPA) in May 2011. The LPA was adopted into the fiscally constrained long-range plan in December 2011. FTA approved the project into project development in January 2012. An environmental assessment is expected to be completed in February 2012. LTD anticipates receiving a Finding of No Significant Impact (FONSI) in April 2012. LTD anticipates a Project Construction Grant Agreement in 2013, construction to begin in 2015, and revenue operations to begin in early 2017.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 Small Starts	$74.99	78.5%
State: State of Oregon Lottery Funds	$20.57	21.5%
Total:	**$95.57**	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

West Eugene EmX Extension
Eugene, Oregon
Pre-Preliminary Engineering
(Rating Assigned November 2011)

LAND USE RATING: Low

The land use rating reflects the population and employment densities within ½-mile of proposed station areas:

- Total employment served by the project is 38,000, including the downtown of Eugene which contains 16,100 jobs. Population density in station areas is 4,200 persons per square mile. In addition, the project will indirectly serve the University of Oregon (20,000 students) via the Franklin Boulevard BRT line.
- Downtown Eugene has street-fronting, mixed-use buildings typically between two and four stories in height, but with several as tall as 10 stories, and pedestrian-friendly design features. Elsewhere, development in the corridor includes a mix of single-family homes and apartment complexes, as well as low-density neighborhood commercial and big box development, recreational lands, and both active and inactive industrial properties.
- In downtown Eugene, parking costs are roughly $4 per day.

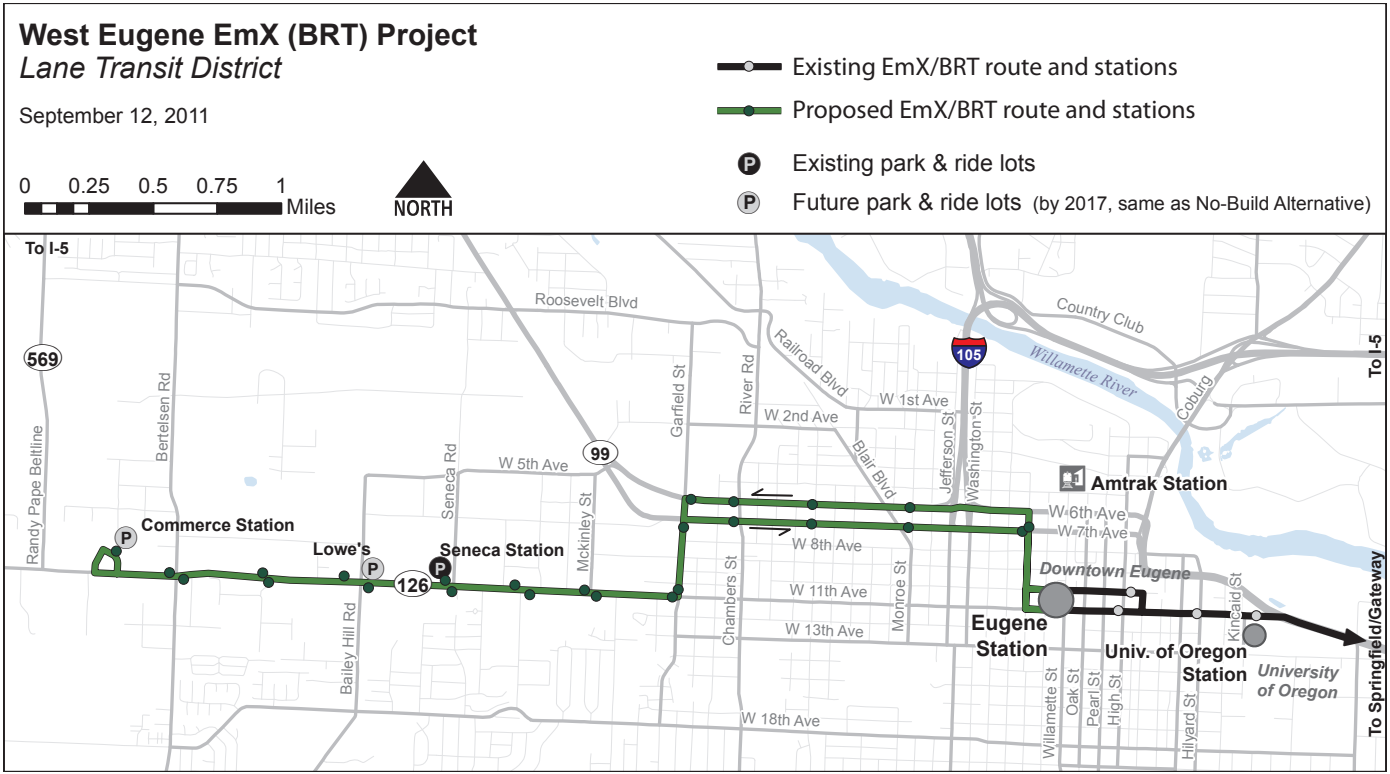
ECONOMIC DEVELOPMENT RATING: Medium

Transit-Supportive Plans and Policies: Medium
(50 percent of Economic Development Rating)

- A jointly developed regional plan as well as municipal planning documents call for concentrating development in pedestrian-friendly, mixed-use "nodes." Much of the corridor is in areas designated as mixed-use nodes, but downtown Eugene is the only part of the corridor for which a nodal plan to implement the regional policy has been developed. Planning specifically to support transit has not been conducted elsewhere in the corridor, although the region has begun to develop transit-supportive plans elsewhere on the existing BRT system.
- In general, allowable densities appear to be high for a small city (typically allowing for residential development of up to 20 units per acre in the corridor), and minimum densities exist for larger parcels in some zoning categories and for commercial properties downtown. The Eugene zoning code also contains some provisions for pedestrian supportiveness for commercial development and permits mixed-use development. Mixed-use and nodal overlay zoning districts are available in city code and have been applied to downtown Eugene, but not to other portions of the project corridor.
- Parking requirements outside of downtown are on the low side compared to typical U.S. suburban areas, but are not overly restrictive. There are no parking requirements in downtown Eugene or the nearby university area, and reduced parking requirements are allowed in nodal districts.

Performance and Impacts of Policies: Medium-Low
(50 percent of Economic Development Rating)

- There are some examples of development being shaped to be more transit-supportive in the Eugene-Springfield region, but only very limited evidence of influence within the existing BRT corridors exists. City grants have stimulated the building of a downtown Eugene community college campus that is expected to add to the urban environment. In other locations, Lane Transit District has worked with developers to improve pedestrian access and orientation to transit.
- Opportunities for infill and redevelopment exist in downtown Eugene and, to a lesser extent, in the central segment of the corridor. There is significant vacant and underutilized industrial land in the western part of the corridor, but it is not yet being planned for transit-supportive development. While the Eugene-Springfield region is growing, a market for transit-oriented development has yet to mature in this relatively small metropolitan area, and the overall magnitude of land use change in the corridor is likely to be relatively small, at least in the near term.


West Eugene EmX (BRT) Project
Lane Transit District
September 12, 2011
0 0.25 0.5 0.75 1 Miles
NORTH
Existing EmX/BRT route and stations
Proposed EmX/BRT route and stations
Existing park & ride lots
Future park & ride lots (by 2017, same as No-Build Alternative)
To I-5
569
Randy Pape Beltline
Bertelsen Rd
Roosevelt Blvd
Commerce Station
Lowe's
Seneca Station
126
Bailey Hill Rd
Seneca Rd
W 5th Ave
99
Mckinley St
Garfield St
River Rd
Railroad Blvd
Chambers St
W 2nd Ave
W 1st Ave
Blair Blvd
Monroe St
W 8th Ave
W 11th Ave
W 13th Ave
W 18th Ave
105
Jefferson St
Washington St
Willamette River
Country Club
Coburg
Amtrak Station
W 6th Ave
W 7th Ave
Downtown Eugene
Eugene Station
Univ. of Oregon Station
University of Oregon
Kincaid St
Willamette St
Oak St
Pearl St
High St
Hilyard St
To I-5
To Springfield/Gateway

Portland-Milwaukie Light Rail Project
Portland, Oregon
Final Design
(Rating Assigned November 2011)

Summary Description	
Proposed Project:	Light Rail Transit 7.3 Miles, 10 Stations
Total Capital Cost ($YOE):	$1,490.35 Million (includes $261.9 million in finance charges)
Section 5309 New Starts Share ($YOE):	$745.18 Million (50.0%)
Annual Forecast Year Operating Cost:	$13.04 Million
Ridership Forecast (2030):	22,800 Average Weekday Trips 9,300 Daily New Trips
Opening Year Ridership Forecast (2016):	17,000 Average Weekday Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium

Project Description: The Tri-County Metropolitan Transportation District of Oregon (TriMet) proposes to construct a double-track light rail transit (LRT) extension of the existing Yellow Line from the downtown Portland transit mall across the Willamette River, to southeast Portland, the city of Milwaukie, and urbanized areas of Clackamas County. The project includes construction of a new multimodal bridge across the Willamette River, one surface park-and-ride lot facility with 320 spaces, one park-and-ride garage with 355 spaces, expansion of an existing maintenance facility, bike and pedestrian improvements and the acquisition of 18 light rail vehicles. Service would operate at 10-minute peak period frequencies.

Project Purpose: The project would link downtown Portland with educational institutions, dense urban neighborhoods, and emerging growth areas in East Portland and Milwaukie. The project is Phase II of a major transit investment strategy for the North/South Corridor. The South Corridor I-205/Portland Mall LRT, which opened for service in 2009, represents Phase I. The Willamette River separates most of the corridor from downtown Portland and the South Waterfront. The corridor's only highway (Highway 99E), which provides access to downtown Portland via the existing Ross Island, Hawthorne, Morrison, and Burnside bridges, is limited to two through-lanes in each direction for much of the segment between Milwaukie and central Portland, most of which is congested. Existing buses have slow operating speeds due to congestion, narrow clearances and frequent lift span openings. None of the existing river crossings provide easy access to key markets such as the South Waterfront and the Oregon Museum of Science and Industry. The project, via the new bridge, would provide more direct access to key markets and provide faster and more reliable travel times than bus service.

Project Development History, Status and Next Steps: TriMet included the Milwaukie LRT line in the North Corridor/South Corridor Draft Environmental Impact Statement (EIS) that was published in 1998 and updated as the South Corridor supplemental Draft EIS in December 2002. FTA approved the project into preliminary engineering in March 2009. FTA published the Final EIS in October 2010, and issued a Record of Decision in November 2010. FTA approved

the project into final design in March 2011. TriMet anticipates receipt of a Full Funding Grant Agreement in April 2012, and start of revenue operations in March 2016.

Significant Changes Since Last Evaluation (November 2010): The non- New Starts capital funding sources for the project were revised. The amount of FHWA flexible funds (CMAQ and STP) was increased and what previously had been unspecified local match has not been identified.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$745.18	50.0%
FHWA Flexible Funds (CMAQ and STP)	$140.64	9.4%
State:		
Oregon Department of Transportation (ODOT) Lottery Bond Proceeds	$353.10	16.8%
ODOT Loan Proceeds	$2.10	0.1%
Local:		
City of Portland	$63.61	3.4%
Clackamas County	$32.60	1.8%
City of Milwaukie	$5.75	0.3%
TriMet Tax Bonds and General Funds	$98.38	3.2%
Metro Nature in Neighborhoods Grant Program	$0.35	0.0%
In-Kind Property Contributions	$48.64	3.3%
Total:	**$1,490.35**	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

Portland-Milwaukie Light Rail Project
Portland, Oregon
Preliminary Engineering
(Rating Assigned November 2009)

LAND USE RATING: Medium

The land use rating reflects the population and employment densities within ½-mile of proposed station areas:

- Population density in proposed station areas averages 4,900 persons per square mile. Including LRT segments already completed or under construction, the proposed extension would provide a one-seat ride connecting 60,000 residents and 160,000 jobs.
- The majority of the corridor's downtown section is already built out at high densities and includes a pedestrian-friendly environment, a 200-foot grid street pattern, and wide sidewalks. The eastside station areas feature a mix of older medium-density single-family neighborhoods, pedestrian-friendly commercial development along several north-south streets (including some recent infill development), and a number of large industrial areas, some of which are directly adjacent to proposed station areas. Other auto-oriented uses, represented by a mix of industrial, warehouse, and commercial establishments, exists around two stations.

ECONOMIC DEVELOPMENT RATING: High

Transit-Supportive Plans and Policies: High
(50 percent of Economic Development Rating)

- Oregon's comprehensive planning system has been in place for more than 30 years. Land use laws play a major role in determining how cities and regions grow. Metro's Urban Growth Management Functional Plan requires that cities and counties define minimum densities for all residential zones, with typical policy targets of 45 to 60 persons per acre in transit station areas designated as growth centers. All of the jurisdictions within the corridor have adopted minimum densities (typically 80 percent of maximum allowed densities, consistent with policy targets).
- A number of area plans, neighborhood plans, and district plans explicitly incorporate the proposed Portland-Milwaukie LRT project as a central component of local areas' overall transportation and land use concepts. The proposed South Waterfront and Milwaukie stations serve designated local or regional centers, where a mix of land uses and transit-oriented development (TOD) are specified.
- Zoning in downtown Milwaukie allows maximum floor area ratios (FAR) of up to 4:1. Higher densities are allowed in the South Waterfront area. In Portland east of the Willamette River, maximum permitted residential densities along the main commercial corridors range from 40 to 125 dwelling units per acre. In the surrounding neighborhoods permitted residential densities range from approximately nine to 17 units per acre. Commercial development is permitted at FARs up to 3:1.
- Oregon legislation allows local jurisdictions to adopt ordinances that provide tax abatement for transit-supportive developments, and Portland has done this. Three of the proposed stations are in Urban Renewal Areas, entitling developers to additional financing tools such as tax-increment financing.

Performance and Impacts of Policies: High
(50 percent of Economic Development Rating)

- The region's urban growth boundary has helped protect open space from rapid, low-density development, while new LRT stations combined with supportive land use policies have spurred a variety of infill projects and new TODs. TriMet estimates that LRT in the region has spurred over $6 billion in investment along transit corridors. The Metro Council's TOD Program has assisted 29 development projects currently under construction or completed.
- Although the project will connect a number of residential areas, it will also pass directly through several major redevelopment areas. TriMet estimates that an additional five million square feet of development may occur over 20 years. Strong regional growth is also forecast.

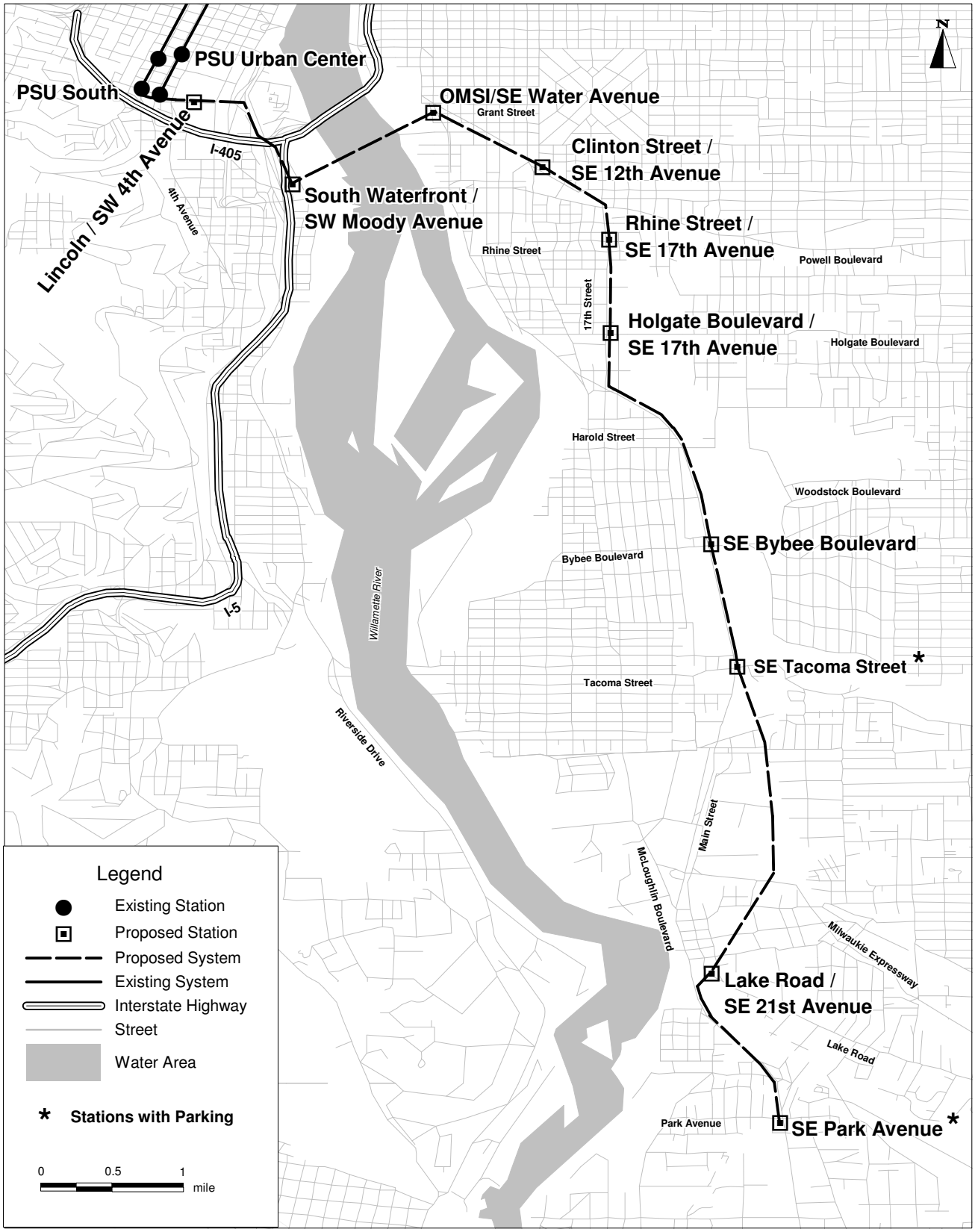
OR Portland, Portland-Milwaukie Light Rail Project
(Rating Assigned December 2011)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium**	The New Starts share of the project is 50.0 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium-Low	The average age of the Tri-County Metropolitan Transportation District of Oregon's (TriMet) bus fleet is 12.2 years, which is older than the industry average. The most recent bond ratings, issued in 2009, are as follows: Moody's Investors Service Aa3 and Standard & Poor's Corporation AAA.
Commitment of Funds (25% of capital plan rating)	Medium-High	All of the non-Section 5309 New Starts funds are committed. Sources of funds include Grant Anticipation Revenue Vehicle (GARVEE) bond proceeds backed by Federal Highway Administration (FHWA) Congestion Mitigation and Air Quality Improvement (CMAQ) funds and Surface Transportation Program (STP) funds, Oregon Department of Transportation (ODOT) lottery bond funds, in-kind property donations, TriMet payroll tax bonds, City of Milwaukie funds, City of Portland funds, Clackamas County funds, and a Metro Nature in Neighborhoods Grant.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	Growth in revenue assumptions is comparable to historical experience. The capital cost is considered reasonable. TriMet has the financial capacity to cover cost increases or funding shortfalls equal to less than 10 percent of estimated project costs.
Project Operating Financial Plan (30% of summary financial rating)	**Medium-High**	
Operating Condition (25% of operating plan rating)	Medium-High	TriMet's current ratio of assets to liabilities as reported in its most recent audited financial statement is 1.44. There have been only minor service cutbacks and no cashflow shortfalls in recent years.

Commitment of Funds (25% of operating plan rating)	High	All operating funding is committed. Funding sources include passenger revenue, local payroll and self-employment taxes, state payments in-lieu-of payroll tax receipts, advertising revenues, cigarette tax revenues, Section 5307 Formula funds, Section 5309 Fixed Guideway Modernization funds, CMAQ funds, Job Access and Reverse Commute funds, and New Freedom funds.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium	Assumed growth in operating expenses is appropriate or conservative compared to historical experience. Assumed farebox collections and sales tax revenues are consistent with historical experience. Projected cash balances and reserve account are equal to more than 15 percent of annual system-wide operating expenses.

Portland-Milwaukie LRT

Portland, Oregon



Pawtucket/Central Falls Commuter Rail Station
Pawtucket, Rhode Island
Preliminary Engineering
(November 2010)

Summary Description	
Proposed Project:	1 Commuter Rail Station
Total Capital Cost ($YOE):	$53.64 Million
Section 5309 New Starts Share ($YOE):	$24.99 Million (46.6%)
Ridership Forecast:	Not Available

Project Description: The Rhode Island Department of Transportation (RIDOT) proposes to build a new Pawtucket/Central Falls Commuter Rail Station on the existing Massachusetts Bay Transportation Authority (MBTA) Providence-to-Boston commuter rail route, which follows Amtrak's Northeast Corridor. The new station would be constructed in Pawtucket near the site of a rail station that was closed in 1959 between the South Attleboro and Providence stations on the existing route.

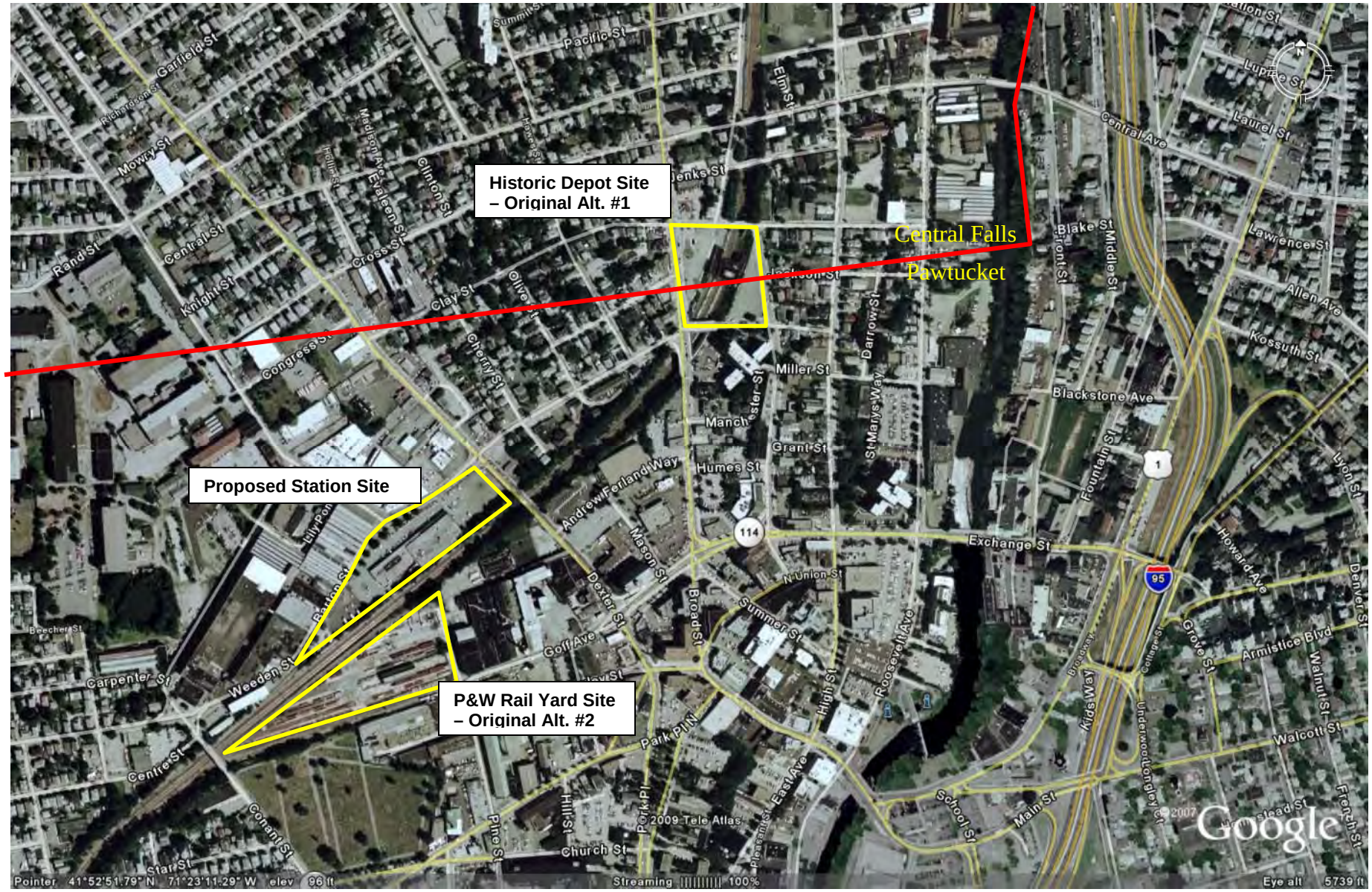
Because the proposed New Starts share is less than $25 million, the project is exempt from the New Starts criteria and is thus not subject to FTA's evaluation and rating (49 USC 5309(e)(1)(B)).

Project Purpose: The addition of the Pawtucket/Central Falls Commuter Rail Station on the existing MBTA route would benefit local residents by increasing mobility and providing access to economic activities in the cities of Pawtucket and Central Falls. Additionally, the project would improve environmental quality and encourage economic growth in the cities.

Project Development History, Status and Next Steps: The *Pawtucket/Central Falls Commuter Rail Facility* alternatives analysis was conducted from 2005 to 2007. The proposed Pawtucket/Central Falls Commuter Rail Station project is included in Rhode Island's fiscally-constrained long-range transportation plan, *Transportation 2030,* adopted by the State Planning Council in August 2008 and amended in 2010 to include the current project financial plan. FTA approved the project into preliminary engineering as an exempt New Starts project in August 2010. The environmental process has not yet begun. RIDOT expects to begin final design in 2013, construction in 2015, and revenue operations in 2018.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 New Starts FHWA Flexible Funds (CMAQ) Transportation, Community and System Preservation (TCSP) or Other Discretionary Funds	 $24.99 $8.00 $3.00	 46.6% 14.9% 5.6%
State: General Obligation Bonds or Rhode Island Capital Plan Funds	$5.85	10.9%
Local: Local/Private Funds	$11.79	22.0%
Total:	**$53.64**	**100.0%**

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.



LOCUS MAP
Pawtucket/Central Falls Commuter Rail Station Sites
August 21, 2009
Not to scale
Source: Google Earth

Northwest/Southeast LRT MOS

Dallas, Texas

(November 2011)

Dallas Area Rapid Transit (DART) is constructing a 21-mile, two-segment extension of its light rail transit (LRT) system. The Southeast (SE) segment extends 10.1 miles from the Dallas central business district (CBD) to Buckner Boulevard. The Northwest (NW) segment extends 10.9 miles from the existing Victory Station to the City of Farmers Branch. A locally funded extension of the NW line from Farmers Branch to Frankford Road in Carrollton is also being advanced by DART. The NW and SE LRT alignments will be connected through the existing four-station CBD Transitway Mall. Each segment will operate in an exclusive right-of-way, with no mixed traffic operations. The project scope includes 16 stations, approximately 2,700 parking spaces, 18 super light rail vehicles (LRV), approximately 38 "C" car retrofits, and a rail operating facility. The project is expected to serve 45,900 average weekday boardings in 2025.

The total project cost under the Full Funding Grant Agreement (FFGA) is $1,406.22 million. The Section 5309 New Starts funding share is $700.00 million.

Status

DART completed major investment studies on the SE and NW Corridors in January 2000 and February 2000, respectively. FTA approved the combined NW/SE LRT minimum operable segment (MOS) into preliminary engineering in July 2001. DART completed separate Final Environmental Impact Statements for each project in October 2003 (including the locally funded NW segment extension). FTA issued Records of Decisions completing the environmental review process for both corridors in February 2004. FTA approved the NW/SE LRT MOS project into final design in June 2005. FTA and DART entered into an FFGA in July 2006, with a revenue operations date of June 2011. The project opened for revenue operations six months early in December 2010.

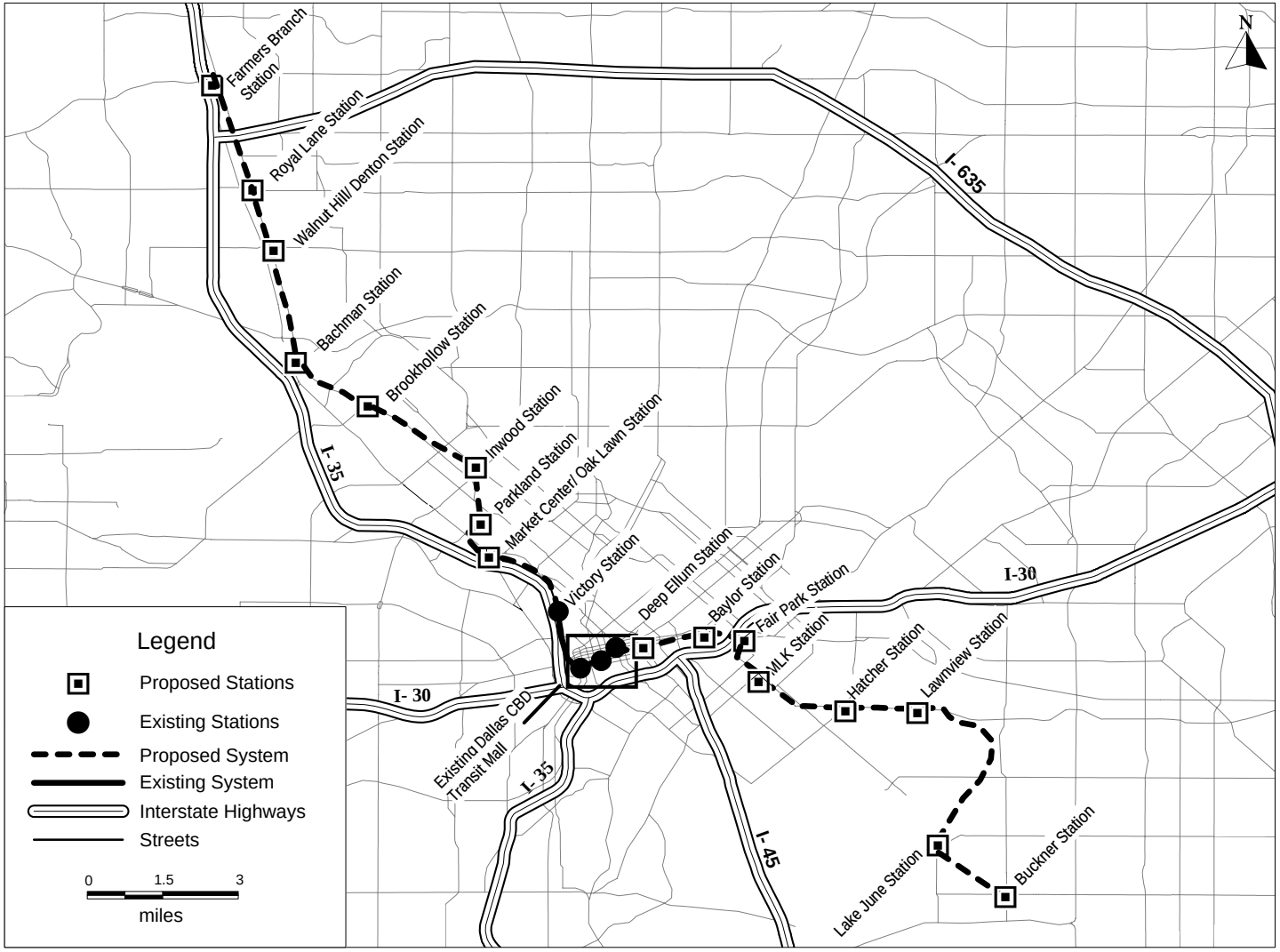
SAFETEA-LU Section 3043(b)(5) authorized the Northwest-Southeast LRT for final design and construction.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts FFGA Commitment	$700.00	$620.97 in total New Starts appropriations through the end of FY 2012. This includes $78.39 million in ARRA allocations in FY 2009.
Local: Sales Tax Revenue	$706.22	
TOTAL	**$1,406.22**	

NOTE: The sum of the figures may differ from the total as listed due to rounding.

Northwest / Southeast LRT MOS

Dallas, Texas



Dyer Corridor BRT
El Paso, Texas
Project Development
(Rating Assigned December 2011)

Summary Description	
Proposed Project:	Bus Rapid Transit 12 Miles, 12 Stations
Total Capital Cost ($YOE):	$35.25 Million
Section 5309 Very Small Starts Share ($YOE):	$20.40 Million (58.0%)
Annual Forecast Year Operating Cost:	$2.9 Million
Opening Year Ridership Forecast (2015):	3,400 Average Weekday Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The City of El Paso is planning a BRT line operating in mixed traffic along a route that begins at the Downtown Transit Terminal, travels through downtown El Paso, serves the Five Points Transfer Center and the U.S. Army Base at Fort Bliss and ends at the Northgate Transfer Center. The project includes construction of BRT stations, traffic signal priority at 42 intersections, and the purchase of ten articulated buses. Branded shelters, off-vehicle fare collection machines, and real-time arrival information at all stations, are also included. Service will operate six days a week, with 10-minute headways during peak periods and 15-minute headways during off-peak periods. Sunday service will not be offered.

Project Purpose: The Dyer Corridor is a mix of urban and suburban environments that includes residential, military and commercial areas. The corridor includes three major segments: Downtown El Paso, Campbell/Kansas Streets to the Five Points Transfer Center, and Five Points Transfer Center to the Northgate Transfer Center. The City of El Paso operates five bus routes in the corridor, although only one operates beyond the Five Points Transfer Center. Passengers seeking to transfer buses for trips beyond the Five Points Transfer Center currently experience delays ranging from 45 to 70 minutes. The project would help to shorten travel times for these passengers. In addition, compared to El Paso County and the State of Texas, the Dyer Corridor has a higher percentage of population below the poverty level (36 percent), a lower average median household income (less than $23,950), and a higher percentage of persons using public transit for work trips (seven percent). The project would improve transit service to these individuals.

Project Development History, Status and Next Steps: In June 2009, the City of El Paso initiated an alternatives analysis to examine transit improvements in the Dyer Corridor. In October 2010, the locally preferred alternative was selected and included in the region's financially-constrained long range transportation plan. FTA approved the project into project development as a Very Small Start in December 2011. A Documented Categorical Exclusion is anticipated in February 2012. The City of El Paso anticipates receipt of a single-year construction grant in FY 2014, and the start of revenue service in September 2015.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 Small Starts FHWA National Highway System	 $20.41 $6.05	 57.9% 17.2%
State: Texas Department of Transportation (Gasoline Tax Revenue) Funds	$1.51	4.2%
Local: City of El Paso Locally-Funded Debt	$7.28	20.7%
Total:	**$35.25**	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

EL PASO TRANSIT CORRIDOR
ALTERNATIVES ANALYSIS
DYER

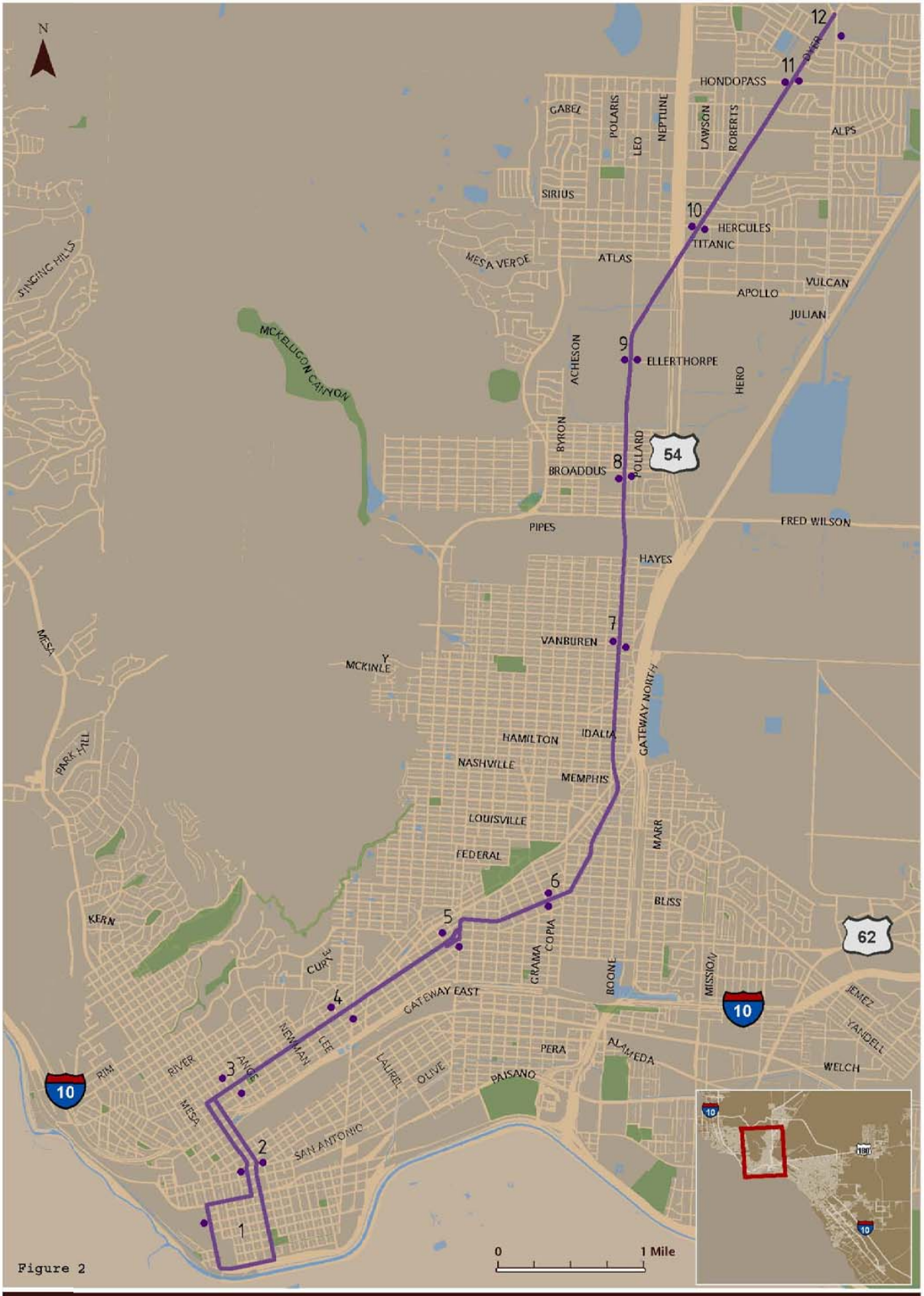


Figure 2

North Corridor LRT

Houston, Texas

(November 2011)

The Metropolitan Transit Authority of Harris County, Texas (METRO) is constructing a 5.28-mile, 8-station, double-track light rail transit (LRT) extension of METRO's existing Red Line from the current University of Houston-Downtown (UH-D) station to Northline Commons. The project will share 7.5 miles of existing track, including 16 stations, with the Red Line, thereby providing a one-seat ride between the planned Northline Commons station and the Fannin South station (current southern terminus of the Red Line) via downtown Houston. The project will operate in an exclusive aerial right-of-way from the existing UH-D station for approximately one mile and continue at-grade in semi-exclusive guideway in City of Houston streets to Northline Commons. The project includes an elevated crossing of the Union Pacific Railroad yard at Burnett Plaza and an elevated crossing of the Houston Belt & Terminal Railway track near Stokes Street.

Twenty-two light rail vehicles will be procured as part of the project, which will permit six-minute peak period operations along the entire Red Line. METRO's existing Rail Operations Center (heavy maintenance facility) will be expanded as part of the project.

The North Corridor parallels Interstate 45 (I-45) through a residential inner urban community and is bounded by the Houston central business district on the southern end and Northline Commons on the northern end. There is heavy congestion on major roadways. Roadway widening in the 1980s attracted significant levels of new development. New, master-planned developments continue in the outlying northern suburbs. Much of the rapid growth and development is occurring outside of METRO's service area, so transit service between the northern suburbs and downtown is very limited. The corridor also includes a significant transit-dependent population. Approximately 19 percent of corridor households have annual incomes of less than $15,000. Currently, there are approximately 20 bus routes serving the corridor (12 local, eight park-and-ride express). The park-n-ride express buses operate on I-45 high occupancy vehicle lanes, which provide better travel times than the general purpose lanes. However, access to these routes is limited to points further north of the corridor. Typical travel times on local buses to downtown locations from Northline Commons range between 40 and 45 minutes during peak hours. Current bus ridership in the corridor is approximately 32,000 daily riders, including 24,500 from local routes and 7,500 from park-n-ride routes.

The North Corridor LRT extension is intended to provide more reliable and faster transit service to core activity centers, including a one-seat ride into downtown Houston from the northern suburbs. The project is expected to serve approximately 29,900 average weekday trips in 2030. The project is also a minimum operable segment of an LRT line that METRO plans to extend eventually to George H. Bush Intercontinental Airport.

The total project cost under the Full Funding Grant Agreement (FFGA) is $756.00 million. The Section 5309 New Starts funding share is $450.00 million.

Status

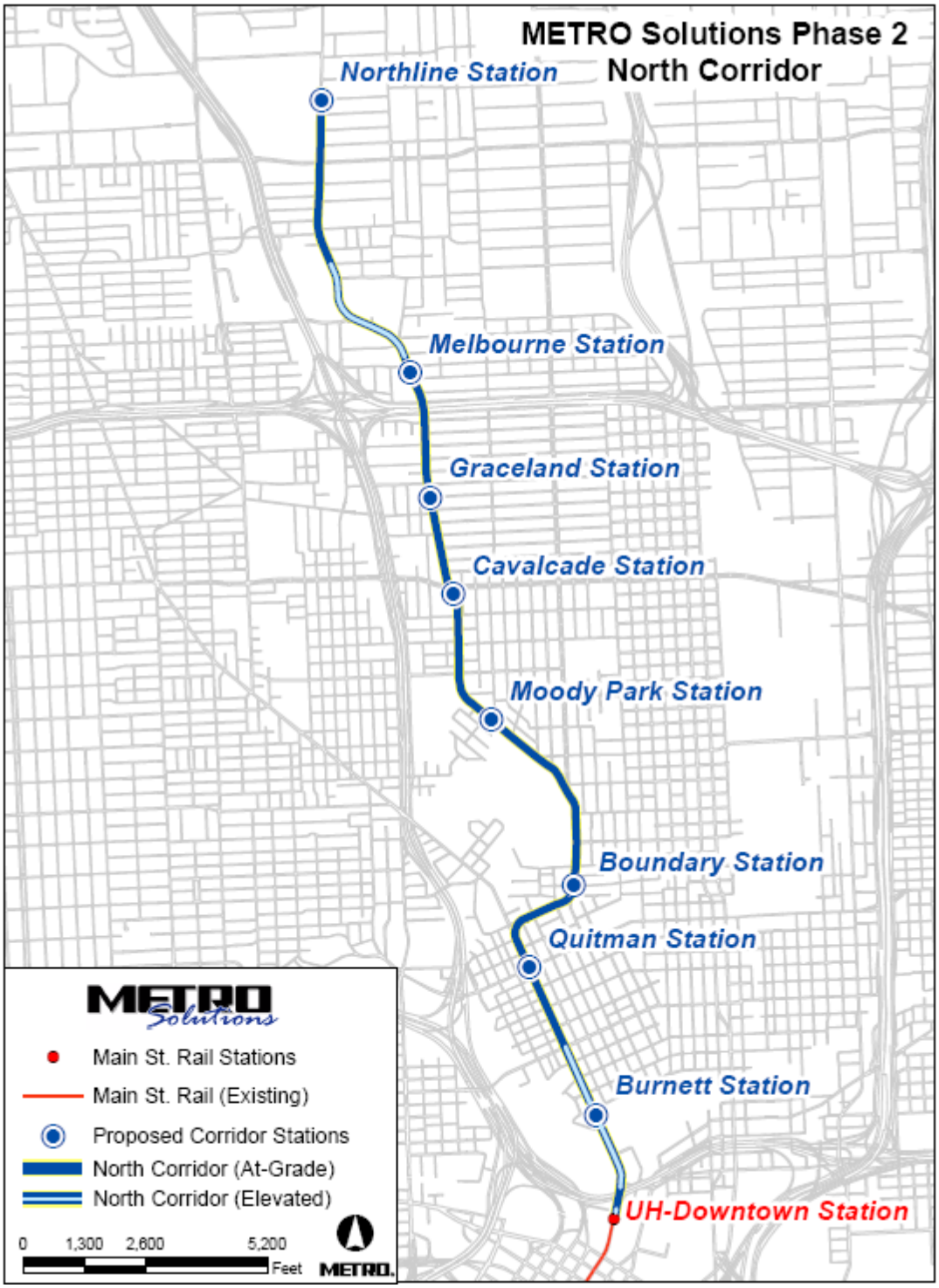
METRO completed an alternatives analysis in November 2003. In April 2005, FTA approved the LRT project into preliminary engineering (PE). In August 2005, METRO notified FTA that it was redirecting the PE effort from LRT to bus rapid transit (BRT). As a result, FTA suspended further evaluation of LRT. The BRT project was approved into PE by FTA in October 2006. In December 2006, a Final Environmental Impact Statement (FEIS) was published. FTA issued an environmental Record of Decision (ROD) for BRT in February 2007. METRO reverted to implementation of LRT in October 2007. In November 2007, FTA withdrew the environmental ROD for BRT since METRO was no longer pursuing BRT. FTA also notified METRO that the LRT project could not retain the PE status that was extended to the BRT project, and instead the LRT project needed to be evaluated and rated on its own merits to gain approval into PE. FTA approved the LRT project into PE in March 2008. Because the modal technology change from BRT to LRT was made after the release of the December 2006 FEIS, a Supplemental FEIS was released in April 2008. The environmental ROD for LRT was issued in July 2008. FTA approved the project into final design in August 2009. METRO and FTA executed an FFGA in November 2011, with revenue service scheduled for July 2015.

METRO will use a design-build project delivery method. A team of engineering, construction, construction management and vehicle manufacturing firms will design and construct the project. Final design and construction are combined in a single contract.

SAFETEA-LU Section 3043(b)(10) authorized the North Corridor Light Rail project for final design and construction.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts	$450.00	$261.84 million in total New Starts appropriations through the end of FY 2012
Local: METRO's Dedicated Sales Tax	$306.00	
TOTAL	**$756.00**	

NOTE: The sum of the figures may differ from the total as listed due to rounding.


METRO Solutions Phase 2
North Corridor
Northline Station
Melbourne Station
Graceland Station
Cavalcade Station
Moody Park Station
Boundary Station
Quitman Station
Burnett Station
UH-Downtown Station
METRO Solutions
Main St. Rail Stations
Main St. Rail (Existing)
Proposed Corridor Stations
North Corridor (At-Grade)
North Corridor (Elevated)
0 1,300 2,600 5,200
Feet
METRO.

Southeast Corridor LRT

Houston, Texas

(November 2011)

The Metropolitan Transit Authority of Harris County, Texas (METRO) is constructing a 6.56-mile, 10-station, double-track light rail transit (LRT) line from downtown Houston to a new transit center at Palm Springs near Griggs Road. The project's downtown segment will be split into single tracks on Capital (westbound) and Rusk (eastbound) streets. The project will share approximately one mile of track with the locally funded East End LRT line (currently under construction) in the Houston central business district (CBD). The East End Line will operate between the CBD and the Magnolia Transit Center. The project will operate in semi-exclusive guideway with limited mixed traffic operations in City of Houston streets. The majority of the LRT line will be at-grade (6.42 miles), while the remaining 0.14 miles will be elevated to avoid natural habitats (Brays Bayou, Buffalo Bayou and Kuhlman Gully). The project will intersect with METRO's existing Red Line in downtown Houston and allow LRT riders to transfer, at a proposed Main Street Transfer Station, to the existing Red Line for trips to the Texas Medical Center (TMC), Reliant Stadium complex and other major activity centers on the Red Line.

Twenty-nine light rail vehicles will be procured as part of the project, which will permit six-minute peak period operations along the entire LRT line. The project also includes construction of a new storage/wash facility.

The Southeast Corridor is bounded by Interstate 45 to the east, US Route 59 to the west and I-610 to the south and includes a major portion of the Houston CBD, including its commercial core and a growing residential population in and east of downtown. The corridor includes major academic institutions and employment areas, including the University of Houston, Texas Southern University, Houston Community College-Central Campus and the TMC. The corridor also has a highly transit-dependent population. Approximately 40 percent of corridor households have annual incomes of less than $15,000. The corridor represents five percent of METRO's service area, but accounts for 25 percent of METRO's total bus ridership. Currently, 25 local bus routes serve the corridor with a combined ridership of 61,200 daily boardings. The corridor's street network is discontinuous (many streets in the residential area have dead ends) outside of the CBD and does not provide good connectivity to key activity centers. Current corridor bus service is a mix of radial service to the CBD and cross-town routes that provide access to major activity centers to the west, including the TMC. Current auto travel time to the CBD during peak hours ranges from 20 to 30 minutes. Current travel time by local bus from the CBD to the Palm Center (project's southern terminus) varies by route from 40 minutes to 60 minutes.

The Southeast Corridor LRT extension is intended to provide more reliable and faster transit service to core activity centers. The project is expected to serve approximately 28,800 average weekday trips in 2030. The project is also a minimum operable segment of an LRT line that METRO plans to extend eventually to William P. Hobby Airport.

The total project cost under the Full Funding Grant Agreement (FFGA) is $822.91 million. The Section 5309 New Starts funding share is $450.00 million.

Status

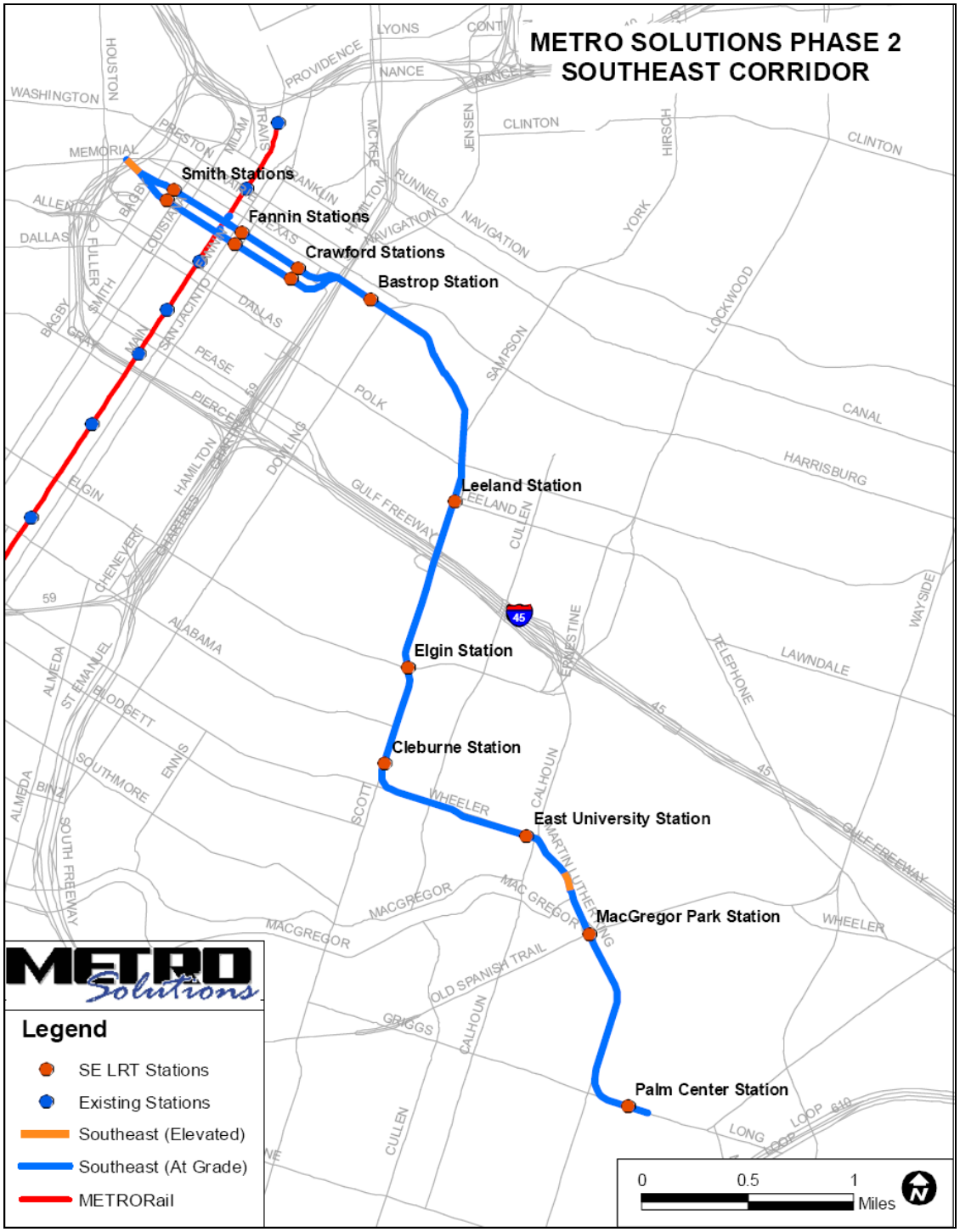
METRO completed an alternatives analysis in November 2003. In April 2005, FTA approved the LRT project into preliminary engineering (PE). In August 2005, METRO notified FTA that it was redirecting the PE effort from LRT to bus rapid transit (BRT). Thus, FTA suspended further evaluation of LRT. The BRT project was approved into PE by FTA in October 2006. In December 2006, a Final Environmental Impact Statement (FEIS) was published. FTA issued an environmental Record of Decision (ROD) for BRT in February 2007. METRO reverted to implementation of LRT in October 2007. In November 2007, FTA withdrew the environmental ROD for BRT since METRO was no longer pursuing BRT. FTA also notified METRO that the LRT project could not retain the PE status that was extended to the BRT project, and instead the LRT project needed to be evaluated and rated on its own merits to gain approval into PE. FTA approved the LRT project into PE in March 2008. Because of the modal technology change from BRT to LRT made after the release of the December 2006 FEIS, a Supplemental FEIS was released in April 2008. The environmental ROD for LRT was issued in July 2008. FTA approved the project into final design in August 2009. METRO and FTA executed an FFGA in November 2011, with revenue service scheduled for December 2015.

METRO will use a design-build project delivery method. A team of engineering, construction, construction management and vehicle manufacturing firms will design and construct the project. Final design and construction are combined in a single contract.

SAFETEA-LU Section 3043(b)(10) authorized the Southeast Corridor Light Rail project for final design and construction.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts	$450.00	$261.84 million in total New Starts appropriations through the end of FY 2012
Local: METRO's Dedicated Sales Tax	$372.91	
TOTAL	**$822.91**	

NOTE: The sum of the figures may differ from the total as listed due to rounding.


METRO SOLUTIONS PHASE 2
SOUTHEAST CORRIDOR
Smith Stations
Fannin Stations
Crawford Stations
Bastrop Station
Leeland Station
Elgin Station
Cleburne Station
East University Station
MacGregor Park Station
Palm Center Station
Legend
SE LRT Stations
Existing Stations
Southeast (Elevated)
Southeast (At Grade)
METRORail
0
0.5
1
Miles

University Corridor LRT
Houston, Texas
Preliminary Engineering
(Rating Assigned December 2009)

Summary Description	
Proposed Project:	Light Rail Transit
	11.3 Miles, 19 Stations
Total Capital Cost ($YOE):	$1,563.07 Million (includes $101.5 million in finance charges)
Section 5309 New Starts Share ($YOE):	$781.53 Million (50.0%)
Annual Forecast Year Operating Cost:	$15.84 Million
Ridership Forecast (2030):	49,000 Average Weekday Trips
	11,100 Daily New Riders
Opening Year Ridership Forecast (2020):	32,100 Average Weekday Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Metropolitan Transit Authority of Harris County, Texas (METRO) is planning the University Corridor light rail transit (LRT) project to provide a fast transit option to link residents on the east end of the corridor with major employment centers on the corridor's west end, as well as major activity centers midway through the corridor. The proposed project would connect METRO's existing Red LRT line and the Southeast Corridor LRT line, currently under construction, and includes 10.6 miles of semi-exclusive right-of-way at-grade, 0.33 miles below-grade in retained fill, and 0.36 miles of aerial guideway over a Union Pacific Railroad right-of-way and US Highway 59. Thirty-two light rail vehicles (LRV) would be purchased. Service would be provided at six-minute headways during peak and off-peak periods.

Project Purpose: The proposed University Corridor project is located within the City of Houston. The corridor has extensive transit service, including 15 local bus routes (57,000 current daily boardings) and seven express park-and-ride routes (15,000 current daily boardings). The current bus network provides combined bus headways that range from three minutes to five minutes during peak periods and 10 to 15 minutes during off-peak periods. However, due to high traffic volumes, narrow lanes, increasing delays at traffic signals, and inadequate roadway capacity, current bus speeds range from only 7.5 to 11.5 miles per hour. Travel time by bus from the Hillcroft Transit Center to the University of Houston-Central Campus currently takes 60 to 65 minutes and requires a transfer. The University LRT line would provide a direct connection to the corridor's east and west ends, improving mobility for transit riders to the Greenway Plaza and Uptown/Galleria areas – two of the region's largest activity centers. The LRT line would also offer transfer links via the existing Red Line to downtown Houston, the Texas Medical Center, and the Reliant Stadium complex, among other activity centers.

Project Development History, Status and Next Steps: METRO completed a Draft Environmental Impact Statement (EIS) in August 2007. LRT was the selected locally preferred alternative and adopted into the fiscally constrained long-range transportation plan. FTA approved the project into preliminary engineering in December 2009. A Final EIS was completed in May 2010. FTA issued a Record of Decision in July 2010. METRO anticipates approval into final design in mid-2013, receipt of a Full Funding Grant Agreement in early 2014, and start of revenue service in early 2020.

Significant Changes Since Last Evaluation (December 2009): The project's capital cost estimate and corresponding requested New Starts amount increased from the last evaluation to reflect current year 2011 dollars, additional contingency for LRV procurement and a revised planned revenue operations date. METRO is also updating the project's implementation schedule to reflect an updated revenue operations date. METRO plans to submit an updated financial plan to FTA in late 2012 as part of a request to advance the project into final design.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 New Starts	$781.53	50.0%
Local: METRO's Dedicated Sales Tax	$781.53	50.0%
Total:	**$1,563.07**	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

University Corridor
Houston, Texas
Preliminary Engineering
(Rating Assigned November 2011)

LAND USE RATING: Medium-Low

The land use rating reflects the population and employment densities within ½-mile of proposed station areas:

- Station area population densities average 8,000 persons per square mile. While the project does not serve the Houston CBD, just under 100,000 jobs are located in proximity to the University Corridor's stations.
- Although development is intensifying in certain station areas, most of the University Corridor is characterized by low-density commercial, light industrial, and mixed residential development. Streets are generally in a grid pattern, but pedestrian access is hindered by wide streets, elevated highways and overpasses, expansive parking lots, and in some cases missing sidewalks.
- Two universities are present in the corridor, with many of their athletic facilities, housing and academic buildings within a half mile of the proposed alignment.

ECONOMIC DEVELOPMENT RATING: Medium

Transit-Supportive Plans and Policies: Medium-Low
(50 percent of Economic Development Rating)

- Limited efforts have been made at regional planning and growth management. In 2005, various partners joined to undertake Envision Houston Region, an initiative designed to create a regional "vision" for the future growth of the area. The results informed the 2035 Regional Transportation Plan, which in addition to funding an expanded transit system directs some funds towards the Livable Centers program for planning and implementation for mixed-use places that support walk, bike, and transit travel. No other ongoing regional growth management implementation activities were identified.
- The City of Houston's Urban Corridor Planning initiative, conducted between 2006 and 2008 in partnership with METRO and other stakeholders, resulted in the development of conceptual planning frameworks for six transit corridors, including the University Corridor. The city's Urban Corridor Planning Ordinance, adopted in 2009, provides optional performance standards that developers and property owners may use to enhance the pedestrian realm along designated transit corridor streets. Another ordinance requires six-foot sidewalks with all new development on transit corridor streets.
- The City of Houston is not zoned. Private deed restrictions are often used for both residential and commercial land development to ensure that standards for land use are maintained, but many of the neighborhoods in the University Corridor lack such covenants. Plans for the Tax Increment Reinvestment Zones (TIRZ) in the corridor include design guidelines to promote a more densely developed, pedestrian-friendly, walkable environment, but do not identify implementation mechanisms aside from financing infrastructure improvements.

Performance and Impacts of Policies: Medium
(50 percent of Economic Development Rating)

- Local officials believe the existing Red Line, which opened in January 2004, has been a catalyst for residential and commercial development in the city's downtown and Midtown areas. Moderate to strong growth is forecast in the long term for the University Corridor, and small and large vacant and underutilized lots throughout the corridor provide additional development potential, if land use policies and market forces can be aligned.
- While development has been slowed by the recession, the Houston area has performed better than most metropolitan areas in the past three years.

TX Houston, University Corridor LRT
(Rating Assigned November 2009)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium**	The New Starts share of the project is 50.0 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium-Low	The average age of METRO's bus fleet is 8.8 years, which is slightly older than the industry average. METRO has no outstanding debt. Therefore, no bond ratings have been issued.
Commitment of Funds (25% of capital plan rating)	Medium	All of the non-Section 5309 New Starts funds are planned. The source of funds is bond proceeds backed by local sales tax revenues. Because the amount of bond financing contemplated exceeds METRO's current authorized debt capacity, the funds are considered planned.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium	The assumptions on sales tax growth, inflation, and Federal funding are reasonable compared to historical experience. The amount of bond financing contemplated in METRO's financial plan exceeds METRO's current authorized debt capacity. The capital cost estimate is considered reasonable.
Project Operating Financial Plan (30% of summary financial rating)	**Medium**	
Operating Condition (25% of operating plan rating)	Medium-Low	METRO's current ratio of assets to liabilities, as reported in its most recent audited financial statements, was just over 1.0 in FY 2008. METRO's transit services have increased in the last five years.
Commitment of Funds (25% of operating plan rating)	High	Over 75 percent of operating funding is committed. Funding sources include fare revenues, sales tax revenues, operating grants, miscellaneous revenue (advertising and ID card fees), and interest income.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium-Low	Assumed growth in operating and maintenance costs and farebox revenues is optimistic compared to historical experience. The financial plan shows projected cash balances exceeding 25 percent of annual operating costs.

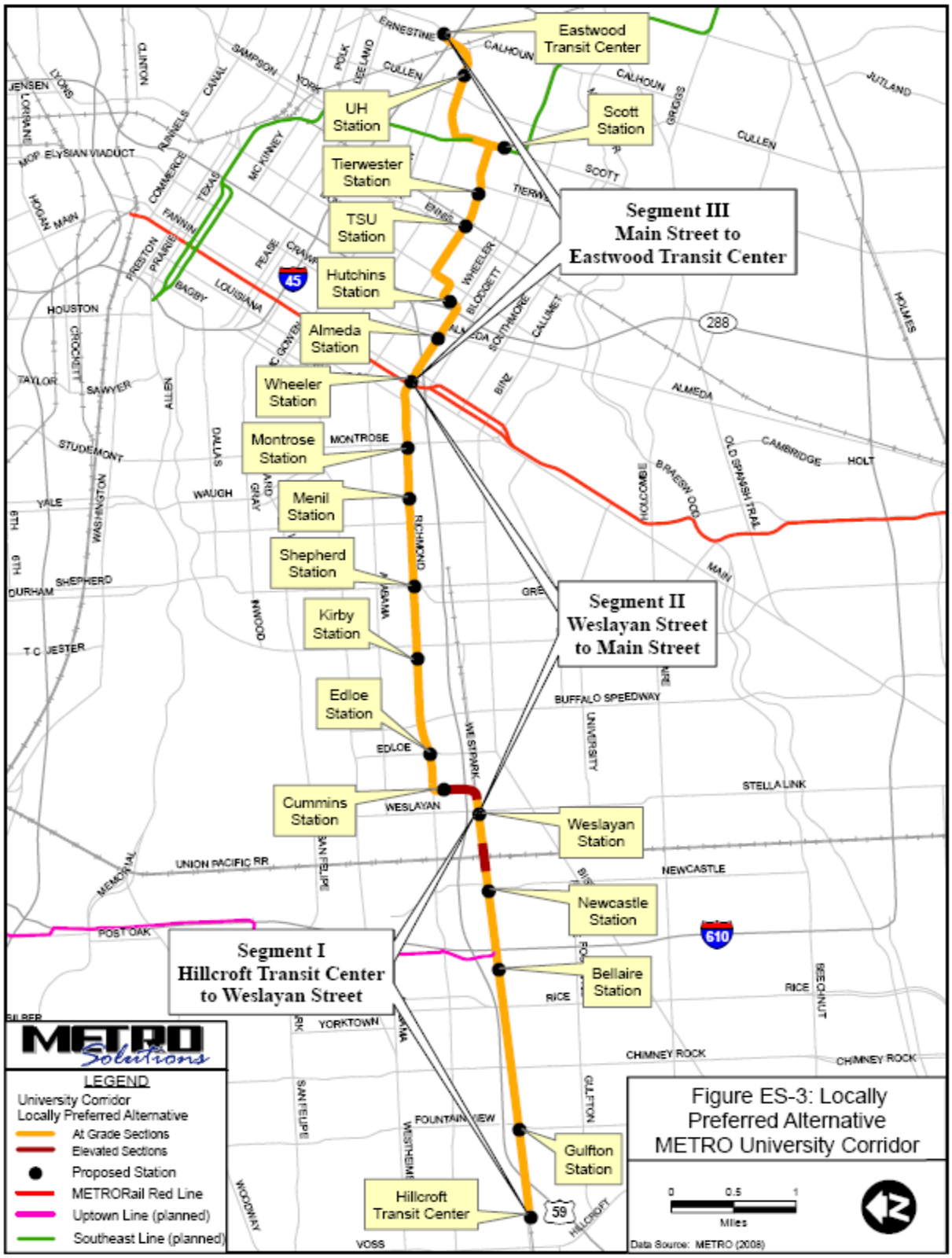


Figure ES-3: Locally Preferred Alternative METRO University Corridor

Draper Transit Corridor

Salt Lake City, Utah

(November 2011)

The Draper Transit Corridor light rail transit (LRT) is an extension to the existing North-South TRAX LRT line. The project would operate primarily in existing and abandoned railroad rights-of-way between the City of Sandy and the City of Draper and run parallel to Interstate 15 (I-15), the primary transportation link between Salt Lake City, the University of Utah, Murray, Sandy, and Draper. The project scope includes five new light rail vehicles and construction of three stations with park-and-ride lots totaling 1,400 spaces. The project is expected to serve 6,800 average weekday boardings in 2030.

The existing TRAX line currently ends at the northern edge of the corridor in the City of Sandy. Commute trips primarily occur in a north-south direction, where approximately 50 percent of these trips leave the corridor to destinations between the City of Sandy and the Salt Lake City central business district (CBD), the University of Utah, and the airport, while the rest of the trips are within the corridor. Current travel times between Draper Town Center and the University of Utah are 40 minutes by car and approximately 60 minutes using a combination of bus and TRAX. About half of all commute trips originating in the corridor are made on the TRAX Line, with most riders driving to the City of Sandy to use the line.

The total project cost under the Full Funding Grant Agreement (FFGA) is $193.64 million. The Section 5309 New Starts funding share is $116.18 million.

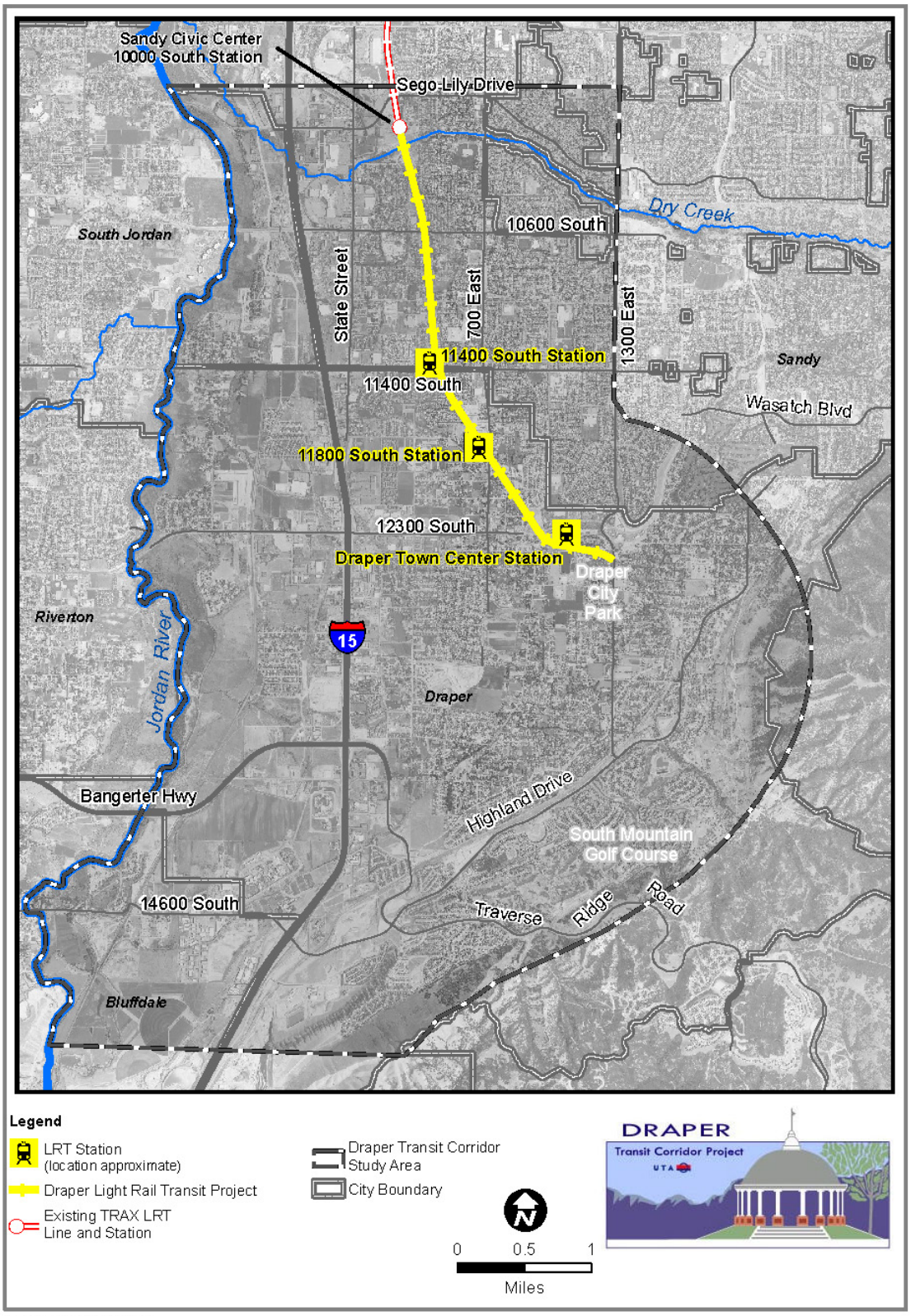
Status

In 1992, UTA purchased the Union Pacific Railroad Company's Provo Industrial Lead right-of-way (ROW) located in Salt Lake County. In 2000, a South Salt Lake County Transit Corridors Analysis identified a transit corridor from the existing Sandy LRT station at 10000 South to 14600 South using the existing UTA purchased ROW. UTA included the Draper Transit Corridor in its FrontLines 2015 long-range transit plan and program of projects in 2006. A Draper Transit Corridor alternatives analysis was prepared in 2007, which identified a minimal operating segment from 10000 South to Draper Town Center. A locally preferred alternative for a light rail alignment running from 10000 South to 14600 South was adopted in 2008 by the Wasatch Front Regional Council. FTA approved the project into preliminary engineering in December 2009, and the Draft Environmental Impact Statement (EIS) was published that same month. FTA published a Final EIS in July 2010, and issued a Record of Decision in September 2010. UTA and FTA entered into an FFGA in November 2011, with revenue operations scheduled for December 2013.

SAFETEA-LU Sections 3043(c)(209) and 3043(e)(3)(A) authorized the Draper Transit Corridor LRT Extension for final design and construction.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts	$116.18	$110.47 million in total New Starts appropriations through the end of FY 2012
Local: UTA Local Sales Tax	$74.46	
Total:	**$193.64**	

NOTES: The sum of the figures may differ from the total as listed due to rounding.



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Dulles Corridor Metrorail Project – Extension to Wiehle Avenue

Northern Virginia

(November 2011)

The Metropolitan Washington Airports Authority (MWAA), in cooperation with the Washington Metropolitan Area Transit Authority (WMATA), is constructing an 11.7-mile extension of the region's Metrorail system from west of the existing East Falls Church Metrorail station through the large Tysons Corner employment and retail center to Wiehle Avenue in the Reston area of Fairfax County. The project will be operated as a separate Metrorail line under a new service configuration that terminates in Washington, DC at the existing Stadium-Armory Metrorail station. The project scope includes construction of five new stations, a large park-and-ride lot at Wiehle Avenue, and expanded storage capacity at WMATA's West Falls Church rail yard. The project also includes the purchase of 64 heavy rail vehicles. The extension would be operated by WMATA, with trains operating at seven minute peak frequencies from the Wiehle Avenue station through East Falls Church, continuing along the existing Metrorail Orange Line track east through Arlington County, downtown Washington, DC, Capitol Hill, and terminating at Stadium-Armory. The 11.7-mile extension is the first phase of a proposed 23.1-mile extension of Metrorail west to Dulles International Airport and Loudoun County.

The Tysons Corner area contains over 25 million square feet of office space and 110,000 employees. Redevelopment and expansion of major retail and office development is underway. The Reston area contains significant mixed-use development, with a substantial employment base and large residential population, many of whom commute to employment sites in Washington, DC. The primary transportation arteries that serve this rapidly growing area are the Dulles Toll Road and Route 7, both of which experience significant congestion during peak hours. The proposed Metrorail extension would expand transportation capacity to and from Reston and the Tysons Corner regional activity centers (including reverse commute trips), while providing a direct rail link for commuters from northwest Fairfax and Loudoun Counties to employment opportunities in Tysons Corner, the Rosslyn-Ballston corridor, downtown Washington, DC, and other locations adjacent to stations along the 106-mile Metrorail system. Ridership is projected to be approximately 85,700 daily riders by 2030, including an estimated 10,000 new transit riders.

The total project cost under the Full Funding Grant Agreement (FFGA) is $3,142.47 million. The Section 5309 New Starts funding share is $900.00 million.

Status

Following years of study, a phased bus/rail system in the Dulles corridor was adopted into the region's long range plan in October 1999. In March 2000, FTA approved initiation of preliminary engineering (PE) for the Dulles Corridor Bus Rapid Transit Project. Upon completion of a Draft Environmental Impact Statement (EIS) in November 2002, a 23.1-mile Metrorail extension to Route 772 in Loudoun County replaced BRT as the locally preferred alternative (LPA). Due to funding concerns, the Virginia Department of Rail and Public Transportation (DRPT), the project's original sponsor, and WMATA identified a project

terminating at Wiehle Avenue as the first phase of implementation of the LPA. FTA approved a Supplemental Draft EIS in October 2003 reflecting this terminus. FTA approved DRPT's request to initiate PE for the Extension to Wiehle Avenue project in June 2004. DRPT received a Record of Decision (ROD) on the Final EIS for both this project and the full LPA in March 2005. The environmental documents covered the entire LPA west through Dulles International Airport to Loudoun County. Thus, the Federal Aviation Administration issued its own Record of Decision in July 2005.

In March 2006, the Commonwealth of Virginia accepted MWAA's proposal to assume control of the Dulles Toll Road and responsibility for construction of the project. Such authority is intended to enable MWAA to accelerate implementation of not only the Metrorail Extension to Wiehle Avenue but the full LPA using Dulles Toll Road revenues. In February 2006, Fairfax County requested that the Metrorail alignment along Route 7 be shifted from the south side to the median, so that a boulevard-type roadway could be constructed. An Environmental Assessment addressing this proposed change was published in February 2006. After a public hearing in March 2006, FTA issued an amended ROD in November 2006. The Project was formally transferred from DRPT to MWAA in July 2007. FTA approved the Project into final design in May 2008. The Dulles Toll Road was transferred from the Virginia Department of Transportation (VDOT) to MWAA in November 2008. MWAA and FTA executed an FFGA in March 2009, with revenue operations scheduled for December 2014. Construction is more than 50 percent complete along the entire 11.7-mile alignment, including the tie-in to the existing Orange Line. Construction is progressing with the costs nearing budget limits. The manufacturing of new rail cars is six months behind schedule due to the earthquake and tsunami that occurred in Japan in March 2011. In order to achieve the estimated revenue service date, WMATA will need to use rail cars from their existing fleet to operate revenue service for several months until the new cars arrive.

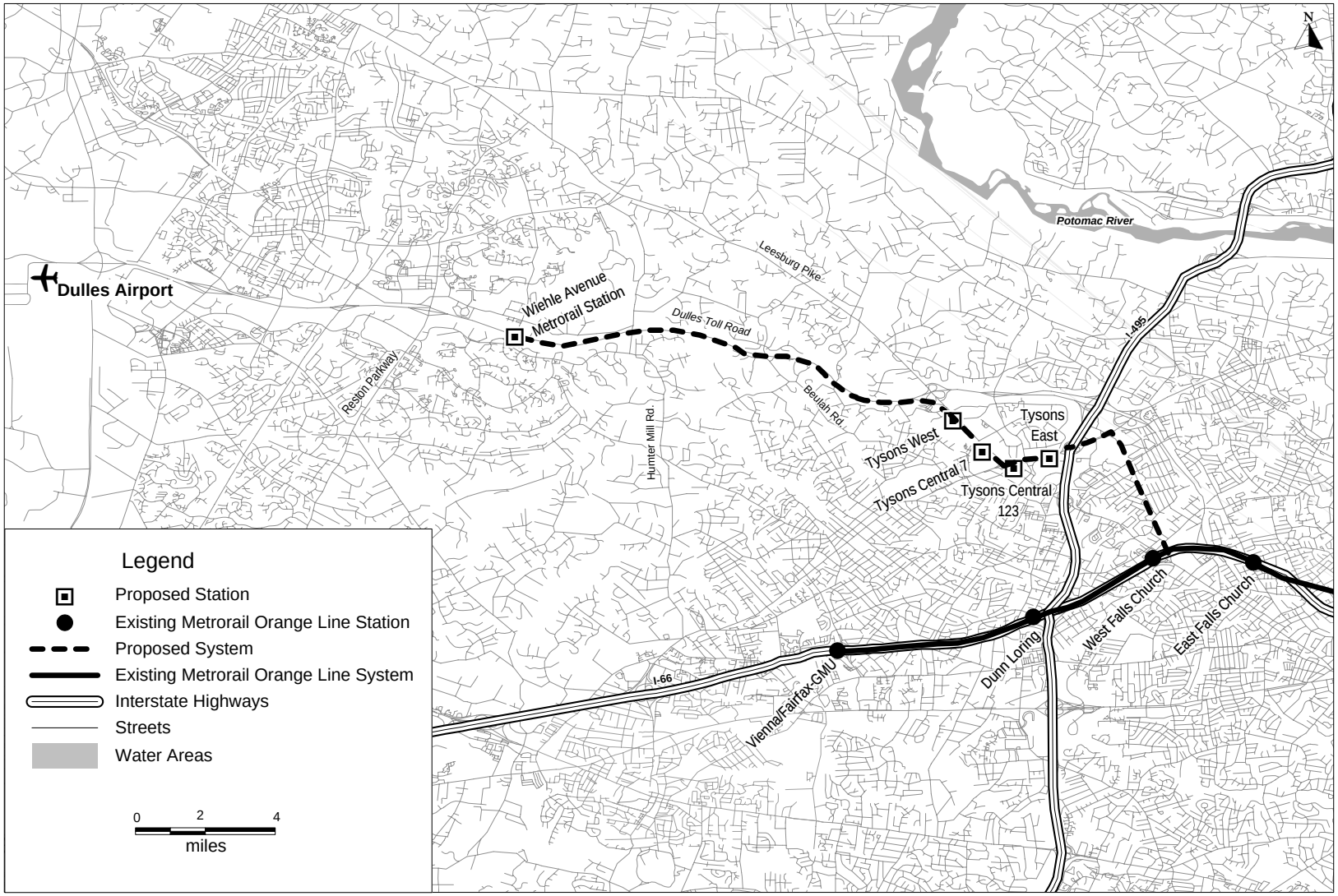
SAFETEA-LU Section 3043(b)(23) authorized the Dulles Corridor Metrorail Project for final design and construction.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts FHWA Flexible Funds (STP)	 $900.00 $75.00	$611.11 million in total New Starts appropriations through the end of FY 2012. This includes $77.26 million in ARRA funds.
State: Virginia Transportation Act 2000 Commonwealth Transportation Board Bonds	 $51.70 $125.00	
Local: Dulles Toll Road Revenues and Bond Proceeds Fairfax County Transportation Improvement District	 $1,467.02 $523.75	
TOTAL	**$3,142.47**	

NOTES: The sum of the figures may differ from the total as listed due to rounding.

Dulles Corridor Metrorail Project - Extension to Wiehle Avenue

Northern Virginia



University Link LRT Extension

Seattle, Washington

(November 2011)

The Central Puget Sound Regional Transit Authority (Sound Transit) is constructing an extension to the Central Link light rail transit (LRT) Initial and Airport Link Segments (completed and opened for revenue operations in July and December 2009 respectively) from the Segment's northern terminus at Westlake Station in downtown Seattle to the University of Washington, 3.1 miles to the northeast. The all-tunnel alignment includes a station at Capitol Hill. Twenty-seven vehicles would be procured as part of the project, which would permit five-minute peak-period operations throughout the entire Central Link line. University Link is the first phase of Sound Transit's planned North Link LRT extension to the Northgate Transit Center in North Seattle.

The University Link corridor is the most densely developed residential and employment area in Seattle and the state of Washington. The three largest urban centers in the state – downtown Seattle, Capitol Hill/First Hill, and the University District – are located along the alignment. Travel by private vehicle and bus between these areas is extremely difficult due to high traffic volumes and the corridor's geography. First Hill and Capitol Hill rise sharply northeast of downtown Seattle, and Interstate 5 (I-5) – the region's primary north-south freeway corridor – runs along the base of these hills, separating them from downtown. Farther to the north, the University District is separated from Capitol Hill and downtown by Portage Bay and the Lake Washington Ship Canal; only three crossings (two of them drawbridges) connect the University district with the southern portion of the corridor.

Reversible express lanes on I-5 north of downtown result in a disparity between northbound and southbound transit travel times during peak periods. The University Link LRT Extension is intended to provide more reliable and faster bi-directional transit service to and between downtown Seattle, Capitol Hill/First Hill, and the University District, while supporting local land use goals and contributing to the maintenance of 1990 traffic levels at the University of Washington. The project is expected to serve approximately 40,200 average weekday boardings in 2030.

The total project cost under the Full Funding Grant Agreement (FFGA) is $1,947.68 million. The Section 5309 New Starts funding share is $813.00 million.

Status

The University Link LRT Extension is part of the Central Link LRT system that has been in planning for more than two decades. In 1999, Sound Transit published an Environmental Impact Statement (EIS) for a Central Link alignment extending from South 200th Street in the City of SeaTac to North 103rd Street in the City of Seattle. Due to financial constraints, Sound Transit identified three operable segments for implementation, the first of which extended from just south of downtown Seattle to the University of Washington. FTA awarded an FFGA for this project in January 2001, which was suspended later that year due to cost increases.

Sound Transit redefined the project as an "Initial Segment" from Westlake Station in the Downtown Seattle Transit Tunnel south to Tukwila, which was constructed under an FFGA executed by FTA in October 2003 and amended in August 2008 to include a 1.7-mile extension to SeaTac International Airport. Sound Transit completed a Supplemental Draft EIS for the North Link segment in December 2003, and the Sound Transit Board selected the 3.1-mile University Link Extension as the first phase in August 2005. FTA issued a limited-scope Supplemental Draft EIS in October 2005 to address changes in

the preferred alternative, including an alternative route through the University of Washington. FTA approved the project into preliminary engineering in December 2005. FTA issued a Final EIS in April 2006, and Record of Decision in June 2006. FTA approved the project into final design in December 2006. Sound Transit and FTA executed an FFGA in January 2009, with revenue operations scheduled for April 2017. Right of way acquisitions and excavation of the Capitol Hill and University Station are essentially complete. Tunneling is underway.

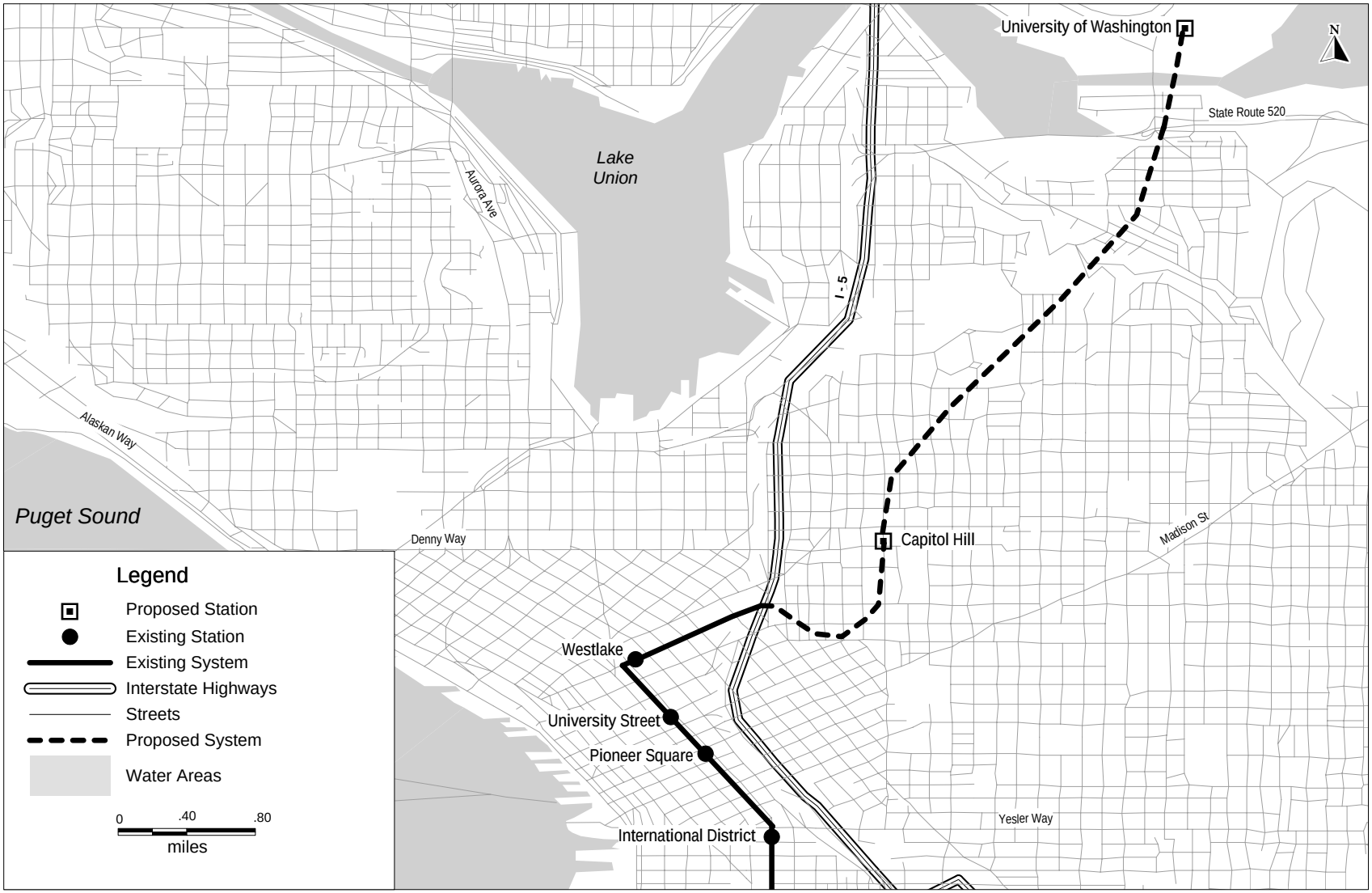
SAFETEA-LU Section 3043(c)(231) authorized the University Link LRT Extension for final design and construction.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts FFGA Commitment FHWA Flexible Funds (CMAQ) Section 5309 Fixed Guideway Modernization	$813.00 $9.00 $3.00	$509.36 million in total New Starts appropriations through the end of FY 2012. This includes $44 million in ARRA funds.
Local: Bond Proceeds, Local Option Tax Revenues, Sales of Excess ROW	$1,122.68	
TOTAL	**$1,947.68**	

NOTES: The sum of the figures may differ from the total as listed due to rounding.

University Link LRT Extension

Seattle, Washington



Columbia River Crossing Project
Vancouver, Washington
Preliminary Engineering
(Rating Assigned November 2011)

Summary Description	
Proposed Project:	Light Rail Transit 2.9 Miles, 5 Stations
Total Capital Cost ($YOE):	$3,507.87 Million (includes $69.5 million in finance charges)
Section 5309 New Starts Share ($YOE):	$850.00 Million (24.2%)
Annual Forecast Year Operating Cost:	$8.35 Million
Ridership Forecast (2030):	22,000 Average Weekday Trips 4,100 Daily New Trips
Opening Year Ridership Forecast (2019):	13,700 Average Weekday Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium

Project Description: The Washington State Department of Transportation (WSDOT) proposes to construct the Columbia River Crossing multimodal project that includes replacement of Interstate 5 (I-5) bridges, new interchanges, variable electronic tolls across the new bridge, park-and-ride lots, bike and pedestrian improvements, and an extension of the existing light rail transit (LRT) system. Partner agencies include the Oregon Department of Transportation, Tri-County Metropolitan Transportation District (TriMet), Southwest Washington Regional Transportation Council (the metropolitan planning organization for Clark County), Portland Metro (the metropolitan planning organization for the Portland region), and Clark County Public Transit Benefit Area Authority (C-TRAN). The transit portion of the project includes an extension of TriMet's Yellow Line LRT from the existing Expo Station in north Portland to Clark College in downtown Vancouver. The line would include an elevated transit structure over the North Portland Harbor, an elevated structure over the Columbia River via the new multimodal bridge, and an at-grade portion in Vancouver. It would also include the procurement of 19 light rail vehicles (LRVs) and construction of approximately 2,900 park-and-ride spaces. In addition, TriMet's current maintenance facility at Ruby Junction in the City of Gresham would be expanded and improvements for speed and reliability to Portland's Steel Bridge would occur. TriMet would operate the service under contract to C-TRAN.

Project Purpose: Interstate 5(I-5) is the primary north/south highway from California to Canada, and the only crossing of the Columbia River in the corridor. It includes two drawbridges. Currently, congestion on I-5 reduces bus travel speeds and reliability. Congestion worsens when the bridges open to allow large river vessels to pass through. The light rail transit line would connect Portland and Vancouver and link the region's largest and most concentrated employment area (downtown Portland) with the commercial and residential areas of Clark County. The transit project would provide direct links to the region's other LRT lines, streetcar lines, aerial tram, Amtrak passenger rail service, and most TriMet and C-TRAN bus routes.

Project Development History, Status and Next Steps: A Draft Environmental Impact Statement (EIS) for the Columbia River Crossing project was published in May 2008. The Vancouver and Portland metropolitan planning organizations adopted the locally preferred alternative into their fiscally-constrained long-range transportation plans in July 2008. FTA approved the project into preliminary engineering in December 2009. Publication of the Final EIS occurred in September 2011, and issuance

of the Record of Decision in December 2011. WSDOT anticipates receiving approval to enter final design in October 2012, a Full Funding Grant Agreement during 2013, and start of revenue operations in 2019.

Significant Changes Since Last Evaluation (November 2010): The project's capital cost decreased from $3,565.02 million to $3,507.87 million as a result of a change in bridge type recommended by an independent bridge review panel and approved by the Governors of Oregon and Washington in April 2011. Based on further design work, several costs decreased including guideway and track elements, stations, and professional services. Costs related to support facilities for maintenance, sitework, train control systems, land acquisition, vehicles, and contingency increased.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$850.00	24.2%
FHWA Projects of National and Regional Significance Funding Program	$400.00	11.4%
Transportation Infrastructure Finance and Innovation Act (TIFIA) loan	$500.00	14.3%
State:		
Oregon DOT and Washington State DOT General Existing Funds	$147.40	4.2%
Oregon DOT Anticipated Legislative Funds	$450.00	12.8%
Washington State DOT Anticipated Legislative Funds	$450.00	12.8%
Local:		
Toll Bonds Proceeds	$504.90	14.4%
Toll Revenues from Existing I-5 Bridges	$204.40	5.8%
Residual Toll Revenues	$1.20	0.0%
Total:	**$3,507.90**	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

Columbia River Crossing Project
Vancouver, Washington
Preliminary Engineering
(Rating Assigned November 2009)

LAND USE RATING: Medium

The land use rating reflects the population and employment densities within ½-mile of proposed station areas:

- Average population density across all station areas is 2,400 persons per square mile. Total employment served is at least 300,000. Including Yellow Line segments that are existing or under construction, the project would provide a one-seat ride to nearly 43,000 residents and over 145,000 jobs.
- Three of the five proposed stations are in the Vancouver, WA Central Business District (CBD), the second largest in the region after Portland, OR, which features a grid street pattern, complete sidewalk network, and numerous pedestrian amenities, and contains over 12,000 jobs, over 95 percent of which would be within 1/2 mile of a station. The Clark College Station area is well-served by trails and sidewalks but lacks a grid street network, and most of the land uses closest to the station are athletic fields or open space. The Hayden Island Station is surrounded by a major highway interchange, massive shopping mall, and some low- to medium-density housing.

ECONOMIC DEVELOPMENT RATING: High

Transit-Supportive Plans and Policies: High
(50 percent of Economic Development Rating)

- Oregon's comprehensive planning system has existed for more than 30 years and land use laws play a major role in determining how cities and regions grow. Portland Metro's Urban Growth Management Functional Plan requires that cities and counties define minimum densities for all residential zones, with typical policy targets of 45 to 60 persons per acre in transit station areas designated as growth centers. Portland updated its comprehensive plan and implemented ordinances in order to comply with regional requirements.
- On the Washington side, state, county, municipal, and district plans and policies all promote transit- and pedestrian-friendly design and development character. Compact, mixed-use downtowns, complete streets, and downtown pedestrian amenities are all reflected in the Community Framework Plan as well as the Comprehensive Plan for Vancouver and the Vancouver City Center Vision & Subarea Plan. The city's Transit Overlay District imposes minimum densities, increased maximum densities, and parking maximums. The Downtown District Plan also limits parking facilities, designates pedestrian corridors, and permits increased building heights.
- The City of Vancouver offers a multi-family housing tax exemption in the downtown area. The city has also designated two Revenue Development Areas (RDAs) which can be used to finance infrastructure improvements and has worked with private developers on large developments in both RDAs. Developments within the Transit Overlay District are eligible for up to 24 percent in transit impact fee reductions if certain conditions are met. Vancouver is also implementing an expedited permitting process.

Performance and Impacts of Policies: High
(50 percent of Economic Development Rating)

- TriMet estimates that light rail in the region has spurred over $6.0 billion in investment along corridors in the Portland region. Metro's Transit Oriented Development Program has assisted 29 development projects currently under construction or completed.
- In Vancouver, most of the land area within 1/2 mile of the four proposed stations falls within the CBD. A number of new projects in the southern part of downtown have already been completed, and many have taken advantage of reduced parking requirements and density bonuses allowed in the Transit Overlay District. Development goals, supported by a recent development capacity study, aim for over 3.5 million square feet of new commercial and institutional space, and 1,400 new residential units, in downtown Vancouver by 2023.

WA Vancouver, Columbia River Crossing Project
(Rating Assigned October 2011)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**High**	The New Starts share of the project is 24.0 percent. This percentage reflects Section 173 of the Transportation, Housing and Urban Development Appropriations Act of 2010, which directs the Federal Transit Agency (FTA) to base the New Starts share and New Starts share rating for interstate, multi-modal projects located in an Interstate highway corridor on the unified finance plan for the multi-modal project rather than only on the transit element of the plan. Furthermore, Section 173 directs FTA to base the project justification rating on the transit element of the plan.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium	The average age of the Tri-County Metropolitan Transportation District of Oregon's (TriMet) bus fleet is 12.2 years, which is older than the industry average. The most recent TriMet bond ratings, issued in 2009 and reaffirmed in 2010, are as follows: Moody's Investors Service, Aa2; and Standard & Poor's Corporation, AAA. The average age of the Clark County Public Transportation Benefit District Area (C-TRAN) bus fleet is 6.5 years old, which is in-line with the industry average. C-TRAN has not issued debt and does not have a credit rating. The most recent Oregon Department of Transportation (ODOT) bond ratings, issued in 2010, are as follows: Fitch Ratings AA+, Moody's Investors Service Aa1 (senior lien) and Aa2 (subordinate lien), and Standard & Poor's Corporation AAA (senior lien) and AA+ (subordinate lien). The most recent Washington State Department of Transportation (WSDOT) bond ratings, issued in 2010, are as follows: Moody's Investors Service, Aa1; and Standard & Poor's Corporation, AA+.
Commitment of Funds (25% of capital plan rating)	Medium	Approximately six percent of the non-Section 5309 New Starts funds are committed. Sources of funds include Federal Highway Administration (FHWA) funds, a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, ODOT and WSDOT state funds, toll revenues, and toll revenue bond proceeds.

Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	TriMet revenue assumptions are consistent with historical data. C-TRAN revenue assumptions are consistent with historical data. The capital cost estimate is considered reasonable. WSDOT has the financial capacity to cover cost increases or funding shortfalls equal to less than 10 percent of estimated project costs.
Project Operating Financial Plan (30% of summary financial rating)	**Medium-High**	
Operating Condition (25% of operating plan rating)	Medium-High	TriMet's current ratio of assets to liabilities as reported in its most recent audited financial statement is 1.44. There have been only minor service cutbacks and no cashflow shortfalls in recent years. C-TRAN's current ratio of assets to liabilities as reported in its most recent audited financial statement is 9.7. There have been only minor service cutbacks and no cashflow shortfalls in recent years.
Commitment of Funds (25% of operating plan rating)	Medium-High	All of TriMet's operating funding is committed. The main revenue sources are passenger revenue, local payroll and self-employment taxes, state funds from in-lieu-of payroll tax receipts, advertising revenues, cigarette tax revenues, FHWA's Congestion Mitigation and Air Quality funds, Section 5307 Urbanized Area Formula Program, Section 5309 Fixed Guideway Modernization funds, Section 5317 Job Access and Reverse Commute funds, and Section 5317 New Freedom funds. None of C-TRAN's operating funding is committed. The main revenue sources are passenger revenue and existing local sales and use taxes.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium	Assumed growth in TriMet operating expenses, farebox collections and sales tax revenues is consistent with historical experience. Projected TriMet cash balances and reserve accounts equal 13 percent of annual system-wide operating expenses. Assumed growth in C-TRAN operating expenses is consistent with historical experience. Assumed C-TRAN farebox collections and sales tax revenues are optimistic compared to historical experience. Projected C-TRAN cash balances and reserve accounts equal 28 percent of annual system-wide operating expenses.

Columbia River CROSSING Project Area Map

PROJECT PARTNERS Washington State Department of Transportation Oregon Department of Transportation Federal Transit Administration • Federal Highway Administration City of Vancouver • City of Portland • SW Washington Regional Transportation Council • Metro • C-TRAN • TriMet