

Annual Report on Funding Recommendations

Fiscal Year 2016 Capital Investment Grant Program

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

2015

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Introduction

This *Annual Report on Funding Recommendations* is issued by the United States Secretary of Transportation to help inform the appropriations process for the upcoming fiscal year (FY) by providing information on projects included in the Federal Transit Administration's (FTA) discretionary Capital Investment Grant Program.

The Capital Investment Grant Program

The Capital Investment Grant Program outlined in 49 USC 5309, was most recently authorized in July 2012 by the Moving Ahead for Progress in the 21st Century Act¹ (MAP-21). On July 31, 2014, Congress passed the Highway and Transportation Funding Act of 2014, which extended MAP-21 through May 31, 2015.

The Capital Investment Grant Program is the Federal Government's primary financial resource for supporting transit capital projects that are locally planned, implemented, and operated. The majority of the projects are fixed-guideway transit projects, meaning they use or occupy a separate right-of-way such as rails, catenaries, or exclusive bus lanes. This includes rapid rail, light rail, streetcar, commuter rail, and bus rapid transit (BRT). However, ferry projects and corridor-based BRT projects that do not use an exclusive bus lane but have other characteristics similar to rail transit service are also eligible. The program has helped to make possible dozens of new or extended transit systems across the country. These public transportation investments, in turn, have improved the mobility and quality of life of millions of Americans, provided alternatives to congested roadways, and fostered the development of more economically vibrant communities.

MAP-21 includes three categories of eligible projects under the Capital Investment Grant Program, referred to as New Starts, Core Capacity, and Small Starts projects. Under MAP-21, New Starts and Core Capacity projects go through three phases - Project Development, Engineering, and Construction. Small Starts projects go through two phases - Project Development and Construction. New Starts projects are those whose sponsors request \$75 million or more in Capital Investment Grant Program funds or have an anticipated total capital cost of \$250 million or more. Core Capacity projects are substantial investments in an existing fixed-guideway corridor that is at capacity today or will be in five years, where the proposed project will increase capacity by not less than 10 percent. Small Starts projects are defined as those whose sponsors request less than \$75 million in Capital Investment Grant Program funds and have an anticipated total capital cost of less than \$250 million. All projects must be evaluated and rated on a set of statutorily defined project justification and local financial commitment criteria and receive and maintain at least a "Medium" overall rating to advance through the various phases and be eligible for funding.

As reflected in this report, FTA is proposing in its FY 2016 Budget Request to Congress that the amount of funding allowed for FTA oversight activities be increased from the 1 percent allowed under MAP-21 to 1.5 percent. The increase will help FTA mitigate the cost and schedule risks

¹ The mandate for the *Annual Report* (49 USC 5309(o)(1)) is a continuation of the detailed reporting requirement established by the Transportation Equity Act for the 21st Century (TEA-21) in 1998, reauthorized by SAFETEA-LU in August 2005, and reauthorized by MAP-21 in July 2012.

associated with the increasing number of mega projects with total project capital costs over \$1 billion.

This Report provides general information about the Capital Investment Grant Program, including the guidelines that the United States Department of Transportation (DOT) uses to make funding recommendations for proposed projects in the development pipeline and for projects currently in construction. Table 1 identifies the FY 2016 funding amount recommended for individual projects, with information on each project's cost and funding history. Tables 2A, 2B, and 2C provide the results of FTA's evaluation and rating of the projects.

Information Available on the FTA Web Site

More information on the Capital Investment Grant program can be found on FTA's website at <http://www.fta.dot.gov/12304.html>. Also available on the website are profiles of each of the projects in the Capital Investment Grant program pipeline in the row labeled "Current Projects." There you can find project descriptions, project maps, notes on the projects' progress, and a discussion of any significant issues since FTA's last evaluation.

General Commitment Guidelines for Capital Investment Projects

- Any project recommended for a Full Funding Grant Agreement (FFGA) or Small Starts Grant Agreement (SSGA) should meet the project justification, local financial commitment, and process criteria established in Section 5309, and should be consistent with Executive Order 12893, *Principles for Federal Infrastructure Investments*, issued January 26, 1994.
- To the extent that funds can be obligated by FTA in the coming fiscal year under existing FFGAs and SSGAs, these commitments should be honored before any new funding recommendations are made.
- The FFGA or SSGA defines the project including its cost, scope, schedule, and level of service; commits to a maximum level of annual and total Capital Investment Grant 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. Upon completion of an FFGA or SSGA, the Section 5309 funding commitment has been fulfilled. Additional Section 5309 funding will not be recommended. Any additional costs beyond the scope of the commitment outlined in the FFGA or SSGA are the responsibility of the project sponsor. FTA works closely with project sponsors to identify and implement strategies for containing capital costs at the level indicated in the FFGA or SSGA at the time it was signed.
- Initial planning efforts conducted prior to entry into the first phase of the Capital Investment Grant process are not eligible for Section 5309 funding under MAP-21, but funding may be provided through grants under the Section 5303 Metropolitan Planning Program, the Section 5307 Urbanized Area Formula Program, or Title 23 "flexible funding."
- Firm funding commitments, embodied in FFGAs or SSGAs, will not be made until the project sponsor has demonstrated that its project is ready for such an agreement, i.e., the

project's development and design have progressed to the point where its scope, costs, benefits, and impacts are considered firm and final.

- Funding should be provided to the most qualified projects to allow them to proceed through the implementation 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 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 planning and design, information concerning costs, benefits, financial plans, and impacts is refined and the project rating may be reassessed to reflect new information.

Table 1 - FY 2016 Funding for Capital Investment Grant Program

Project	Rating	Mode	Total Project Cost	Section 5309 Request	Section 5309 Share	Funds Appropriated/ Allocated Through FY15	Remaining Needs After FY15	FY16 Budget Recommendation
Totals by Project Type								
Existing New Starts Construction Grant Agreements								\$ 1,385,000,000
Recommended New Starts Projects Not Yet Under FFGAs								\$ 792,000,000
Recommended Core Capacity Funding								\$ 351,066,101
Recommended Small Starts Projects Not Yet Under SSGAs								\$ 353,183,899
Accelerated Project Delivery and Development								\$ 320,000,000
Oversight Activities								\$ 48,750,000
GRAND TOTAL								\$ 3,250,000,000

Existing New Starts Full Funding Grant Agreements With Remaining Funding Needs - Projects Are Under Construction or Open for Service								
CA Los Angeles, Regional Connector Transit Corridor	FFGA	LRT	\$ 1,402,932,490	\$ 669,900,000	47.7%	\$ 165,000,000	\$ 504,900,000	\$ 115,000,000
CA Los Angeles, Westside Subway Extension - Section 1	FFGA	HR	\$ 2,821,957,153	\$ 1,250,000,000	44.3%	\$ 165,000,000	\$ 1,085,000,000	\$ 115,000,000
CA San Francisco - Third Street Light Rail-Central Subway Project	FFGA	LRT	\$ 1,578,300,000	\$ 942,200,000	59.7%	\$ 619,181,899	\$ 323,018,101	\$ 165,000,000
CA San Jose - Silicon Valley Berryessa Extension	FFGA	HR	\$ 2,230,021,971	\$ 900,000,000	40.4%	\$ 552,585,423	\$ 347,414,577	\$ 165,000,000
CO Denver - RTD Eagle, Denver	FFGA	CR	\$ 2,043,143,000	\$ 1,030,449,000	50.4%	\$ 667,186,415	\$ 363,262,585	\$ 165,000,000
HI Honolulu - High Capacity Transit Corridor	FFGA	HR	\$ 5,121,693,163	\$ 1,550,000,000	30.3%	\$ 1,056,267,358	\$ 493,732,642	\$ 265,000,000
MA Cambridge to Medford, Green Line Extension	FFGA	LRT	\$ 2,297,618,856	\$ 996,121,000	43.4%	TBD	TBD	\$ 165,000,000
NC Charlotte, Blue Line Extension-Northeast Corridor	FFGA	LRT	\$ 1,160,084,496	\$ 580,042,248	50.0%	\$ 305,807,660	\$ 274,234,588	\$ 115,000,000
OR Portland - Milwaukie LRT	FFGA	LRT	\$ 1,490,350,173	\$ 745,175,087	50.0%	\$ 379,510,943	\$ 365,664,144	\$ 115,000,000
Total Existing New Starts Full Funding Grant Agreements			\$ 20,146,101,302	\$ 8,663,887,335		\$ 3,910,539,698	\$ 3,757,226,637	\$ 1,385,000,000

New Starts Projects Recommended for Full Funding Grant Agreements								
CA Los Angeles Westside Section 2	MH	HR	\$ 2,374,436,573	\$ 1,187,000,000	50.0%	\$ -	\$ 1,187,000,000	+ \$ 100,000,000
CA San Diego, Mid-Coast Corridor	MH	LRT	\$ 2,112,114,987	\$ 1,043,384,804	49.4%	\$ 8,009,516	\$ 1,035,375,288	+ \$ 150,000,000
CO Denver, Southeast Extension	MH	LRT	\$ 224,295,280	\$ 92,000,000	41.0%	\$ -	\$ 92,000,000	*+ \$ 92,000,000
MD Baltimore, Red Line	MH	LRT	\$ 2,997,748,095	\$ 900,000,000	30.0%	TBD	TBD	\$ 100,000,000
MD Maryland National Capital Purple Line	MH	LRT	\$ 2,448,222,331	\$ 900,000,000	36.8%	TBD	TBD	\$ 100,000,000
MN Minneapolis, Southwest LRT	MH	LRT	\$ 1,653,448,925	\$ 826,724,462	50.0%	\$ -	\$ 826,724,462	+ \$ 150,000,000
TX Fort Worth, TEX Rail	MH	CR	\$ 891,898,224	\$ 445,949,112	50.0%	TBD	TBD	\$ 100,000,000
Total Recommended New Starts Projects			\$ 12,702,164,414	\$ 5,395,058,378		TBD	TBD	\$ 792,000,000

Table 1 - FY 2016 Funding for Capital Investment Grant Program

Project	Rating	Mode	Total Project Cost	Section 5309 Request	Section 5309 Share	Funds Appropriated/ Allocated Through FY15	Remaining Needs After FY15	FY16 Budget Recommendation
Core Capacity (project listed for illustrative purposes only, projects not yet ready for construction grant)						\$ 351,066,101		
IL Chicago, Red and Purple Line Modernization Project		HR						
NY Canarsie Line Power Improvements		HR						
TX Dallas DART Platform Extension		LRT						
Small Starts Projects Recommended for Small Starts Grant Agreements								
CA Fresno, FAX Blackstone/Kings Canyon BRT	M	BRT	\$ 48,530,694	\$ 38,824,555	80.0%	\$ 27,800,000	\$ 11,024,555	* \$ 11,024,555
CA San Francisco, Van Ness Avenue BRT	H	BRT	\$ 162,072,300	\$ 74,999,999	46.3%	\$ 45,396,000	\$ 29,603,999	* \$ 29,603,999
CA San Rafael to Larkspur Regional Connector	M	CR	\$ 42,532,750	\$ 22,532,873	53.0%	\$ 2,500,000	\$ 20,032,873	*+ \$ 20,032,873
NC Charlotte, CityLYNX Gold Line Phase 2	MH	SC	\$ 150,000,000	\$ 74,999,999	50.0%	\$ -	\$ 74,999,999	*+ \$ 74,999,999
NV Reno, 4th St/Prater Way Corridor	MH	BRT	\$ 52,570,000	\$ 6,470,000	12.3%	\$ -	\$ 6,470,000	*+ \$ 6,470,000
OH Columbus, Cleveland Avenue BRT	M	BRT	\$ 47,667,067	\$ 38,133,654	80.0%	\$ -	\$ 38,133,654	*+ \$ 38,133,654
TX El Paso Montana Corridor BRT	M	BRT	\$ 45,516,813	\$ 26,972,509	59.3%	\$ -	\$ 26,972,509	*+ \$ 26,972,509
UT Provo Orem BRT	MH	BRT	\$ 149,927,986	\$ 74,964,311	50.0%	\$ 4,018,000	\$ 70,946,311	*+ \$ 70,946,311
WA Tacoma, Tacoma Link Light Rail Expansion	MH	LRT	\$ 166,008,514	\$ 74,999,999	45.2%	\$ -	\$ 74,999,999	*+ \$ 74,999,999
Total Small Starts			\$ 864,826,123	\$ 432,897,898		\$ 79,714,000	\$ 353,183,898	\$ 353,183,899
Accelerated Project Delivery and Development^							\$ 320,000,000	

Ratings abbreviations -- L=Low; ML=Medium-Low; M=Medium; MH=Medium-High; H=High

Mode abbreviations -- BRT=bus rapid transit; CR=commuter rail; HR=heavy rail; LRT=light rail transit; SC=streetcar

TBD = Allocation of FY 2015 funds is to be determined as the projects become ready for FFGAs. Legislative language directs FTA to "give funding priority to projects requiring a 40 percent or less Federal share."

+ Indicates first time included as a funding recommendation in the President's Budget.

* Indicates completion of FTA commitment to the project with proposed FY16 budget recommendation

^ For projects that may become ready for construction grant agreements during FY 2016, accelerated project development work including planning activities, and not less than \$75 million for projects in Small Urban/Rural areas with less than 200,000 in population meeting a set of new eligibility parameters and streamlined evaluation criteria.

The FY 2016 Funding Allocations and Recommendations

FTA is recommending a total appropriation of \$3,250 million in Section 5309 Capital Investment Grant Program funds in FY 2016. FTA recommends it be distributed as follows:

- \$1,385.00 million for nine existing FFGAs
- \$ 792.00 million to seven proposed New Starts Projects
- \$ 351.07 million for Core Capacity projects
- \$ 353.18 million to nine proposed Small Starts Projects
- \$ 320.00 million for Accelerated Project Development and Delivery Incentive category
- \$ 48.75 million for management and oversight (1.5% of the FY 2016 funding level.)

The funding proposed for the existing FFGAs shown above includes the negotiated payment outlined in each FFGA plus an additional \$15 million for each project. FTA believes accelerating FFGA payments can not only potentially lower financing costs incurred on these projects, but also allow FTA to better manage the overall program given the ever growing demand for funds.

The FY 2016 budget proposal also includes \$320 million for an “Accelerated Project Development and Delivery” category. This is proposed to be distributed as described below:

1. Approximately \$120 million would be for New and Small Starts projects currently in the program pipeline that were unable to receive a rating and funding recommendation at the time of the President’s FY 2016 budget submittal, but potentially could receive an acceptable rating of *Medium* or higher prior to the conclusion of FY 2016. This could include :
 - The Orlando SunRail Phase 2 South, Orlando SunRail Phase 2 North, and Sacramento Downtown Riverfront Streetcar projects that did not submit sufficient information to provide FTA with the necessary confidence at the time of the preparation of the FY 2016 President’s budget that they would receive the *Medium* or better overall rating required by statute to be recommended for a construction grant agreement. Funding in the “Accelerated Delivery” category can be assigned to these projects if the uncertainties are resolved and FTA agrees to advance them to construction grant agreements prior to September 30, 2016.
 - Other projects currently in FTA’s Capital Investment Grant pipeline that may be ready for a construction grant agreement before the conclusion of FY 2016, but were not able to prepare and submit the information required to be evaluated and rated for the President’s FY 2016 Budget. Importantly, FTA has been encouraging project sponsors to submit information for evaluation and rating on an on-going basis throughout the year, not simply by one fixed deadline for annual budget considerations. By providing projects in the pipeline the potential to advance to construction grant agreements when they are ready, rather than making them wait for the next federal budget cycle to be completed, an opportunity exists to advance the projects more quickly and thereby minimize cost escalation and possible financing costs. To the extent that pipeline projects can be advanced after the FY 2016 Budget

submittal, but sooner than the FY 2017 Budget submittal, they would be eligible for some portion of the funding proposed in this category.

2. Approximately \$200 million would be for Accelerated Project Development work for communities that have found it challenging to advance local resources for this purpose. Not less than \$75 million of this amount would be for a newly proposed subsection under Section 5309 that would set aside funding for areas under 200,000 in population (small urban and rural areas) seeking to implement corridor or regional based bus service with premium features such as use of advanced technologies, branding, and other amenities, that could meet a set of streamlined evaluation criteria.

Project Evaluation and Ratings

The Capital Investment Grant project evaluation and ratings included in this report are based on a process specified in statute. MAP-21 establishes various criteria on which proposed projects must be evaluated and specifies a five-point rating scale: *High*, *Medium-High*, *Medium*, *Medium-Low*, and *Low*. To advance in the process toward a funding recommendation in the President's budget and a construction grant, a project must be rated *Medium* or higher overall. Receipt of project funding through a construction grant is subject to Congressional appropriation, and is only obligated when the grantee can assure FTA that the proposed project scope, cost estimate, and budget are firm and reliable and local funding commitments are in place. Once a project receives a construction grant from FTA, it is no longer required to be evaluated and rated.

FTA does not require project sponsors to submit information annually for evaluation and rating. Rather, FTA only requires sponsors to submit information for an updated evaluation and rating of the project for the *Annual Report* if: 1) the project sponsor wants the project to be considered as a candidate for a funding recommendation in the budget; 2) significant issues have been raised in prior year evaluations that warrant a rerating; or 3) there has been a significant change to the project since the last evaluation.

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 SSGAs should not be construed as 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.

Tables 2A, 2B, and 2C present the ratings for all projects currently advancing through the process. Table 2A is the Summary of FY 2016 Project Ratings; Table 2B is the Detailed Summary of FY 2016 Local Financial Commitment Ratings; and Table 2C is the Detailed Summary of FY2016 Project Justification Ratings.

Since publication of the FY 2015 *Annual Report* in April 2014, three projects received construction grant agreements. Another is in the final stages of review prior to receipt of a construction grant agreement. In addition, two projects entered the New Starts Engineering phase and eleven projects entered the New Starts, Small Starts, or Core Capacity Project Development phase. These include the following:

New Starts Projects that Received Full Funding Grant Agreements

- Cambridge to Medford, MA – Green Line Extension
- Los Angeles, CA – Westside Subway Extension – Section 1

Small Starts Project that Received Small Starts Grant Agreement

- Oakland, CA – East Bay BRT

Small Starts Project in the Final Stages of Review for a Small Starts Grant Agreement

- Jacksonville, FL – North Corridor Bus Rapid Transit

New Starts Projects Entered into Engineering under MAP-21

- Los Angeles, CA – Westside Purple Line Extension Section 2
- Maryland National Capital Purple Line

New Starts Projects Entered into Project Development under MAP-21

- Minneapolis, MN METRO Blue Line Extension (Bottineau LRT)

Small Starts Projects Entered into Project Development under MAP-21

- Albany, NY – Washington/Western BRT
- Everett, WA – Swift II Bus Rapid Transit
- Minneapolis, MN METRO Orange Line BRT
- Reno, NV Virginia Street BRT Extension
- Sacramento, CA – Downtown Riverfront Streetcar
- Salt Lake County, UT – Provo-Orem BRT
- Seattle, WA – Seattle Center City Connector Streetcar
- Tacoma, WA – Link Light Rail Expansion

Core Capacity Projects Entered into Project Development under MAP-21

- New York, NY – Canarsie Line Power Improvements
- Dallas, TX – DART Red and Blue Line Platform Extensions

Table 2A --Capital Investment Grant Program Summary of FY 2016 Project Ratings

Phase State, City, Project	Capital Cost (millions)	Financing Costs (millions)	Total Capital Cost (millions)	Total CIG Funding Request (millions)	CIG Share of Capital Costs	Overall Project Rating	Local Financial Commitment Rating	Project Justification Rating
New Starts Engineering								
CA Los Angeles, Westside Subway Extension - Section 2	\$2,273.2	\$101.2	\$2,374.4	\$1,187.0	50.0%	Medium-High	Medium	Medium-High
+++ FL Orlando, SunRail Phase II South	\$183.9	\$1.0	\$184.9	\$92.4	50.0%	Not Rated	Not Rated	Not Rated
MD Maryland National Capital Purple Line	\$2,325.1	\$123.1	\$2,448.2	\$900.0	36.8%	Medium-High	Medium-High	Medium-High
TX Houston, University Corridor LRT	\$1,461.6	\$101.5	\$1,563.1	\$781.5	50.0%	Medium	Medium	Medium
New Starts Project Development								
CA San Diego, Mid-Coast Corridor Transit Project	\$1,687.7	\$424.4	\$2,112.1	\$1,043.4	49.4%	Medium-High	Medium-High	Medium-High
^ CO Denver, Southeast Extension	\$224.3	\$0.0	\$224.3	\$92.0	41.0%	Medium-High	Medium-High	Medium
MD Baltimore, Red Line	\$2,888.9	\$108.8	\$2,997.7	\$900.0	30.0%	Medium-High	Medium-High	Medium-High
^ MN Minneapolis, METRO Blue Line Extension (Bottineau LRT)	\$1,002.0	\$0.0	\$1,002.0	\$501.0	50.0%	---	---	---
MN Minneapolis, Southwest LRT	\$1,588.4	\$65.0	\$1,653.4	\$826.7	50.0%	Medium-High	High	Medium
^ NC Durham, Durham-Orange LRT Project	\$1,820.6	\$0.0	\$1,820.6	\$910.3	50.0%	---	---	---
TX Fort Worth, TEX Rail	\$881.0	\$10.9	\$891.9	\$445.9	50.0%	Medium-High	Medium-High	Medium
^ WA Seattle, Lynnwood Link Extension	\$1,200.0 - 1,700.0	\$0.0	\$1,200.0 - 1,700.0	---	50.0%	---	---	---
Core Capacity Project Development								
^ IL Chicago, Red and Purple Line Modernization Project - Phase One	\$1,700.0	\$0.0	\$1,700.0	---	---	---	---	---
^ NY New York City, Canarsie Power Improvements	\$300.0	\$0.0	\$300.0	---	---	---	---	---
^ TX Dallas, DART Red and Blue Line Platform Extensions	\$188.4	\$0.0	\$188.4	---	---	---	---	---
Small Starts Project Development								
^ AZ Tempe, Tempe Streetcar	\$124.7	\$4.7	\$129.3	\$56.0	43.3%	---	---	---
CA Fresno, Fresno Area Express Blackstone/Kings Canyon BRT	\$48.5	\$0.0	\$48.5	\$38.8	80.0%	Medium	Medium	Medium
^ CA Los Angeles, Downtown Streetcar	\$153.0 - 162.0	\$0.0	\$153.0 - 162.0	\$75.0	46 - 49%	---	---	---
@ CA Sacramento, Downtown Riverfront Streetcar	\$165.9	\$0.0	\$165.9	\$75.0	45.2%	Not Rated	High	Not Rated
CA San Francisco, Van Ness Avenue BRT	\$162.1	\$0.0	\$162.1	\$75.0	46.3%	High	High	High
^ CA San Jose, El Camino Real Corridor BRT Project	\$188.0	\$0.0	\$188.0	\$75.0	39.9%	---	---	---
^ CA San Rafael, SMART San Rafael to Larkspur Regional Connection	\$42.5	\$0.0	\$42.5	\$22.5	53.0%	Medium	Medium	Medium
^ FL Fort Lauderdale, Wave Streetcar	\$161.9	\$0.0	\$161.9	\$59.3	36.6%	Medium-High	High	Medium
FL Jacksonville, BRT Southeast Corridor	\$23.9	\$0.0	\$23.9	\$19.1	80.0%	Medium	Medium	Medium
+++ FL Orlando, SunRail Phase II North Extension	\$68.2	\$0.5	\$68.7	\$34.3	50.0%	Not Rated	Not Rated	Not Rated
^ IL Chicago, CTA Ashland Ave BRT Phase I Project	\$116.9	\$0.0	\$116.9	\$58.3	49.9%	---	---	---
^ MI Lansing, Michigan/Grand River BRT	\$215.4	\$0.0	\$215.4	\$75.0	34.8%	---	---	---
^ MN Minneapolis, METRO Orange Line BRT	\$150.7	\$0.0	\$150.7	\$64.6	42.9%	---	---	---
^ NC Charlotte, CityLYNX Gold Line Phase 2	\$150.0	\$0.0	\$150.0	\$75.0	50.0%	Medium-High	High	Medium
^ NM Albuquerque, Central Ave BRT	---	\$0.0	---	---	---	---	---	---
^ NV Reno, 4th St/Prater Way Corridor	\$52.6	\$0.0	\$52.6	\$6.5	12.3%	Medium-High	High	Medium
^ NV Reno, Virginia Street BRT Extension	\$27.4	\$0.0	\$27.4	---	---	---	---	---
^ NY Albany, Washington/Western BRT	\$64.0	\$0.0	\$64.0	---	---	---	---	---
^ OH Columbus, COTA Cleveland Avenue BRT Project	\$47.7	\$0.0	\$47.7	\$38.1	80.0%	Medium	Medium	Medium
OR Eugene, West Eugene EmX Extension	\$95.6	\$0.0	\$95.6	\$75.0	78.5%	Medium	Medium	Medium
^ TN Nashville, East-West Connector BRT (The Amp)	\$174.0	\$0.0	\$174.0	\$75.0	43.1%	Medium-High	High	Medium
TX El Paso, Dyer Corridor BRT	\$35.8	\$0.0	\$35.8	\$20.4	56.9%	Medium	Medium	Medium
^ TX El Paso, Montana Corridor BRT	\$45.5	\$0.0	\$45.5	\$27.0	59.3%	Medium	Medium	Medium
^ TX San Antonio, Downtown Modern Streetcar	\$232.0	\$0.0	\$232.0	\$75.0	32.3%	---	---	---
^ UT Provo-Orem, Provo-Orem Bus Rapid Transit	\$149.9	\$0.0	\$149.9	\$75.0	50.0%	Medium-High	High	Medium
^ WA Everett, Swift II Bus Rapid Transit	\$48.0	\$0.0	\$48.0	\$38.0	79.2%	---	---	---
^ WA Seattle, Center City Connector	\$110.0	\$0.0	\$110.0	\$55.0 - 75.0	50 - 68%	---	---	---
^ WA Tacoma, Tacoma Link Light Rail Extension	\$166.0	\$0.0	\$166.0	\$75.0	45.2%	Medium-High	High	Medium
^ WA Vancouver, C-TRAN Fourth Plain Bus Rapid Transit	\$53.0	\$0.0	\$53.0	\$38.4	72.5%	Medium-High	Medium	Medium-High

+++ Questions remain on the capital and operating costs submitted by the project sponsor. Therefore, FTA was unable to develop ratings for the projects. FTA will work with the project sponsor to address the matters.

^ This project entered Project Development (PD) under MAP-21 procedures. PD is the phase when a project sponsor completes the environmental review process, selects a locally preferred alternative, gets it adopted into the fiscally constrained long range plan, and develops the information necessary for the project to be evaluated and rated by FTA. Thus, the project cost, including financing charges, may not yet be known.

--- This project was not rated because it entered PD under MAP-21 procedures, which do not require a rating to be assigned upon entry into PD.

@ FTA was unable to develop an overall rating for the project due to unreliable travel forecasts. FTA will work with the project sponsor to address the matter.

Table 2B -- Detailed Summary of FY 2016 Local Financial Commitment Ratings

Phase State, City, Project	Local Financial Commitment Summary Rating	Local Financial Commitment Factors			
		Current Financial Condition Rating	Commitment of Funds Rating	Reasonableness of the Financial Plan Rating	CIG Program Funding Share
New Starts Engineering					
CA Los Angeles, Westside Subway Extension - Section 2	Medium	Medium-Low	Medium-High	Medium	50%
+++ FL Orlando, SunRail Phase II South	Not Rated	---	---	---	50%
MD Maryland National Capital Purple Line	Medium-High	Medium	Medium-High	Medium-Low	37%
^ TX Houston, University Corridor LRT	Medium	*	*	*	50%
New Starts Project Development					
CA San Diego, Mid-Coast Corridor Transit Project	Medium-High	Medium-High	High	Medium-Low	49%
CO Denver, Southeast Extension	Medium-High	Medium	Medium-High	Medium	41%
MD Baltimore, Red Line	Medium-High	Medium	Medium-High	Medium-Low	30%
MN Minneapolis, METRO Blue Line Extension (Bottineau LRT)	---	---	---	---	50%
MN Minneapolis, Southwest LRT	High	High	High	Medium-High	50%
NC Durham, Durham-Orange LRT Project	---	---	---	---	50%
TX Fort Worth, TEX Rail	Medium-High	Medium-High	High	Medium-High	50%
WA Seattle, Lynnwood Link Extension	---	---	---	---	50%
Core Capacity Project Development					
IL Chicago, Red and Purple Line Modernization Project - Phase One	---	---	---	---	---
NY New York City, Canarsie Power Improvements	---	---	---	---	---
TX Dallas, DART Red and Blue Line Platform Extensions	---	---	---	---	---
Small Starts Project Development					
AZ Tempe, Tempe Streetcar	---	---	---	---	43%
^ CA Fresno, Fresno Area Express Blackstone/Kings Canyon BRT	Medium	*	*	*	80%
CA Los Angeles, Downtown Streetcar	---	---	---	---	46 - 49%
CA Sacramento, Downtown Riverfront Streetcar	High	N/A	N/A	N/A	45%
^ CA San Francisco, Van Ness Avenue BRT	High	*	*	*	46%
CA San Jose, El Camino Real Corridor BRT Project	---	---	---	---	40%
CA San Rafael, SMART San Rafael to Larkspur Regional Connection	Medium	Medium-High	High	Medium-Low	53%
FL Fort Lauderdale, Wave Streetcar	High	N/A	N/A	N/A	37%
^ FL Jacksonville, BRT Southeast Corridor	Medium	*	*	*	80%
+++ FL Orlando, SunRail Phase II North Extension	Not Rated	---	---	---	50%
IL Chicago, CTA Ashland Ave BRT Phase I Project	---	---	---	---	50%
MI Lansing, Michigan/Grand River BRT	---	---	---	---	35%
MN Minneapolis, METRO Orange Line BRT	---	---	---	---	43%
NC Charlotte, CityLYNX Gold Line Phase 2	High	N/A	N/A	N/A	50%
NM Albuquerque, Central Ave BRT	---	---	---	---	---
NV Reno, 4th St/Prater Way Corridor	High	N/A	N/A	N/A	12%
NV Reno, Virginia Street BRT Extension	---	---	---	---	---
NY Albany, Washington/Western BRT	---	---	---	---	---
OH Columbus, COTA Cleveland Avenue BRT Project	Medium	N/A	N/A	N/A	80%
^ OR Eugene, West Eugene EmX Extension	Medium	*	*	*	78%
TN Nashville, East-West Connector BRT (The Amp)	High	N/A	N/A	N/A	43%
^ TX El Paso, Dyer Corridor BRT	Medium	*	*	*	57%
TX El Paso, Montana Corridor BRT	Medium	Medium	High	Medium-Low	59%
TX San Antonio, Downtown Modern Streetcar	---	---	---	---	32%
UT Provo-Orem, Provo-Orem Bus Rapid Transit	High	N/A	N/A	N/A	50%
WA Everett, Swift II Bus Rapid Transit	---	---	---	---	79%
WA Seattle, Center City Connector	---	---	---	---	50 - 68%
WA Tacoma, Tacoma Link Light Rail Extension	High	N/A	N/A	N/A	45%
WA Vancouver, C-TRAN Fourth Plain Bus Rapid Transit	Medium	N/A	N/A	N/A	72%

If the summary local financial commitment rating is rated at least Medium and the CIG Program share is less than 50 percent of the project's capital cost, then the summary local financial commitment rating is raised one level.

+++ Questions remain on the capital and operating costs submitted by the project sponsor. Therefore, FTA was unable to develop ratings for the projects. FTA will work with the project sponsor to address the matters.

--- This project entered Project Development (PD) under MAP-21, which does not require FTA to perform an evaluation and rating of projects entering PD.

* The rating shown is from the last evaluation and rating that was performed under the SAFETEA-LU process. Because the subfactors in the SAFETEA-LU process differ from those in the MAP-21 process, only the summary rating is shown.

^ This project was grandfathered under the SAFETEA-LU evaluation and rating process.

"N/A" signifies that this subfactor does not apply because the project qualified for the financial rating "warrant" outlined in FTA's August 2013 New and Small Starts Final Policy Guidance.

Table 2C -- Detailed Summary of FY 2016 Project Justification Ratings

Phase State, City, Project	Project Justification Summary Rating	Environmental Benefits Rating	Mobility Improvements Rating	Congestion Relief Rating	Cost Effectiveness Rating	Economic Development Rating	Land Use Rating
New Starts Engineering							
CA Los Angeles, Westside Subway Extension - Section 2	Medium-High	High	Medium	Medium	Medium	Medium-High	Medium-High
+++ FL Orlando, SunRail Phase II South	Not Rated	---	---	---	---	---	---
MD Maryland National Capital Purple Line	Medium-High	High	Medium-High	Medium	Medium-High	Medium-High	Medium
^ TX Houston, University Corridor LRT	Medium	High	Medium-High	N/A	Medium	Medium	Medium-Low
New Starts Project Development							
CA San Diego, Mid-Coast Corridor Transit Project	Medium-High	High	Medium	Medium	Medium	Medium-High	Medium
CO Denver, Southeast Extension	Medium	Medium	Medium-Low	Medium	Medium-High	Medium-High	Medium-Low
MD Baltimore, Red Line	Medium-High	Medium-High	Medium-High	Medium	Medium	Medium-High	Medium-High
MN Minneapolis, METRO Blue Line Extension (Bottineau LRT)	---	---	---	---	---	---	---
MN Minneapolis, Southwest LRT	Medium	Medium	Medium	Medium	Medium	Medium-High	Medium
NC Durham, Durham-Orange LRT Project	---	---	---	---	---	---	---
TX Fort Worth, TEX Rail	Medium	High	Medium-Low	Medium	Medium-Low	Medium	Medium-Low
WA Seattle, Lynnwood Link Extension	---	---	---	---	---	---	---
Core Capacity Project Development							
IL Chicago, Red and Purple Line Modernization Project - Phase One	---	---	---	---	---	---	---
NY New York City, Canarsie Power Improvements	---	---	---	---	---	---	---
TX Dallas, DART Red and Blue Line Platform Extensions	---	---	---	---	---	---	---
Small Starts Project Development							
AZ Tempe, Tempe Streetcar	---	---	---	---	---	---	---
^ CA Fresno, Fresno Area Express Blackstone/Kings Canyon BRT	Medium	N/A	N/A	N/A	Medium	Medium	Medium
CA Los Angeles, Downtown Streetcar	---	---	---	---	---	---	---
@ CA Sacramento, Downtown Riverfront Streetcar	Not Rated	---	---	---	---	---	---
^ CA San Francisco, Van Ness Avenue BRT	High	N/A	N/A	N/A	High	High	High
CA San Jose, El Camino Real Corridor BRT Project	---	---	---	---	---	---	---
CA San Rafael, SMART San Rafael to Larkspur Regional Connection	Medium	High	Low	Medium	Medium	Low	Medium-Low
FL Fort Lauderdale, Wave Streetcar	Medium	Low	Low	Medium	Medium	Medium-High	Medium
^ FL Jacksonville, BRT Southeast Corridor	Medium	N/A	N/A	N/A	Medium	Medium	Medium
+++ FL Orlando, SunRail Phase II North Extension	Not Rated	---	---	---	---	---	---
IL Chicago, CTA Ashland Ave BRT Phase I Project	---	---	---	---	---	---	---
MI Lansing, Michigan/Grand River BRT	---	---	---	---	---	---	---
MN Minneapolis, METRO Orange Line BRT	---	---	---	---	---	---	---
NC Charlotte, CityLYNX Gold Line Phase 2	Medium	Medium	Low	Medium	Medium-High	Medium	Medium
NM Albuquerque, Central Ave BRT	---	---	---	---	---	---	---
NV Reno, 4th St/Prater Way Corridor	Medium	High	Low	Medium	High	Medium-Low	Medium
NV Reno, Virginia Street BRT Extension	---	---	---	---	---	---	---
NY Albany, Washington/Western BRT	---	---	---	---	---	---	---
OH Columbus, COTA Cleveland Avenue BRT Project	Medium	High	Low	Medium	High	Medium	Medium
^ OR Eugene, West Eugene EmX Extension	Medium	N/A	N/A	N/A	High	Medium	Low
TN Nashville, East-West Connector BRT (The Amp)	Medium	Medium	Medium-Low	Medium	Not Rated	Medium-High	Medium
^ TX El Paso, Dyer Corridor BRT	Medium	N/A	N/A	N/A	Medium	Medium	Medium
TX El Paso, Montana Corridor BRT	Medium	High	Low	Medium	Medium-High	Medium	Low
TX San Antonio, Downtown Modern Streetcar	---	---	---	---	---	---	---
UT Provo-Orem, Provo-Orem Bus Rapid Transit	Medium	High	Medium-Low	Medium	High	Medium-Low	Medium
WA Everett, Swift II Bus Rapid Transit	---	---	---	---	---	---	---
WA Seattle, Center City Connector	---	---	---	---	---	---	---
WA Tacoma, Tacoma Link Light Rail Extension	Medium	High	Low	Medium	Medium-High	Medium	Medium
WA Vancouver, C-TRAN Fourth Plain Bus Rapid Transit	Medium-High	High	Medium-Low	Medium	High	Medium-High	Medium

+++ Questions remain on the capital and operating costs submitted by the project sponsor. Therefore, FTA was unable to develop ratings for the projects. FTA will work with the project sponsor to address the m

--- This project entered Project Development (PD) under MAP-21, which does not require FTA to perform an evaluation and rating of projects entering PD.

^ This project was grandfathered under the SAFETEA-LU evaluation and rating process.

@ FTA was unable to develop an overall rating for the project due to unreliable travel forecasts. FTA will work with the project sponsor to address the matter.

"N/A" signifies that this criterion does not apply because the project rating shown is based on the SAFETEA-LU evaluation and rating process rather than the MAP-21 process.

Capital Investment Grant Program

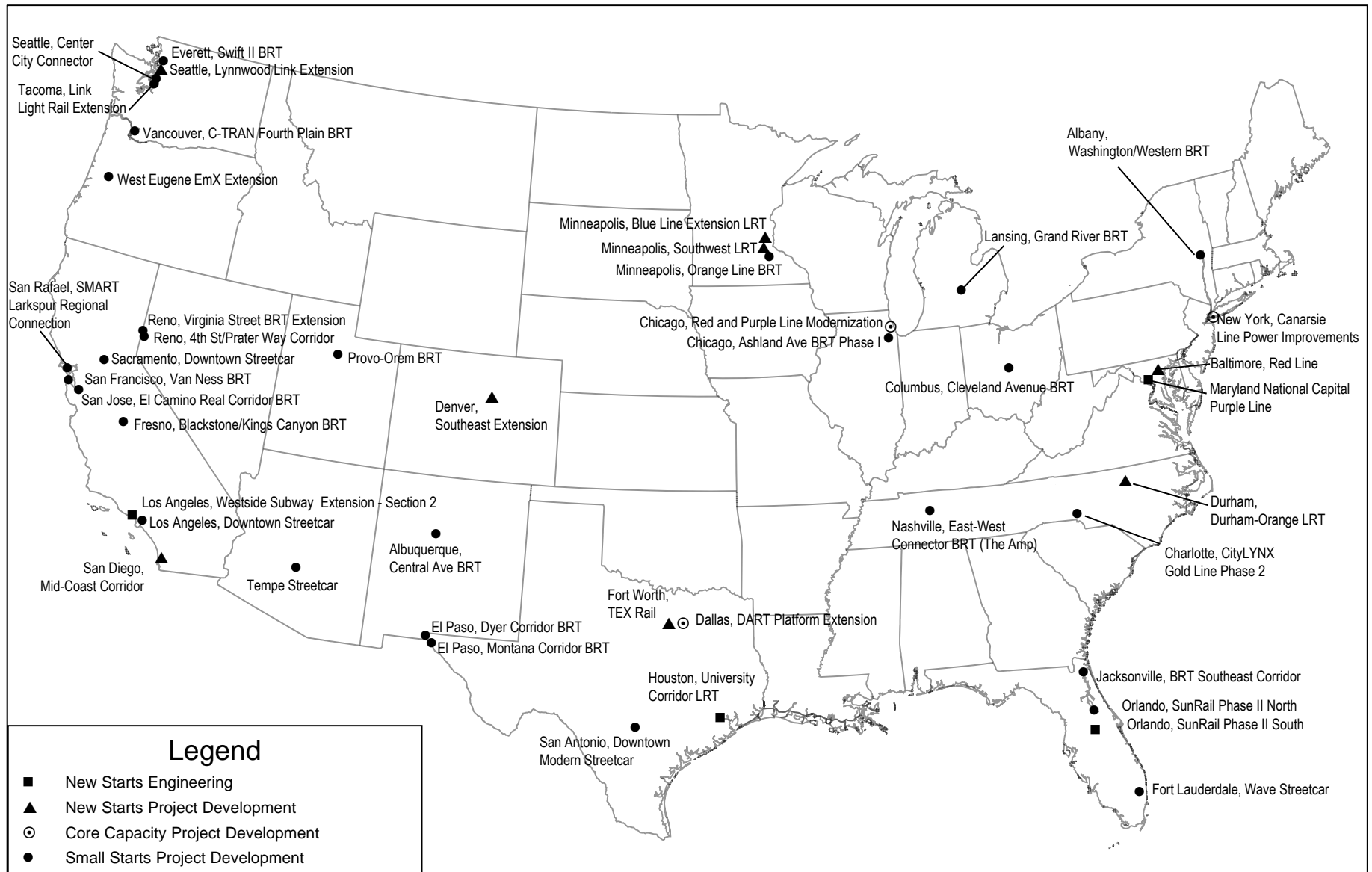
Existing Full Funding Grant Agreements

With Remaining Funding Needs in FY 2016



Capital Investment Grant Program

Projects in Project Development and Engineering - FY 2016



Tempe Streetcar Project
Tempe, Arizona
Small Starts Project Development
Information Prepared April 2013

Valley Metro (METRO) of Maricopa County proposes to build a streetcar for the City of Tempe along Mill Avenue, the major commercial street in Tempe, from Rio Salado Parkway to Southern Avenue. The proposed Tempe Streetcar would include an approximately one-mile, one-way loop through the Tempe central business district (CBD) and an approximately two-mile, double-track extension on Mill Avenue between University Drive and Southern Avenue. The project would operate mostly in through travel lanes with mixed traffic. Five streetcar vehicles would be purchased and a light duty vehicle maintenance facility would be constructed. Streetcar service would operate every 10 minutes during weekday peak and off-peak periods, every 20 minutes on weekday evenings, and every 15 minutes on weekends. Service would be provided on weekdays from 5:00 a.m. to 12:00 a.m. and on weekends from 5:00 a.m. to 3:00 a.m.

The Tempe Streetcar is intended to improve mobility and provide additional transit capacity in the Tempe CBD and the Mill Avenue corridor. The project would connect the Arizona State University campus and nearby residential neighborhoods with the activity centers of Downtown Tempe and Mill Avenue. The project is also intended to encourage redevelopment of underutilized buildings in Downtown Tempe and improve connections to the regional transit network. The Tempe Streetcar would provide access to the Phoenix METRO light rail system at the existing Mill Avenue station.

METRO initiated planning studies for the Tempe Streetcar in 2007, and issued a Notice of Intent to prepare an Environmental Assessment (EA) in January 2011. METRO and the City of Tempe selected the Tempe Streetcar as the locally preferred alternative in September 2010. The project was approved into the financially constrained regional long range transportation plan in December 2010. FTA approved the project into project development in April 2013. METRO anticipates completion of the EA and a Finding of No Significant Impact in 2014, initiation of construction in 2015 and start of revenue service in late 2017.

**Fresno Area Express “Q” Blackstone/Kings Canyon
Bus Rapid Transit
Fresno, California
Small Starts Project Development
(Rating Assigned November 2014)**

Summary Description	
Proposed Project:	Bus Rapid Transit 15.7 Miles, 27 Stations
Total Capital Cost (\$YOE):	\$48.53 Million
Section 5309 Small Starts Share (\$YOE):	\$38.82 Million (80.0%)
Annual Opening Year Operating Cost:	\$3.94 Million
Opening Year Ridership Forecast (2016):	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 the “Q” Blackstone/Kings Canyon Bus Rapid Transit (BRT) project to connect North Fresno, Downtown Fresno, and the Southeast Growth Area. The project would include transit signal priority, real-time bus arrival displays and off-board fare collection. Service would be operated using 17 low-floor, low emission compressed natural gas or hybrid buses. BRT service would replace existing local bus service in the corridor and offer decreased travel times through fewer stops and more frequent service. On weekdays, service would operate every 10 minutes during peak hours and every 15 minutes during most off-peak hours. On weekends, service would operate every 20 minutes.

Project Purpose: The 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 regionally significant education campuses, medical centers, and commercial centers.

Project Development History, Status and Next Steps: FAX selected BRT as the locally preferred alternative (LPA) for the corridor in April 2009, and had the LPA adopted into the region’s fiscally constrained long range transportation plan in November 2009. FTA approved the project into project development in December 2010. FAX obtained a documented Categorical Exclusion (CE) for National Environmental Policy Act purposes in April 2013 and a supplemental CE to reflect project scope changes in September 2014. FAX anticipates obtaining a Small Starts Grant Agreement in mid-2015 and initiating revenue operations in late 2016.

Significant Changes Since Last Evaluation (January 2014): FAX refined the project scope to reduce the overall capital cost per direction from the Fresno City Council. Changes include a simplified design for most stations and use of 40-foot rather than 60-foot articulated buses. FAX will procure all 17 buses needed for BRT service as part of the Small Starts project scope rather than purchasing some of the buses separately. As a result of these changes and an associated one-year delay in completing the project, the estimated capital cost decreased slightly, from \$48.75 million to \$48.53 million. The anticipated Section 5309 funding contribution also decreased slightly, from \$39.00 million to \$38.82 million, with the share remaining 80 percent.

Locally Proposed Financial Plan

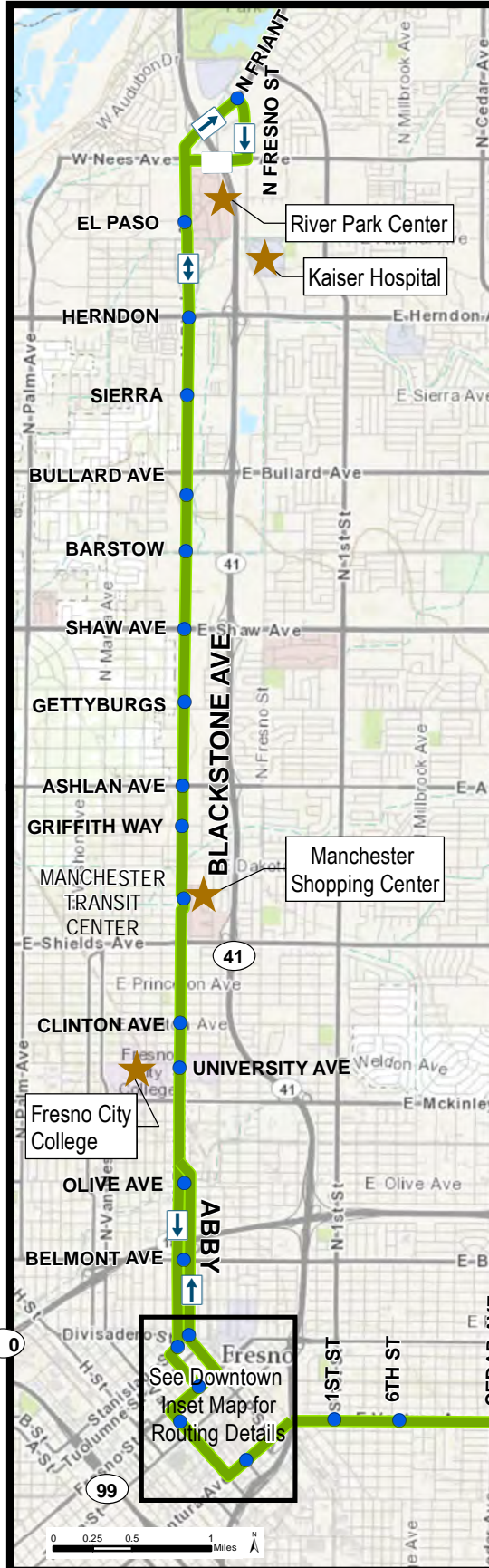
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 Small Starts	\$38.82	80.0%
State: Proposition 1B General Obligation Bonds	\$9.64	19.9%
Local: FAX Capital Match Reserve Fund	\$0.07	0.1%
Total:	\$48.53	100.0%

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.

FAX "Q" - Blackstone/Kings Canyon BRT Project Fresno, CA

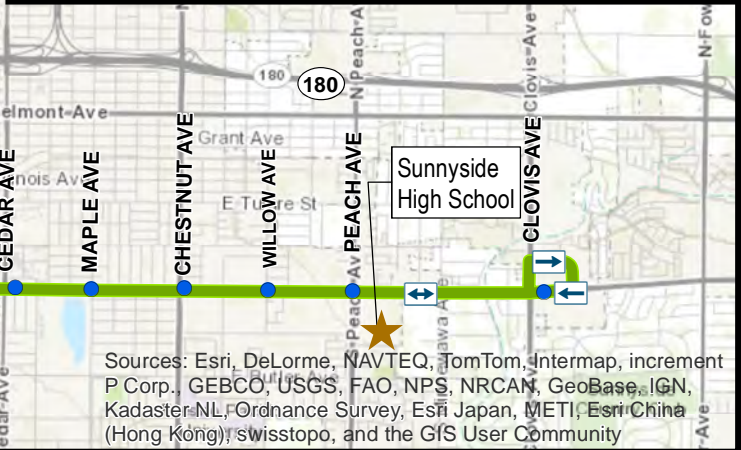


- BRT Alignment
- BRT Stations (51 Total)
- BRT One-Way Direction
- BRT Two-Way Direction



Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community

DOWNTOWN FRESNO BRT ROUTING



Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community

Downtown Los Angeles Streetcar
Los Angeles, California
Small Starts Project Development
Information Prepared February 2014

The City of Los Angeles Department of Transportation (LADOT) proposes to implement modern streetcar circulator service in a 3.8-mile corridor within downtown Los Angeles, connecting the Civic Center and the historic core with the Los Angeles sports and entertainment district. LADOT indicates the project would provide short-trip transit service and increased connectivity between existing activity centers and neighborhoods slated for growth, where transit demand is lacking or disconnected today. The project includes 24 station stops, eight new light rail vehicles, and five traction power substations. LADOT expects to seek \$74.99 million from the Small Starts program.

LADOT adopted streetcar as the locally preferred alternative in January 2012. It was subsequently included in the region's fiscally constrained long range transportation plan in July 2013. LADOT hopes to complete the environmental review process with receipt of a Finding of No Significant Impact in spring 2015, and receive a Small Starts Grant Agreement in summer 2016.

Westside Purple Line Extension Section 2

Los Angeles, California

New Starts Engineering

(Rating Assigned November 2014)

Summary Description	
Proposed Project:	Heavy Rail Transit 2.6 Miles, 2 Stations
Total Capital Cost (\$YOE):	\$2,374.44 Million (includes \$101.2 million in finance charges)
Section 5309 New Starts Share (\$YOE):	\$1,187.00 Million (49.9%)
Annual Operating Cost (opening year 2025):	\$29.6 Million
Current Year Ridership Forecast (2012):	21,900 Daily Linked Trips 6,997,200 Annual Linked Trips
Horizon Year Ridership Forecast (2035):	36,100 Daily Linked Trips 11,630,800 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium

Project Description: The Westside Purple Line Extension Section 2 project, sponsored by the Los Angeles County Metropolitan Transportation Authority (LACMTA), would extend the existing heavy rail system 2.55 miles from the future Wilshire/La Cienega Station to Century City. It includes two underground stations, 20 vehicles, train controls and signals. The Section 2 project is the second phase of a longer 8.9 mile, 7-station project that would extend the Metro Purple Line to the Veterans Affairs West Los Angeles Medical Center, located west of Interstate 405. Due to financial constraints, LACMTA decided in November 2012 to construct the project in three sections. The Section 1 project received a Full Funding Grant Agreement in May 2014 and is presently under construction with a Revenue Service Date of October 2024. The Section 2 project alignment would be entirely underground and primarily follow Wilshire Boulevard. In the opening year, service will be provided from 4:30 AM to 1:30 AM on weekdays and weekends. Service will operate every four minutes during weekday peak periods and every 10 minutes during weekday off-peak periods and weekends.

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 every two minutes during peak periods westbound and every five minutes during peak periods 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 currently constructing peak-period bus-only lanes along Wilshire Boulevard that will improve the reliability of existing rapid bus service. However, per LACMTA, 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 Purple Line Extension will improve travel times and transit capacity from West Los Angeles, Beverly Hills, Century City, and Westwood/University of California-Los Angeles to Downtown Los Angeles, North Hollywood, Union Station, and other Los Angeles County areas.

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

locally preferred alternative was adopted into the fiscally constrained long range transportation plan in October 2010. Under SAFETEA-LU, FTA approved the longer 8.9-mile project into preliminary engineering in January 2011. The Final EIS was completed in May 2012, and a Record of Decision was issued in August 2012. The Section 2 project was approved into Engineering in December 2014. LACMTA anticipates receipt of a Full Funding Grant Agreement in December 2015, and start of revenue operations in April 2025.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 New Starts	\$1,187.00	49.9%
FHWA Flexible Funds (Congestion Mitigation and Air Quality Funds)	\$169.00	7.1%
Local:		
Measure R Sales Tax Revenue	\$567.93	24.0%
TIFIA Loan repaid by Measure R Sales Tax Revenue	\$307.00	12.9%
Metro Capital Project Loan funds	\$89.01	3.7%
Local Agency Funds	\$54.50	2.3%
Total:	\$2,374.44	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.

CA, Los Angeles, Westside Purple Line Extension—Section 2
(Rating Assigned November 2014)

Factor	Rating	Comments
Local Financial Commitment Rating	Medium	
Non-Section 5309 New Starts Share		The New Starts share of the project is 49.9 percent.
Project Financial Plan (50% of summary financial rating)	Medium	
Capital and Operating Condition (25% of plan rating)	Medium-Low	<ul style="list-style-type: none"> • The average age of the Los Angeles County Metropolitan Transportation Authority (LACMTA) bus fleet is 9.4 years, which is older than the industry average. • LACMTA's most recent bond ratings, issued in June 2014, are as follows: Fitch AA and Standard & Poor's AA+. • LACMTA's current ratio of assets to liabilities, as reported in its most recent audited financial statement, is 1.1 (FY2013). • There have been no service cutbacks or cash flow shortfalls in recent years.
Commitment of Capital and Operating Funds (25% of plan rating)	Medium-High	<ul style="list-style-type: none"> • Approximately 71 percent of the non-Section 5309 New Starts funds are committed or budgeted. Sources of funds include Federal Congestion Mitigation and Air Quality Improvement funds, Transportation Infrastructure Finance and Innovation Act loan proceeds to be repaid with Measure R funds, local Measure R funds, local agency funds and LACMTA Capital Project Loan funds repaid by the State. • All of the funds needed to operate and maintain the transit system in the first full year of operation are committed. Sources of funds include Federal Section 5307 Urbanized Area Formula Program formula funds, Section 5337 State of Good Repair Program funds, Section 5340 Growing States and High Density funds, State Local Transportation Funds, State Transit Assistance funds, fare revenue, three local half-cent sales taxes to fund public transit and highway improvement programs, and other local funds (advertising, tolls, other miscellaneous).

Capital and Operating Cost Estimates, Assumptions and Financial Capacity (50% of plan rating)	Medium	<ul style="list-style-type: none">• Capital revenue growth assumptions are consistent with historical experience.• The capital cost estimate is optimistic for this stage of development.• Assumed farebox collections and sales tax revenues are consistent with historical experience.• The financial plan shows LACMTA has the financial capacity to cover cost increases or funding shortfalls equal to at least 28 percent of the estimated project cost or 33.4 percent of annual system-wide operating expenses in the first full year of the project's operation.
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Westside Purple Line Extension Section 2
Los Angeles, California
Engineering
(Rating Assigned November 2014)

LAND USE RATING: Medium-High

The land use rating reflects population and employment densities within ½-mile of proposed station areas, as well as the share of legally binding affordability restricted housing in the corridor compared to the share in the surrounding county(ies).

- The proposed new station areas have an average population density of 11,200 persons per square mile, corresponding to a medium-high rating, and would serve 358,000 jobs through a one-seat ride, corresponding to a high rating.
- The proportion of legally binding affordability restricted housing in the project corridor compared to the proportion in the county through which the project travels is 0.89, which corresponds to a low rating.
- Parking costs in the station areas range from \$9 to \$40 per day; the average daily cost in the Los Angeles CBD is \$30, which corresponds to a high rating.
- The Wilshire/Rodeo Drive station area is a dense downtown environment, with high densities of employment housed in five-story and higher office buildings and a grid street network, surrounded by lower-density residential neighborhoods. The Century City station area is primarily comprised of high-rise office buildings in a superblock layout. Pedestrian facilities are provided throughout the station areas but some arterials are wide (seven lanes or more).

ECONOMIC DEVELOPMENT RATING: Medium-High

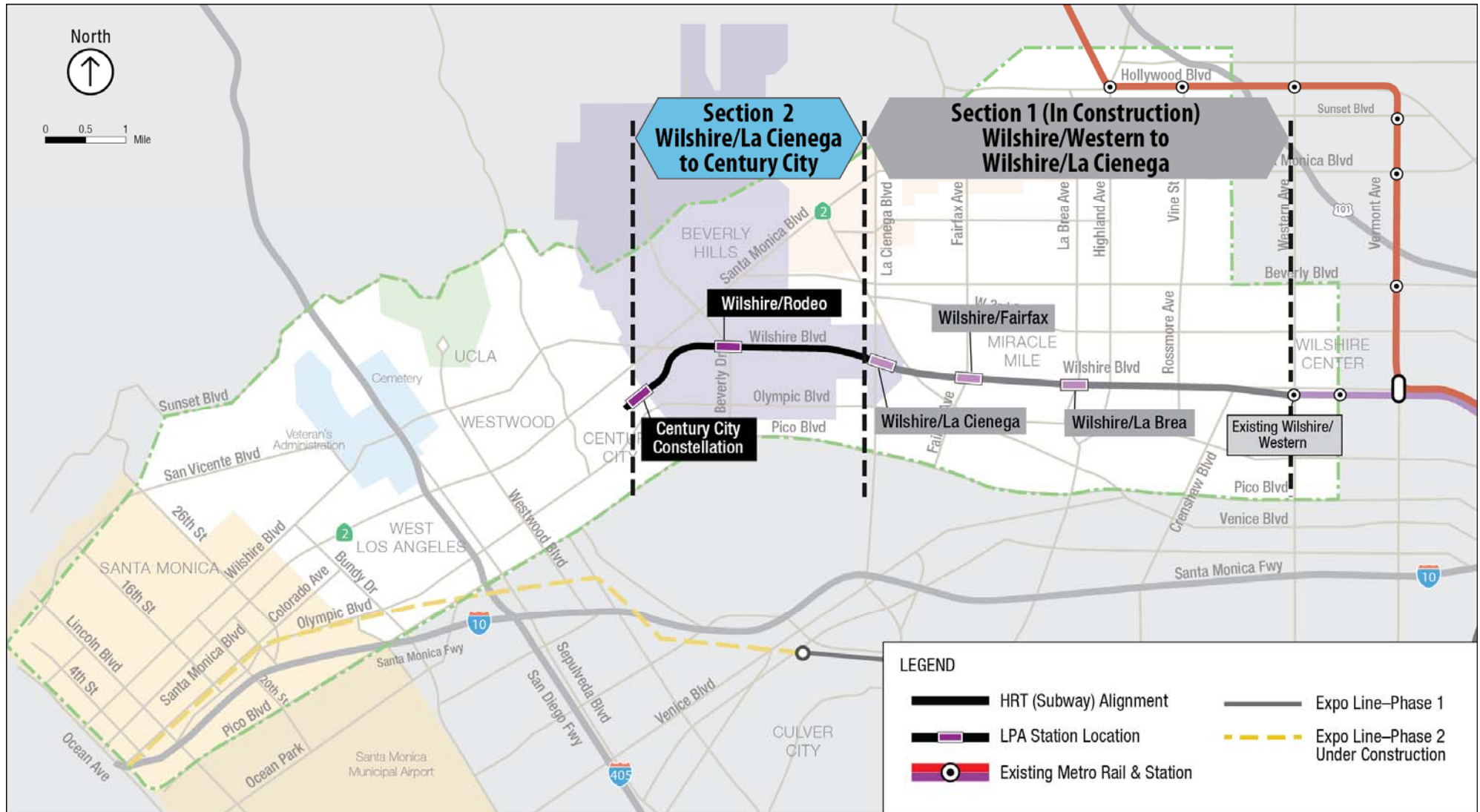
Transit-Supportive Plans and Policies: Medium-High

- *Growth Management:* The regional Sustainable Communities Strategy, added to the Regional Transportation Plan in 2012 per state requirements, was developed through a region-wide outreach process and directs transportation and land use policy to achieve state-mandated greenhouse gas reduction targets.
- *Transit-Supportive Corridor Policies:* City-wide and community plans for the Cities of Los Angeles and Beverly Hills support focusing mixed-use, pedestrian oriented development along the Wilshire Boulevard corridor, including the proposed transit station areas.
- *Supportive Zoning Regulations Near Transit Stations:* The City of Los Angeles allows a 3:1 floor area ratio (FAR) along the Wilshire Boulevard corridor, and a 6:1 FAR in commercial districts (at all proposed transit stations). Density bonuses are available for residential projects located near transit stops. The City of Beverly Hills allows for commercial/retail FAR of up to 5:1 and has several mixed-use zones within the station areas. Pedestrian-friendly design is promoted primarily through design guidelines and review processes, rather than explicitly set forth in zoning regulations, with the exception of a few overlay districts. Parking requirements appear to be standard.
- *Tools to Implement Land Use Policies:* State, regional, and county-level programs support planning for transit-oriented development (TOD) and there is also a strong focus on pedestrian improvements and complete streets principles. Local agencies have demonstrated success with programs such as joint development and residential adaptive reuse.

Performance and Impacts of Policies: Medium-High
<ul style="list-style-type: none">• <i>Performance of Land Use Policies:</i> Fifteen high-density, mixed-use projects have been completed since 2006 in the proposed Westside Extension corridor. One recently completed project and four proposed projects were identified in the Section 2 station areas. The most recent inventory by Metro identified 240 completed TOD projects system-wide, producing 27,000 housing units. Since its inception in 1993, Metro's Joint Development Program has completed 17 projects.• <i>Potential Impact of Transit Investment on Regional Land Use:</i> The corridor appears to be in good economic health and growth is anticipated as the economy recovers. However, there is a very little vacant or underutilized land in the Section 2 station areas.
Tools to Maintain or Increase Share of Affordable Housing: Medium
<ul style="list-style-type: none">• The City of Los Angeles has a fairly extensive array of programs directed at preserving and creating affordable housing, and this has resulted in a significant supply of restricted affordable housing units elsewhere in the Westside corridor. The State of California and Los Angeles County also have various funding programs to support affordable housing, including some programs that support housing specifically near transit. No existing or proposed projects were identified in the Los Angeles portion of its Section 2 station area, however, and only one project was identified in the Beverly Hills portions of the station areas.

Westside Purple Line Extension, Section 2

Los Angeles, CA



Downtown Riverfront Streetcar
Sacramento, California
Small Starts Project Development
(Rating Assigned November 2014)

Summary Description	
Proposed Project:	Streetcar 3.3 Miles, 17 Stations
Total Capital Cost (\$YOE):	\$165.93 Million
Section 5309 Small Starts Share (\$YOE):	\$74.99 Million (45.2%)
Annual Opening Year Operating Cost:	\$3.5 Million
Current Year Ridership Forecast (2014):	3,000 Daily Linked Trips 891,900 Annual Linked Trips
Horizon Year Ridership Forecast (2035):	13,000 Daily Linked Trips 3,860,100 Annual Linked Trips
Overall Project Rating:	Not Rated
Project Justification Rating:	Not Rated
Local Financial Commitment Rating:	High

Project Description: The Sacramento Area Council of Governments (SACOG), in collaboration with the Sacramento Regional Transit District (RT), City of Sacramento, City of West Sacramento, and Yolo County Transportation District, proposes to construct a 3.3-mile streetcar line between West Sacramento and the Midtown District in Sacramento. The project also includes 17 one-way stations, six streetcar vehicles and an operations and maintenance facility. A short segment of RT's existing light rail line in downtown Sacramento would also be relocated to accommodate streetcar service as part of the project. Streetcars would operate in mixed traffic. RT would operate the streetcar. However, local officials plan to execute agreements to establish a new entity, Downtown Riverfront Streetcar, Inc. – a nonprofit organization comprised of SACOG, the two cities and local transit operators – to establish policies for the streetcar line for fares, budget, security, etc. The agreements are scheduled for execution by early 2015. Service would operate seven days a week, with trains running every 15 minutes during the day on weekdays and every 20 minutes during weekday evenings and weekends.

Project Purpose: The project would serve major destinations in the urban cores of West Sacramento and Sacramento, facilitate transit-oriented infill development in several designated areas along the route, and improve transit service and local circulation between the two cities. Key destinations along the project corridor include an Amtrak station, the convention center, the state capitol, a new sports/entertainment arena (currently under construction), and a minor-league baseball stadium.

Project Development History, Status and Next Steps: SACOG and its project partners included the locally preferred alternative in the region's fiscally-constrained long range transportation plan in April 2012. Local officials anticipate completing the environmental review process with receipt of a Finding of No Significant Impact in early 2015, receiving a Small Starts Grant Agreement by early 2016, and starting revenue service in 2018.

FTA was unable to develop an overall rating for the project due to unreliable travel forecasts. FTA will work with local officials to address the matter.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 Small Starts	\$74.99	45.2%
FHWA Flexible Funds (Congestion Mitigation and Air Quality Funds)	\$5.00	3.0%
State:		
Proposition 1B (State Bonds)	\$1.50	0.9%
Proposition 1A (State Bonds)	\$4.94	3.0%
Local:		
City of West Sacramento Sales Tax	\$25.00	15.1%
City of Sacramento (Special Tax Assessment District)	\$40.00	24.1%
City of Sacramento (Local Bonds and/or Developer Fees)	\$14.49	8.7%
Total:	\$165.93	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.



RAILYARDS DISTRICT



Sacramento Intermodal Transportation Facility



Sacramento County Offices



City Hall

12TH STREET

F STREET

WASHINGTON DISTRICT



TOWER BRIDGE GATEWAY

CIVIC CENTER DISTRICT



Civic Center

West Sacramento Transit Center



Raley Field

BALL PARK DR

BRIDGE DISTRICT



50

5TH STREET

RIVERFRONT STREET

Sacramento River



THE DOCKS



River Walk Park



Old Sacramento



5

I STREET BRIDGE

3RD STREET

5TH STREET

F STREET

J STREET



Holiday Inn



Future ESC

CAPITOL MALL

L STREET

N STREET

P STREET

Q STREET

R STREET

3RD STREET

5TH STREET

7TH STREET

9TH STREET

10TH STREET

11TH STREET



Southside Park

Roosevelt Park



Fremont Park

15TH STREET

16TH STREET

19TH STREET

21ST STREET

CAPITOL AVENUE

L STREET

K STREET

J STREET

H STREET

Memorial Auditorium



Music Circus

Sheraton Grand



Crest Theatre

Chavez Plaza Citizen Hotel



State Capitol

Capitol Park



Hyatt Regency

Sacramento Convention Center



State East End Complex

Mid-Coast Corridor Transit Project

San Diego, California

New Starts Project Development (Rating Assigned November 2014)

Summary Description	
Proposed Project:	Light Rail Transit 10.9 Miles, 9 Stations
Total Capital Cost (\$YOE):	\$2,112.11 Million (Includes \$424.39 million in finance charges)
Section 5309 New Starts Share (\$YOE):	\$1,043.38 Million (49.4%)
Annual Operating Cost (opening year 2019):	\$16.82 Million
Current Year Ridership Forecast (2014):	22,500 Daily Linked Trips 7,533,000 Annual Linked Trips
Horizon Year Ridership Forecast (2035):	34,700 Daily Linked Trips 11,630,400 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium-High

Project Description: The San Diego Association of Governments (SANDAG) is planning the Mid-Coast Corridor, 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 project will include three at-grade and six-elevated stations, five park-and-ride facilities with 1,170 spaces, two transfer centers, and 36 light rail vehicles. Service would operate every 15 minutes during peak and off-peak periods in the opening year and every 7.5 minutes during peak and off-peak periods in the horizon year.

Project Purpose: The project will extend the existing Blue Line of the San Diego light rail system to the University Center, which includes 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, the Veteran's Administration Medical Center, north San Diego, and to all areas served by the existing light rail system. There is strong demand for transit in the corridor due to the highly developed, dense concentration of residential and institutional land uses. However, existing bus service is constrained by traffic on 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 San Diego. By providing a dedicated 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 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 Draft EIS was published in February 1995. The Final EIS was completed for the first phase in June 2001, and a Record of Decision (ROD) issued for the first phase in August 2001.

In 2003, local decision makers chose to postpone further planning for the Mid-Coast Corridor 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). A Notice of Intent to prepare a Supplemental EIS was published in April 2010. 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. The project was adopted into the fiscally constrained long range transportation plan in October 2010.

Under SAFETEA-LU, FTA approved the project into preliminary engineering in August 2011. The Draft Supplemental EIS was issued in May 2013. A Final Supplemental EIS and ROD was issued in October 2014. SANDAG anticipates receiving approval to enter into engineering in February 2015, receipt of a Full Funding Grant Agreement in December 2015, and start of revenue service in May 2019.

Significant Changes Since Last Evaluation (November 2012): The project cost increased from \$1.984 billion to \$2.112 billion due to the addition of a station near the Veteran's Administration Medical Center and additional bridges, retaining walls, parking, and environmental mitigation measures. The project's revenue service date moved from November 2018 to May 2019. The anticipated Section 5309 New Starts funding amount increased from \$980.43 million to \$1,043.38 million, with the share remaining at 49.4 percent.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 New Starts	\$1,043.38	49.4%
Local: TransNet sales tax revenues and bond proceeds	\$1,068.73	50.6%
Total:	\$2,112.11	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.

CA, San Diego, Mid-Coast Corridor Transit Project
(Rating Assigned November 2014)

Factor	Rating	Comments
Local Financial Commitment Rating	Medium-High	
Non-Section 5309 New Starts Share	+1 level	The New Starts share of the project is 49.4 percent.
Project Capital Financial Plan (50% of summary financial rating)	Medium	
Capital and Operating Condition (25% of capital plan rating)	Medium-High	<ul style="list-style-type: none"> • The average age of the Metropolitan Transit System (MTS) bus fleet is 6.58, which is slightly younger than the industry average. • SANDAG will construct the project. SANDAG's most recent bond ratings, issued in July 2014, are as follows: Fitch AAA and Standard & Poor's Corporation Rating AAA. • MTS will operate the project. Its current ratio of assets to liabilities, as reported in its most recent audited financial statement, is 2.5 (FY2013). • There have been service cutbacks and cash flow shortages in recent years. While MTS had positive cash flow in 2013, shortfalls occurred in 2012 and 2011 that were covered from reserves.
Commitment of Capital and Operating Funds (25% of capital plan rating)	High	<ul style="list-style-type: none"> • All of the non-Section 5309 funds are committed or budgeted. Sources of funds include TransNet sales tax revenues and bond proceeds. • All of the funds needed to operate and maintain the transit system in the first full year of operation are committed or budgeted. Sources of funds include Federal grants (Section 5307 Urbanized Area Formula, Section 5337 State of Good Repair funds, and federal Compressed Natural Gas rebates); State operating assistance (State Transit Assistance, MediCal, Transportation Development Act funds); Non-Fare Operating Revenues (advertising revenues, rental and land management income, and High Occupancy Toll Lane Net Revenues); farebox revenues; interest income; and TransNet sales tax revenues.
Capital and Operating Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	<ul style="list-style-type: none"> • Growth in capital revenue assumptions are in line with historical experience. • The capital cost estimate is reasonable for this phase of development. • Fare revenue projections are optimistic.

		<ul style="list-style-type: none">• Sales tax revenues are optimistic based on historical experience.• The financial plan shows that SANDAG has the financial capacity to cover cost increases or funding shortfalls equal to at least 50 percent of estimated project costs or 12.5 percent of annual system-wide operating expenses in the first full year of the project's operation.
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Mid-Coast Corridor Transit Project
San Diego, California
New Starts Project Development
(Rating Assigned November 2014)

LAND USE RATING: Medium

The land use rating reflects population and employment densities within ½-mile of proposed station areas, as well as the share of legally binding affordability restricted housing in the corridor compared to the share in the surrounding county(ies).

- An estimated 185,000 jobs would be served by the project, which corresponds to a medium-high rating. Average population density across all station areas is 7,400 persons per square mile, corresponding to a medium rating. Parking rates in the San Diego central business district average about \$26 per day, corresponding to a high rating.
- The proportion of legally binding affordability restricted housing in the project corridor compared to the proportion in the counties through which the project travels is 0.00, which corresponds to a low rating.
- The project will connect the University of California at San Diego (UCSD) and University City, a major employment and residential center, with downtown San Diego via the existing Trolley system. The northern part of the corridor, including UCSD and the broader University City area, is characterized by mid- and high-rise residential, office, and institutional development. The three stations in the southern end of the corridor are characterized by lower density industrial and commercial uses surrounded by lower density single family residential and multi-family residential uses. Sidewalks and pedestrian crossings are generally found throughout the station areas, although some areas are bisected by highways or wide arterial streets, and there are pockets of auto-oriented uses such as shopping centers.

ECONOMIC DEVELOPMENT RATING: Medium-High

Transit-Supportive Plans and Policies: Medium-High

- *Growth Management:* The San Diego Association of Governments (SANDAG) and the City of San Diego have worked together to promote smart growth planning and strategies in the region. The Regional Comprehensive Plan, a coordinated plan for regional housing, land use, transportation and sustainability, includes a smart growth concept map targeting areas (including corridor station areas) for high development intensities. The 2050 Regional Transportation Plan and Sustainable Communities Strategy integrate transportation and land use policy to achieve greenhouse gas emission reductions consistent with state requirements.
- *Transit-Supportive Corridor Policies:* The City of San Diego has been planning for transit-oriented development (TOD) and implementing TOD into policy for over two decades. A number of community plans apply to the corridor which conceptually support higher-intensity development with linkage to transit; more specific station area plans for the three southern stations are being completed to identify redevelopment opportunities, zoning changes, and infrastructure improvements to support LRT.
- *Supportive Zoning Regulations Near Transit Stations:* San Diego's zoning code includes numerous zones and provisions that allow for and promote mixed-used development within transit corridors, including an Urban Village Overlay Zone that applies to station areas and includes pedestrian friendly design specifications. Residential densities in multi-family zones generally rate high by FTA benchmarks, and commercial densities rate medium-low to high.
- *Tools to Implement Land Use Policies:* Outreach efforts in support of smart growth, including infill/redevelopment and TOD, have been undertaken by SANDAG, the City of San Diego, and local professional associations and advocacy groups. Regional sales tax transportation funds include a two-percent set-aside for transportation and related infrastructure improvements that support smart growth development.

Performance and Impacts of Policies: Medium-High

- *Performance of Land Use Policies:* High-intensity development has continued to occur in the UCSD/University City area consistent with long-standing plans for this area. Over time this area is being transformed into a more walkable and transit-accessible area, although wide streets and

remaining surface parking lots interfere with the pedestrian environment in some locations. There are 17 TOD projects at existing Trolley stations that collectively include over 4,800 multi-family residential units, more than 1.6 million square feet of office use, and more than 860,000 square feet of retail.

- *Potential Impact of Transit Investment on Regional Land Use:* Strong growth is expected to continue in the University City area and an additional 2 million square feet of mixed-use development could potentially occur on lower-density retail plazas, in addition to institutional growth. The economic climate in the three southernmost stations is less strong, although station area planning efforts have identified about 220 acres of vacant or underutilized land which could be redeveloped over time.

Tools to Maintain or Increase Share of Affordable Housing: Medium

- The City of San Diego has an array of affordable housing financing and development programs, augmented by regional programs (housing needs assessment) and state financing. Inclusionary zoning requirements and linkage fees are used to finance affordable housing and incentivize private development of affordable units. The City has also implemented a variety of code changes to incentivize affordable housing, such as density bonuses, parking reductions, and streamlined permitting. The City's policies and programs place a strong emphasis on long-term affordability.
- Despite the array of city-led programs and projects, there is little affordable housing currently in the corridor. The submission notes that transit access is considered a factor in siting affordable housing, and the study corridor to date has not had good transit access.

Mid-Coast Corridor Transit Project

San Diego, California



Van Ness Avenue BRT
San Francisco, California
Small Starts Project Development
(Rating Assigned November 2014)

Summary Description	
Proposed Project:	Bus Rapid Transit 2.0 Miles, 9 Stations
Total Capital Cost (\$YOE):	\$162.07 Million
Section 5309 Small Starts Share (\$YOE):	\$74.99 Million (46.3%)
Annual Forecast Year Operating Cost:	\$27.00 Million
Opening Year Ridership Forecast (2018):	52,400 Average Weekday Trips 1,600 Daily New Trips
Overall Project Rating:	High
Project Justification Rating:	High
Local Financial Commitment Rating:	High

Project Description: The San Francisco County Transportation Authority (SFCTA) and the San Francisco Municipal Transportation Agency (SFMTA) are planning an exclusive lane bus rapid transit (BRT) facility on Van Ness Avenue. The project 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 construction of the busway, the project includes traffic signal priority, pedestrian crossings, and the purchase of 38 new vehicles. Service would operate every four minutes during weekday peak periods in 2018, 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. Approximately 46 percent of households in the high-density neighborhoods along Van Ness Avenue do not own cars, relative to 29 percent citywide. The project would improve transit service for these individuals.

Project Development History, Status and Next Steps: SFCTA and SFMTA selected BRT as the locally preferred alternative (LPA) for the corridor in December 2006, and had the LPA adopted into the region's fiscally constrained long range transportation plan in September 2007. Under SAFETEA-LU, FTA approved the Van Ness Avenue BRT project into project development in December 2007. A Draft Environmental Impact Statement (EIS) was published in November 2011, followed by a Final EIS in July 2013. FTA issued a Record of Decision in December 2013. A Small Starts Grant Agreement is anticipated in mid-2015, with revenue service anticipated to begin in mid-2018.

Significant Changes Since Last Evaluation (November 2012): The project's estimated capital cost increased from \$125.63 million to \$162.07 million as a result of design refinements, more detailed estimates of materials and construction contractor costs, and a contingency increase appropriate to the project's complexity. The anticipated Section 5309 funding contribution remains \$74.99 million, but the share decreased from 59.7 percent to 46.3 percent.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 Small Starts	\$74.99	46.3%
State: State Highway Operation and Protection Program	\$7.31	4.5%
Local: Proposition K Sales Tax	\$36.30	22.4%
SFMTA Revenue Bonds and Operating Funds	\$25.61	15.8%
Central Freeway Parcel Revenues	\$12.66	7.8%
California Pacific Medical Center Development Impact Fees	\$5.00	3.1%
SFCTA Planning, Programming and Monitoring Funds	\$0.20	0.1%
Total:	\$162.07	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.

Van Ness Avenue BRT
San Francisco, California
Small Starts 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, corresponding to a high rating according to FTA criteria. Total employment in project station areas is approximately 92,000 jobs.
- The San Francisco Central Business District (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

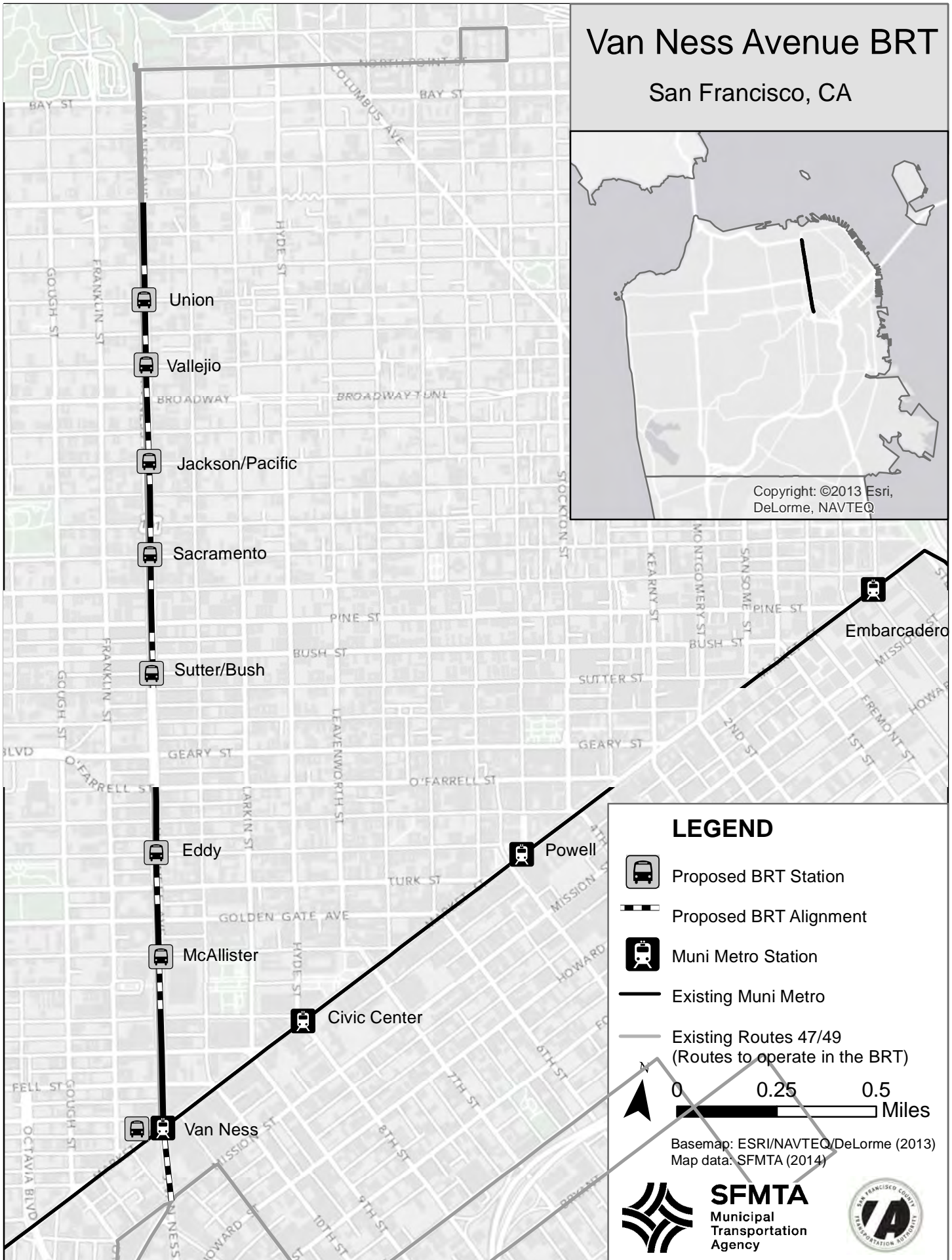
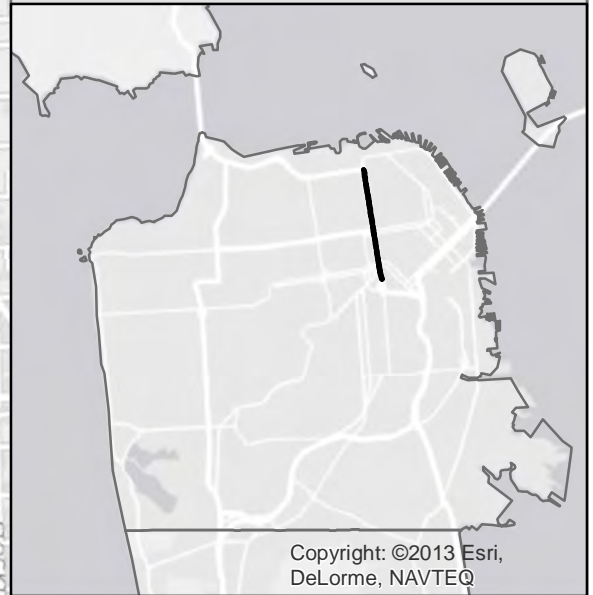
- While the city and entire Bay Area have a number of physical constraints to growth such as topographical limitations, it does not have a unified or enforceable growth management policy.
- San Francisco's General Plan has long encouraged higher-density and transit-oriented development. The city is undertaking 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

- 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

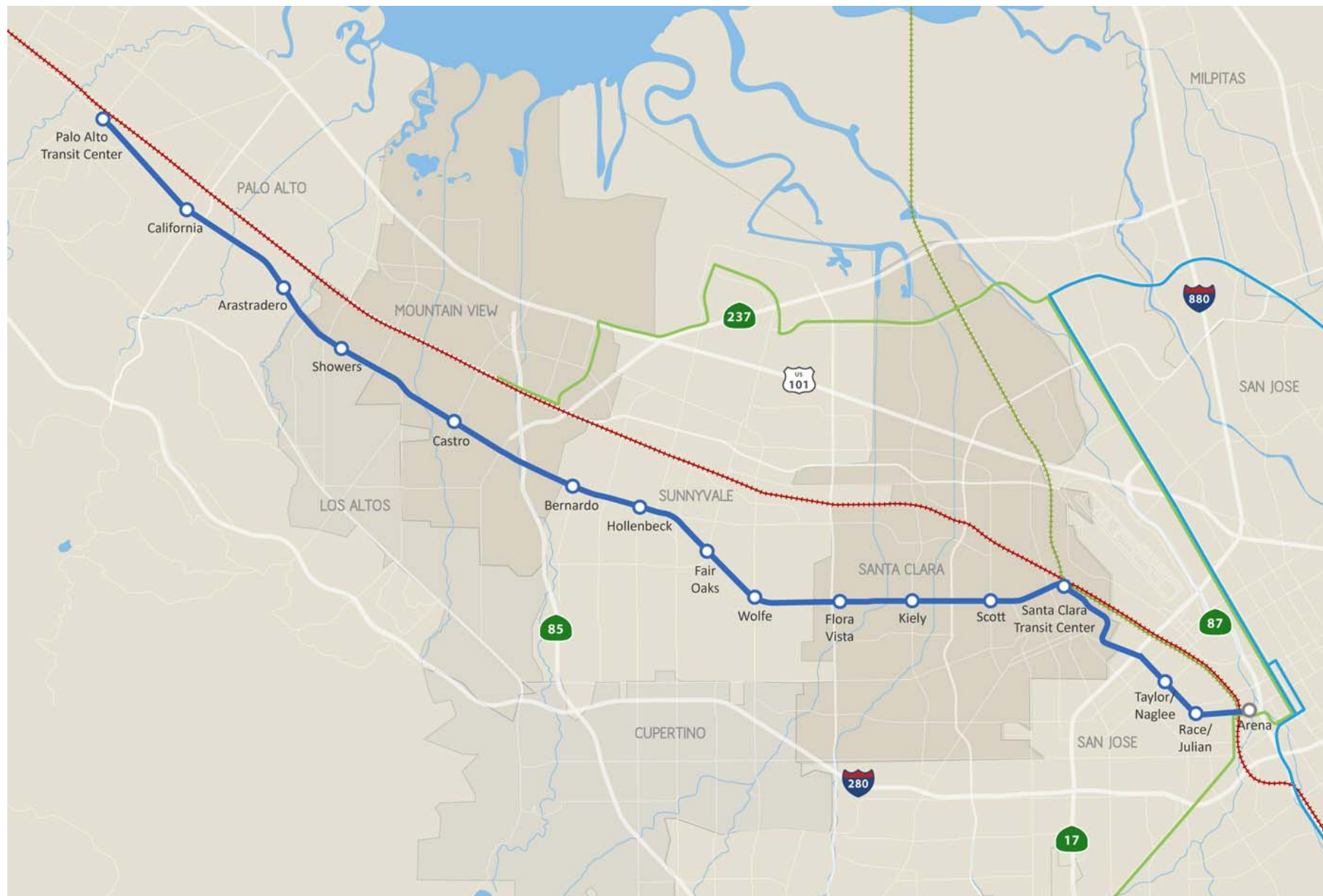
San Francisco, CA



El Camino Real Corridor BRT Project
San Jose, California
Small Starts Project Development
Information Prepared July 2013

The Santa Clara Valley Transportation Authority (VTA) proposes to implement bus rapid transit (BRT) in the 17.4-mile El Camino Real corridor between downtown San Jose and the Palo Alto Transit Center. VTA believes that the project would improve transit travel times, attract new transit riders and encourage transit- and pedestrian-oriented redevelopment in a corridor with strong existing transit ridership and substantial forecasted population and employment growth over the next 20 years. VTA expects that the project will include dedicated lanes over a portion of the alignment, 16 stations (14 of which would be constructed as part of the project) with level boarding and off-board fare collection, transit signal priority, BRT branding for vehicles and stations, and improved pedestrian and bicycle access. The project would use vehicles that VTA is currently procuring in conjunction with another BRT project. The project's current estimated capital cost is \$188 million. VTA may seek up to \$74.99 million from the Small Starts program.

A preliminary locally preferred alternative (LPA) was adopted into the region's fiscally constrained long-range transportation plan in April 2009. VTA anticipates selecting a final LPA in September 2014, completing the environmental review process with receipt of a Finding of No Significant Impact in January 2015, and receiving a Small Starts Grant Agreement in late 2015. Revenue service would begin in late 2018.



**SMART Regional Rail
Commuter Rail
San Rafael, California
Small Starts Project Development
(Rating Assigned November 2014)**

Summary Description	
Proposed Project:	Commuter Rail 2.1 Miles, 1 Station
Total Capital Cost (\$YOE):	\$42.53 Million
Section 5309 Small Starts Share (\$YOE):	\$22.53 Million (53.0%)
Annual Opening Year Operating Cost:	\$0.03 Million
Current Year Ridership Forecast (2014):	760 Daily Linked Trips 195,100 Annual Linked Trips
Horizon Year Ridership Forecast (2035):	820 Daily Linked Trips 209,600 Annual Linked Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Sonoma-Marin Area Rail Transit District (SMART) proposes to extend by 2.1 miles a 43-mile, 10-station, commuter rail initial operating segment (IOS) that it is currently constructing with local funds between downtown San Rafael and Sonoma County Airport. The extension project would operate from downtown San Rafael to the Golden Gate Transit Larkspur Ferry terminal in Marin County. One new station would be constructed in Larkspur near the ferry terminal, from which ferry service to and from downtown San Francisco is available. The project would also upgrade five public at-grade roadway crossings, including signals, crossing equipment, refurbish one existing railroad trestle bridge and replace another trestle bridge. SMART already owns the rail right-of-way and is procuring diesel multiple unit rail vehicles as part of the locally-funded IOS. Thus, no additional vehicles would be needed for the Small Starts extension project. On weekdays, service would operate every 30 minutes during peak periods. During weekday off-peak periods, one mid-day train would be provided. Four round trips would be offered on weekends.

Project Purpose: In conjunction with the IOS, the extension would offer a direct link from San Rafael to the Larkspur ferry terminal and improve mobility in the increasingly congested US 101 corridor by providing faster, more reliable service than existing bus routes that currently operate along US 101 and circuitous local streets. The project would fill a gap in the region's fixed guideway transit network between the end of the IOS and the ferry terminal.

Project Development History, Status and Next Steps: FTA approved the project into project development in September 2013. SMART adopted a locally preferred alternative in May 2013 that was incorporated into the region's fiscally constrained long-range transportation plan in July 2013. SMART currently anticipates receiving a documented Categorical Exclusion in December 2014, a Small Starts Grant Agreement by mid-2015, and initiating revenue service in late 2016.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 Small Starts	\$22.53	53.0%
Local: Bay Area Toll Authority / Metropolitan Transportation Commission	\$20.00	47.0%
Total:	\$42.53	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.

**CA, Rafael to Larkspur Extension
(Rating Assigned November 2014)**

Factor	Rating	Comments
Local Financial Commitment Rating	Medium	
Section 5309 Small Starts Share		The Small Starts share of the project is 53.0 percent.
Composite Financial Rating	Medium	
Capital and Operating Condition (25% of capital plan rating)	Medium-High	<ul style="list-style-type: none"> • The Sonoma-Marin Area Rail Transit District (SMART) does not have a bus fleet or currently operate rail service. • SMART's most recent bond ratings, issued in 2011, are as follows: Fitch A and Standard & Poor's Corporation AA. • SMART's current ratio of assets to liabilities, as reported in its most recent audited financial statement, is 22.1 (FY2013). • There was a cash flow shortfall in 2013 that was covered from reserves, but 2012 and 2011 had positive cash flows.
Commitment of Capital and Operating Funds (25% of capital plan rating)	High	<ul style="list-style-type: none"> • All of the non-Section 5309 Small Starts funds are budgeted. The source of funds is the Metropolitan Transportation Commission's Regional Measure 2 Bridge Toll Program. • All of the funds needed to operate and maintain the transit system in the first full year of operation are committed. Sources of funds include Measure Q sales tax revenues, fare revenues, and other operating income.
Capital and Operating Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	<ul style="list-style-type: none"> • Sales tax revenue and operating revenue (i.e., fares, joint development, leases) forecasts are optimistic based on historical experience. • The capital cost and schedule are optimistic for this stage of the project. • The financial plan shows that SMART has the financial capacity to cover cost increases or funding shortfalls equal to 94 percent of estimated project costs. • Estimated operating costs for this entirely new system are reasonable. • Operating cash flows are balanced and projected cash reserves are very sensitive to construction cost estimates and revenue forecasts.

San Rafael to Larkspur Regional Connector
Marin County, California
Small Starts Project Development
(Rating Assigned November 2014)

LAND USE RATING: Medium-Low

The land use rating reflects population and employment densities within ½-mile of proposed station areas, as well as the share of legally binding affordability restricted housing in the corridor compared to the share in the surrounding county(ies).

- Employment at existing stations along the line is reported as 23,200, which corresponds to a low rating. Population density for the Larkspur station area is 4,000 persons per square mile, which corresponds to a medium-low rating. Parking for local uses is free although there is a modest fee (\$2/day) for ferry parking.
- The proportion of legally binding affordability restricted housing in the project corridor compared to the proportion in the counties through which the project travels is 0.83, which corresponds to a low rating.
- The area around the proposed Larkspur station primarily includes office buildings, a retail plaza, and multi-family residential developments with some public facilities including a ferry terminal that has a large parking lot. The station area has some sidewalks and pedestrian crossings, including a pedestrian bridge connecting existing development surrounding the proposed station area and the existing ferry terminal, but streets are widely spaced and pedestrian routes are not marked across parking lots. Single-family residential development on the west side of U.S. 101 is not currently accessible.

ECONOMIC DEVELOPMENT RATING: Low

Transit-Supportive Plans and Policies: Medium-Low

- *Transit-Supportive Corridor Policies:* A station area planning process was initiated in 2011 and a draft plan completed in 2014, but this process was suspended in July 2014 so that the Larkspur General Plan Housing Element could first be updated. The draft station area plan identified seven potential development sites with potential residential densities of 30 to 35 units per acre and commercial FAR of 0.5 to 1.0, and included urban design guidelines to support a pedestrian scaled environment. It also recommended various strategies to reduce and manage parking. A multi-modal path is planned to improve pedestrian connections in the station area. The draft Larkspur General Plan Update includes some general policies to improve the transit and pedestrian character of development.
- *Supportive Zoning Regulations Near Transit Stations:* Development in the Larkspur station area east of U.S. 101 is currently governed by planned development (PD) ordinances that provide specifications for projects already built in the area. West of U.S. 101 is zoned and built with low-density residential.
- *Tools to Implement Land Use Policies:* Regional agencies have provided assistance for transit-supportive planning. The Larkspur Station Area Plan effort was funded in part through a Metropolitan Transportation Commission grant and was undertaken through a multiagency collaborative planning effort.

Performance and Impacts of Policies: Low

- *Performance of Land Use Policies:* No specific examples of successful transit-supportive land use outcomes were provided in the City of Larkspur.
- *Potential Impact of Transit Investment on Regional Land Use:* Illustrative development potential in the station area is estimated at an additional 177,000 square feet of commercial development and 920 dwelling units on seven sites. While the current commercial and residential developments in the area appear to be healthy, more intensive development of some sites (including a large parking lot for the ferry terminal and a vacant site) appears plausible.

Tools to Maintain or Increase Share of Affordable Housing: Low

- Marin County policies call for strategies to increase affordable housing through a variety of measures. The Larkspur General Plan Housing Element also includes general language supporting affordable housing. Specific affordable housing programs operated by Marin County or the City of Larkspur, or planned affordable housing development projects in the vicinity, were not identified.

SMART Regional Rail San Rafael to Larkspur Extension. City of San Rafael, CA.



Regional Connector Transit Corridor

Los Angeles, California

(January 2015)

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is constructing a 1.9 mile double track light rail transit line in downtown Los Angeles, with 3 new underground stations and the procurement of 4 light rail vehicles. The project will begin at the existing 7th Street/Metro Center Station and will provide connections via a new underground alignment to the existing Metro Blue, Exposition, and Gold Lines. The alignment will extend north underground from the 7th Street/Metro Center Station following Flower Street, curving east under the 2nd Street roadway tunnel and 2nd Street, and continuing east under the intersection of 1st and Alameda Streets, surfacing to connect to the Metro Gold Line tracks within 1st Street at grade to the east and north of Temple Street toward Union Station.

In the opening year of 2021 as well as the forecast year of 2035, service will be provided using three-car train consists in the peak period with service every 2.5 minutes. Service will be provided every five minutes during off-peak periods. The hours of operation will be 5:00 a.m. to 12:00 a.m. weekdays and weekends. Estimated daily linked trips on the Project using current year inputs are 58,580. This number is expected to grow to 100,980 daily linked trips by 2035.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$1,402.93 million. The Section 5309 New Starts funding share is \$669.90 million.

Status

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. Under SAFETEA-LU, FTA approved the project into preliminary engineering in January 2011. The Final EIS was completed in January 2012 and a Record of Decision was issued in June 2012. The project was grandfathered into the Moving Ahead for Progress in the 21st Century Act (MAP-21) engineering phase. The LACMTA and FTA entered into an FFGA in February 2014 with revenue operations scheduled for May 29, 2021. The groundbreaking ceremony was held on September 30, 2014. The Project is currently in the construction phase and is approximately 13% complete. Design, utility relocations and civil construction activities are underway.

Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Los Angeles Regional Connector Light Rail Transit project. Through FY 2015, Congress has appropriated \$165.00 million in Section 5309 New Starts funds for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	Total Funds (\$million)	Appropriations to Date
Federal: Section 5309 New Starts	\$669.90	\$165.00 million in total appropriations through FY 2015.
Congestion Mitigation and Air Quality Funds (CMAQ)	\$64.00	
State: Proposition 1A High Speed Rail Bonds	\$114.90	
Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account	\$149.50	
Repayment from State of California of Capital Project Loans	\$110.76	
Local: Measure R Sales Tax Revenue	\$27.57	
TIFIA Loan Proceeds Backed by Measure R Sales Tax Revenue	\$160.00	
Local Agency Funds	\$42.08	
Lease Revenue	\$64.24	
Total:	\$1,402.93	

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

Regional Connector Transit Corridor Los Angeles, California



Westside Purple Line Extension Section 1

Los Angeles, California

(January 2015)

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is constructing a 3.92-mile, double track heavy rail transit line below Wilshire Boulevard in the cities of Los Angeles and Beverly Hills with three new underground stations, a new maintenance-of-way building, and a non-revenue vehicle maintenance facility at the existing Metro Division 20 Yard. The project includes the purchase of 34 new heavy rail vehicles that are compatible with the existing heavy rail system. The three new stations will be located at Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega. The project is the first section of a planned three- section extension of the Purple Line to Westwood and the Veteran's Affairs Hospital.

Hours of operation in the opening year of 2024 will be from 5:00 AM to 12:00 AM on weekdays and weekends. Service will be provided every four minutes during weekday peak periods and every ten minutes during weekday off-peak periods and weekends. After 2035, hours of operation will be the same as in 2024, with service provided every 2.5 minutes during weekday peak periods and every five minutes during off-peak periods and weekends. Estimated daily linked trips on the project using current year inputs of population and employment are 20,700. This number is expected to grow to 33,700 daily linked trips by 2035.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$2,821.96 million. The Section 5309 New Starts funding share is \$1,250.00 million.

Status

Following completion of an alternatives analysis in January 2009 and publication of a Draft Environmental Impact Statement (EIS) in September 2010, LACMTA selected the locally preferred alternative in October 2010. Under SAFETEA-LU, FTA approved the project into preliminary engineering in January 2011. The Final EIS was completed in May 2012, and a Record of Decision was issued in August 2012.

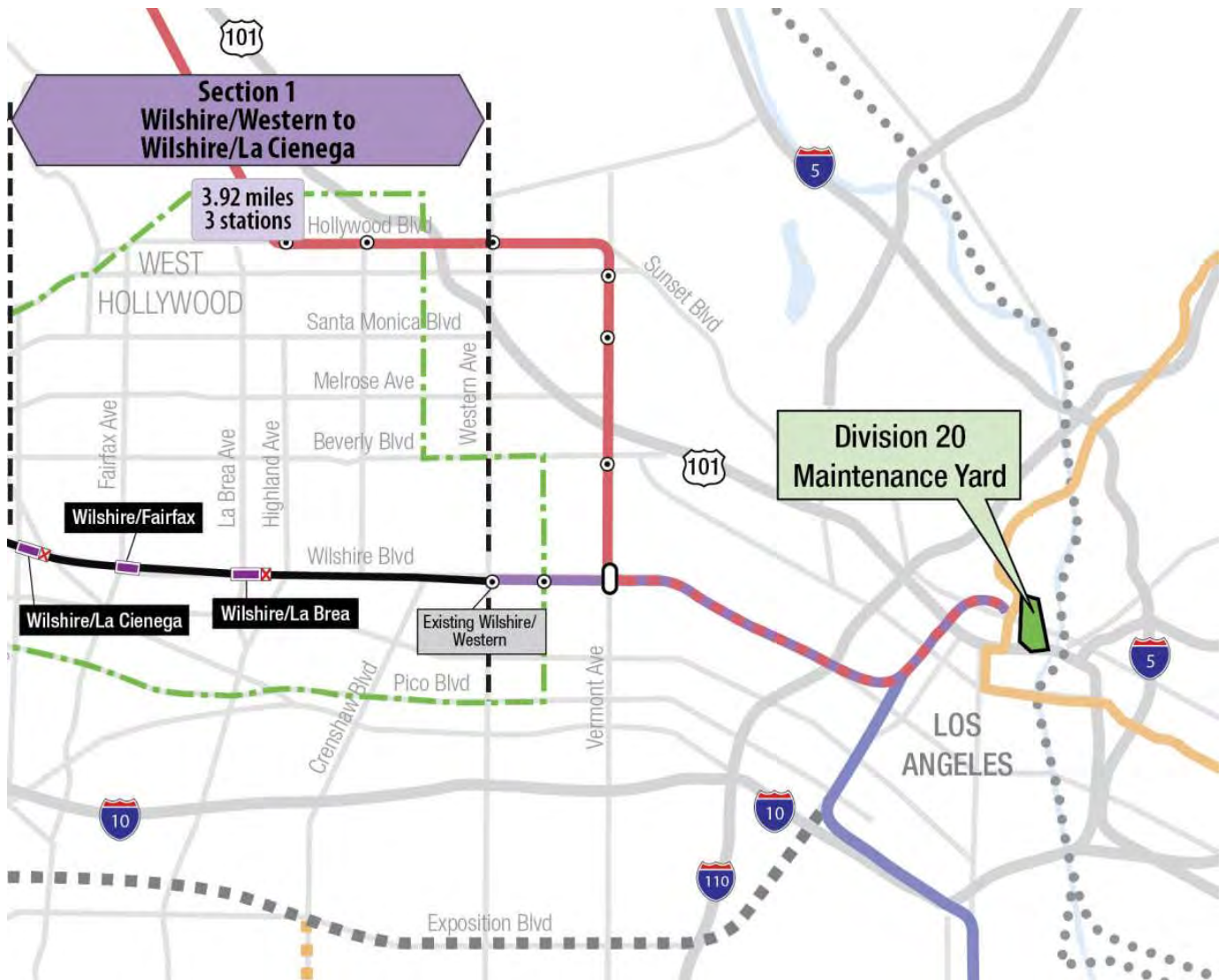
The project was grandfathered into the Engineering phase per the revised steps in the New Starts process outlined in the Moving Ahead for Progress in the 21st Century Act (MAP-21). LACMTA and FTA entered into an FFGA in May 2014, with revenue operations scheduled for October 31, 2024. The Project is currently in the construction phase and is approximately 6% complete. All contracts have been awarded and design, utility relocations and civil construction activities are underway.

Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Westside Purple Line Extension project. Through FY 2015, Congress has appropriated \$165.00 million in Section 5309 New Starts funds for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	Total Funding (\$million)	Appropriations to Date
Federal: Section 5309 New Starts	\$1,250.00	\$165.00 million in total appropriations through FY 2015
Congestion Mitigation and Air Quality Funds (CMAQ)	\$12.17	
Local: Measure R Sales Tax Revenue	\$583.89	
TIFIA Loan Proceeds Backed by Measure R Sales Tax Revenue	\$856.00	
LACMTA Lease Revenue	\$44.63	
Local Agency Funds	\$75.27	
TOTAL	\$2,821.96	

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

Westside Purple Line Extension Section 1 Los Angeles, California



Third Street Light Rail Phase 2 – Central Subway

San Francisco, California

(January 2015)

The San Francisco Municipal Transportation Agency (SFMTA) is constructing a 1.7-mile light rail transit extension of the existing Third Street Light Rail Phase 1 line. The project will begin at the existing station at Fourth and King Streets and terminate in Chinatown at Stockton and Jackson Streets. It includes construction of one surface station, three underground stations, and the purchase of four new light rail vehicles to augment the existing fleet. When completed, the combined Third Street Light Rail/Central Subway will provide a continuous seven-mile light rail route connecting the heavily transit-dependent communities of Bayshore in the south with Chinatown in the north. Hours of operation in the opening year will be from 5:00 a.m. to 1:00 a.m. on weekdays and from 6:00 a.m. to 1:00 a.m. on weekends. Service will operate every 3.75 minutes during weekday peak periods, every five minutes during weekday off-peak periods, and every 12 minutes on weekday evenings. By the forecast year of 2030, service frequency during weekday peak periods will increase to every 2.5 minutes. The project is expected to serve 35,000 average weekday trips in 2030.

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 crowded buses operating on congested roadways or walk over a mile from the Caltrain Station to reach the central business district. LRT passengers from the south may choose to continue on LRT to access downtown, but the alignment along the Embarcadero is circuitous. The project will provide a direct rapid transit link between these areas. SFMTA sees the Project as a way to make significant improvements in transit service that cannot be accomplished with buses on congested streets, provide travel time improvements and reliability for existing transit riders in the corridor, and improve transit service for the transit dependent population in Chinatown to access the South Bay areas.

The estimated cost under the Full Funding Grant Agreement (FFGA) is \$1,578.30 million. The Section 5309 New Starts funding share is \$942.20 million.

Status

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 and FTA entered into an FFGA in October 2012 with revenue operations scheduled for December 2018. All contracts have been awarded and construction activities are progressing well with major utility relocation and tunneling works completed. The project is currently about 31% complete.

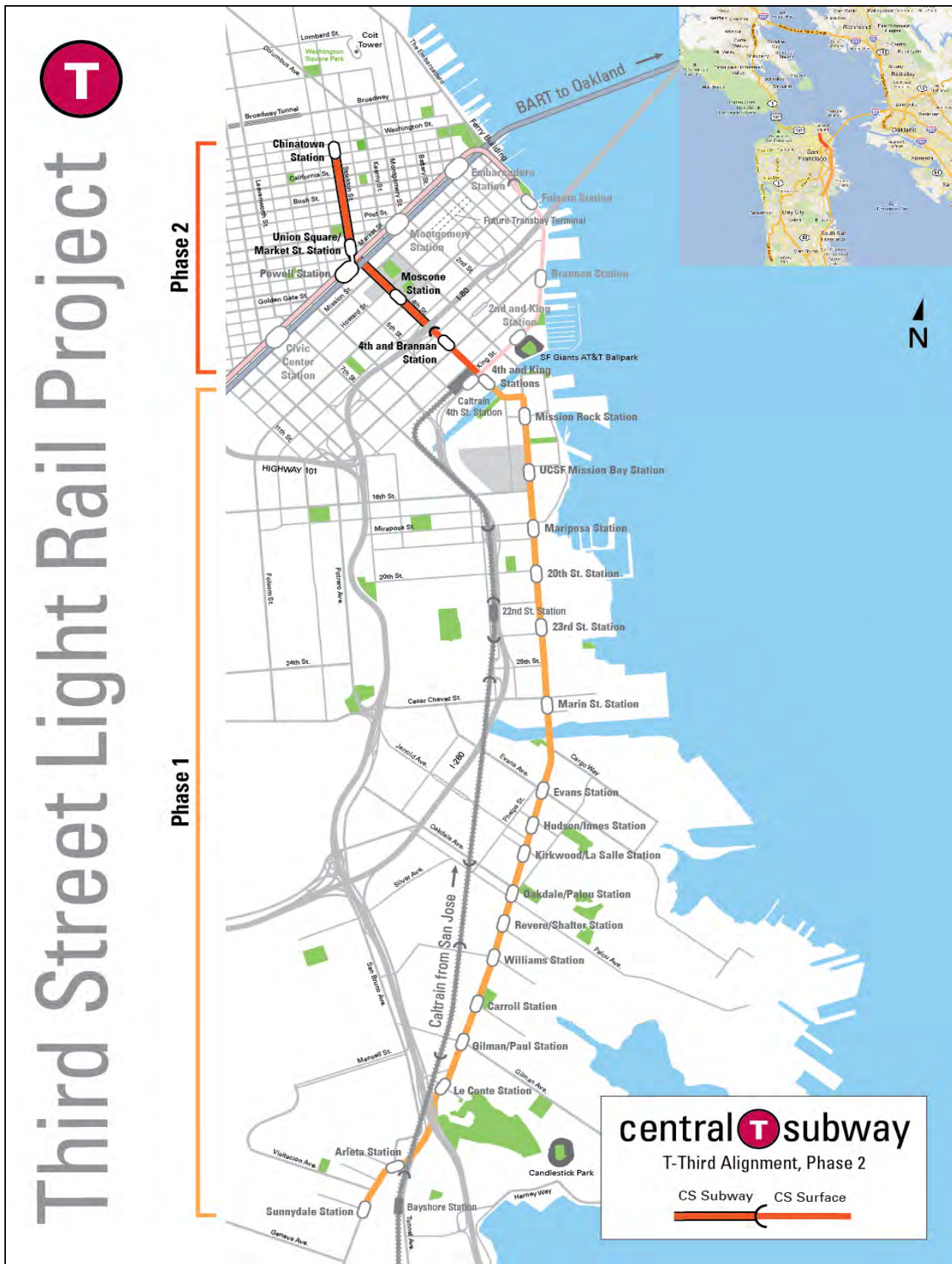
Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Third Street Light Rail Phase 2-Central Subway Project. Through FY 2015, Congress has appropriated a total of \$619.18 million for the project.

Reported in Year of Expenditure Dollars

Source of Funds	Total Funds (\$million)	Appropriations to Date
Federal: Section 5309 New Starts FHWA Flexible Funds (CMAQ)	\$942.20 \$41.02	\$619.18 million in total appropriations through the end of FY 2015.
State: Proposition 1A State High-Speed Rail Funds Proposition 1B State Infrastructure Bond Funds California Traffic Congestion Relief Program Funds California Regional Transportation Improvement Program (RTIP) Funds	\$61.31 \$327.51 \$14.00 \$68.28	
Local: Proposition K Sales Tax Funds	\$123.98	
Total:	\$1,578.30	

Note: 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



Silicon Valley Berryessa Extension Project

San Jose, California

(January 2015)

The Santa Clara Valley Transportation Authority (VTA) is constructing a 10.15-mile 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 will be built on former Union Pacific freight railroad right-of-way, linking the future Warm Springs BART station in Fremont to Berryessa with an intermediate station adjacent to the existing VTA Montague light rail station in Milpitas. The SVBX will be a two-track, third rail powered, exclusive guideway heavy rail system operating under automatic train control. The project includes the purchase of 40 new BART passenger cars for operation on the extension, 4,800 parking spaces as well as improvements to the existing BART-Hayward rail car storage and maintenance yard. The project is expected to serve 46,000 average weekday trips in 2035.

Hours of operation in the opening year will be from 4:00 a.m. to 1:00 a.m. on weekdays and weekends. Service will operate every 7.5 minutes during weekday peak periods, every 7.5 to 15 minutes during weekday off-peak periods, and every 20 minutes on weekday evenings.

Service in 2035 will be provided every 6 minutes during peak periods on weekdays, every 6 to 12 minutes during mid-day off-peak periods, and every 15 minutes on weekday evenings and weekends. The hours of operation will be the same as stated above for the opening year 2018.

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 will 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 project corridor will provide improved travel alternatives to the severely congested and worsening travel routes of Interstate 880 (I-880) and Interstate 680 (I-680) between Alameda and Santa Clara counties.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$2,330.02 million. The Section 5309 New Starts funding share is \$900.00 million.

Status

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 Fremont) 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 (EIS).

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.

FTA approved the SVBX into preliminary engineering in December 2009. A Final EIS 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 and FTA entered into an FFGA in March 2012, with revenue operations scheduled for June 2018. More than 80% of the contracts have been awarded and the majority of the utility relocation work has been completed. Construction activities are progressing well and the project is approximately 30% complete. VTA has possession of most of the 100 private acquisitions required. Availability of the remaining 13 parcels is not expected to impact the construction schedule. All master agreements are completed with the cities and affected utilities; sub-agreement negotiations remain to be completed for operation and maintenance of the corridor.

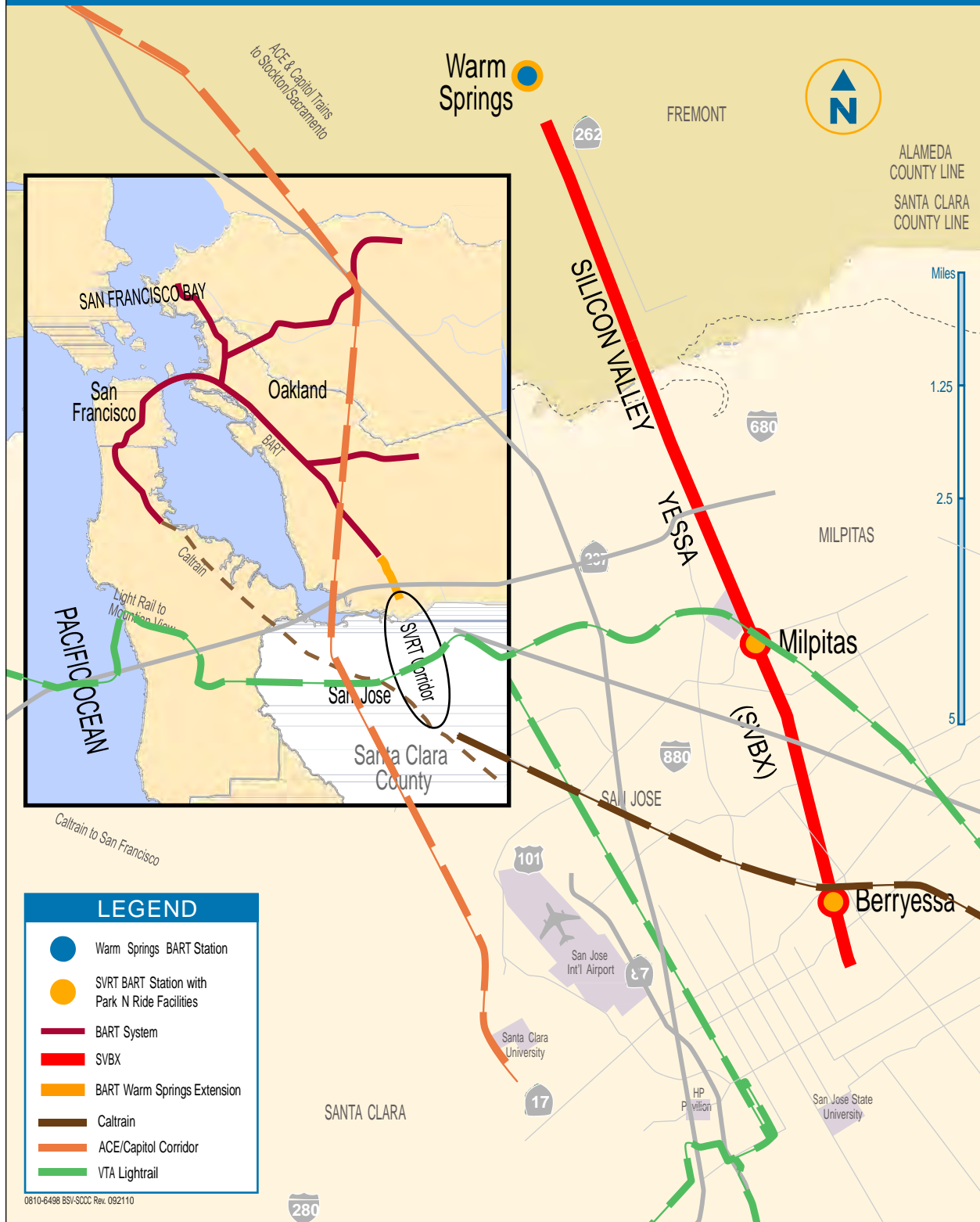
Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Silicon Valley Berryessa Extension (SVBX) project. Through FY 2015, Congress has appropriated a total of \$552.59 million for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	Total Funding (\$million)	Appropriations to Date
Federal: Section 5309 New Starts FFGA commitment	\$900.00	\$552.59 million in total appropriations through FY 2015
State: Transportation Congestion Relief Program (Gasoline Tax)	\$250.97	
Local: Measure A (1/2-cent Sales Tax)	\$1,179.05	
TOTAL	\$2,330.02	

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

BART Silicon Valley Extension

Santa Clara County, California



Southeast Rail Extension

Denver, Colorado

New Starts Project Development (Rating Assigned November 2014)

Summary Description	
Proposed Project:	Light Rail Transit 2.3 Miles, 3 Stations
Total Capital Cost (\$YOE):	\$224.29 Million
Section 5309 New Starts Share (\$YOE):	\$92.00 Million (41.0%)
Annual Operating Cost (opening year 2019):	\$3.45 Million
Current Year Ridership Forecast (2014):	5,000 Daily Linked Trips 1,503,600 Annual Linked Trips
Horizon Year Ridership Forecast (2035):	11,500 Daily Linked Trips 3,438,900 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium-High

Project Description: The Regional Transportation District (RTD) is a double-track light rail transit (LRT) extension in an exclusive guideway, running from the existing Lincoln Station southeast to RidgeGate Parkway, including the City of Lone Tree in northern Douglas County, in Denver's southern metropolitan area. The project will be an extension of the current Southeast LRT line that was constructed as part of RTD's Transportation Expansion (T-REX) project and is also part of RTD's ongoing FasTracks long range transportation program. Eight new light rail vehicles would be procured as part of the project. Service would be provided every six minutes during peak periods, and every 7.5 minutes during off-peak periods in the opening year, and, every five minutes during peak periods and every six minutes during off-peak periods in the horizon year.

Project Purpose: The corridor includes Interstate 25 (I-25), and the current terminus of the Southeast LRT line, located adjacent to I-25. According to the Denver Regional Council of Governments (DRCOG), I-25 is currently congested. The project will provide access to RTD's FasTracks system for a larger segment of Douglas County, which, according to DRCOG, is currently absorbing much of the Denver metropolitan area's employment and population growth. The project is expected to enhance regional connectivity by providing improved access to activity centers along I-25 and into the Denver central business district. Combined with other FasTracks LRT and commuter rail expansion projects currently underway, the project will also provide increased access to Denver's southeast suburbs and Denver International Airport.

Project Development History, Status and Next Steps: The locally preferred alternative was adopted into the fiscally constrained long range transportation plan in 2004. RTD completed an alternatives analysis on the Southeast Corridor in February 2012. FTA approved the project into project development in April 2013. The completion of an Environmental Assessment led to a Finding of No Significant Impact issued in October 2014. RTD anticipates approval to enter

engineering in spring 2015, receipt of a Full Funding Grant Agreement in spring 2016, and start of revenue service in spring 2019.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 New Starts	\$92.00	41.0%
FHWA Flexible Funds (Congestion Mitigation and Air Quality Funds)	7.50	3.3%
Local:		
Sales and Use Tax	\$73.72	33.0%
Certificates of Participation	\$16.84	7.5%
Local Contributions (Donated Right-of-Way, Cash Contributions, etc.)	\$34.23	15.2%
Total:	\$224.29	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.

CO, Denver, Southeast Rail Extension
(Rating Assigned November 2014)

Factor	Rating	Comments
Local Financial Commitment Rating	Medium-High	
Non-Section 5309 New Starts Share	+1 level	The New Starts share of the project is 41.0 percent.
Project Financial Plan	Medium	
Capital and Operating Condition (25% of plan rating)	Medium	<ul style="list-style-type: none"> • The average age of the Regional Transportation District (RTD) bus fleet is 9.4 years, which is older than the industry average. • RTD's most recent bond ratings, issued in June 2014, are as follows: Moody's Investors Service Aa3, Fitch A and Standard & Poor's Corporation A. • RTD's current ratio of assets to liabilities, as reported in its most recent audited financial statement, is 1.7 (FY2013). • There have been no service cutbacks in recent years and all cash flow shortfalls were covered by local funding sources and cash reserve balances.
Commitment of Capital and Operating Funds (25% of plan rating)	Medium-High	<ul style="list-style-type: none"> • Approximately 69 percent of the non-Section 5309 New Starts funds are committed or budgeted. Sources of funds include Federal Congestion Mitigation and Air Quality Improvement funds, RTD's 0.4 percent sales and use tax revenues, RTD certificates of participation proceeds, local stakeholder contributions, and in-kind donations. • All of the funds needed to operate and maintain the transit system in the first full year of operation are committed or budgeted. Sources of funds include farebox, parking and other system-generated revenue, and local sales and use tax revenue.
Capital and Operating Cost Estimates, Assumptions and Financial Capacity (50% of plan rating)	Medium	<ul style="list-style-type: none"> • Capital revenue growth assumptions are consistent with historical experience. • The capital cost estimate is reasonable for this stage of the project. • Assumed farebox collections and sales tax revenues are consistent with historical experience. • The financial plan shows that RTD has the financial capacity to cover cost increases or funding shortfalls equal to at least 84.6 percent of the estimated project cost or 6.0 percent of annual system-wide operating expenses in the first full year of the project's operation.

**Southeast Rail Extension
Denver, Colorado
New Starts Project Development
(Rating Assigned November 2014)**

LAND USE RATING: Medium-Low

The land use rating reflects population and employment densities within ½-mile of proposed station areas, as well as the share of legally binding affordability restricted housing in the corridor compared to the share in the surrounding county(ies).

- An estimated 182,000 jobs would be served by the project, which corresponds to a medium-high rating according to FTA benchmarks. Average population density across all station areas is 2,500 persons per square mile, corresponding to a low rating.
- The proportion of legally binding affordability restricted housing in the project corridor compared to the proportion in the counties through which the project travels is 0.00, which corresponds to a low rating.
- The proposed station areas, all in the City of Lone Tree, are largely undeveloped with the exception of a medical center built in the early 2000's and a few smaller commercial properties. Some residential development is underway including a mix of multi-story apartment buildings and townhomes. Sidewalks have been built along the few existing feeder and thoroughfare streets.

ECONOMIC DEVELOPMENT RATING: Medium-High

Transit-Supportive Plans and Policies: High

- *Growth Management:* The Denver region has undertaken regional planning in support of growth management since the late 1990s. The Denver Regional Council of Governments (DRCOG) has developed the Metro Vision 2035 Plan and the Metro Vision 2035 Regional Transportation Plan to guide future growth for the region, including a balance between urban centers and open space. An urban growth boundary is intended to concentrate development and jobs in established and planned urban centers. Forty-eight cities and counties have signed the Mile High Compact, an intergovernmental agreement to develop and follow master plans consistent with the regional vision.
- *Transit-Supportive Corridor Policies:* Lone Tree has adopted a master plan, the RidgeGate Planned Development, for a 3,500-acre area that encompasses the three station areas almost entirely. The master plan proposes a build-out of over 10,000 residences and 20 million square feet of commercial space. A City Center Planning Area, focused around one of the light rail stations, is intended to create an urbanized environment with street-fronting buildings, on-street and structured parking, and an interconnected street network.
- *Supportive Zoning Regulations Near Transit Stations:* In Lone Tree's City Center Planning Area, minimum residential densities are 15 units per acre, and allowable commercial and mixed-use densities range from a minimum 1.0 to a maximum 20.0 floor area ratio (FAR). This area is envisioned for 10- to 30-story buildings. Commercial/mixed use districts cover most of the remaining station areas, and require an FAR between 0.35 and 6.0. More detailed plans for individual subareas will be approved as development progresses.
- *Tools to Implement Land Use Policies:* Region-wide, the Regional Transportation District has undertaken a number of strategic planning, outreach, and technical assistance efforts to promote transit-oriented development (TOD). DRCOG has contributed to these efforts with funding for TOD planning, and other organizations have also done outreach in support of TOD.

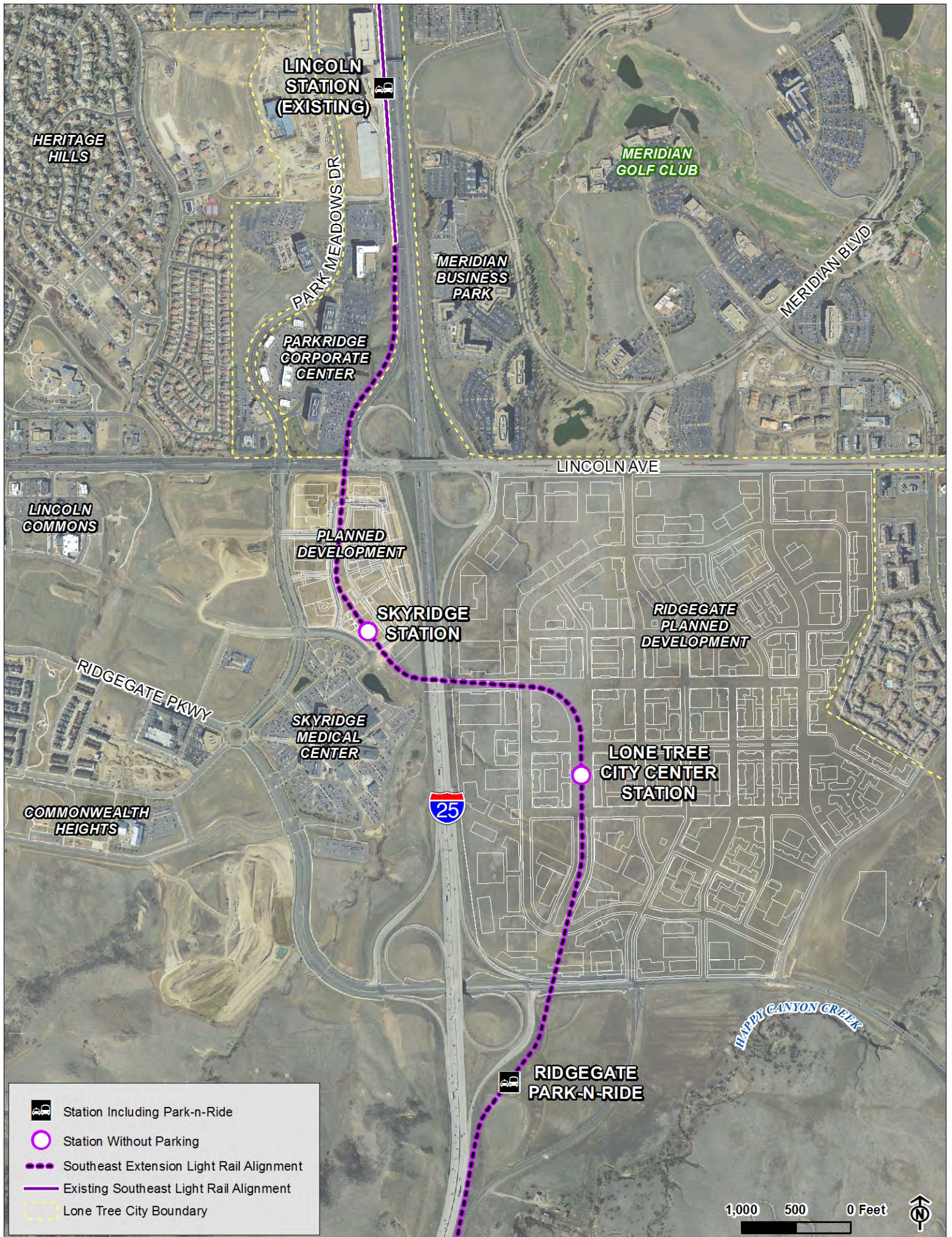
Performance and Impacts of Policies: High

- *Performance of Land Use Policies:* Two recently completed high-density residential projects clearly demonstrate the transit-supportive design principles prescribed by the RidgeGate Planned Development master plan. The two projects have a gross density of about 40 units per acre and an outward orientation towards an emerging street grid. A substantial amount of TOD has been documented near Denver's existing light rail stations, especially downtown or around Union Station, but also along the Southeast and Southwest Corridors.
- *Potential Impact of Transit Investment on Regional Land Use:* The master plan anticipates a substantial amount of new development in the RidgeGate area, disproportionately concentrated within

the proposed station areas. Assuming that future development occurs consistent with the plan, a very substantial impact on land use would be expected.

Tools to Maintain or Increase Share of Affordable Housing: Medium-Low

- Douglas County has some policies and a limited set of programs to support affordable housing, and has partnered with developers to develop five affordable projects since 2004 (including one near an existing LRT station). Some financing is also available through state programs, and a Denver fund to preserve affordable housing near transit stations is being expanded region-wide. However, no initiatives to create affordable housing were identified specifically in the new project station areas.



Eagle Commuter Rail

Denver, Colorado

(January 2015)

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 (DIA) to Downtown Denver at Denver Union Station (DUS) and the Gold Line from DUS westward to Ward Road in Wheat Ridge. Six stations will be constructed in the East Corridor and seven along the Gold Line. The project includes 44 electric multiple unit vehicles.

East Corridor service will operate every 15 minutes between 6:00 am and 8:00 pm and every 30 minutes at all other times on weekdays. Gold Line service will operate every 15 minutes between 6:00 am and 6:30 pm, and every 30 minutes at all other times on weekdays. The project is expected to serve 57,500 average weekday trips in 2030.

Current conditions in the East Corridor include 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 bus service connecting all consecutive neighborhoods infeasible. Current conditions in the Gold Line Corridor also include a lack of continuous street connections to Downtown Denver, resulting in traffic using congested north-south arterials and Interstates 70 and 25 to access downtown. 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 DIA to the east.

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. Right of way acquisition, utility relocation, and design work are all essentially complete and construction overall is approximately 62% complete.

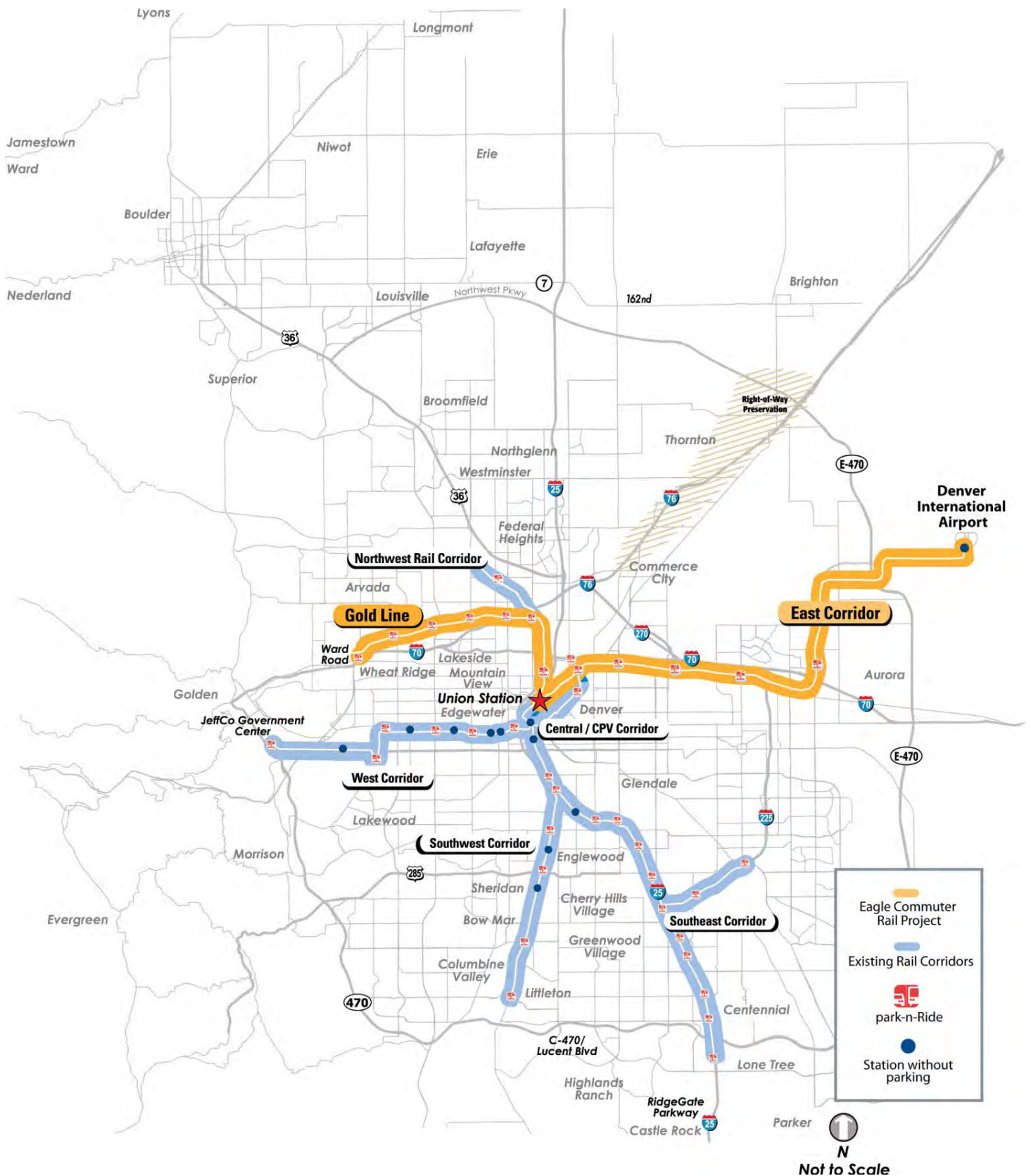
Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Denver Eagle Commuter Rail project. Through FY 2015, Congress has appropriated a total of \$667.19 million for the project.

Reported in Year of Expenditure Dollars

Source of Funds	Total Funding (\$million)	Appropriations to Date
Federal: Section 5309 New Starts FFGA Commitment:	\$1,030.45	\$667.19 million in total appropriations through FY 2015.
Section 5307 CMAQ:	\$62.10	
Local: Bond Proceeds:	\$48.24	
Sales & Use Tax:	\$374.25	
Concessionaire Financing-Private Equity and Debt:	\$487.81	
Contributions from the City of Aurora, City & County of Denver, Adams County, Jefferson County, City of Arvada, City of Wheat Ridge:	\$40.30	
Total:	\$2,043.14	

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

Eagle Commuter Rail Denver, Colorado



Wave Streetcar
Fort Lauderdale, Florida
Small Starts Project Development
(Rating Assigned November 2014)

Summary Description	
Proposed Project:	Modern Streetcar 2.8 Miles, 10 Stations
Total Capital Cost (\$YOE):	\$161.85 Million
Section 5309 Small Starts Share (\$YOE):	\$59.28 Million (36.6%)
Annual Operating Cost (opening year 2017):	\$3.08 Million
Current Year Ridership Forecast (2014):	1,500 Daily Linked Trips 754,900 Annual Linked Trips
Horizon Year Ridership Forecast (2035):	1,900 Daily Linked Trips 956,900 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The South Florida Regional Transportation Authority (SFRTA), in partnership with the Fort Lauderdale Downtown Development Authority (DDA) and Broward County Transit, is proposing to construct a modern streetcar in downtown Fort Lauderdale between Northwest 6th Street and Southeast 17th Street. SFRTA is managing design and construction, while Broward County Transit will own and operate the streetcar line. The project includes the purchase of five modern streetcar vehicles and construction of a maintenance facility, and would operate in mixed traffic along existing roadways using transit signal priority. Service would operate seven days a week, with trains running every 7.5 minutes during the day on weekdays and every 15 minutes during weekday evenings and weekends.

Project Purpose: The Wave Streetcar would connect major employment and primary activity centers in Fort Lauderdale and serve the areas of densest development including Flagler Village, the Downtown Core, South Side Neighborhood, and the Hospital District. Current bus service in the corridor operates every 15 to 60 minutes, with between 40 and 50 percent of trips made by riders who do not own a car. The Wave Streetcar would provide more frequent service and direct access to currently under-served areas in the project corridor.

Project Development History, Status and Next Steps: The DDA initiated an Alternatives Analysis (AA) in 2005. A modern streetcar was selected as the locally preferred alternative in September 2008. SFRTA completed an update to the AA in August 2011. The Broward County Metropolitan Planning Organization adopted the project into its fiscally-constrained long-range transportation plan in April 2012. In June 2012, the U.S. Department of Transportation awarded an \$18 million Transportation Investment Generating Economic Recovery (TIGER) grant for a 1.4-mile subsection of the project. SFRTA completed an Environmental Assessment in July 2012, and FTA issued a Finding of No Significant Impact in August 2012. FTA approved the entire project, including the subsection funded with TIGER funds, into Small Starts project

development in April 2013. SFRTA anticipates receipt of a Small Starts Grant Agreement in mid-2015, and start of revenue service in December 2017.

Significant Changes Since Last Evaluation (January 2014): The total estimated capital cost increased from \$142.58 million to \$161.85 million due to design refinements of systems elements. The amount of Small Starts funding requested increased from \$49.65 million to \$59.28 million, increasing the requested Small Starts share from 34.8 percent to 36.6 percent. The project's ridership forecast was updated to add the optional horizon year estimate. The number of stations decreased from 12 to 10.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 Small Starts	\$59.28	36.6%
TIGER IV	\$18.00	11.1%
FHWA Flexible Funds (Surface Transportation Program)	\$3.50	2.2%
State:		
Florida New Starts Transit Program	\$35.73	22.1%
Florida Department of Transportation	\$4.81	3.0%
Local:		
City of Fort Lauderdale Cash and Land Contribution	\$10.50	6.5%
Special Assessment District	\$20.59	12.7%
Broward Metropolitan Planning Organization	\$4.62	2.8%
Downtown Development Authority of Fort Lauderdale	\$4.82	3.0%
Total:	\$161.85	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.

Wave Streetcar
Fort Lauderdale, Florida
Small Starts Project Development
(Rating Assigned January 2014)

LAND USE RATING: Medium

The land use rating reflects population and employment densities within ½-mile of proposed station areas, as well as the share of legally binding affordability restricted housing in the corridor compared to the share in the surrounding county(ies).

- Average population density across all station areas is 6,637, which corresponds to a medium rating according to FTA benchmarks. Total employment served is 64,594, corresponding to a medium-low. Parking costs in downtown Fort Lauderdale are \$7-\$12 per day, corresponding to a medium rating.
- The proportion of legally binding affordability restricted housing in the project corridor compared to the proportion in the counties through which the project travels is 4.64, which corresponds to a high rating.
- Existing development near downtown stations is urban in nature with higher density office, retail, and mixed-use buildings. Stations north of the core serve residential neighborhoods characterized by multi-family housing. Stations south of the downtown core serve medical facilities and single-family homes.
- The corridor has a good sidewalk network, although sidewalks in station areas south of the downtown core are generally narrow. Buildings are generally oriented towards the street with minimal setbacks.

ECONOMIC DEVELOPMENT RATING: Medium-High

Transit-Supportive Plans and Policies: Medium-High

- *Transit-Supportive Corridor Policies:* The City of Fort Lauderdale and Broward County have established over 10 plans, policies, and programs to encourage reinvestment and redevelopment of the downtown area and the adjacent urban neighborhoods. These include the Downtown Master Plan 2013 update which outlined transit oriented development (TOD) guidelines. The City is amending its land use plan to substantially increase the density of new residential development in the downtown area.
- *Supportive Zoning Regulations Near Transit Stations:* Existing zoning in most station areas already supports moderate-to-high density mixed use development. A proposed TOD zoning overlay will be initiated at three stations and expanded to all stations in the future. Additional zoning changes to reduce minimum parking requirements, set minimum street frontage requirements, and set floor area ratio minimums have been implemented or are being formulated for portions of most station areas.
- *Tools to Implement Land Use Policies:* Significant public outreach was conducted for the proposed TOD zoning overlay and Downtown Master Plan, as a means to build public support for mixed-use development in downtown. The proposed TOD zoning overlay includes an expedited review process incentive that would be available for projects that incorporate certain benefits, such as travel demand management measures, green building or green site design elements, active uses around parking, electric vehicle car charging stations, civic open space, and/or affordable housing.

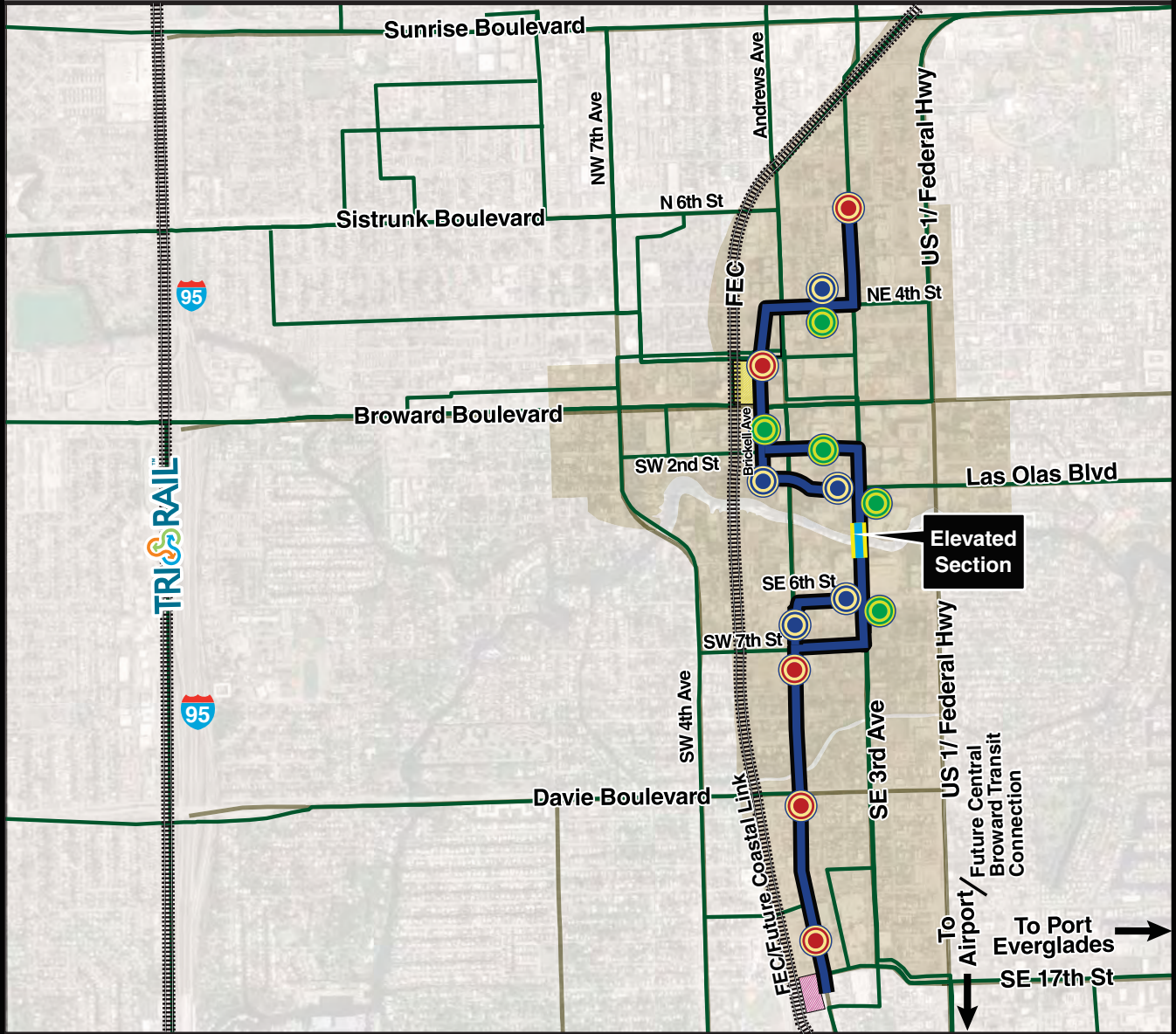
Performance and Impacts of Policies: Medium-High

- *Performance of Land Use Policies:* Downtown Fort Lauderdale has experienced a substantial amount of growth in pedestrian oriented development over the last 10 years, which is expected to continue with ongoing transit-supportive regulations. There are 957 residential units under construction and eight mixed use or residential projects approved in the project corridor.
- *Potential Impact of Transit Investment on Regional Land Use:* The project is expected to help continue the redevelopment of downtown Fort Lauderdale and surrounding neighborhoods into a more vibrant, mixed-use, walkable urban district. The Downtown Development Authority recently completed an analysis that identified over 72 acres of vacant land or land prime for redevelopment within ½ mile of the station areas.

Tools to Maintain or Increase Share of Affordable Housing: Medium-High

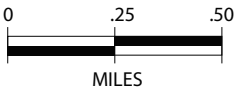
- Zoning downtown requires that 15 percent of housing units in new developments be affordable. The City currently has provisions to benefit affordable housing developments like expedited processing, density bonuses and development fee rebates. Approximately 900 affordable units have been allocated to development projects within the project corridor since 2005.

Fort Lauderdale, FL Wave Streetcar Alignment



LEGEND

-  Project Alignment
-  Center Platform
-  Side Platform (South)
-  Side Platform (North)
-  Preferred Maintenance & Storage Facility Site
-  Broward County Central Transit Terminal
-  Existing Transit Routes
-  Study Area



JTA BRT Southeast Corridor
Jacksonville, Florida
Small Starts Project Development
(Rating Assigned November 2014)

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 Opening Year Operating Cost:	\$3.37 Million
Opening Year Ridership Forecast (2016):	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 that would extend southeast from downtown Jacksonville to Southside Boulevard. The project would connect to the BRT Phase 1 Downtown project, which began construction in November 2014, and includes transit signal priority, a real-time passenger information system, off-board fare collection and the purchase of eight low-floor, branded, compressed natural gas. Service would operate seven days a week, with service every 10 minutes during weekday peak periods, every 15 minutes during weekday off-peak periods and every 30 minutes on weekends.

Project Purpose: The BRT Southeast Corridor project would provide more frequent, faster transit service in a heavily transit-dependent corridor. The corridor includes residential, commercial, industrial, office, retail, as well as health-related services and academic institutions. The project corridor is currently served by several bus routes that do not provide direct service from downtown Jacksonville to the southeast, or to Avenues Mall, a major trip generator. Many Southeast Corridor residents are low-income and 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 a connection to the BRT Phase 1 Downtown line.

Project Development History, Status and Next Steps: FTA approved the BRT Southeast Corridor project into project development in November 2011. In September 2012, JTA completed an Environmental Assessment for the project. JTA anticipates the receipt of a Small Starts Grant Agreement in spring 2015, and start of revenue service in early 2017.

Significant Changes Since Last Evaluation (January 2014): The expected start of revenue service was changed from early 2015 to early 2017. JTA identified the BRT North Corridor as the priority corridor for the system. Delays to the BRT Southeast Corridor project occurred due to design refinements of the North Corridor and organizational changes in JTA.

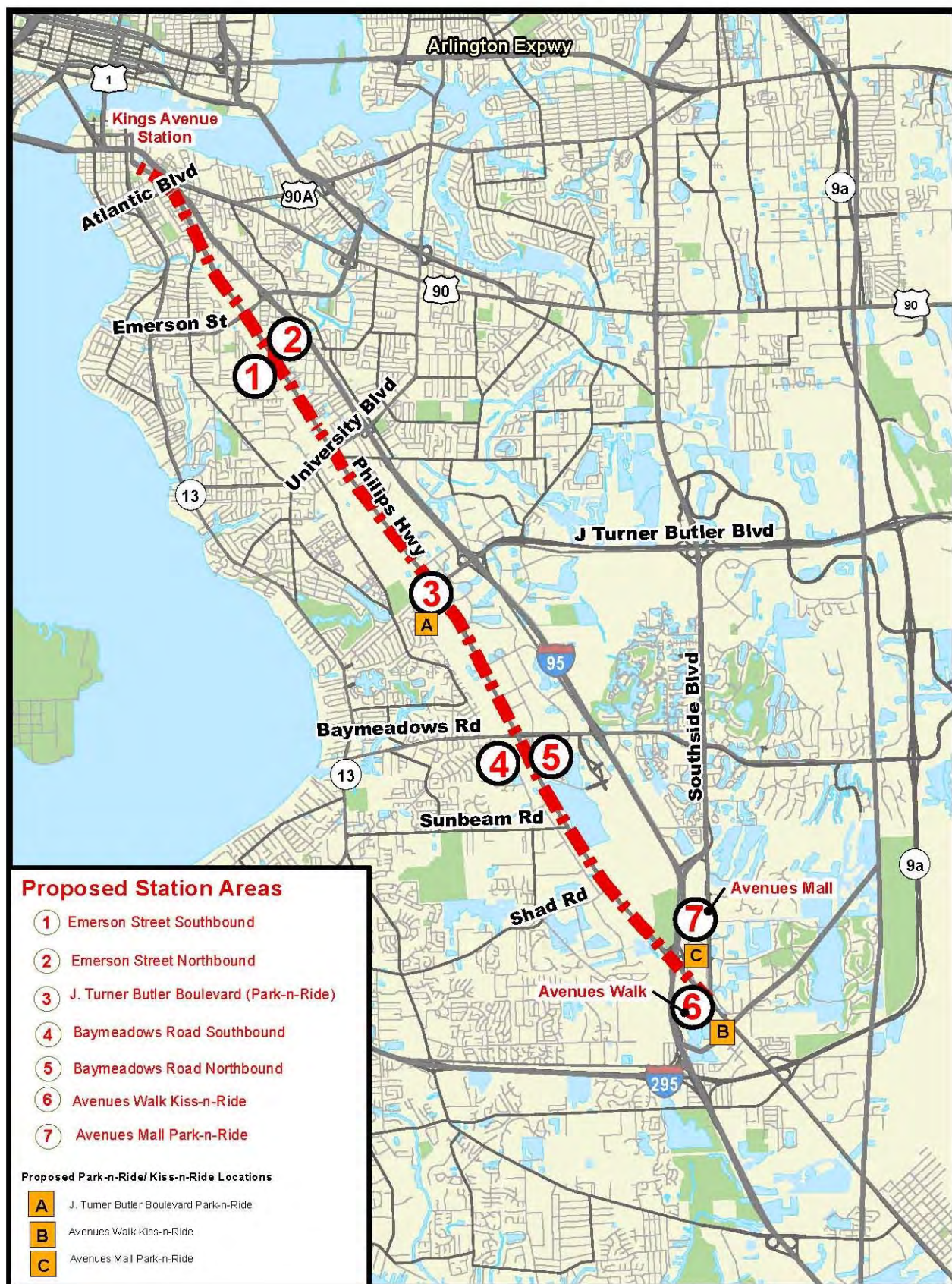
Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
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



SunRail Phase II North
Orlando, Florida
Small Starts Project Development
(Rating Assigned November 2014)

Summary Description	
Proposed Project:	Commuter Rail Transit 12.2 Miles, 1 Station
Total Capital Cost (\$YOE):	\$68.68 Million (Includes \$0.46 million in finance charges)
Section 5309 Small Starts Share (\$YOE):	\$34.34 Million (50.0%)
Annual Operating Cost (opening year 2017):	\$6.39 Million
Current Year Ridership Forecast (2011):	200 Daily Linked Trips 65,300 Annual Linked Trips
Horizon Year Ridership Forecast (2030):	600 Daily Linked Trips 185,900 Annual Linked Trips
Overall Project Rating:	Not Rated
Project Justification Rating:	Not Rated
Local Financial Commitment Rating:	Not Rated

Project Description: The Florida Department of Transportation (FDOT) is proposing to build an extension of its existing Central Florida Commuter Rail Transit (CFCRT) Initial Operating Segment (IOS) commuter rail line. Phase II North is a 12-mile northern extension project from the Phase I DeBary station to a new station adjacent to the existing DeLand Amtrak station in Volusia County and includes the purchase of three rail vehicles. The project will share tracks owned by FDOT with CSXT freight operations and existing Amtrak intercity passenger rail service. Opening year service would be provided on weekdays only with two-car trains every 30 minutes during peak periods and every 120-150 minutes during off-peak periods.

Project Purpose: FDOT indicates the Phase II North project would provide an alternative mode of transportation to improve the mobility of travelers in the corridor. The project corridor currently experiences significant traffic congestion throughout the day that causes long and frequent delays for travelers including those using bus service currently provided in the corridor. The project would improve the transportation connection between the residential areas in western Volusia County and the employment centers in the northern Orlando suburbs and downtown Orlando.

Questions remain on the capital and operating cost information provided by FDOT in its latest submission. Therefore, FTA is unable to develop a rating for the project at this time. FTA will work with FDOT to resolve the outstanding questions.

Project Development History, Status and Next Steps: The Locally Preferred Alternative was selected in May 2004, and adopted into the Volusia County fiscally constrained long range transportation plan in November 2005. The environmental review process was completed on the entire SunRail corridor in September 2010, when FTA issued a Second Addendum to the Finding of No Significant Impact. FTA approved the project into Small Starts project development in December 2013. FDOT's schedule for the Phase II North project anticipates receipt of a Small Starts Grant Agreement in 2015, and initiation of revenue service in 2017.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 New Starts	\$34.34	50.0%
State: Florida New Starts Transit Program State Transportation Trust Fund	\$17.17	25.0%
Local: Volusia County General Fund	\$17.17	25.0%
Total:	\$68.68	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.

SunRail Phase II South
Orlando, Florida
New Starts Engineering
(Rating Assigned November 2014)

Summary Description	
Proposed Project:	Commuter Rail Transit 17.2 Miles, 4 Stations
Total Capital Cost (\$YOE):	\$184.88 Million (Includes \$0.98 million in finance charges)
Section 5309 New Starts Share (\$YOE):	\$92.44 Million (50.0%)
Annual Operating Cost (opening year 2017):	\$4.73 Million
Current Year Ridership Forecast (2011):	2,000 Daily Linked Trips 572,200 Annual Linked Trips
Horizon Year Ridership Forecast (2030):	5,800 Daily Linked Trips 1,670,700 Annual Linked Trips
Overall Project Rating:	Not Rated
Project Justification Rating:	Not Rated
Local Financial Commitment Rating:	Not Rated

Project Description: The Florida Department of Transportation (FDOT) is proposing to build an extension of its Central Florida Commuter Rail Transit (CFCRT) Initial Operating Segment (IOS) commuter rail line currently in operation. The project corridor extends from Sand Lake Road station, adjacent to the Orlando International Airport, to the Poinciana Boulevard station along the currently owned and maintained existing Central Florida Rail Corridor Railroad right-of-way. The project includes four park-and-ride lots, six rail vehicles, and a light maintenance facility. Opening year service would be provided on weekdays only with two-car trains every 30 minutes during peak periods and every 120-150 minutes during off-peak periods.

Project Purpose: The project would provide a reliable alternative to automobile travel in the congested Interstate 4 corridor, where population and employment are anticipated to increase significantly by 2030. The project would improve transit service to regional employment, entertainment, cultural and retail destinations, including the Orlando central business district, Orlando International Airport, Disney World, Sea World, Universal Studios, and the Lake Nona mixed-use community. As an extension of the SunRail IOS project, the project would improve the effectiveness of commuter rail service already in operation, support enhancements to cross-town bus service and provide travel time savings.

Questions remain on the updated capital and operating costs provided by FDOT in its latest submission. Therefore, FTA is unable to develop a rating for the project at this time. FTA will work with FDOT to resolve the outstanding questions.

Project Development History, Status and Next Steps: FDOT completed an alternatives analysis on a 61-mile corridor in May 2004. The Locally Preferred Alternative was adopted in the financially constrained long range plan in November 2005. 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. Under SAFETEA-LU, FTA approved a 54-mile, 15-station project 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 issued 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 32-mile, 12-station IOS 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 issued the Supplemental EA in April 2010, and another addendum to the FONSI was issued in September 2010. The SunRail Phase II South project is considered grandfathered into the MAP-21 engineering phase since the environmental review process is completed. FDOT anticipates receipt of a Full Funding Grant Agreement in 2015, and start of revenue service in 2017.

Significant Changes Since Last Evaluation (January 2014): The project's capital cost increased from \$173.6 million to \$184.9 million because the project sponsor completed additional design work, resulting in higher estimated costs for construction elements, positive train control installation, and utility relocations. The Section 5309 New Starts share was increased from \$86.8 million to \$92.4 million, keeping the New Starts percentage at 50 percent.

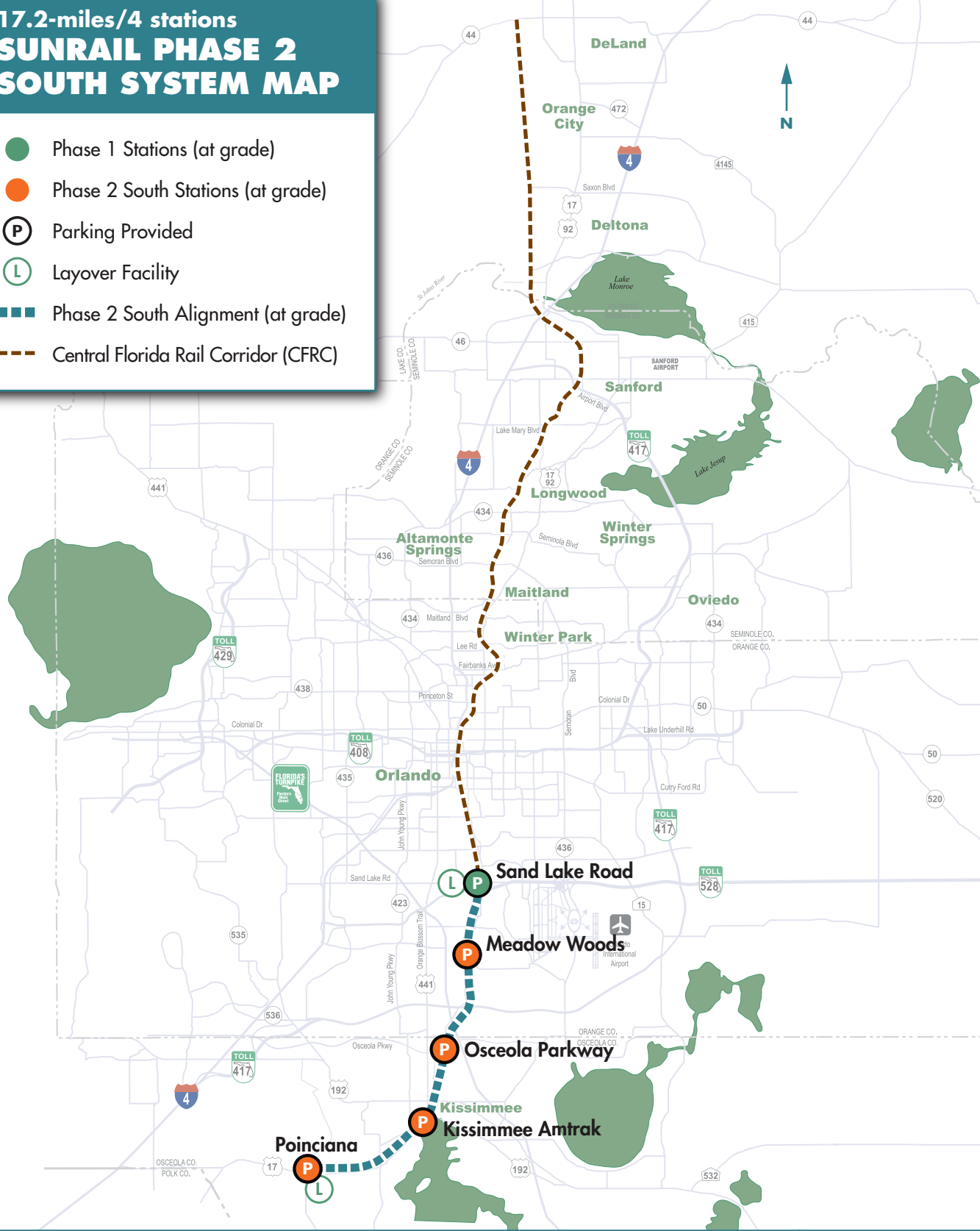
Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 New Starts	\$92.44	50.0%
State: Florida New Starts Transit Program State Transportation Trust Fund	\$49.04	26.5%
Local: Orange County General Fund Osceola County General Fund and State Infrastructure Bank loan	\$16.30 \$27.10	8.8% 14.7%
Total:	\$184.88	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.

Central Florida Commuter Rail Transit (SunRail) Phase 2 South | Orlando, Florida

17.2-miles/4 stations SUNRAIL PHASE 2 SOUTH SYSTEM MAP

- Phase 1 Stations (at grade)
- Phase 2 South Stations (at grade)
- (P) Parking Provided
- (L) Layover Facility
- Phase 2 South Alignment (at grade)
- Central Florida Rail Corridor (CFRC)



Note: The Sand Lake Road station is the southern most terminus of Phase 1 or Initial Operating Segment

High Capacity Transit Corridor Project

Honolulu, Hawaii

(January 2015)

The Honolulu Authority for Rapid Transit (HART) is constructing the High-Capacity Transit Corridor Project, a 20-mile 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 20 hours each day with automated trains running every 2.4 minutes in weekday peak periods and every 4.7 minutes during most off-peak hours. The project scope includes 21 stations, 80 light metro rail vehicles, four park and ride facilities with 4,100 spaces, and a maintenance and storage facility. The project is expected to serve 116,000 average weekday trips in 2030.

The project corridor is on the south shore of Oahu and is geographically constrained by the ocean to the south and two mountain ranges to the north. Large numbers of workers commute into Honolulu from the western parts of the corridor and from Central Oahu – located between the two mountain ranges to the north. Highway travel is carried by the H-1 freeway that extends through the length of the corridor. The H-1 freeway is heavily congested through much of the day, seven days per week. The Honolulu bus system provides high quality service throughout the corridor. Service quality suffers substantially from mixed-traffic operations, and increasing traffic congestion degrades schedule reliability, increases operating costs, and exacerbates the bus capacity limitations on the highest-ridership bus routes. The project introduces a fully grade-separated guideway for trains providing frequent, higher-speed transit service. By 2030, the project will reduce average transit travel times from Western and Central Oahu to the urban core to 65 minutes, approximately 29 minutes faster than the baseline alternative.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$5,121.69 million. The Section 5309 New Starts funding share is \$1,550.00 million.

Status

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.

HART and FTA entered into an FFGA in December 2012 with revenue operations scheduled for January 2020. The Project is currently in the construction phase and it is approximately 30% complete. Design, utility relocations and civil construction activities are underway. More than 60% of the contracts have been awarded and construction activities are progressing well. However, HART recently notified FTA that, due to some of the contract bids coming in higher than the initial estimates, the project is currently trending about 10 to 15% over the FFGA budget. FTA is working

with HART to validate the new cost estimate.

Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Honolulu High Capacity Transit Corridor Project. Through FY 2015, Congress has appropriated a total of \$1,056.27 million for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	Total Funding (\$million)	Appropriations to Date
Federal: Section 5309 New Starts	\$1,550.00	\$1,056.27 million in total New Starts appropriations through FY 2015
Section 5307 Urbanized Area Formula Funds	\$209.90	
American Recovery and Reinvestment Act	\$4.00	
State/Local: General Excise Tax (GET)	\$3,357.79	
Total:	\$5,121.69	

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

High Capacity Transit Corridor Project Honolulu, Hawaii



Ashland Avenue BRT Phase I Project
Chicago, Illinois
Small Starts Project Development
Information Prepared January 2014

The Chicago Transit Authority (CTA) proposes to implement bus rapid transit (BRT) along the 5.4-mile section of Ashland Avenue between Cortland Street (1900 North) and 31st Street (3100 South) in Chicago. The project includes 14 median stations, a dedicated center lane exclusive to buses in each direction, and the purchase of 50 specialized BRT vehicles (19 hybrid vehicles and 31 diesel vehicles) with doors on both sides. The project's current estimated capital cost is \$116.9 million. CTA expects to seek \$58.3 million from the Small Starts program.

The project is expected to significantly improve bus travel speeds and service reliability along CTA's most heavily traveled bus route, and to provide a needed crosstown rapid transit connection between heavy rail lines. The project corridor traverses some densely populated neighborhoods, where one in four residents is transit-dependent. In addition, the corridor includes the Illinois Medical District, the state's largest biotechnology and medical complex.

CTA selected a locally preferred alternative in April 2013. CTA released an Environmental Assessment for the project in November 2013. FTA approved the project into Project Development in January 2014. CTA did not provide updated anticipated dates for receiving a Finding of No Significant Impact or a Small Starts Grant Agreement.

Red and Purple Line Modernization Project – Phase One

Chicago, Illinois

Core Capacity Project Development

Information Prepared November 2014

The Chicago Transit Authority (CTA) proposes to reconstruct and expand approximately 9.6 miles of existing heavy rail infrastructure along the Red and Purple lines north of Belmont Station in phases. The first phase includes three components: a grade-separated bypass track for northbound Brown Line trains at Clark Junction, where the Red, Purple and Brown lines converge; the reconstruction and expansion of the right-of-way and four stations between Lawrence and Bryn Mawr avenues; and signal upgrades throughout the corridor. The bypass at Clark Junction would relieve one of the most significant capacity constraints in the corridor, as northbound Brown Line trains must currently turn across tracks used by the Red and Purple lines without any grade separation. As a result of this configuration, CTA cannot add trains to meet growing demand. The four reconstructed stations would replace undersized facilities that regularly experience platform overcrowding and are not accessible for persons with disabilities. Signal upgrades would support additional service throughout the corridor.

The current estimated capital cost of the Phase One improvements is \$1.7 billion, which includes a mixture of state of good repair and core capacity improvement items. CTA anticipates that the Phase One improvements will increase capacity in the corridor by at least ten percent.

CTA adopted a locally preferred alternative (LPA) for the full Red and Purple Line Modernization Project in October 2010. The LPA was adopted into the region's fiscally constrained long-range transportation plan in October 2010. FTA approved the project into Project Development in November 2013. In spring 2014, CTA announced its intention to undertake the project in phases. For the Phase One improvements, CTA expects to complete the environmental review process in mid-2015, enter the Engineering phase in late 2015, receive a construction grant agreement in 2016, and complete construction in 2020-21.

Green Line Extension

Cambridge to Medford, Massachusetts

(January 2015)

The Massachusetts Bay Transportation Authority (MBTA) and the Massachusetts Department of Transportation (MassDOT) are jointly constructing an extension to the existing Green Line Light Rail Transit (LRT) route from a relocated Lechmere Station in Cambridge to College Avenue in Medford and Union Square in Somerville. The Green Line Extension (GLX) will operate on the exclusive right-of-way of the MBTA Commuter Rail System, adjacent to existing commuter rail service. The project includes six at-grade stations and one elevated station; 3.7 miles of at-grade guideway and one mile of elevated guideway; reconstruction of eight bridge structures to maintain grade separation on the route; and the purchase of 24 light rail vehicles.

The GLX project will improve mobility for residents of Cambridge, Somerville and Medford by providing a one-seat transit ride to Downtown Boston and the greater Boston metropolitan area. It will serve some of the region's most densely populated communities not currently served by rail transit. Approximately 75,300 residents live within one-half mile of proposed stations, 26 percent of whom do not own or have access to an automobile. The project will reduce transit travel time in the project corridor by approximately 13 to 17 minutes because it will be built on fully grade-separated right-of-way through congested built-up neighborhoods, eliminating the need for passengers to make bus-to-rail transfers. Hours of operation in the opening year will be from 5:00 a.m. to 1:00 a.m. on weekdays and weekends. Service will be provided every six minutes in the weekday peak period, every eight to 11 minutes in the weekday off-peak periods, every 13 to 14 minutes on weekday evenings, and every eight to 10 minutes on weekends.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$2,297.62 million. The Section 5309 New Starts funding share is \$996.12 million.

Status

Following publication of the draft Alternatives Analysis, "Beyond Lechmere Northwest Corridor Study," the Massachusetts Executive Office of Transportation (now MassDOT) identified the GLX project as the locally preferred alternative in August 2005. The Boston Metropolitan Planning Organization approved the project into the financially constrained long-range regional transportation plan in September 2009. An Environmental Assessment of the project was published in October 2011, with a Finding of No Significant Impact issued in July 2012. Under SAFETEA-LU, FTA approved the GLX project into preliminary engineering in June 2012. The project was grandfathered into the Engineering phase per the revised steps in the New Starts process outlined in the Moving Ahead for Progress in the 21st Century Act (MAP-21). MBTA and FTA entered into an FFGA in January 5, 2015, with revenue operations scheduled for June 29, 2021.

Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the GLX project. However, no funding has been awarded to the project as of FY 2015.

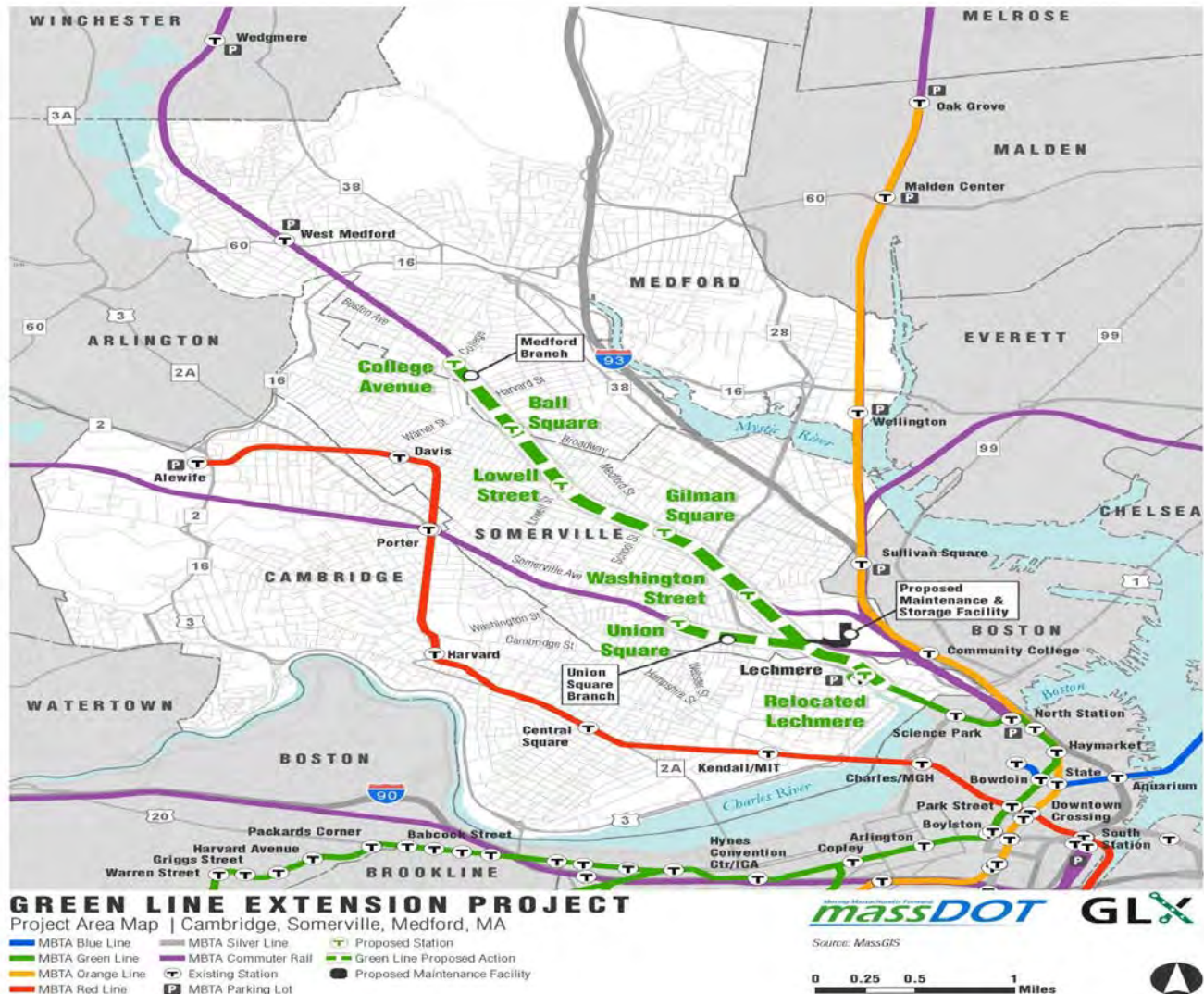
Reported in Year of Expenditure Dollars

Source of Funds	Total Funding (\$million)	Appropriations to Date
Federal: Section 5309 New Starts	\$996.12	There has not been any appropriation to the project as of FY 2015
Local: Commonwealth of Massachusetts General Obligation Bonds	\$996.12	
Commonwealth Operating Funds	\$305.38	
TOTAL	\$2,297.62	

Massachusetts Bay Transportation Authority (MBTA)

Green Line Extension Project

Cambridge to Medford, Massachusetts



**Baltimore Red Line
Baltimore, Maryland
New Starts Project Development
(Rating Assigned November 2014)**

Summary Description	
Proposed Project:	Light Rail Transit 14.1 Miles, 19 Stations
Total Capital Cost (\$YOE):	\$2,997.75 Million (Includes \$108.8 million in finance charges)
Section 5309 New Starts Share (\$YOE):	\$900.00 Million (30.0%)
Annual Operating Cost (opening year 2022):	\$44.76 Million
Current Year Ridership Forecast (2014):	35,200 Daily Linked Trips 12,225,300 Annual Linked Trips
Horizon Year Ridership Forecast (2035):	47,700 Daily Linked Trips 16,354,200 Annual Linked 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 a light rail transit (LRT) line between Woodlawn in suburban west Baltimore County through downtown Baltimore, and terminating in the Bayview area of east Baltimore City. The Red Line would operate parallel to, or 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 would be a dedicated transitway in the median of existing streets, with approximately four miles of tunnel through downtown and one mile of tunnel under Cooks Lane toward the western end of the route. The project includes 14 at-grade stations and five underground stations; five park-and-ride facilities with 2,900 spaces; 26 light rail vehicles (LRV); and a railcar storage, operations and heavy maintenance facility. In the opening year service would be provided between 5:00 a.m. and 1:00 a.m. every 10 minutes during peak periods and every 10 to 15 minutes during off-peak periods on weekdays, and every 15 minutes on weekends.

Project Purpose: Currently there is no fast, direct 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 would offer fast, convenient and dependable transit service through downtown on an exclusive running way with easy transfer connections to other components of the Baltimore transit network. In addition, the Red Line would 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; 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 which are currently experiencing major infill redevelopment; and the mature residential neighborhoods of West Baltimore, Edmondson Village, Rosemont, Harlem Park, Highlandtown, Greektown and others. The Red Line would 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 LRT 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) an LRT line from Woodlawn to Bayview in August 2009. The Baltimore Regional Transportation Board approved the Red Line LPA into the financially constrained long-range regional transportation plan in July 2010. Under SAFETEA-LU, FTA approved the Baltimore Red Line into preliminary engineering in June 2011. Under MAP-21, the project is considered to be in the project development phase. The Final EIS was published in December 2012, and a Record of Decision was issued on February 28, 2013. MTA anticipates entry of the project into the Engineering phase in early 2015, receipt of a Full Funding Grant Agreement in late 2015, and start of revenue service in late 2023.

Significant Changes Since Last Evaluation (January 2014): Project capital costs increased from \$2,644.52 million to \$2,997.75 million due to further development of the project design and resulting adjustments to the cost estimate, inclusion of finance charges, and schedule modifications. The planned revenue service date changed from late 2022 to late 2023, including a 20-month schedule contingency. MTA indicated it now plans to use a Public-Private Partnership as the delivery method for the project's civil engineering on the eastern and western ends of the route, all track, station finishing, systems (except fare collection), the maintenance facility, elevators, escalators and vehicle procurement. MTA indicated a conventional design-bid-build delivery method will be used to provide all other project elements, including civil engineering in downtown Baltimore and all tunnel construction.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 New Starts Section 5307 Urbanized Area Formula Funds	\$900.00 \$55.20	30.0% 1.8%
State: Maryland Transportation Trust Fund	\$1,235.29	41.2%
Other: Private Equity and Borrowed Funds (Potentially Including a TIFIA Loan) to be repaid by private concessionaire using funding from availability payments it receives from the Maryland TTF	\$807.25	26.9%
Total:	\$2,997.75	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.

MD, Baltimore, Red Line
(Rating Assigned November 2014)

Factor	Rating	Comments
Local Financial Commitment Rating	Medium-High	
Non-Section 5309 New Starts Share	+1 level	The New Starts share of the project is 30.0 percent.
Composite Financial Rating	Medium	
Capital and Operating Condition (25% of composite rating)	Medium	<ul style="list-style-type: none"> • The average age of the Maryland Transit Administration (MTA) bus fleet is 7.1 years, which is in line with the industry average. • The Maryland Department of Transportation (MDOT) is the parent organization of MTA. Its most recent bond ratings, issued in June 2014, are as follows: Moody's Investors Service Aa1, Fitch AA+, and Standard & Poor's AAA. • MDOT's current ratio of assets to liabilities, as reported in its most recent audited financial statement, is 1.12 (FY2013). • There have been no service cutbacks in the past five years. MDOT had positive cash flow in 2013, though shortfalls occurred in 2012 and 2011 that were covered from reserves.
Commitment of Capital and Operating Funds (25% of composite rating)	Medium-High	<ul style="list-style-type: none"> • Approximately 47.3 percent of the non-Section 5309 funds are committed or budgeted. Sources of funds include Section 5307 Urbanized Area Formula Funds, State Transportation Trust Fund revenues (TTF), and private equity and borrowed funds (potentially including a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan). The borrowed funds or TIFIA loan would be repaid by the concessionaire, based on availability payments made by MDOT from TTF funds. • All of the funds needed to operate and maintain the transit system in the first full year of operation are committed. Sources of funds include FTA Section 5307 formula funds, State TTF revenues, and farebox and other operating revenues (advertising, building rentals, etc.).
Capital and Operating Cost Estimates, Assumptions and Financial Capacity (50% of composite rating)	Medium-Low	<ul style="list-style-type: none"> • Assumed growth in TTF capital revenues is more optimistic than historical experience. • The capital cost estimate is optimistic for this stage of the project. • Assumed growth in TTF operating revenues, operating costs, and other operating revenues is more optimistic than historical experience. • MTA, along with MDOT, has the financial capacity to cover cost increases or funding shortfalls equal to 25 percent of the estimated project cost or five

		percent of annual MDOT operating expenses in the first full year of the project's operation.
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Baltimore Red Line Light Rail Project
Baltimore, Maryland
Project Development
(Rating Assigned January 2014)

LAND USE RATING: Medium-High

The land use rating reflects population and employment densities within ½-mile of proposed station areas, as well as the share of legally binding affordability restricted housing in the corridor compared to the share in the surrounding county(ies).

- Average population density across all station areas is 10,943, which corresponds to a medium-high rating. Total employment served is 196,859, corresponding to a medium-high rating. Parking costs in downtown Baltimore average \$14 per day, corresponding to a medium-high rating.
- The proportion of legally binding affordability restricted housing in the project corridor compared to the proportion in the counties through which the project travels is 1.85, which corresponds to a medium rating.
- The character of land use is transit supportive in over half of the project station areas, particularly in the stations serving central Baltimore, where the pattern and scale of development support a diverse mix of uses, high concentrations of employment, and special attractions.
- About half of the station areas were developed when streetcars and walking were the primary modes of travel. As a result, their land use patterns are pedestrian-friendly, with compact, walkable street networks.

ECONOMIC DEVELOPMENT RATING: Medium-High

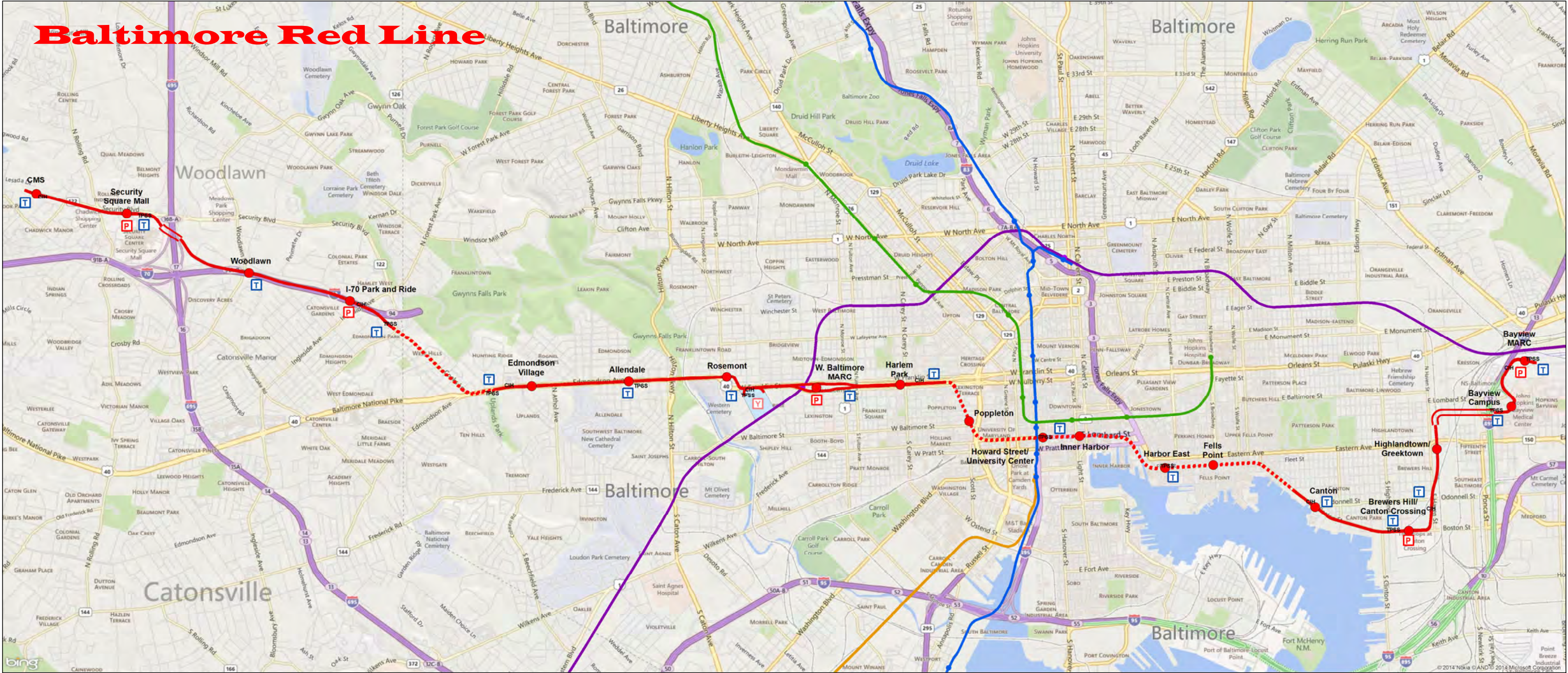
Transit-Supportive Plans and Policies: Medium-High

- *Growth Management:* The State of Maryland and Baltimore County have policies and programs 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. Several State programs provide additional growth management funding incentives.
- *Transit-Supportive Corridor Policies:* The State, Baltimore County, and Baltimore City have designated areas within walking distance of transit as priority areas for development. Station Area Advisory Committees developed vision plans for station areas and later focused on station design, emphasizing pedestrian activity and aesthetics.
- *Supportive Zoning Regulations Near Transit Stations:* Existing zoning ordinances in Baltimore City generally allow densities in the medium-high to high range. The City recently has made substantive progress in developing a new zoning code to encourage higher-density, mixed use infill development with transit-oriented character. While Baltimore County has rezoned the Security Square station area to allow high densities, zoning at other outlying stations currently restricts densities to lower densities.
- *Tools to Implement Land Use Policies:* The State of Maryland and City of Baltimore provide significant incentives for compact development patterns with transit supportive characteristics. Local governments have the authority to use tax increment financing and special taxing districts to pay for transit oriented development (TOD) infrastructure, including operating and maintenance costs. Baltimore City's Capital Improvement Program can provide capital funding for TOD projects.

Performance and Impacts of Policies: Medium-High

- *Performance of Land Use Policies:* The Maryland Mass Transit Administration (MTA) has a strong record of implementing joint development at transit stations. The submission includes descriptions of 10 TOD projects that have been implemented or that are under construction and numerous additional projects that are either planned, proposed, or under construction in Red Line Station areas.
- *Potential Impact of Transit Investment on Regional Land Use:* An assessment of land vacancy and the condition of existing development conducted by the MTA has identified over 2,000 acres of property in station areas with strong potential for future redevelopment in transit-supportive uses. Strong population and employment growth are forecast for project station areas, reflecting the vitality of economic sectors based in the region.

Tools to Maintain or Increase Share of Affordable Housing: Medium-High
<ul style="list-style-type: none">Baltimore City is involved in a wide range of initiatives to maintain and expand its inventory of affordable housing, including housing for households with very low incomes. This includes: an inclusionary zoning ordinance that requires developers to provide affordable housing under a variety of circumstances; funding and financing for construction and down payments; and multiple redevelopment efforts that are replacing obsolete, dilapidated and vacant housing. The State of Maryland provides financial assistance of various types to maintain and increase the supply of affordable housing and to provide resources for low- and moderate-income households to afford rents and mortgages.



Plan Legend

Red Line	Existing Rail
Station	Metro
Surface	Central Light Rail
Aerial	MARC Camden Line
Tunnel	MARC Penn Line
CIH	LRT Maintenance Facility
Traction Power Substation	Stations with Parking

PLAN - CORRIDOR MAP

NTS

Baltimore Red Line Corridor Alignment

08-22-2014

**Maryland National Capital Purple Line
Bethesda to New Carrollton, Maryland
New Starts Engineering
(Rating Assigned November 2014)**

Summary Description	
Proposed Project:	Light Rail Transit 16.2 Miles, 21 Stations
Total Capital Cost (\$YOE):	\$2,448.22 Million (Includes \$123.1 million in finance charges)
Section 5309 New Starts Share (\$YOE):	\$900.00 Million (36.8%)
Annual Operating Cost (opening year 2020):	\$54.49 Million
Current Year Ridership Forecast (2014):	44,300 Daily Linked Trips 16,627,600 Annual Linked Trips
Horizon Year Ridership Forecast (2035):	56,100 Daily Linked Trips 20,979,500 Annual Linked 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 a light rail transit (LRT) line between Bethesda in Montgomery County and New Carrollton in Prince George's County, passing through Silver Spring, Takoma Park, Langley Park, College Park, University of Maryland, and Riverdale. The National Capital Purple Line would cross several major arterial roadways and existing radial transit routes that travel between suburban Maryland and Washington, DC, inside the National Capital Beltway (Interstate 495). The project would include dedicated or semi-exclusive guideway on surface streets that allow cross traffic. The route would include approximately four miles of semi-exclusive guideway on the Georgetown Branch right-of-way, a former freight railroad corridor between Bethesda and Silver Spring, approximately 0.7 miles of elevated guideway, and 0.2 miles of tunnel. The project includes 16 at-grade stations, three elevated stations, and two below-grade stations; the purchase of 58 light rail vehicles (LRV); and construction of two rail car storage and maintenance facilities. The project does not include any new park-and-ride facilities. In the opening year service would be provided from 5:00 a.m. to 12:00 a.m. on weekdays and from 7:00 a.m. to 12:00 a.m. on weekends, every six minutes during peak periods, and every 10 to 15 minutes during off-peak periods and on weekends. MTA and the Maryland Department of Transportation (MDOT) are pursuing a Public-Private Partnership to construct the Purple Line.

Project Purpose: The 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 Washington Metropolitan Area Transit Authority's Red, Green, and Orange heavy rail lines. The project would also connect with three Maryland Area Regional Commuter (MARC) rail lines at Silver Spring, Greenbelt, and New Carrollton, and with Amtrak on the Northeast Corridor in 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, which is slow and unreliable – much of it operating at less than 10 miles per hour on indirect routes. The Purple Line is expected to provide significant travel time savings. For example, a peak period bus trip on parallel roads between Bethesda and Silver Spring would take 40 minutes in 2030, while the same trip on the Purple Line is estimated to take only 10 minutes.

Project Development History, Status and Next Steps: Following publication of the alternatives analysis and Draft Environmental Impact Statement (EIS) in October 2008, the State of Maryland selected as the locally preferred alternative an LRT line between Bethesda and New Carrollton in August 2009. The National Capital Region Transportation Planning Board approved the Purple Line into the financially constrained long-range regional transportation plan, including updated capital cost estimates for the project, in October 2009 and May 2011. Under SAFETEA-LU, FTA approved the National Capital Purple Line into preliminary engineering in October 2011. The Final EIS was published in August 2013, and a Record of Decision was issued on March 19, 2014. Under MAP-21, the project was approved into the Engineering phase in August 2014. MTA anticipates receipt of a Full Funding Grant Agreement in mid-2015, and start of revenue service in late 2020.

Significant Changes Since Last Evaluation (July 2014): Changes since the project was approved into Engineering have been minor. Hours of service were reduced slightly from 5:00 a.m. to 1:00 a.m. on weekdays, and 7:00 a.m. to 3:00 a.m. on weekends, to 5:00 a.m. to 12:00 a.m. on weekdays, and 7:00 a.m. to 12:00 a.m. on weekends. Estimated miles and hours of service provided were modified to reflect revised estimates of off-peak running times, and the reduction in number of service hours per day. Project capital costs increased from \$2,427.97 million to \$2,448.22 million primarily due to further refinement of project design and increased real estate costs.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 New Starts	\$900.00	36.8%
State: Maryland Transportation Trust Fund (TTF)	\$738.07	30.1%
Other: TIFIA Loan repaid by private concessionaire using funding from availability payments it receives from the Maryland TTF	\$729.16	29.8%
Private Equity and Borrowed Funds	\$81.00	3.3%
Total:	\$2,448.22	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.

MD, Montgomery and Prince George's counties, Purple Line
(Rating Assigned November 2014)

Factor	Rating	Comments
Local Financial Commitment Rating	Medium-High	
Non-Section 5309 New Starts Share	+1 level	The New Starts share of the project is 36.8 percent.
Composite Financial Rating	Medium	
Capital and Operating Condition (25% of composite rating)	Medium	<ul style="list-style-type: none"> • The average age of the Maryland Transit Administration (MTA) bus fleet is 7.1 years, which is in line with the industry average. • The Maryland Department of Transportation (MDOT) is the parent organization of MTA. Its most recent bond ratings, issued in June 2014, are as follows: Moody's Investors Service Aa1, Fitch AA+ and Standard & Poor's AAA. • MDOT's current ratio of assets to liabilities, as reported in its most recent audited financial statement, is 1.12 (FY2013). • There have been no service cutbacks in the past five years. MDOT had positive cash flow in 2013, though shortfalls occurred in 2011 and 2012 that were covered from reserves.
Commitment of Capital and Operating Funds (25% of composite rating)	Medium-High	<ul style="list-style-type: none"> • Approximately 47.7 percent of the non-Section 5309 New Starts funds are committed or budgeted. Sources of funds include State Transportation Trust Fund (TTF), a TIFIA loan repaid by the private concessionaire using payments it receives from the TTF, and private equity. • All of the funds needed to operate and maintain the transit system in the first full year of operation are committed. Sources of funds include FTA Section 5307 formula funds, State TTF revenues, and farebox and other operating revenues.
Capital and Operating Cost Estimates, Assumptions and Financial Capacity (50% of composite rating)	Medium-Low	<ul style="list-style-type: none"> • Assumed growth in TTF capital revenues is more optimistic than historical experience. • The capital cost estimate is reasonable for this stage of the project. • Assumed growth in TTF operating revenues, operating costs, and other operating revenues is more optimistic than historical experience. • MTA, along with MDOT, has the financial capacity to cover cost increases or funding shortfalls equal to 31 percent of the estimated project cost and five percent of annual MDOT operating expenses in the first full year of the project's operation.

Maryland National Capital Purple Line

Bethesda to New Carrollton, Maryland

Project Development

(Rating Assigned January 2014)

LAND USE RATING: Medium

The land use rating reflects population and employment densities within ½-mile of proposed station areas, as well as the share of legally binding affordability restricted housing in the corridor compared to the share in the surrounding county(ies).

- Average population density across all station areas is 9,190, which corresponds to a medium rating according to FTA benchmarks. Total employment served is 153,618, corresponding to a medium-high rating. Parking costs are \$10-\$15 per day in downtown Bethesda and \$8 in downtown Silver Spring, corresponding to a medium rating.
- The proportion of legally binding affordability restricted housing in the project corridor compared to the proportion in the counties through which the project travels is 1.51, which corresponds to a medium rating.
- The corridor includes downtown Bethesda and Silver Spring, and the University of Maryland campus, along with station areas dominated by strip commercial development and residential neighborhoods of single family homes, garden apartments, townhouses, and intermittent high-rise apartment/condominium buildings.
- Downtown Bethesda and Silver Spring have pedestrian-friendly, walkable street networks, while most of the other station areas have more automobile-oriented development patterns.

ECONOMIC DEVELOPMENT RATING: Medium-High

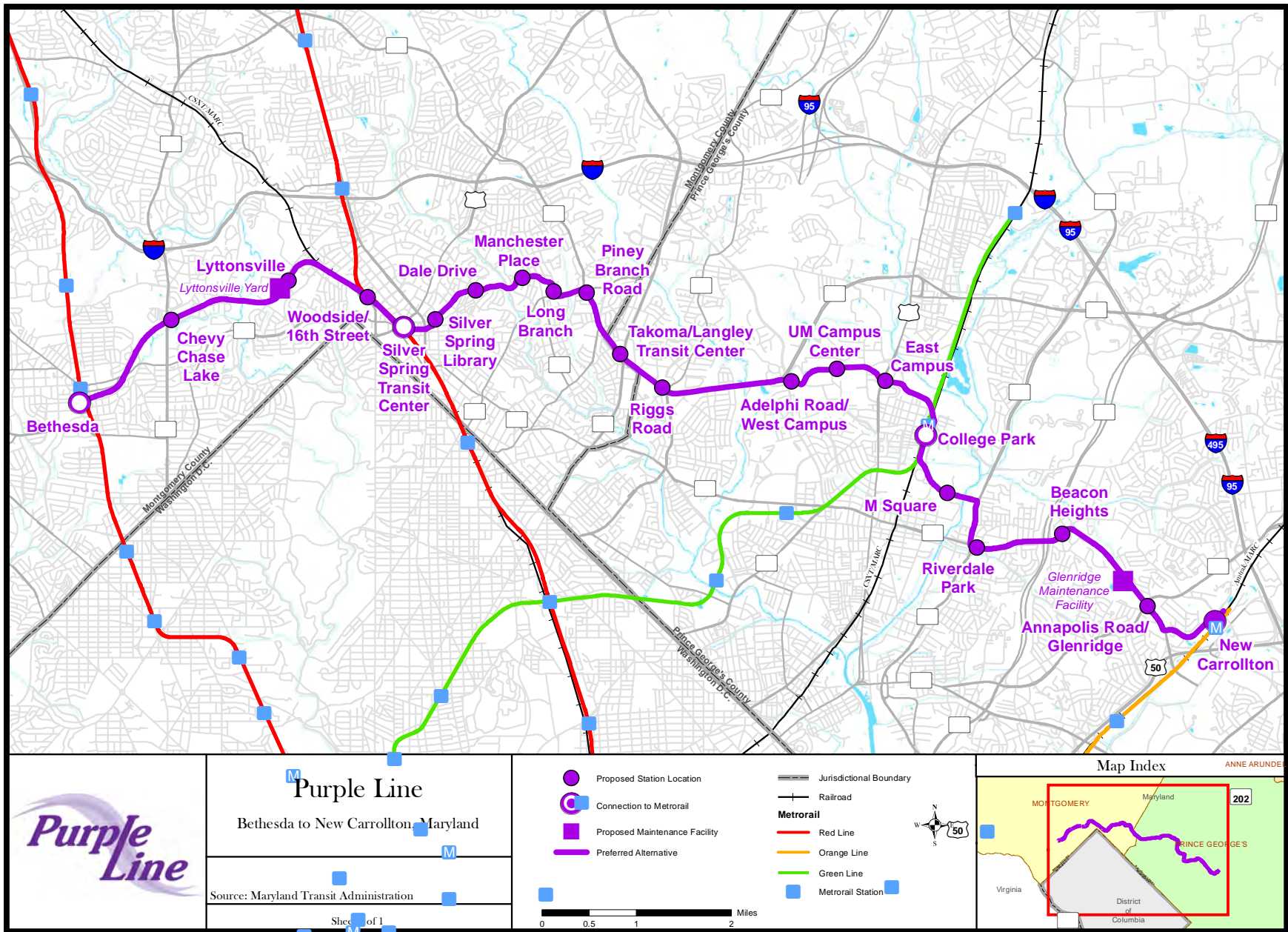
Transit-Supportive Plans and Policies: Medium-High

- *Growth Management:* State policies support the concentration of growth in existing cities and towns. The entire Purple Line corridor is located within a State-designated Priority Funding Area eligible for growth-related State infrastructure funding.
- *Transit-Supportive Corridor Policies:* 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, providing 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.
- *Supportive Zoning Regulations Near Transit Stations:* A recently completed transit-oriented development study for the project created a zoning template consisting of station-specific zoning plans. Zoning in downtown Bethesda and Silver Spring allows development at transit-supportive densities. Prince George's County has adopted new zoning policies to encourage higher-density and mixed-use development in Purple Line station areas.
- *Tools to Implement Land Use Policies:* The State of Maryland offers financial incentives for compact, transit supportive development and permits local governments to use tax increment financing (TIF) and special taxing districts to pay for transit-oriented development infrastructure. Prince George's County offers financing, tax deferral, streamlined development review processes, and affordable housing tax credits to encourage transit-supportive development.

Performance and Impacts of Policies: Medium-High

- *Performance of Land Use Policies:* Prime examples of successful transit supportive development can be found in Bethesda and Silver Spring, where land use policies have played a key role in rejuvenating the areas around Metrorail stations. Multiple large-scale transit-supportive development projects recently have been completed or are under way, planned, or proposed within the project corridor.
- *Potential Impact of Transit Investment on Regional Land Use:* 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 in areas with high quality transit access.

Tools to Maintain or Increase Share of Affordable Housing: Medium-High
<ul style="list-style-type: none">• Montgomery County has laws and policies to ensure that a substantial share of new housing is affordable. It also has loan programs and financial incentives to increase home ownership among low- and moderate-income households. Prince George's County has identified a need for additional affordable housing but has adopted few policies or tools to increase the affordable housing supply.• The State of Maryland provides financial assistance to maintain and increase the supply of affordable housing and to provide resources for low- and moderate-income households to afford rents and mortgages.



Michigan/Grand River BRT
Lansing, Michigan
Small Starts Project Development
Information Prepared April 2013

Summary Description	
Proposed Project:	Bus Rapid Transit 8.5 Miles, 28 Stations
Total Capital Cost (\$YOE):	\$215.36 Million
Section 5309 Small Starts Share (\$YOE):	\$74.99 Million (34.8%)
Annual Forecast Year Operating Cost:	\$8.7 Million
Opening Ridership Forecast (2018):	8,200 Average Weekday Trips 900 Daily New Trips

Project Description: The Capital Area Transportation Authority (CATA) proposes to build an 8.5-mile bus rapid transit (BRT) line from the State Capitol in downtown Lansing, linking Michigan State University (MSU) and downtown East Lansing, to the Meridian Mall in Meridian Township. The BRT line would operate in exclusive, center-running travel lanes for approximately 6.6 miles, 1.3 miles in a side-running/single lane guideway, while the remaining 0.6 miles would be in mixed traffic. The project would replace CATA's highest ridership line (Route 1) and includes construction of six center, double-sided station platforms, 22 single-sided station platforms, 200 park-and-ride spaces, off-board fare collection, transit signal priority and the procurement of 17 new articulated buses. The BRT line would also serve two existing transportation centers: the CATA Transportation Center in downtown Lansing, a transfer point for 16 CATA routes and the MSU/CATA Transportation Center, located on MSU's campus with links to all MSU campus routes. CATA's existing maintenance facility would be used to store and maintain the BRT vehicles. In the opening year, service would be provided every 10 minutes during the morning peak period and every six minutes during the evening peak period. During off-peak periods, service would be provided every 7.5 minutes to every 10 minutes.

Project Purpose: The project would connect five of the region's major activity centers, including the State Capitol, MSU, the downtowns of Lansing and East Lansing, and Meridian Mall which includes over 120 retailers in nearly one million square feet of retail space. The project corridor, which also includes several national and regional educational institutions, major regional employers, medical facilities, and residential neighborhoods, is experiencing increasing congestion that cannot be mitigated by the existing transit network. There is heavy east-west travel demand in the project corridor. Peak hour traffic volumes are anticipated to increase by 18 percent by the year 2035. There is limited potential for roadway expansion, so mobility in the increasingly congested corridor can only occur via increased transit capacity. Since the majority of the BRT line would operate in an exclusive guideway outside of mixed traffic, the project would result in enhanced transit travel time reliability due to the avoidance of typical roadway delays. BRT service would reduce one-way corridor transit travel time from 45 minutes to 37.5 minutes, provide more frequent service and extended service hours.

Project Development History, Status and Next Steps: CATA completed an alternatives analysis in the Michigan/Grand River Avenue Corridor in May 2011. BRT was selected as the locally preferred alternative. FTA approved the project into project development in April 2013. CATA anticipates adoption of the project into the region's fiscally constrained long range transportation plan sometime in 2015, completion of an Environmental Assessment and receipt of a Finding of No Significant Impact in late 2015, receipt of a Small Starts Grant Agreement in early 2016, and start of revenue service in mid-2018.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 Small Starts	\$74.99	34.8%
FHWA Flexible Funds (Congestion Mitigation and Air Quality Funds)	\$6.34	3.0%
FHWA Flexible Funds (Surface Transportation Program Funds)	\$6.34	3.0%
FHWA Flexible Funds (Transportation Alternatives)	\$3.07	1.4%
U.S. DOT Competitive Grant	\$15.26	7.1%
Federal Economic Development Funds	\$10.00	4.6%
Federal Aid Highway Funds	\$48.46	22.5%
State:		
State Trunkline Program	\$46.97	21.8%
State Matching Funds for FHWA Funds	\$3.93	1.8%
Total:	\$215.36	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.

METRO Blue Line Extension

Minneapolis, Minnesota

New Starts Project Development

Information Prepared August 2014

The Hennepin County Regional Railroad Authority (HCRRA) and Metropolitan Council (MC) propose to construct a 13-mile light rail transit (LRT) extension from the existing Target Field LRT station in downtown Minneapolis to the northwest suburb of Brooklyn Park. The project would also serve neighborhoods in north Minneapolis and the suburban communities of Golden Valley, Robbinsdale and Crystal. HCRRA and MC believe that the project will mitigate traffic congestion and support population growth in the corridor, improve transit access to employment nodes around the northern end of the corridor, and improve transportation options for zero-car households, which account for up to half of the population in areas along and near the corridor. As an extension of the Minneapolis-Saint Paul region's light rail network, the line would provide convenient connections to employment concentrations in downtown Minneapolis, in downtown Saint Paul, and on the University of Minnesota campus.

The project is anticipated to include ten to 11 stations, three of which would have park-and-ride facilities. The project is also anticipated to include an operations and maintenance facility and 26 light rail vehicles. The current estimated cost of the project is \$1.002 billion, of which HCRRA and MC expect to seek 50 percent from the New Starts program.

HCRRA and MC identified a locally preferred alternative (LPA) and adopted it into the region's fiscally constrained long range plan in May 2013. A Draft Environmental Impact Statement (EIS) was published in April 2014. HCRRA and MC anticipate completing the environmental review process with receipt of a Record of Decision in early 2016, gaining entry into the Engineering phase in August 2016, receiving a Full Funding Grant Agreement in mid-2017, and beginning revenue service in 2020.

METRO Orange Line Bus Rapid Transit Project
Minneapolis, Minnesota
Small Starts Project Development
Information Prepared November 2014

Metro Transit proposes to implement bus rapid transit (BRT) in the 17-mile Interstate 35W corridor between downtown Minneapolis and Burnsville. The project would provide frequent daily BRT service in one of the region's busiest commuter corridors, in which existing bus routes provide an average of 14,000 weekday trips. BRT service would use stations in or adjacent to the expressway right-of-way, short segments of bus-only lanes and existing high occupancy/toll lanes to provide competitive travel times. Metro Transit believes the project would promote compact, walkable development in station areas and leverage incremental investments in transit service and amenities that have been made in the corridor over the last several years.

The project would serve 11 stations, six of which are already in use and five that would be constructed as part of the project. All stations would include passenger shelters, real-time passenger information and off-board fare collection. The project also includes signal priority at intersections with general purpose traffic, special branding at stations and on vehicles, and the purchase of 11 60-foot articulated buses. The project's current estimated capital cost is \$150.7 million, of which \$64.63 million (43 percent) is anticipated from the Small Starts program.

Metro Transit identified a locally preferred alternative in 2010 that was adopted into the region's fiscally constrained long range transportation plan in the same year. Metro Transit anticipates completing the environmental review process with receipt of a Finding of No Significant Impact in mid-2016, receiving a Small Starts Grant Agreement in early 2017, and starting revenue service in late 2019.

Southwest Light Rail Transit

Minneapolis-St. Paul, Minnesota

New Starts Project Development (Rating Assigned November 2014)

Summary Description	
Proposed Project:	Light Rail Transit 15.7 Miles, 17 Stations
Total Capital Cost (\$YOE):	\$1,653.45 Million (includes \$65.0 million in finance charges)
Section 5309 New Starts Share (\$YOE):	\$826.72 Million (50.0%)
Annual Operating Cost (opening year 2020):	\$30.27 Million
Current Year Ridership Forecast (2010):	19,200 Daily Linked Trips 6,355,900 Annual Linked Trips
Horizon Year Ridership Forecast (2030):	34,200 Daily Linked Trips 11,332,100 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The Metropolitan Council (MC) is planning a light rail transit (LRT) line between Eden Prairie in suburban Hennepin County and the existing Target Field LRT station in downtown Minneapolis. The line would also serve the suburban municipalities of Minnetonka, Hopkins and St. Louis Park. The proposed alignment generally parallels freight rail and roadway rights-of-way, with grade-separated crossings in several locations and two short tunnel segments. The project would operate as an extension of the Green Line that opened in June 2014: trains would operate through service between Eden Prairie and downtown Saint Paul via downtown Minneapolis and the University of Minnesota campus. The project includes ten park-and-ride facilities with approximately 3,700 spaces, 29 light rail vehicles, and a new railcar maintenance facility. Service would operate every ten minutes during the day and every 15 minutes during the evening on weekdays, and every ten to 15 minutes on weekends.

Project Purpose: Population, employment and congestion are growing rapidly in the project corridor. In particular, downtown Minneapolis has over 150,000 jobs and a growing population, while the western end of the LRT line would serve suburban employment concentrations and the Eden Prairie Center regional mall. While the corridor has extensive bus service, growing congestion on the roadway network slows travel speeds, and reverse-commute service to the suburban employment sites is limited. The project would provide more efficient access to and from major employment centers and reduce travel times for highway and transit users. As an extension of the Green Line, the project would provide through service between Minneapolis's southwestern suburbs, downtown Minneapolis, the University of Minnesota campus, the State Capitol complex and downtown St. Paul. At Target Field, the project would also provide transfer connections to the existing Blue Line LRT and Northstar commuter rail lines.

Project Development History, Status and Next Steps: Following completion of an alternatives analysis in May 2010, MC selected an LRT line from the suburb of Eden Prairie through the downtowns of Minneapolis and St. Paul as the locally preferred alternative and included it in the region's fiscally constrained long-range transportation plan. Under SAFETEA-LU, FTA approved the project into preliminary engineering in September 2011. Under MAP-21, the project is considered to be in the project development phase since the environmental review process is not yet complete. A Draft

Environmental Impact Statement (EIS) was released in October 2012. In July 2013, MC began preparing a Supplemental Draft EIS to account for changes to the western end of the project alignment that resulted from local input, the relocation of the operations and maintenance facility, and a revised configuration for the Kenilworth Corridor segment of the line in Minneapolis that retains freight rail service in the corridor and includes an approximately half-mile LRT tunnel beneath the freight rail alignment. MC anticipates completion of the Supplemental Draft EIS in early 2015, completion of a Final EIS and receipt of a Record of Decision in late 2015, receipt of a Full Funding Grant Agreement in mid-2016, and start of revenue service in 2019.

Significant Changes Since Last Evaluation (September 2011): Project capital costs increased from \$1,250.48 million to \$1,653.45 million due to alignment refinements associated with additional design work and local input, including the inclusion of a short tunnel section in the Kenilworth Corridor, and a two-year delay relative to MC's proposed schedule at the time that FTA last evaluated the project. MC also added three light rail vehicles to the project scope. The anticipated Section 5309 funding amount increased from \$625.24 million to \$826.72 million, with the share remaining at 50 percent.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 New Starts	\$826.72	50.0%
State: Minnesota Legislature General Obligation Bonds and Appropriations	\$165.35	10.0%
Local: Counties Transit Improvement Board Sales Tax	\$496.03	30.0%
Hennepin County Regional Railroad Authority Property Tax	\$165.35	10.0%
Total:	\$1,653.45	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.

**MN, Minneapolis/St. Paul, Southwest LRT
(Rating Assigned November 2014)**

Factor	Rating	Comments
Local Financial Commitment Rating	High	
Non-Section 5309 New Starts Share		The New Starts share of the project is 50.0 percent.
Composite Financial Rating	High	
Capital and Operating Condition (25% of capital plan rating)	High	<ul style="list-style-type: none"> • The average age of the Metropolitan Council (MC) bus fleet is 5.9 years, which is younger than the industry average. • MC's most recent bond ratings, issued in January 2014, are as follows: Moody's Investors Service Aaa and Standard & Poor's Corporation AAA. • MC's current ratio of assets to liabilities, as reported in its most recent audited financial statement, is 2.35 (FY2013). • There have been no service cutbacks or cash flow shortfalls in recent years.
Commitment of Capital and Operating Funds (25% of capital plan rating)	High	<ul style="list-style-type: none"> • Approximately 85 percent of the non-Section 5309 New Starts funds are committed, with the remainder planned. Sources of funds include State general obligation bond revenues, sales tax revenues from the Counties Transit Improvement Board (CTIB) and property tax revenues from the Hennepin County Regional Railroad Authority. • Approximately 99 percent of the funds needed to operate and maintain the transit system in the first full year of operation are committed or budgeted, while the remainder is planned. Sources of funds include state Motor Vehicle Sales Tax receipts and general fund contributions, CTIB sales tax revenues, and fare revenues.
Capital and Operating Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-High	<ul style="list-style-type: none"> • Assumed growth in the Motor Vehicle Sales Tax is more conservative than historical experience, while annual growth rates for State of Minnesota General Fund appropriations, CTIB, and property tax bond revenues are in line with historical experience. However, the plan lacks assumptions for other expansion capital projects. • The capital cost estimate is reasonable for this stage of the project. • Assumed farebox collections are more conservative than historical experience. • The financial plan shows that MC has the financial capacity to cover cost increases or funding shortfalls equal to at least 30 percent of estimated project costs or 18.5 percent of the Transportation Division's annual operating expenses in the first full year of the project's operation.

Southwest Light Rail Transit

Minneapolis-St. Paul, Minnesota

New Starts Project Development (Rating Assigned November 2014)

LAND USE RATING: Medium

The land use rating reflects population and employment densities within ½-mile of proposed station areas, as well as the share of legally binding affordability restricted housing in the corridor compared to the share in the surrounding county(ies).

- An estimated 295,000 jobs would be served by the project, which corresponds to a high rating according to FTA benchmarks. Average population density across all station areas is 2,900 persons per square mile, corresponding to a medium-low rating. In the downtown Minneapolis core, daily parking fees averaged \$13 in 2012, corresponding to a medium-high rating.
- The proportion of legally binding affordability restricted housing in the project corridor compared to the proportion in the counties through which the project travels is 1.30, which corresponds to a medium-low rating.
- Downtown Minneapolis features dense development. Outside of the downtown core, station areas in Minneapolis, St. Louis Park, and Hopkins feature moderate-density development including residential, retail, and office uses along with substantial parcels of industrial and warehousing uses, much of which could be redeveloped in the future. The cities of Minnetonka and Eden Prairie, while less densely developed, include large employment centers located within station areas, generally in a more suburban office park style. Most of the stations have full pedestrian system coverage throughout the entire station area.

ECONOMIC DEVELOPMENT RATING: Medium-High

Transit-Supportive Plans and Policies: Medium-High

- *Growth Management:* The Metropolitan Council's (MC) regional development framework provides policy guidance for the region that is implemented through local comprehensive plans and a cross-acceptance process. The latest framework, Thrive MSP 2040, and associated transportation and housing policy plans set minimum density expectations for new residential and mixed use development around transit stations.
- *Transit-Supportive Corridor Policies:* Conceptual planning for the Southwest Corridor station areas has been conducted. A joint public-private-nonprofit initiative evaluated more detailed development strategies and guidance for transit-oriented development (TOD) implementation, which led to an investment framework for the corridor. The same partners will continue implementation work. Comprehensive and small area plans for the station areas in Minneapolis, Hopkins, and St. Louis Park call for transitioning declining industrial and warehousing units to high-density residential and mixed-use development.
- *Supportive Zoning Regulations Near Transit Stations:* Minneapolis and Hopkins have adopted strong TOD-supportive zoning. Eden Prairie and Saint Louis Park have TOD-supportive regulations, but are working to further improve their ordinances in order to better catalyze implementation of TOD. Many of these zoning regulations set minimum as well as maximum densities.
- *Tools to Implement Land Use Policies:* The MC has worked with a range of stakeholders to identify and pursue redevelopment opportunities. Regional and county agencies have funding programs for TOD implementation projects.

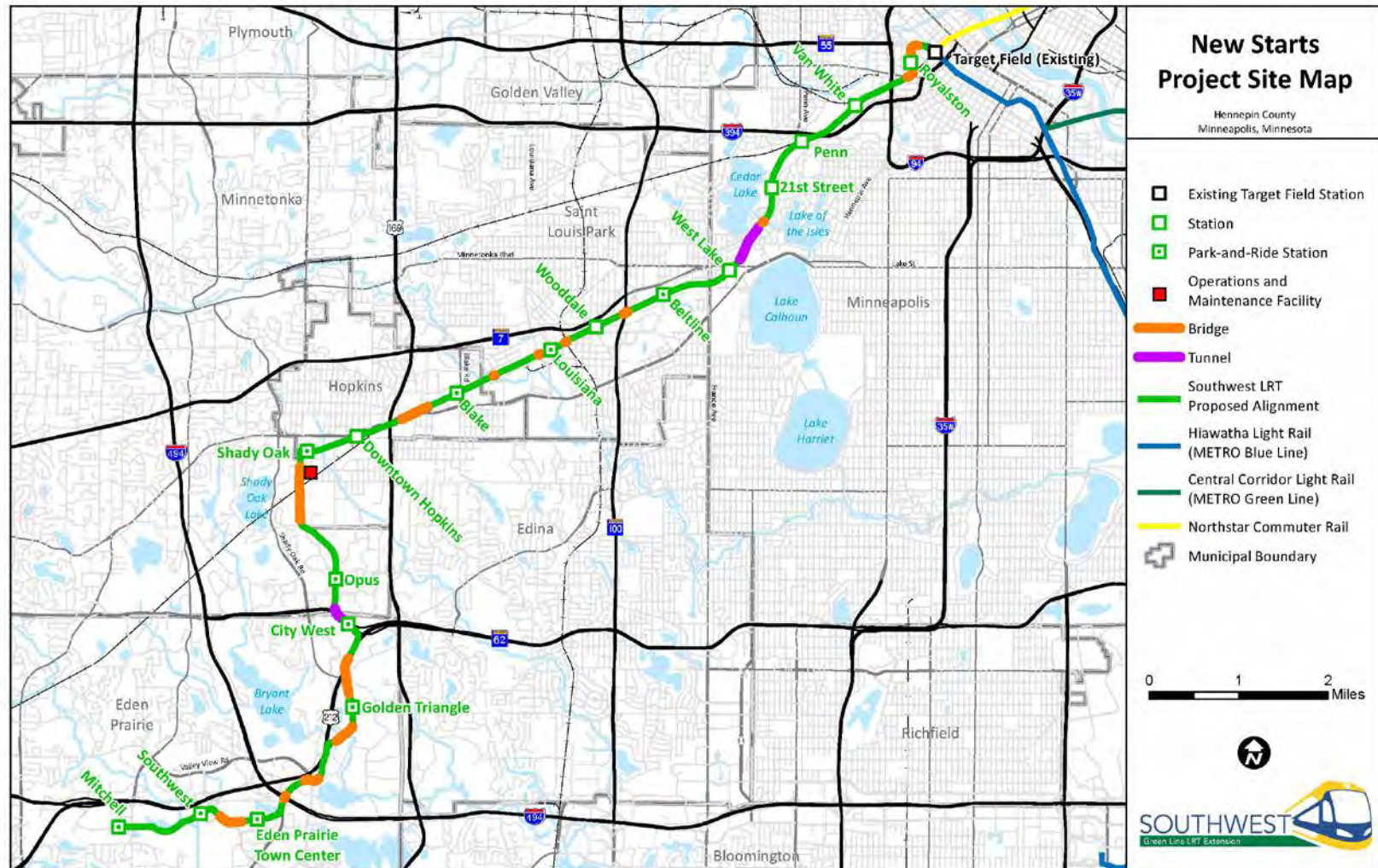
Performance and Impacts of Policies: Medium-High

- *Performance of Land Use Policies:* Several major residential and mixed-use projects that are underway in the eastern portion of the project corridor demonstrate TOD characteristics. Recent and planned projects in the western segment of the corridor appear to be moving closer to TOD principles but are not completely there, with more campus-like suburban design principles still in evidence. A number of TOD projects, many supported by regional and local TOD initiatives, have been implemented along the two existing LRT corridors in the region.

- *Potential Impact of Transit Investment on Regional Land Use:* Approximately 560 acres of land with strong redevelopment potential have been identified in Southwest LRT station areas. With allowable Floor Area Ratios in the 2 to 4 range, this equates to over 70 million square feet of redevelopable space around stations. The stations along the middle segment of the alignment are identified as having the strongest redevelopment potential, and there are significant amounts of undeveloped land in the outer station areas. The Twin Cities region is experiencing a healthy economy and the project corridor is one of the strongest growth areas in the region.

Tools to Maintain or Increase Share of Affordable Housing: High

- The communities of the Southwest LRT corridor have for many years demonstrated a commitment to maintaining and producing affordable housing, and carefully coordinating the co-location of affordable housing and transit. The supportive policies, plans, programs and partnerships are extensive, and are integrated throughout local planning processes and many levels of government and with partners. The region appears to have one of the most comprehensive set of affordable housing initiatives in the country, and there is good evidence of affordable housing development and preservation in the project corridor.



CityLYNX Gold Line Phase 2 Streetcar
Charlotte, North Carolina
Small Starts Project Development
(Rating Assigned November 2014)

Summary Description	
Proposed Project:	Streetcar 2.5 Miles, 11 Stations
Total Capital Cost (\$YOE):	\$150.00 Million
Section 5309 Small Starts Share (\$YOE):	\$74.99 Million (50.0%)
Annual Operating Cost (opening year 2019):	\$4.95 Million
Current Year Ridership Forecast (2014):	4,100 Daily Linked Trips 1,288,100 Annual Linked Trips
Horizon Year Ridership Forecast (2034):	5,700 Daily Linked Trips 1,766,000 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The Charlotte Area Transit System (CATS) proposes to extend the CityLYNX Gold Line Phase 1 project, currently under construction, on both ends for a total of 2.5 miles. It extends approximately 2.0 miles west from the Charlotte Transportation Center to the campus of Johnson C. Smith University and 0.5 miles east from the Novant Health Presbyterian Medical Center to the Sunnyside neighborhood. The proposed project includes 11 stations, right-of-way acquisition, the purchase of seven vehicles, and the modification of six stops on the Phase 1 project.

Project Purpose: The project would improve circulation and transit connections; support economic revitalization; provide access from economically diverse neighborhoods to Uptown Charlotte; provide more efficient transit options; and connect key activity centers and facilities.

Project Development History, Status and Next Steps: In November 2006, CATS selected streetcar as the locally preferred alternative (LPA). CATS completed the environmental review process with receipt of a Finding of No Significant Impact in June 2011. The Charlotte Regional Transportation Planning Organization adopted the LPA into the fiscally constrained long-range transportation plan in April 2014. CATS anticipates receipt of a Small Starts Grant Agreement in mid-2015, and start of revenue service in December 2019.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 Small Starts	\$74.99	50.0%
Local: City of Charlotte Municipal Debt Service Fund Pay-As-You-Go Fund	\$75.00	50.0%
Total:	\$149.99	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.

CityLYNX Gold Line Phase Two
Charlotte, North Carolina
Small Starts Project Development
(Rating Assigned November 2014)

LAND USE RATING: Medium

The land use rating reflects population and employment densities within ½-mile of proposed station areas, as well as the share of legally binding affordability restricted housing in the corridor compared to the share in the surrounding county(ies).

- Average population density across all station areas is 4,200 persons per square mile, which corresponds to a medium-low rating. Total employment served by a one seat ride is 88,100, corresponding to a medium rating.
- The proportion of legally binding affordability restricted housing in the project corridor compared to the proportion in the counties through which the project travels is 3.79, which corresponds to a high rating.
- Parking costs in downtown Charlotte average \$11 per day, corresponding to a medium rating.
- The central portion of the corridor is a highly dense pedestrian-oriented downtown area. The east and west segments of the corridor are less dense and primarily automobile-oriented, but are served by sidewalks and a grid street network with some large scale institutional and mixed use development.
- Most of the corridor is pedestrian-friendly, with continuous sidewalks, landscaping, and street furniture. Several major intersections lack pedestrian amenities such as crosswalk striping.

ECONOMIC DEVELOPMENT RATING: Medium

Transit-Supportive Plans and Policies: Medium

- *Transit-Supportive Corridor Policies:* The City of Charlotte has adopted several plans and policies that support transit-oriented development (TOD) along transit corridors, including the City's General Development Policies that includes a guide for development near stations to have moderately supportive densities and pedestrian-oriented characteristics. Charlotte also has policies aimed at reducing parking requirements and capping parking within transit station areas.
- *Supportive Zoning Regulations Near Transit Stations:* Existing zoning along the corridor allows for transit-supportive densities, though it does not currently mandate such densities. Charlotte expects to re-zone the transit stations areas along the Gold Line to be TOD zoning districts that have minimum densities and requirements related to development character. Minimum densities are expected to range from 12 units per acre to 20 units per acre and the minimum Floor Area Ratio will be 0.5.
- *Tools to Implement Land Use Policies:* The construction of the streetcar project will be guided by a Communications Plan that has specific strategies for involving local stakeholders in each phase of the project as it develops, including land use planning around stations. The City and local transit agency (Charlotte Area Transit System) have engaged with the neighborhoods within the corridor to keep them informed of the project's status and its potential impact on land use. The City has adopted several regulatory and financial incentive tools to support TOD, including the Smart Growth Revolving Fund and Transit Investment Gap Financing Program. The State allows Tax Increment Financing.

Performance and Impacts of Policies: Medium-High

- *Performance of Land Use Policies:* The submittal identifies 20 projects that have been completed or are under construction in planned station areas and several others that are either planned or proposed in the corridor. The vast majority of these developments are in the central business district in the center of the corridor. These developments may have been influenced by transit supportive land use policies such as the Pedestrian Overlay District and Mixed Use District zoning that applies to most of the corridor. The east and west segments of the corridor have fewer examples of development.
- *Potential Impact of Transit Investment on Regional Land Use:* The corridor is in the center of the Charlotte metropolitan area which is expected to grow by almost 50 percent over the next 20 years. Charlotte expects to see development of 137 acres of available land within the project corridor by 2030. This development should increase corridor population by over 20,000 and employment by 60,000.

Tools to Maintain or Increase Share of Affordable Housing: Medium
<ul style="list-style-type: none">The City's assessment of the Gold Line corridor's affordable housing needs concluded that the under-supply of affordable housing is expected to grow by 700 – 1,200 units by 2035 based on redevelopment trends. There is not yet a strategy for preserving or growing the number of affordable housing units within the corridor to stem this trend, but the City has many policies in place to encourage the creation of affordable housing citywide. One of these policies is the Assisted Multi-Family Housing at Transit Station Policy that encourages the development of some assisted housing units within multi-family residential developments by transit stations.



Phase Two Small Starts Project Map Charlotte, North Carolina



Legend

CityLYNX Gold Line

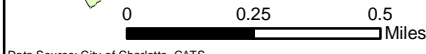
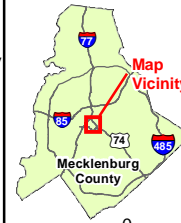
- Phase One
Opens in 2015
- Phase One Stop
- Phase Two
- Phase Two Stop

LYNX Rapid Transit

- Blue Line
Opened in 2007
- Blue Line Extension
Opens in 2017
- Blue Line Station

Major Highway

- Streets
- Railroad
- Streams
- Parks



Durham-Orange Light Rail Transit
Durham, North Carolina
Project Development
Information Prepared February 2014

Triangle Transit proposes to implement a 17.1-mile light rail transit (LRT) line in the corridor that extends from North Carolina Central University in the City of Durham on the east end of the corridor to the University of North Carolina Hospital in the Town of Chapel Hill on the west end of the corridor. The proposed project includes 17 stations, 3,900 parking spaces, a maintenance facility and the purchase of 12 LRT vehicles. The project's current estimated capital cost is \$1.8 billion. Triangle Transit expects to seek \$910.3 million from the New Starts program.

Both ends of the corridor have central business districts, large medical facilities, and universities that serve as major employment centers for the region. Major trip generators in the corridor include: University of North Carolina; North Carolina Central University; Duke University; Durham Veterans Affairs Medical Center; Durham Amtrak Station; Durham Performing Arts Center; Durham Station; and downtown Durham. Bus service in the corridor today is slow due to traffic congestion. Triangle Transit believes that the project would provide an alternative to congested roadways.

In February 2012, the Durham-Orange LRT project was adopted by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO) as the locally preferred alternative (LPA) for further study under NEPA. The LPA was subsequently included in the 2040 Metropolitan Transportation Plan (MTP), adopted by DCHC in April 2013. Triangle Transit expects to complete the environmental review process with receipt of a Record of Decision in February 2016, gain entry into the Engineering phase in 2016, receive a Full Funding Grant Agreement in 2019, and start revenue service in 2026.

LYNX Blue Line Extension - Northeast Corridor

Charlotte, North Carolina

(January 2015)

Charlotte Area Transit System (CATS) is constructing a light rail transit (LRT) line that would extend from Uptown Charlotte, the region's central business district (CBD), northeast to the University of North Carolina-Charlotte (UNCC) campus. The project alignment follows the existing Norfolk Southern and North Carolina Railroad right-of-way between 7th Street in Uptown Charlotte and Old Concord Road, and US 29 (North Tryon Street) between Old Concord Road and the entrance to the UNCC campus. The project includes construction of four park-and-ride lots with approximately 3,200 total spaces, the purchase of 22 new light rail vehicles, and construction of a vehicle storage yard and dispatch facility.

The hours of operation in both the opening and forecast years will be 5:30 AM to 1:30 AM on weekdays; 6:00 AM to 1:30 AM on Saturdays; and 7:00 AM to 12:30 AM on Sundays. Opening year service would be provided with two-car trains every 7.5 minutes during peak periods and every 15 minutes during off-peak periods. In the forecast year of 2035, service would be provided with up to three-car trains every 10 minutes during peak periods and every 15 minutes during off-peak periods. The project is expected to serve approximately 24,600 average weekday trips in 2035.

The project will 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 will 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 UNCC's University City and Uptown campuses.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$1,160.08 million. The Section 5309 New Starts funding share is \$580.04 million.

Status

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. The Draft Environmental Impact Statement (EIS) was published in August 2010, the Final (EIS) was published in October 2011, and a Record of Decision was issued in December 2011. FTA approved the project into final design in July 2012. CATS and FTA executed an FFGA on October 16, 2012, with revenue operations scheduled for March 2018. Real estate acquisition and final design are nearing completion. More than 90% of construction contracts have been awarded and Advanced Public Utility Relocation contracts are in the close-out process. Overall the project is 33% complete.

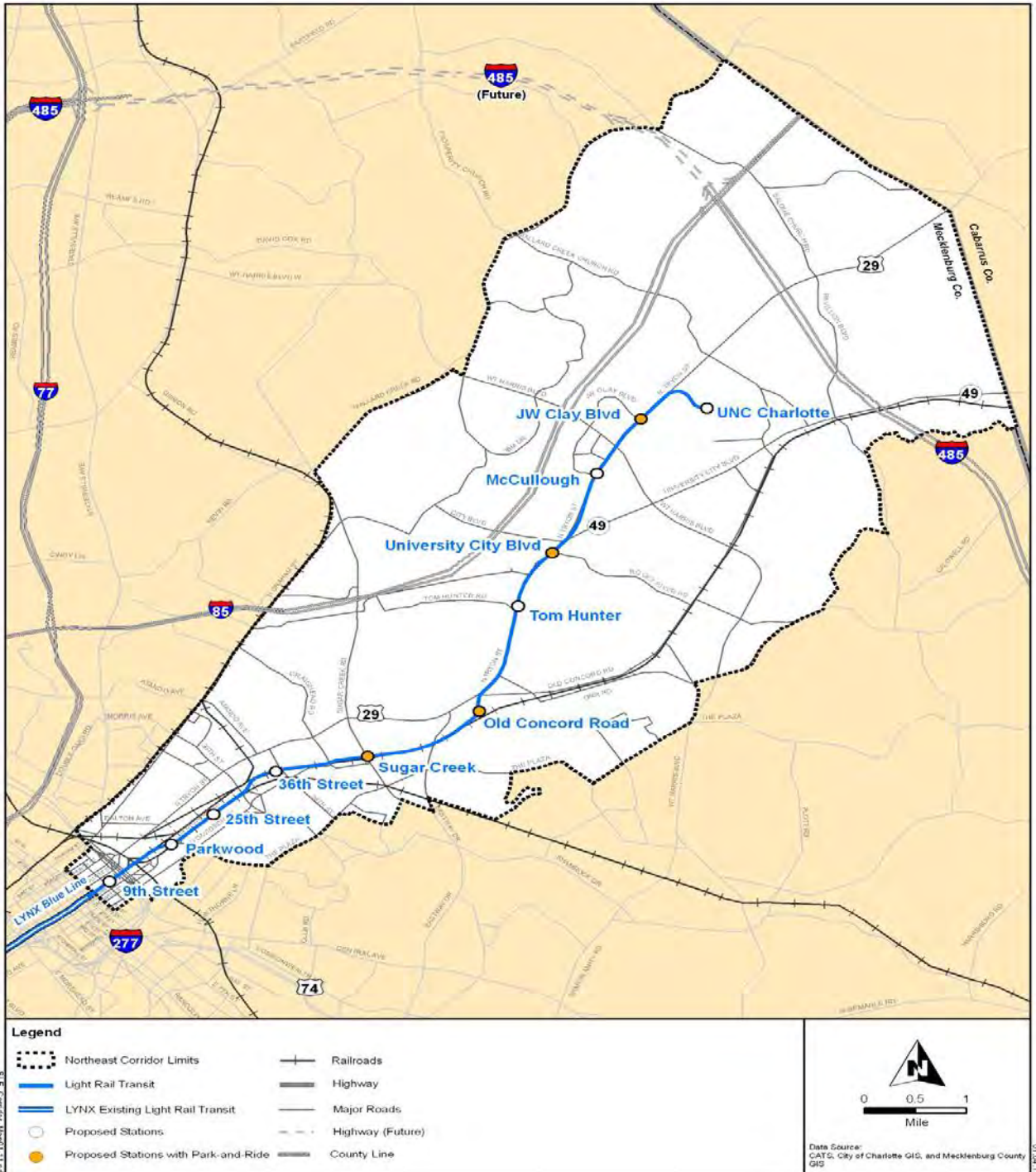
Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment (New Starts) funds for final design and construction of the Northeast Corridor (Blue Line Extension) project. Through FY 2015, Congress has appropriated \$305.81 million in Section 5309 New Starts funds for the project.

Reported in Year of Expenditure Dollars

Source of Funds	Total Funding (\$million)	Appropriations to Date
Federal: Section 5309 New Starts	\$580.04	\$305.81 million in total appropriations through FY 2015
State: State Full Funding Grant Agreement funded from DOT Trust Fund	\$299.07	
Local: ½ Cent Sales Tax	\$250.05	
City of Charlotte In Kind Contribution	\$13.42	
City of Charlotte Northeast Corridor Infrastructure funds	\$17.50	
Total:	\$1,160.08	

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

LYNX Blue Line Extension LRT Charlotte, North Carolina

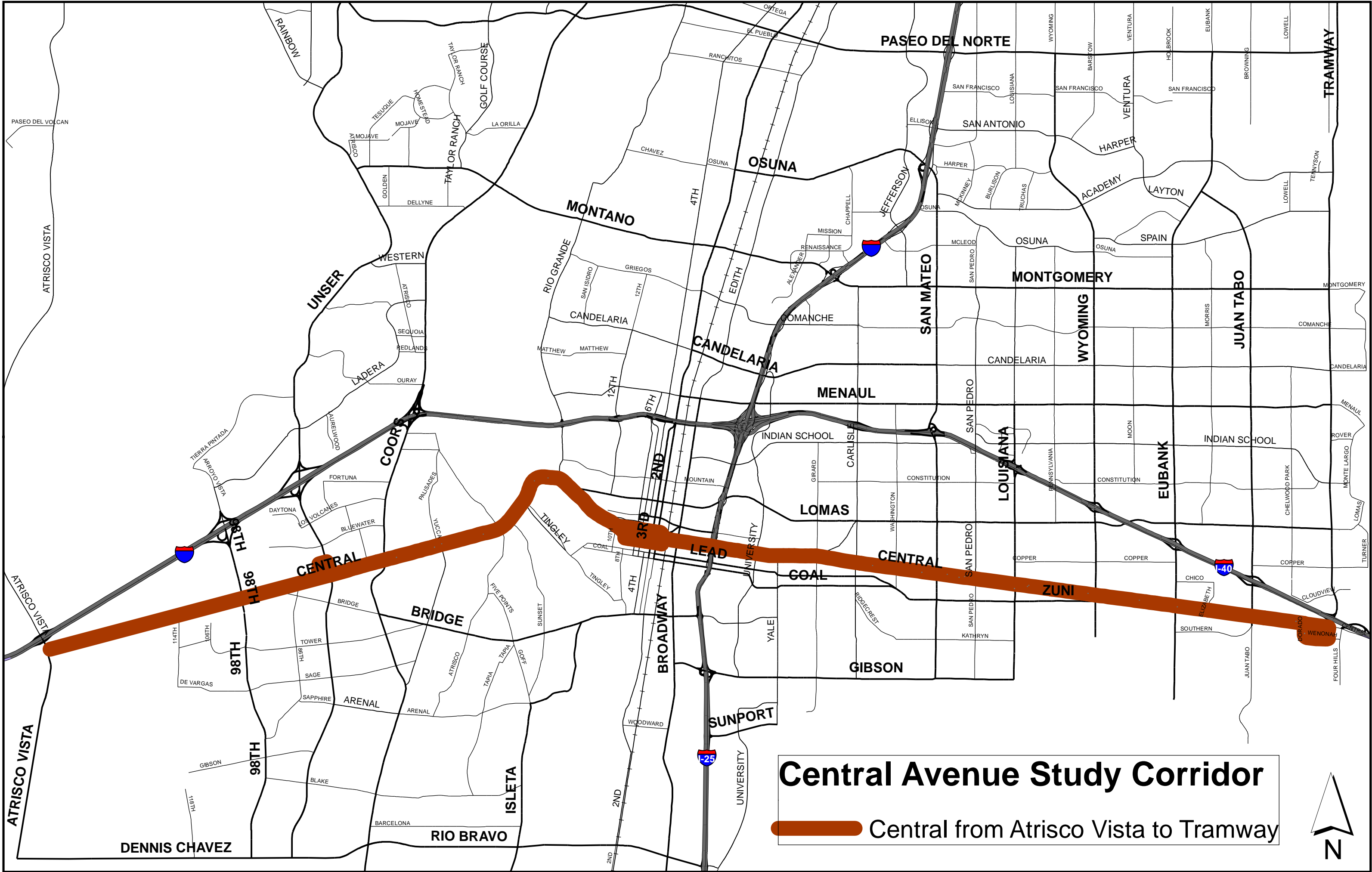


Central Avenue Corridor BRT Project
Albuquerque, New Mexico
Small Starts Project Development
Information Prepared February 2014

The City of Albuquerque's ABQ RIDE proposes to implement bus rapid transit (BRT) along the Central Avenue Corridor. The corridor is approximately 17 miles long extending from Interstate 40 on the east side of Tramway Boulevard to Interstate 40 on the west side of Albuquerque at its interchange with Atrisco Vista Road. The Central Avenue Corridor BRT project would operate within the existing public right of way of Central Avenue and feature: dedicated stations with raised platforms accommodating level boarding; off-board fare collection; a mix of dedicated and shared right of way; traffic signal priority; and bi-directional headways.

Central Avenue is one of the region's key east-west roadways and one of the few roads that crosses the Rio Grande connecting the burgeoning residential development on the west side of the river with the region's major employment and activity centers east of the river.

ABQ RIDE anticipates developing a locally preferred alternative (LPA) and adopting it into the region's fiscally constrained long-range transportation plan by March 2015. ABQ RIDE expects to complete the environmental review process with receipt of a categorical exclusion by March 2015, receive a Small Starts Grant Agreement in December 2015, and start revenue service by 2017.



Central Avenue Study Corridor

Central from Atrisco Vista to Tramway



4th Street / Prater Way BRT Project
Reno, Nevada
Small Starts Project Development
(Rating Assigned November 2014)

Summary Description	
Proposed Project:	Bus Rapid Transit 3.1 Miles, 8 Stations
Total Capital Cost (\$YOE):	\$52.57 Million
Section 5309 Small Starts Share (\$YOE):	\$6.47 Million (12.3%)
Annual Opening Year Operating Cost:	\$0.52 Million
Opening Year Ridership Forecast (2017):	6,200 Average Weekday Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The Regional Transportation Commission (RTC) of Washoe County plans to implement a 3.1-mile bus rapid transit (BRT) line in the 4th Street / Prater Way corridor linking the business districts of Reno and Sparks. The project includes eight passenger stations, (four in each direction), off-vehicle fare collection, transit signal priority, real-time schedule information at stations and a bus charging facility. Service would be provided using four specially-branded all-electric buses. The project also includes conversion of the roadway from two lanes in each direction with no center turn lane to one lane in each direction with a center turn lane, new sidewalks, and bicycle lanes. BRT service would reduce transit travel times in the corridor via more frequent and convenient service. On weekdays, service would operate every 10 minutes during peak and off-peak hours. On weekends, service would operate every 12 minutes.

Project Purpose: The corridor is the primary east-west arterial linking the cities of Reno and Sparks. Sidewalks are absent or in poor condition for large segments of the corridor. Due to traffic congestion, existing transit service struggles with poor on-time performance, falling below 75 percent during peak traffic conditions, which makes the service less dependable. The project would improve the speed and reliability of transit service in the corridor via transit signal priority upgrades. The corridor, which includes several historic structures, is the core of an emerging industrial arts district and parallels the Union Pacific Railroad's mainline and Interstate 80 and has been identified in local land use plans for higher density, mixed used, transit-oriented development since it has many vacant or underutilized buildings, and is expected to grow more dense.

Project Development History, Status and Next Steps: FTA approved the project into project development in February 2014. The project was adopted into the fiscally constrained 2035 Regional Transportation Plan in April 2013. Subsequent to that action, RTC refined the design of the project. The revised design was designated as the Locally Preferred Alternative by RTC in November 2013. RTC received a documented Categorical Exclusion for National Environmental Policy Act purposes in February 2014. RTC anticipates receiving a Small Starts Grant Agreement in January 2016 and initiating revenue operations in late 2017.

Significant Changes Since Last Evaluation: In September 2014, the U.S. Department of Transportation awarded RTC with a \$16 million Transportation Investment Generating Economic Recovery (TIGER) grant for the project. As a result, RTC reduced the project's requested Section 5309 Small Starts amount from \$24.6 million to \$6.4 million. The requested Small Starts share also decreased from 47 percent to 12 percent.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 Small Starts	\$6.47	12.3%
Surface Transportation Program Funds	\$15.20	28.9%
Congestion Mitigation Air Quality Funds	\$1.90	3.6%
TIGER Discretionary Grant	\$16.00	30.4%
Local:		
RTC Fuel/Sales Tax	\$13.00	24.7%
Total:	\$52.57	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.

4th Street/Prater Way Bus RAPID Transit Project
Reno, Nevada
Project Development
(Rating Assigned November 2014)

LAND USE RATING: Medium

The land use rating reflects population and employment densities within ½-mile of proposed station areas, as well as the share of legally binding affordability restricted housing in the corridor compared to the share in the surrounding county.

- Average population density across all station areas is 7,200, which corresponds to a medium rating according to FTA benchmarks. Total employment served is 40,300, corresponding to a medium-low rating.
- The proportion of legally binding affordability restricted housing in the project corridor compared to the proportion in the counties through which the project travels is 2.34, which corresponds to a medium-high rating.
- There are 1.28 parking spaces per employee in the central business district, corresponding to a Low rating. The ridership model for the project assumes free daily parking, which corresponds with a Low rating.
- The termini of the project are Downtown Reno and Downtown Sparks. In Reno, the corridor is primarily business oriented, including commercial and industrial enterprises. There is a small residential area north of the Sutro Station, as well as some small apartments and residential motels. In Sparks, there are businesses located along most of the corridor, though with a much higher percentage of residential use served by the stations than in Reno.

ECONOMIC DEVELOPMENT RATING: Medium-Low

Transit-Supportive Plans and Policies: Medium-Low

- *Transit-Supportive Corridor Policies:* Regional, municipal, and specific area plans have identified the corridor as a transit-oriented development corridor. These plans have also supported multimodal improvements for the corridor, with pedestrian and bicycle features and facilities and transit amenities. Local plans have identified strategies for addressing parking issues, including reduction of parking requirements, structured parking, shared parking, and locating of off-street parking away from building fronts.
- *Supportive Zoning Regulations Near Transit Stations:* A portion of the project area is designated as an East 4th Street Corridor (E4TC) Overlay District. This designation provides specific development requirements for the area such as setbacks, parking, site layout, architecture and landscaping. Regularly spaced transit stations are planned with this district. The surrounding station areas will have Mixed Use (MU) zoning with an overlay section for each station.
- *Tools to Implement Land Use Policies:* The Cities of Reno and Sparks, as well as the Truckee Meadows Regional Planning Agency (TMRPA), have identified the East 4th Street TOD Corridor, Downtown Reno Regional Center, and Sparks TOD Corridor (which encompasses Prater Way and downtown Sparks) as key components of local economic development.

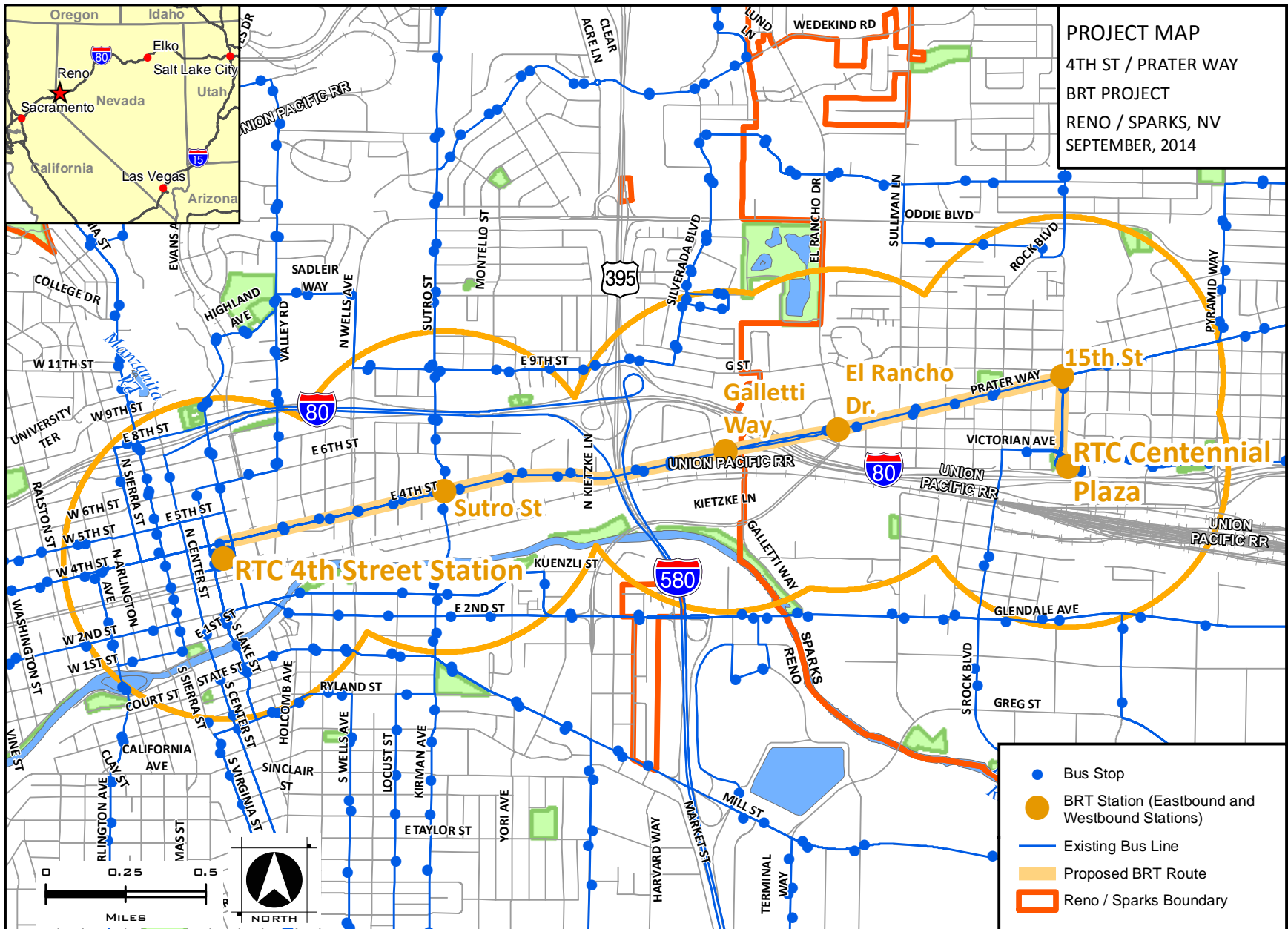
Performance and Impacts of Policies: Medium-Low

- *Performance of Land Use Policies:* The Aces ballpark, home to the Triple A Reno Aces, is located within a block of the RTC 4th Street Station. Since this major transit station was opened in 2010, this ballpark and the surrounding Freight House District Area have experienced new growth. The Prater Way TOD was established by the City of Sparks in 2009. Since then, Sparks has experienced development throughout the corridor, highlighted by the Legends at Sparks Marina and two proposed multi-family developments in the Marina district with as many as 1,000 new residential units.
- *Potential Impact of Transit Investment on Regional Land Use:* The 4th Street/Prater Way corridor has an abundance of opportunity for revitalization. The current state of the Corridor is reflected in the vacant historic buildings, the conversion of the roadside motels to weekly rentals for a transient population, and the prevalence of the facilities and services provided by the Reno Community

Assistance Center and other resources for the homeless.

Tools to Maintain or Increase Share of Affordable Housing: Low

- Approximately 30,000 renters and 39,000 owners are cost-burdened households within the City of Reno and Washoe County, meaning that housing costs represents more than 30 percent of income. These households represent 42 percent of all renters.
- Housing plans in Reno and Sparks have affirmed the cities' commitment to affordable housing. Assistance for low-income families and individuals for affordable housing comes from the Washoe County HOME Consortium and the Reno Housing Authority. Reno offers a density bonus for developments that include affordable housing units.



Virginia Street BRT Extension Project
Reno, Nevada
Project Development
Information Prepared September 2014

The Regional Transportation Commission of Washoe County (RTC) proposes to construct a 1.8-mile extension to its existing RAPID bus rapid transit line in the Virginia Street corridor from the current 4th Street Station in downtown Reno to the University of Nevada-Reno (UN-R). The Project includes four stations (two in each direction), traffic signal priority, off-board fare collection, level boarding, and real-time bus arrival information at stations. The Project also includes the purchase of three 60-foot diesel-electric hybrid articulated buses, construction of two roundabouts at intersections to improve bus turning movements and enhance traffic operations and safety, and sidewalk and crosswalk improvements to improve walkability and visibility in the corridor. The project's current estimated capital cost is \$27.3 million. RTC has not yet specified the anticipated Small Starts share.

Virginia Street is the historic north-south spine of the region, linking downtown Reno, the UN-R, the Midtown District, the Reno-Sparks Convention Center, major resorts, and regional shopping centers. The existing RAPID line on Virginia Street does not directly connect to the UN-R. The extension project is intended to enhance regional connectivity by providing improved accessibility to UN-R. The UN-R area has a heavy concentration of low-income students and low-income households with limited English proficiency. Per RTC, approximately 30 to 40 percent of households in the UN-R area live below the national poverty level and spend nearly 20 percent of their income on transportation costs.

RTC completed the Virginia Street Corridor Study in 2013, and selected a locally preferred alternative (LPA) that was adopted into the region's fiscally-constrained 2035 Regional Transportation Plan in April 2013. RTC plans to reaffirm the LPA, including any design refinements made during project development, following the completion of the environmental review process in summer 2015. RTC expects to receive a Small Starts Grant Agreement in December 2016, and start revenue operations in 2018.

Washington/Western Bus Rapid Transit Line
Albany, New York
Project Development
Information Prepared July 2014

The Capital District Transportation Authority (CDTA) proposes to implement bus rapid transit (BRT) in the eight mile Washington/Western corridor that extends from downtown Albany, through the University at Albany, the Harriman State Office Complex, and ends at Crossgates Mall. CDTA indicates the project will include 15 stations, dedicated lanes over a majority of the alignment, limited stops, uniquely branded buses and stations, transit signal priority, queue bypass lanes, real-time bus arrival information and transit parking. The project's current estimated capital cost is \$64 million.

CDTA's second busiest transit services operate in this corridor, where approximately 25 to 35 percent of the population does not own an automobile. CDTA believes the proposed project would provide direct, frequent, quick, more reliable service currently lacking in the corridor today. CDTA expects to attract new transit riders and to encourage transit and pedestrian-oriented revitalization in this corridor that serves major institutions, offices, colleges and universities, as well as retail and urban residential areas.

CDTA selected BRT as the locally preferred alternative in December 2013. It was subsequently included in the region's fiscally constrained long range transportation plan in March 2014. CDTA hopes to complete the environmental review process with receipt of a Categorical Exclusion in April 2015, and receive a Small Starts Grant Agreement in late 2015.

Canarsie Line Power Improvements
New York, New York
Core Capacity Project Development
Information Prepared November 2014

The Metropolitan Transportation Authority (MTA) proposes to implement capacity improvements to the existing 10.1 mile double-track Canarsie L Line, operating between the Canarsie neighborhood in South Brooklyn and 14th Street and Eighth Avenue in Manhattan. Improvements include approximately three new power substations, contact rail, circuit breaker houses, and other upgrades needed to increase capacity on the line. The proposed project also includes enhanced and improved station access at the Bedford Avenue and First Avenue Stations to more efficiently distribute entering and exiting customers and to reduce overcrowding on the station platform. The proposed project's current estimated capital cost is \$300 million.

MTA expects to select the Locally Preferred Alternative (LPA) and get it adopted into the region's fiscally constrained long range transportation plan in late 2014, complete the environmental review process in Summer 2015, enter the Engineering phase in Spring 2016, and receive a construction grant agreement in Fall 2016.

Cleveland Avenue Bus Rapid Transit

Columbus, Ohio

Small Starts Project Development (Rating Assigned November 2014)

Summary Description	
Proposed Project:	Bus Rapid Transit 15.6 Miles, 32 Stations
Total Capital Cost (\$YOE):	\$47.67 Million
Section 5309 Small Starts Share (\$YOE):	\$38.13 Million (80.0%)
Annual Operating Cost (opening year 2017):	\$2.66 Million
Current Year Ridership Forecast (2014):	5,700 Daily Linked Trips 1,683,700 Annual Linked Trips
Horizon Year Ridership Forecast (2035):	6,600 Daily Linked Trips 1,974,300 Annual Linked Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Central Ohio Transit Authority (COTA) is proposing a bus rapid transit (BRT) line connecting downtown Columbus with the OhioHealth Medical Center in Westerville via Cleveland Avenue. Service will operate in existing peak-period bus lanes for one mile in downtown Columbus and mixed traffic for the rest of the route. The project includes new BRT stations, traffic signal priority, 14 new low-floor compressed natural gas buses, and special branding of vehicles and stations. Along approximately 10.3 miles, between downtown Columbus and State Route 161, service would operate every 10 minutes during weekday peak periods and every 15 minutes during weekday off-peak periods. For the remaining 5.3 miles, between State Route 161 and the OhioHealth Medical Center, service would operate every 30 minutes during both peak and off-peak periods.

Project Purpose: Current ridership on COTA's #1 - Cleveland Avenue route is the second-highest in the system and rapidly growing; standing loads are common. The project would alleviate overcrowding, low travel speeds and substandard on-time performance for bus service along Cleveland Avenue. Increased service frequency and faster travel speeds associated with the proposed project would reduce current travel times by up to 20 percent. The corridor has significant transit-dependent populations that would benefit from improved connections to major destinations in the corridor, which include downtown Columbus, the region's primary economic node and location of many social services; Columbus State Community College, which enrolls over 24,000 students; the Northern Lights and Columbus Square shopping centers; and Mt. Carmel St. Ann's Hospital. The project is also expected to support economic revitalization along Cleveland Avenue, a historic commercial corridor.

Project Development History, Status and Next Steps: In September 2011, COTA initiated an alternatives analysis to examine transit improvements in the Cleveland Avenue corridor. BRT along Cleveland Avenue was included in the fiscally constrained long-range transportation plan that the region's metropolitan planning organization adopted in May 2012. COTA adopted

the locally preferred alternative in June 2012. FTA approved the project, then called the Northeast Corridor BRT project, into Small Starts Project Development (PD) in April 2013. COTA received a documented Categorical Exclusion for the project in July 2014. COTA anticipates receipt of a Small Starts Grant Agreement in early 2016 and the start of revenue service in late 2017.

This is the first time that FTA has evaluated and rated the Cleveland Avenue BRT project. Since the project entered PD, the estimated capital cost increased from \$39.43 million to \$47.67 million as a result of further engineering and design and a one-year delay in completing the project relative to COTA's anticipated schedule at that time. While the number of stations decreased from 43 to 32, the estimated costs for systems, paving and professional services increased, and COTA added an additional BRT bus to the project scope. The anticipated Section 5309 funding amount increased from \$31.54 million to \$38.13 million, with the share remaining at 80 percent.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 Small Starts	\$38.13	80.0%
Local: COTA Sales Tax	\$9.54	20.0%
Total:	\$47.67	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.

Cleveland Avenue Bus Rapid Transit
Columbus, Ohio
Small Starts Project Development
(Rating Assigned November 2014)

LAND USE RATING: Medium

The land use rating reflects population and employment densities within ½-mile of proposed station areas, as well as the share of legally binding affordability restricted housing in the corridor compared to the share in the surrounding counties.

- The 115,900 employees served by the system corresponds to a medium rating by FTA guidelines. The population density of 3,600 in the station area corresponds to a medium-low rating.
- The proportion of existing legally binding affordability restricted housing in the transit corridor is compared to the proportion of legally binding affordability restricted housing in the project county is 1.75, which corresponds to a medium rating.
- Parking costs range between \$8 and \$20 a day in the CBD, with a midpoint of \$14, which corresponds to a medium-high rating. No parking spaces are required for development within the CBD, which corresponds to a high rating. Within the CBD, the ratio of parking spaces per employee is 0.89, which corresponds to a low rating.
- The existing corridor and study area development varies along the corridor from campus environments, auto-oriented retail, suburban residential developments, and dense, mixed-use environments in the central business district (CBD). Pedestrian facilities, including accessible sidewalks, are available at most stations.

ECONOMIC DEVELOPMENT RATING: Medium

Transit-Supportive Plans and Policies: Medium

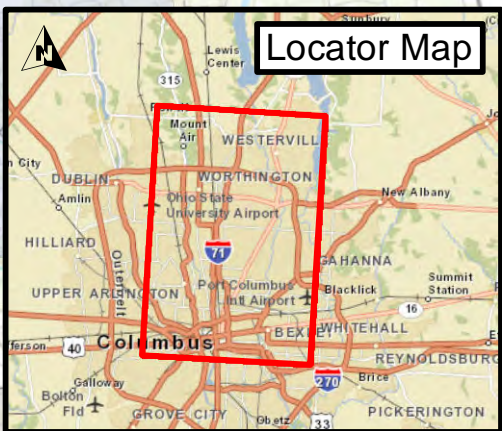
- *Transit-Supportive Corridor Policies:* The City of Columbus and Franklin County have established policies and strategies to encourage reinvestment and redevelopment along the Cleveland Avenue Corridor. The intent is to create urban, pedestrian-friendly, mixed-use development areas.
- *Supportive Zoning Regulations Near Transit Stations:* Presently, there are no transit-specific zoning ordinances that support increased density in transit station areas. However, the Milo-Grogan Neighborhood, South Linden, North Linden, and Northland Plans encourage transit-supportive development in the corridor north of downtown and facilitates infill development.
- *Tools to Implement Land Use Policies:* There are no specific regulatory or financial incentives to promote transit-supportive development. However, tax increment finance zones could be used within the corridor.

Performance and Impacts of Policies: Medium

- *Performance of Land Use Policies:* Performance of land use policies varies throughout the corridor, with activity largely concentrated in the CBD. New development in the Downtown District includes the redevelopment of the former Lazarus department store and multiple residential buildings.
- *Potential Impact of Transit Investment on Regional Land Use:* Regional transit investment has the potential to support land use changes primarily around the CBD and at transit centers. Within other areas of the corridor, the redevelopment opportunities would be less dense.

Tools to Maintain or Increase Share of Affordable Housing: Medium-Low

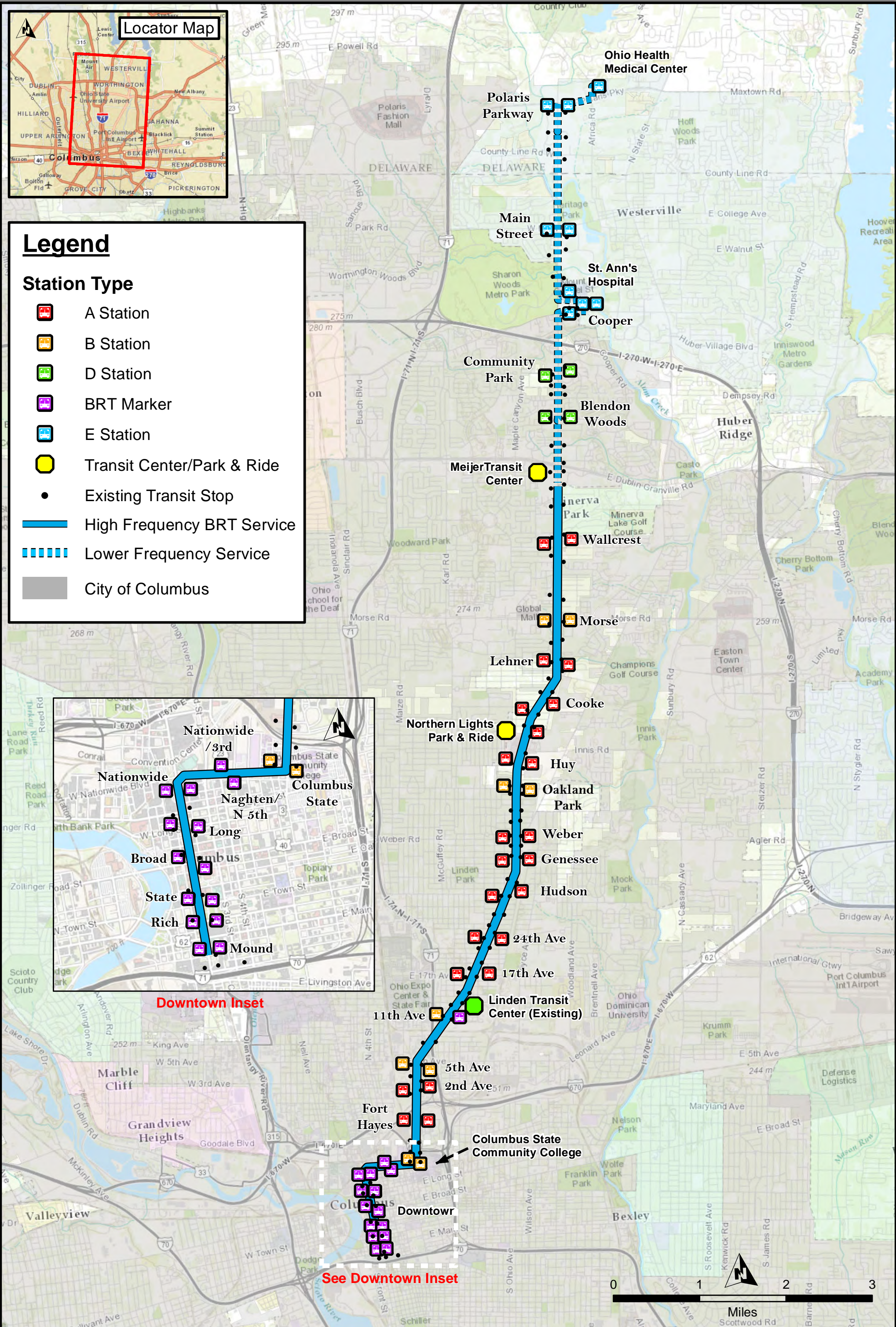
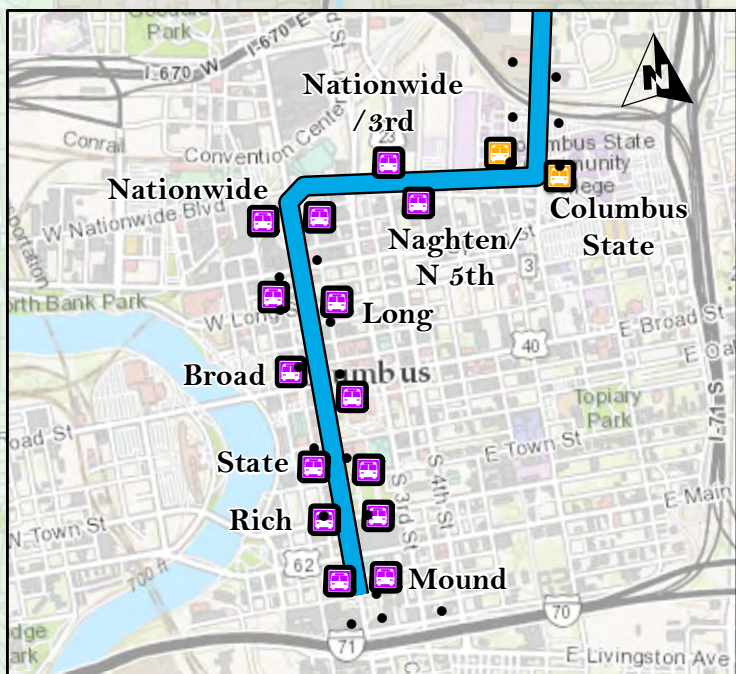
- The City of Columbus and Franklin County use both federal and local programs to maintain and create affordable housing along the Cleveland Avenue Corridor.
- The City of Columbus and Franklin County have used federal HOME Investment Partnerships Program funds to jointly implement four affordable housing projects in the Cleveland Avenue corridor, including 640 units.
- The Land Bank of the City of Columbus acquires and sells vacant and abandoned residential properties for redevelopment through the City's Land Reutilization Program.



Legend

Station Type

- A Station
- B Station
- D Station
- BRT Marker
- E Station
- Transit Center/Park & Ride
- Existing Transit Stop
- High Frequency BRT Service
- Lower Frequency Service
- City of Columbus



West Eugene EmX Extension

Eugene, Oregon

Small Starts Project Development (Rating Assigned November 2014)

Summary Description	
Proposed Project:	Bus Rapid Transit 9.2 Miles, 13 Stations
Total Capital Cost (\$YOE):	\$96.73 Million
Section 5309 Small Starts Share (\$YOE):	\$74.99 Million (78.5%)
Annual Opening Year Operating Cost:	\$1.18 Million
Opening Year Ridership Forecast (2017):	7,400 Average Weekday Trips 1,700 Daily New Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Lane Transit District (LTD) is proposing a western 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 5.5 miles and in mixed traffic at-grade for 3.7 miles. The proposed extension would include the purchase of seven new vehicles, construction of 150 park-and-ride spaces, real-time bus arrival information at stations, pre-pay fare collection, and transit signal priority. 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 are currently high levels 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 a bus lane and transit signal priority. 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, and was completed with the selection of BRT as the locally preferred alternative (LPA) in May 2011. The LPA was adopted into the region's fiscally constrained long-range plan in December 2011. FTA approved the project into project development in January 2012. An Environmental Assessment was completed in July 2012. LTD received a Finding of No Significant Impact in December 2012. LTD anticipates receipt of a Small Starts Grant Agreement in early 2015, and the start of revenue service in early 2017.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 Small Starts	\$74.99	77.5%
Section 5307 Formula Funds	\$1.07	1.1%
State:		
State of Oregon Lottery Funds	\$20.67	21.4%
Total:	\$96.73	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 Emerald Express BRT
Eugene, Oregon
Project Development
(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 Eugene which contains 16,100 jobs, rating “low” according to FTA benchmarks. Population density in station areas is 4,200 persons per square mile, rating “medium-low” according to FTA benchmarks. 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 (rating “low” to “medium-low” by FTA benchmarks).

ECONOMIC DEVELOPMENT RATING: Medium

Transit-Supportive Plans and Policies: Medium

- 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 WEEE corridor.
- Parking requirements outside of downtown are on the low side compared to typical U.S. suburban areas, but 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

- 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. City grants have stimulated the building of Downtown Eugene’s 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.

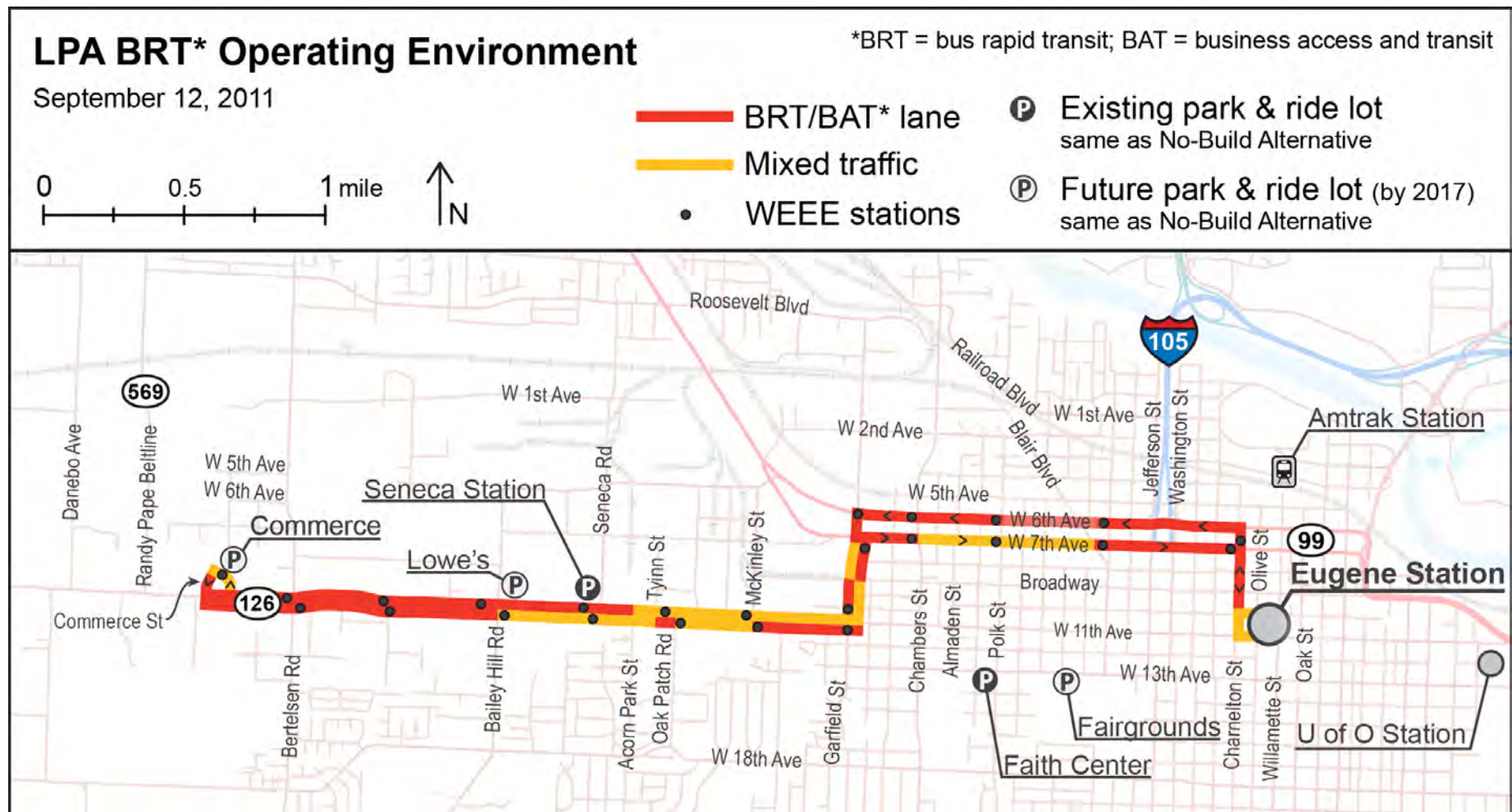


Figure 5

Portland-Milwaukie Light Rail Project

Portland, Oregon

(January 2015)

The Tri-County Metropolitan Transportation District of Oregon (TriMet) is constructing 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 will operate at 10-minute peak period frequencies during peak periods on weekdays. The project is expected to serve 22,800 average weekday trips in 2030.

The project will increase transit access to and from employment and activity centers along the Portland and Milwaukie transportation corridor. It will link Downtown Portland with educational institutions, dense urban neighborhoods, and emerging growth areas in East Portland and Milwaukie. The Willamette River separates most of the corridor from Downtown Portland and the South Waterfront. The corridor's only north-south 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 bridge lift span openings. None of the existing river crossings provide easy access to key markets. The project, via a new bridge, will provide more direct access to key markets and provide faster and more reliable travel times than current bus service.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$1,490.35 million. The Section 5309 New Starts funding share is \$745.18 million.

Status

TriMet included the Portland 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 and FTA entered into an FFGA in May 2012, with revenue operations scheduled for March 2016. The Portland to Milwaukie LRT Project is currently in the construction phase and is approximately 95% complete. Design, utility relocations and civil construction including the bridge over the Willamette River are complete. System and traction power installation are underway. Portions of the project have advanced to the start-up and testing phase and vehicle delivery is in process.

Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Portland-Milwaukie Light Rail Transit project. Through FY 2015, Congress has appropriated a total of \$379.51 million for the project.

Reported in Year of Expenditure Dollars

Source of Funds	Total Funding (\$million)	Appropriations to Date
Federal: Section 5309 New Starts FFGA Commitment:	\$745.18	\$379.51 million in total appropriations through FY 2015.
Section 5307 CMAQ and STP:	\$140.65	
State: Oregon Department of Transportation (ODOT) Lottery Bond Proceeds	\$353.10	
ODOT Loan Proceeds	\$2.10	
Local: City of Portland	\$63.61	
Clackamas County	\$32.60	
City of Milwaukie	\$5.75	
TriMet Tax Bonds and General Funds	\$98.38	
Metro Nature in Neighborhoods Grant Program	\$0.35	
In-Kind Property Contributions	\$48.64	
TOTAL	\$1,490.35	

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

Portland-Milwaukie Light Rail Project

Portland, Oregon



East-West Connector BRT Project (The Amp)

Nashville, Tennessee

Small Starts Project Development

(Rating Assigned January 2014)

Summary Description

Proposed Project:	Bus Rapid Transit 7.1 Miles, 16 Stations
Total Capital Cost (\$YOE):	\$174.00 Million
Section 5309 Small Starts Share (\$YOE):	\$74.99 Million (43.1%)
Annual Operating Cost (opening year 2016):	\$3.93 Million
Current Year Ridership Forecast (2012):	3,800 Daily Linked Trips 1,316,400 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The Nashville Metropolitan Transit Authority (MTA) proposes to implement bus rapid transit (BRT) service in the 7.1-mile Broadway/West End corridor that extends from West Nashville through Midtown, Downtown, and East Nashville before ending a few blocks from the Five Points area. Eighty percent of the proposed project will be in dedicated transit lanes. The proposed project includes 16 stations, park and ride lots at five stations, raised platforms for level boarding, real-time electronic passenger information signs, ticket vending machines and 11 60-foot hybrid articulated buses. In the opening year, service will operate every 10 minutes during weekday peak periods, every 15 minutes during weekday off-peak periods and every 20 minutes during weekday evenings and on weekends.

Project Purpose: The Amp will operate through the densest area of Nashville, with more combined residential, commercial, hospitality, tourism venues, and attractions than any other corridor in the region. It will serve the downtown core, National Football League and National Hockey League venues, the Country Music Hall of Fame, major universities, hospitals and federal, state and local government centers. Current travel times by transit are double auto travel times in the corridor. MTA believes the proposed project with dedicated transit lanes, would reduce transit travel time, improve on-time performance, and increase transit reliability in the corridor.

Project Development History, Status and Next Steps: MTA selected BRT as the locally preferred alternative in February 2012. The project was subsequently included in the region's fiscally constrained long range transportation plan in March 2012. MTA was conducting the environmental review process when local concerns over the project alignment arose. After establishing a citizens advisory committee and conducting additional public outreach during 2014, MTA announced in late January 2015 that it was ceasing work on the AMP project but continuing strategic planning efforts in the region to determine possible future transit solutions.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 Small Starts FHWA Flexible Funds (Surface Transportation Program)	\$74.99 4.00	43.1% 2.3%
State: State of Tennessee Gas Tax Funds	\$35.00	20.1%
Local: Metro Government of Nashville and Davidson County	\$60.01	34.5%
Total:	\$174.00	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.

East-West Connector BRT
Nashville, Tennessee
Project Development
(Rating Assigned January 2014)

LAND USE RATING: Medium

The land use rating reflects population and employment densities within ½-mile of proposed station areas, as well as the share of legally binding affordability restricted housing in the corridor compared to the share in the surrounding county(ies).

- Average population density across all station areas is 3,600 persons per square mile, which corresponds to a medium-low rating according to FTA benchmarks. Total employment served is 124,000, corresponding to a medium rating. Parking costs in downtown Nashville are \$12 to \$16 per day, corresponding to a medium-high rating.
- The proportion of legally binding affordability restricted housing in the project corridor compared to the proportion in the counties through which the project travels is 3.71, which corresponds to a high rating.
- Development in the corridor includes high-density development downtown, moderate-density development of a number of use types in the Midtown area, commercial properties fronting the project alignment, and residential neighborhoods with a mix of multi-family and one- and two-family units.
- The character of the pedestrian environment is mixed outside of the downtowncore area. Most neighborhoods are accessible, with sidewalks and gridded streets. Many buildings front directly on the street, but other buildings are set back. There are many parking lots and/or vacant parcels.

ECONOMIC DEVELOPMENT RATING: Medium-High

Transit-Supportive Plans and Policies: Medium-High

- *Transit-Supportive Corridor Policies:* The Nashville-Davidson County government has undertaken a progressive approach to land use planning in the past decade, making use of the “transect” concept from new urbanism and form-based codes to define the character of different areas. Most of the corridor has been addressed by recent planning efforts. A 2003 sidewalks/bikeways plan set the stage for an extensive program of sidewalk construction and repair which continues today.
- *Supportive Zoning Regulations Near Transit Stations:* Commercial and residential zoned densities along much of the corridor correspond to a high rating by FTA benchmarks. For example, the large majority of Midtown was rezoned in 2012 to mixed use districts allowing floor area ratios of 3.0 to 5.0 with seven- to 15-story height limits. Residential areas in the West End directly along the alignment are zoned for up to 40 units per acre and three stories. Surrounding residential areas are typically zoned for moderate-density small-lot one- and two-family uses. Parking supply requirements outside of the downtown area correspond to a medium-low rating, although the requirement can be reduced for transit proximity and other features. No parking is required in the downtown area.
- *Tools to Implement Land Use Policies:* Tax increment financing is available in designated redevelopment districts. A design review process applies to these districts, as well as to urban design overlay and historic districts.

Performance and Impacts of Policies: Medium-High

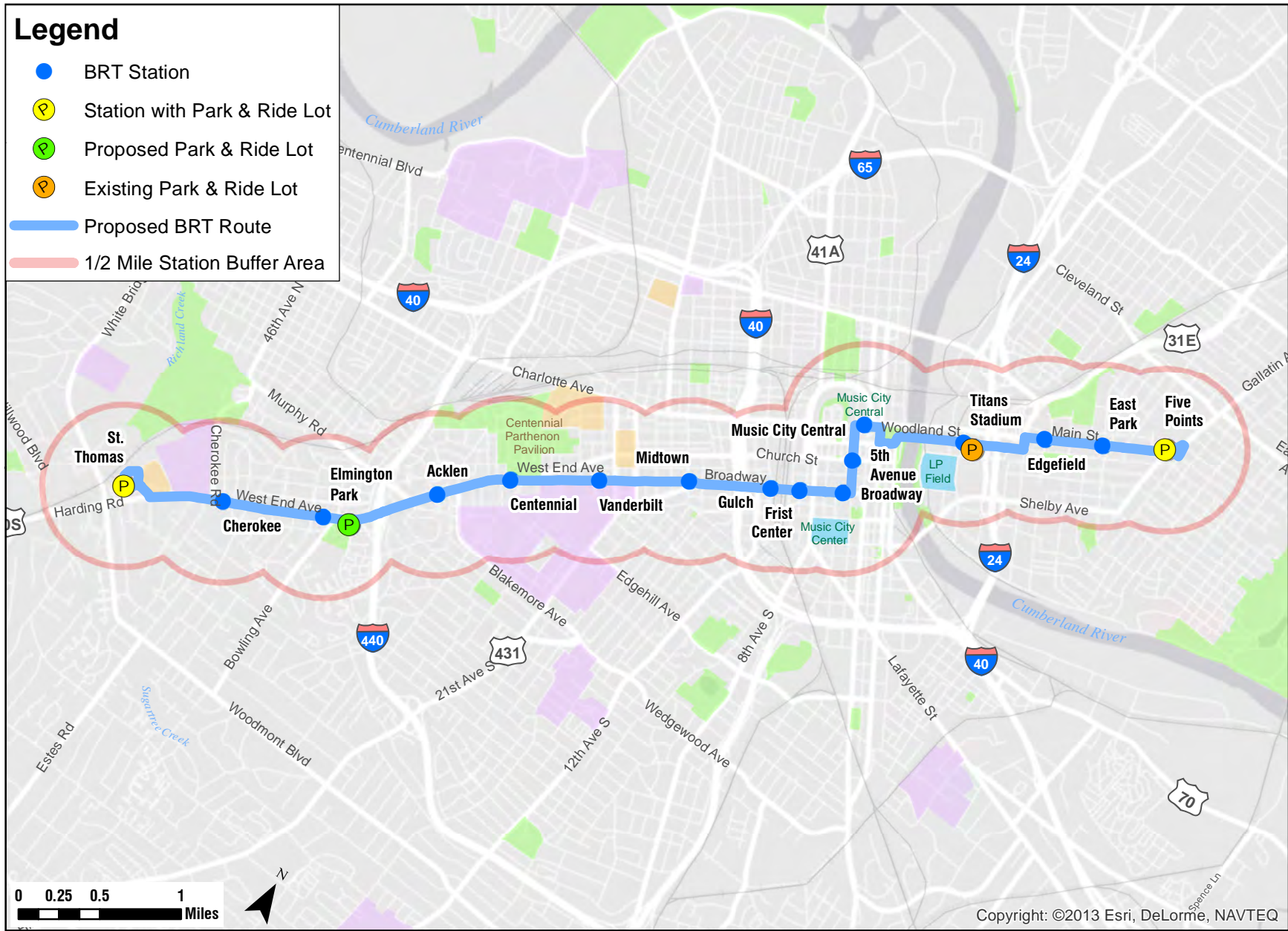
- *Performance of Land Use Policies:* A number of large development projects have been recently completed, or are underway or proposed in the corridor, primarily in the Midtown and downtown areas. These are mostly residential or mixed-use projects on the scale of 200 to 300 units, and hotels. These projects are being constructed according to newly established urban design principles, with minimal setbacks and consistent street facades. Recent development in other parts of the corridor has been very limited.
- *Potential Impact of Transit Investment on Regional Land Use:* About one-fifth of the land area in the corridor is characterized as vacant or underutilized, providing significant opportunities for redevelopment. The Nashville metro area has seen relatively strong economic performance even in the recent recession.

Tools to Maintain or Increase Share of Affordable Housing: Medium-High
<ul style="list-style-type: none">• The Metro Nashville government appears to have a fairly strong set of programs and incentives targeted at affordable housing. Height and density incentives are available for affordable housing in several designated redevelopment areas within the corridor. Accessory dwellings (e.g., a small apartment on the same lot as a house) are permitted by code. Finance tools including tax increment financing, low income tax credits, landbanking, and a new affordable housing trust fund. Affordability covenants are limited to seven years in duration.

CORRIDOR MAP

Legend

- BRT Station
- Ⓟ Station with Park & Ride Lot
- Ⓢ Proposed Park & Ride Lot
- Ⓡ Existing Park & Ride Lot
- Proposed BRT Route
- 1/2 Mile Station Buffer Area



Red and Blue Line Platform Extensions
Dallas, Texas
Core Capacity Project Development
Information Prepared November 2014

Dallas Area Rapid Transit (DART) proposes to upgrade and lengthen platforms at 28 of the 38 existing light rail stations on the Red and Blue lines, bringing all the stations in the system to the same operational standard. These improvements will enable full level-boarding with use of 3-car trains throughout the DART system, instead of the current limitation of 2-car trains on these lines. This critical improvement has been identified as the preferred way for DART to increase capacity to meet rising demand and crowding, since the constraints of the common routing through downtown Dallas make frequency improvements problematic.

The project's current estimated capital cost is \$188.4 million. This estimate includes work at the 28 station locations, as well as systems improvements along the entire line. No additional vehicles are included as part of this project. DART has not yet provided an estimate of the anticipated amount of Core Capacity funds to be requested from the Capital Investment Grant program.

DART selected a locally preferred alternative (LPA) in July 2014, and anticipates it being adopted into the fiscally constrained long-range transportation plan by the end of 2014. DART anticipates completing the environmental review process through a categorical exclusion in June 2015, entering Engineering shortly thereafter, receiving a Full Funding Grant Agreement in July 2016, and completing construction by December 2017.

Dyer Avenue Bus Rapid Transit System

El Paso, Texas

Small Starts Project Development (Rating Assigned November 2014)

Summary Description	
Proposed Project:	Bus Rapid Transit 12.0 Miles, 12 Stations
Total Capital Cost (\$YOE):	\$35.89 Million
Section 5309 Small Starts Share (\$YOE):	\$20.40 Million (56.8%)
Annual Forecast Year Operating Cost:	\$3.13 Million
Opening Year Ridership Forecast (2017):	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 bus rapid transit (BRT) line operating in mixed traffic along a route that begins at the existing Downtown Transit Terminal, travels through downtown El Paso, serves the Five Points Transfer Center and the U.S. Army Base at Ft. Bliss and ends at the Northgate Transfer Center. The project includes the construction of BRT stations, traffic signal priority at 42 intersections, the purchase of 10 articulated buses, branded shelters, off-vehicle fare collection machines, and real-time arrival information at all stations. Service will operate every 10 minutes during weekday peak periods, every 15 minutes during weekday off-peak periods and every 20 minutes on Saturdays. Sunday service will not be offered.

Project Purpose: The Dyer Avenue Corridor is a mix of urban and suburban environments that includes residential, military and commercial areas. The City of El Paso operates five bus routes in the corridor, although only one operates beyond the Five Points Transfer Center toward the Northgate Transit Center. The project would shorten travel times for passengers traveling beyond the Five Points Transfer Center by eliminating the need to change buses. In addition, compared to El Paso County and the State of Texas, the project 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 for 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 Avenue Corridor. In October 2010, the locally preferred alternative was selected and included in the region's fiscally constrained long range transportation plan. Under SAFETEA-LU, FTA approved the project into project development as a Very Small Start in December 2011. A documented Categorical Exclusion is anticipated in December 2014. The City of El Paso anticipates receipt of a construction grant in mid-2015, and the start of revenue service in March 2017.

Significant Changes Since Last Evaluation (January 2014): The total estimated capital cost decreased slightly from \$35.89 million to \$34.23 million. The requested Small Starts share decreased slightly from 56.8 percent to 56.5 percent, and the Small Starts amount decreased slightly from \$20.4 million to \$19.35 million. The cost decreases are due to refined cost estimates for vehicles and construction materials based on information from the City of El Paso's Mesa Avenue Rapid Transit System line that began revenue service in October 2014.

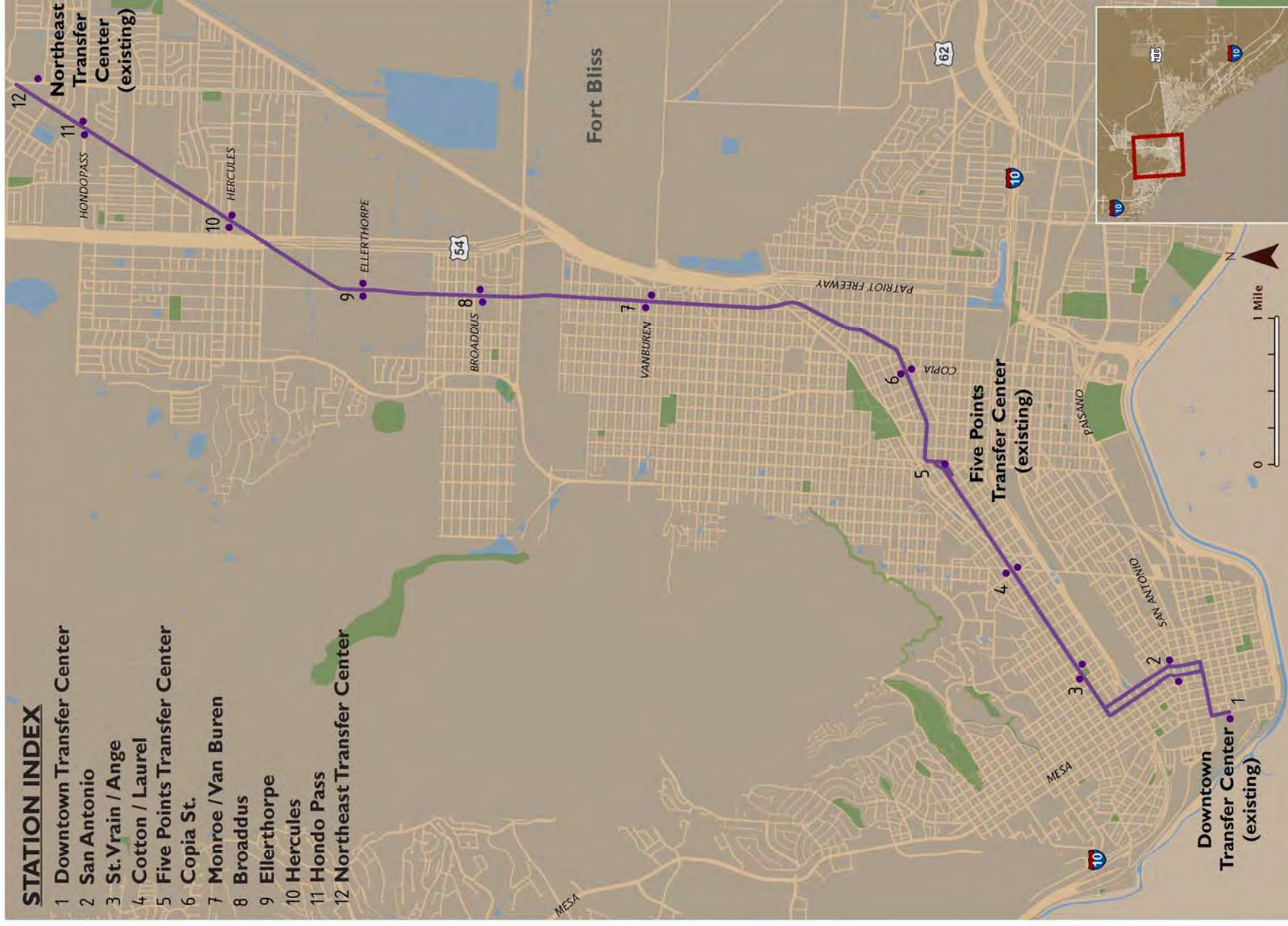
Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 Small Starts FHWA Flexible Funds (Surface Transportation Program)	\$19.35 \$6.63	56.5% 19.4%
State: Texas Department of Transportation	\$1.33	3.9%
Local: City of El Paso Locally-Funded Debt	\$6.92	20.2%
Total:	\$34.23	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.

STATION INDEX

- 1 Downtown Transfer Center
- 2 San Antonio
- 3 St. Vrain / Ange
- 4 Cotton / Laurel
- 5 Five Points Transfer Center
- 6 Copia St.
- 7 Monroe / Van Buren
- 8 Broadbuddus
- 9 Ellerthorpe
- 10 Hercules
- 11 Hondo Pass
- 12 Northeast Transfer Center



Montana Avenue Rapid Transit System
El Paso, Texas
Small Starts Project Development
(Rating Assigned November 2014)

Summary Description	
Proposed Project:	Bus Rapid Transit 16.8 Miles, 15 Stations
Total Capital Cost (\$YOE):	\$45.52 Million
Section 5309 Small Starts Share (\$YOE):	\$26.97 Million (59.3%)
Annual Forecast Year Operating Cost:	\$4.92 Million
Current Year Ridership Forecast (2014):	4,400 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 existing Five Points Transfer Center, travels through Downtown El Paso, serves the existing Eastside Transfer Center, the El Paso International Airport and ends at the proposed Far East Transfer Center. The project includes construction of BRT stations, traffic signal priority at 34 intersections, the purchase of 12 articulated buses, branded shelters, off-vehicle fare collection machines, and real-time arrival information at all stations. Service will operate six days a week, every 10 minutes during peak periods and every 15 minutes during off-peak periods, every 20 minutes on Saturdays. Sunday service will not be offered.

Project Purpose: The Montana Avenue Corridor is a mix of urban environments that includes residential, institutional, commercial and light industrial areas. The project corridor includes three major segments: Downtown El Paso via Montana Avenue to the Five Points Transfer Center, Five Points Transfer Center to the El Paso International Airport, including the East Fort Bliss campus of El Paso Community College, and the Far East Transfer Center. The city operates five bus routes in the corridor, although only two serve the entire corridor. Currently, due to limited fixed route service and minimal service frequencies, passengers seeking to transfer buses for trips to the Far East Transfer Center area experience delays of up to 70 minutes. The project would help to shorten travel times for these passengers. In addition, compared to the State of Texas, the project corridor has a higher percentage of population below the poverty level (22 percent), a lower average median household income (less than \$38,100), and a higher percentage of persons using public transit for work trips (2.2 percent). The BRT project would improve transit service for 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 Montana Avenue 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 in April 2013. A Documented Categorical Exclusion is anticipated in 2016. The City of El Paso anticipates receipt of a Small Starts Grant Agreement in FY2017, and the start of revenue service in July, 2019.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 Small Starts	\$26.97	59.3%
FHWA Flexible Funds (STP)	\$7.76	17.1%
State:		
TxDOT CMP Matching Funds	\$1.64	3.6%
Local:		
City of El Paso Locally-Funded Debt	\$9.14	20.1%
Total:	\$45.52	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.

**TX, El Paso, Montana Rapid Transit System (RTS) Corridor
(Rating Assigned November 2014)**

Factor	Rating	Comments
Local Financial Commitment Rating	Medium	
Non-Section 5309 Small Starts Share		The Small Starts share of the project is 59.3 percent.
Project Capital Financial Plan (50% of summary financial rating)	Medium	
Capital and Operating Condition (25% of plan rating)	Medium	<ul style="list-style-type: none"> • The average age of the Sun Metro's bus fleet is 8.4 years, which is older than the industry average. • The City's most recent bond ratings, issued in 2014, are as follows: Fitch AA and Standard & Poor's Corporation AA. • Sun Metro's current ratio of assets to liabilities as reported in its most recent audited financial statement is 2.0 (FY2013). • There have been no service cutbacks or cash flow shortfalls in recent years.
Commitment of Capital and Operating Funds (25% of plan rating)	High	<ul style="list-style-type: none"> • Approximately 86 percent of the non-Section 5309 Small Starts funds are committed or budgeted. Sources of funds include Federal Surface Transportation Program funds, Texas Department of Transportation Comprehensive Mobility Program transportation funds and Certificates of Obligation bonds secured by the City of El Paso's general fund and repaid by Sun Metro. • Approximately 84 percent of the funds needed to operate and maintain the transit system in the first full year of operation are committed. Sources of funds include Federal Section 5307 Urbanized Area Formula Grant funds, fare revenue, a one-half cent public transportation sales tax, capital contribution revenue, City of El Paso general fund revenue, and local rentals and fees.
Capital and Operating Cost Estimates, Assumptions and Financial Capacity (50% of plan rating)	Medium-Low	<ul style="list-style-type: none"> • Capital revenue growth assumptions are in line with historical experience. • Sun Metro's capital cost assumptions cannot be evaluated with the material provided, which precludes assessing the reasonableness of capital cost assumptions. The operating assumptions appear reasonable based on the information provided by Sun Metro. Assumed farebox collections and sales tax revenues are consistent with historical experience. • The financial plan shows that the City of El Paso has the financial capacity to cover cost increases or funding shortfalls equal to at least 49.3 percent of estimated project costs or 26.6 percent of annual systemwide operating expenses in the first full year of the project's operation.

El Paso Montana RTS Corridor
El Paso, Texas
Small Starts Project Development
(Rating Assigned November 2014)

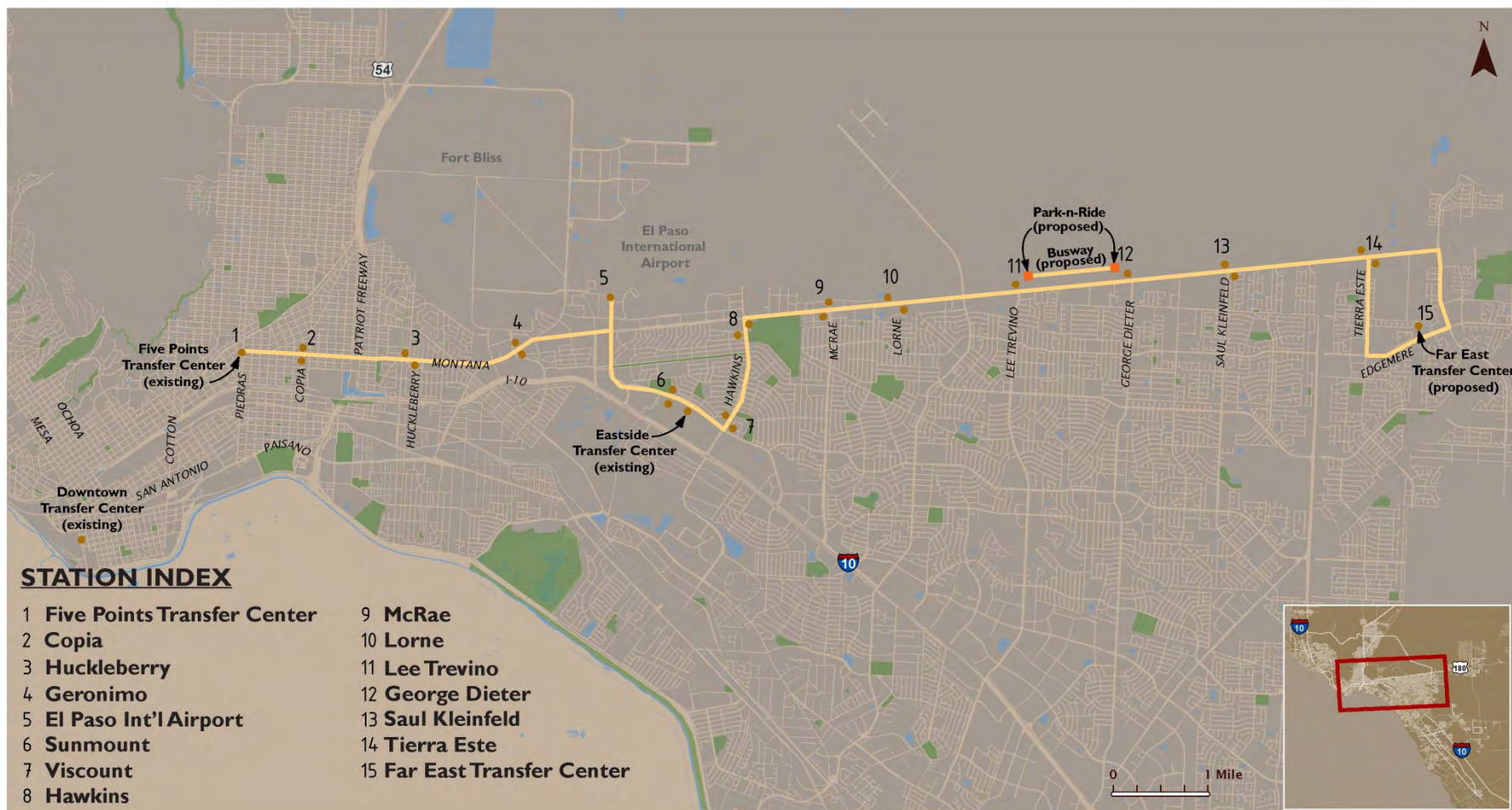
LAND USE RATING: Low
<p>The land use rating reflects population and employment densities within ½-mile of proposed station areas, as well as the share of legally binding affordability restricted housing in the corridor compared to the share in the surrounding county(ies).</p> <ul style="list-style-type: none"> • Within the station areas, 32,500 employees are found within a ½-mile radius of the stations, which corresponds with a low rating. Within the station areas, the population density is 3,700 persons per square mile, which corresponds to a medium-low rating. • There are 515 existing legally binding affordability restricted housing units in the station areas. When compared to the proportion of legally binding affordability restricted housing in the county, the ratio is 1.07 which corresponds to a low rating. • Major trip generators, include: the El Paso International Airport, El Paso Community College; shopping centers, such as the Cielo Vista Mall; governmental uses; and military installations, including Fort Bliss. • Because the area is primarily auto-oriented, parking is generally available in front of commercial properties along Montana Avenue.
ECONOMIC DEVELOPMENT RATING: Medium
Transit-Supportive Plans and Policies: Medium
<ul style="list-style-type: none"> • <i>Transit-Supportive Corridor Policies:</i> The City of El Paso has established Plan El Paso, the city's comprehensive plan that contains strategies and policies for new compact, mixed-use development along the corridor that supports infill and redevelopment near transit routes. The plan included conceptual site plans and identifies compact urban areas.. • <i>Supportive Zoning Regulations Near Transit Stations:</i> The El Paso SmartCode includes a Transit Oriented Development (TOD) overlay, which allows for increased density along transit corridors and could be applied to station areas. Shared parking is encouraged and is granted through the City Administrator; no special use permit or variance is needed. • <i>Tools to Implement Land Use Policies:</i> Significant public outreach was conducted for Plan El Paso as a means to build public support and plan for mixed-use development. The Sustainable City Centers program is a tax and fee abatement program intended to promote growth and development within designated TOD areas; two projects along the corridor have utilized this program, which is available for private commercial or multi-family projects.
Performance and Impacts of Policies: Medium
<ul style="list-style-type: none"> • <i>Performance of Land Use Policies:</i> The mixed-use zoning and financial incentives of the Monticello Station Area on the Mesa RTS Corridor (a complementary RTS route) resulted in a developer revising its development program into a mixed-use development with pedestrian amenities. The project is under construction. The City has approved four SmartCode Master Plans within the City's RTS corridors that contain infill development, open spaces, pedestiran amenities, and minimized parking lots. • <i>Potential Impact of Transit Investment on Regional Land Use:</i> The eastern extent of the corridor has been the subject of significant suburban residential expansion over the last several years, which has led to considerable supporting commercial and retail development. A total of 557.6 acres of vacant land are available at eight station sites, primarily in the eastern portion of the corridor. Fort Bliss continues to expand, adding additional development opportunities.
Tools to Maintain or Increase Share of Affordable Housing: Medium-Low

- Beyond federal programs like HOME Investment Partnerships Program and Community Development Block Grants, the City of El Paso has not developed policy incentives to build affordable housing. However, financial assistance is provided through the Housing Finance Corporation, which the City Council created to help low- and moderate-income persons in purchasing affordable housing.

EL PASO TRANSIT CORRIDOR

ALTERNATIVES ANALYSIS

MONTANA RTS CORRIDOR



TEX Rail
Fort Worth, Texas
New Starts Project Development
(Rating Assigned November 2014)

Summary Description	
Proposed Project:	Commuter Rail 27.2 Miles, 8 Stations
Total Capital Cost (\$YOE):	\$891.90 Million (includes \$10.9 million in finance charges)
Section 5309 New Starts Share (\$YOE):	\$445.95 Million (50.0%)
Annual Operating Cost (opening year 2018):	\$11.95 Million
Current Year Ridership Forecast (2014):	7,500 Daily Linked Trips 2,206,900 Annual Linked Trips
Horizon Year Ridership Forecast (2035):	12,300 Daily Linked Trips 3,620,500 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium-High

Project Description: The Fort Worth Transportation Authority (the T) proposes to build a double-track Tarrant County Express commuter rail line (TEX Rail) from downtown Ft. Worth providing service to northeast Tarrant County including the cities of Haltom, North Richland Hills, Colleyville, and Grapevine, to the Dallas-Ft. Worth International (DFW) Airport. The TEX Rail line would operate on portions of the Ft. Worth and Western Railroad, Union Pacific Railroad, Trinity Railway Express (TRE) commuter rail line, and Dallas Area Rapid Transit's (DART) Cotton Belt line. At DFW Airport, the project would provide transfer connections to DART's Orange light rail line for trips to the north Dallas suburbs and downtown Dallas. The TEX Rail project includes construction of six new stations, modifications to two existing TRE stations, expansion of an existing operations and maintenance facility currently used by TRE, construction of 2,000 park-and-ride spaces, and the purchase of eight diesel multiple unit (DMU) vehicles. In the opening year, service would be provided every 30 minutes during peak periods and every 90 minutes during off-peak periods.

Project Purpose: The project would link three of the region's major activity centers, including downtown Ft. Worth, the City of Grapevine, and DFW. The project area currently has four of the worst roadway bottlenecks in the Dallas-Ft. Worth region, and the region's worst interchange bottleneck at Loop 820 and State Highway 183. All major roadways in the TEX Rail corridor operate at a level of service "D" or worse, according to the Texas Department of Transportation. No major roadway serves the entire project corridor end-to-end. Existing transit service in the corridor's southwest portion (City of Ft. Worth) includes local and express buses in mixed traffic that experience unpredictable conditions due to congestion and incidents. There is currently no transit service in the corridor's northeast segment (Grapevine and North Richland Hills). Since TEX Rail would mostly operate on existing rail infrastructure and on an exclusive right-of-way outside of mixed traffic, the project would result in enhanced transit travel time reliability due to the avoidance of typical roadway delays.

Project Development History, Status and Next Steps: The T completed an alternatives analysis in the Southwest-to-Northeast Corridor in November 2006. Commuter rail was originally selected as the locally preferred alternative (LPA) in 2011. A Draft Environmental Impact Statement (EIS) was

published in October 2008. Under SAFETEA-LU, FTA approved the project into preliminary engineering in March 2012. A Final EIS was published in May 2014, and a Record of Decision signed in September 2014. The LPA was revised in October 2014, and adopted into the fiscally constrained long range transportation plan in December 2014. The T anticipates entry into the Engineering phase in early 2015, receipt of a Full Funding Grant Agreement in January 2016, and start of revenue service in September 2018.

Significant Changes Since Last Evaluation (January 2014): In October 2014, the T formally adopted a re-defined locally preferred alternative, which removed two in-line stations in North Richland Hills because local matching funds would not be available for those stations in the near term. The project cost estimate changed from \$809.77 million to \$891.90 million due to refinements in design and changes in unit costs and real estate cost assumptions.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 New Starts	\$445.95	50.0%
FHWA Flexible Funds (Congestion Mitigation and Air Quality Funds)	\$39.35	4.4%
FHWA Flexible Funds (Surface Transportation Program Funds)	\$1.60	0.2%
State:		
Texas Mobility Funds	\$86.31	9.7%
Local:		
Tarrant County Bonds	\$20.00	2.2%
City of Grapevine Sales Tax	\$109.75	12.3%
The T's Dedicated Sales Tax and Cash Balance	\$131.94	14.8%
Regional Toll Revenue Contribution	\$25.00	2.8%
DFW Airport In-kind Station Contribution	\$32.00	3.6%
Total:	\$891.90	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.

TX, Fort Worth TEX Rail
(Rating Assigned November 2014)

Factor	Rating	Comments
Local Financial Commitment Rating	Medium-High	
Non-Section 5309 New Starts Share		The New Starts share of the project is 50.0 percent.
Project Capital Financial Plan (50% of summary financial rating)	Medium-High	
Capital and Operating Condition (25% of capital plan rating)	Medium-High	<ul style="list-style-type: none"> • The average age of the Ft. Worth Transportation Authority (the T) bus fleet is 8.0 years, which is older than the industry average. • The T has not issued public debt and has no bond ratings. • The T's current ratio of assets to liabilities, as reported in its most recent audited financial statement, is 15.63 (2013). • There have been no service cutbacks or cash flow shortfalls in recent years.
Commitment of Capital and Operating Funds (25% of capital plan rating)	High	<ul style="list-style-type: none"> • All of the non-Section 5309 New Starts funds are committed or budgeted. Federal sources of funds include Federal Congestion Mitigation and Air Quality (CMAQ) funds and Surface Transportation Program funds. Local funds include a state grant from the Texas Mobility Fund, the City of Grapevine's dedicated sales tax revenues, the T's dedicated sales tax revenues, a portion of the T's existing cash balances, Tarrant County property tax-backed bond proceeds, Regional Toll Revenue Program Funds, and an in-kind contribution of the station at Dallas-Fort Worth Airport. • All of the funds needed to operate and maintain the transit system in the first full year of operation are committed or budgeted. Sources of funds include FTA Section 5307 Formula funds, the T's dedicated sales tax revenues, fare revenues, contributions from partner cities, and advertising, rental, and investment income.
Capital and Operating Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-High	<ul style="list-style-type: none"> • Capital revenue growth assumptions are consistent with historical experience. • The capital cost estimate is reasonable for this stage of the project. • Assumed farebox collections are optimistic based on historical experience. All other operating assumptions are consistent with historical experience. • The financial plan shows the T has the financial capacity to cover cost increases or funding shortfalls equivalent to 18.5 percent of the project cost, or 1.68 years of annual operating expenses in the first full year of the project's operation.

**TEX Rail
Fort Worth, Texas
Project Development
(Rating Assigned January 2014)**

LAND USE RATING: Medium-Low

The land use rating reflects population and employment densities within ½-mile of proposed station areas, as well as the share of legally binding affordability restricted housing in the corridor compared to the share in the surrounding county(ies).

- Average population density across all station areas is 2,182, which corresponds to a low rating according to FTA benchmarks. Total employment served is 73,580, corresponding to a medium rating. Parking costs in downtown Fort Worth are \$12 per day on average, corresponding to a medium-high rating.
- The proportion of legally binding affordability restricted housing in the project corridor compared to the proportion in the counties through which the project travels is 0.0, which corresponds to a low rating.
- Existing development in downtown Fort Worth is urban in nature with commercial office, retail, and residential buildings near the two downtown stations. Existing development character in the remaining station areas is not transit supportive.
- Areas around the proposed downtown stations have adequate pedestrian amenities. However most station areas along the project corridor have a minimal level of pedestrian facilities, and are frequently lacking sidewalks, particularly in single-family residential neighborhoods.

ECONOMIC DEVELOPMENT RATING: Medium

Transit-Supportive Plans and Policies: Medium

- *Growth Management:* Although public, private, and academic institutions have undertaken regional visioning exercises, the Dallas-Fort Worth region has not adopted any policies or agreements related to growth management. Some local plans within the region focus on preserving open space to protect ecologically important areas, but plans are often focused on a single resource rather than on preserving a network.
- *Transit-Supportive Corridor Policies:* Transit oriented development (TOD) or station area plans have been completed for four of the 10 station areas. The City of Fort Worth reduces parking requirements within mixed-use districts.
- *Supportive Zoning Regulations Near Transit Stations:* The City of Fort Worth has developed a mixed use high-density zoning code for the two downtown station areas. North Richland Hills has developed a form based zoning code for its two station areas. The Fort Worth Comprehensive Plan supports zoning changes to support TOD around two additional stations. Haltom City and Grapevine are developing zoning ordinances or new zoning districts that promote transit-supportive density in proposed station areas.
- *Tools to Implement Land Use Policies:* The City of Fort Worth has a number of financial tools to encourage land development in certain areas, including neighborhood empowerment zones, tax increment financing, tax abatements, public improvement districts, land transactions, mixed-use zoning assistance, enhanced community facility agreements, and other capital project investments. The Haltom City Economic Development Corporation purchased 55 acres near the proposed Haltom City station with the hopes of building transit oriented development.

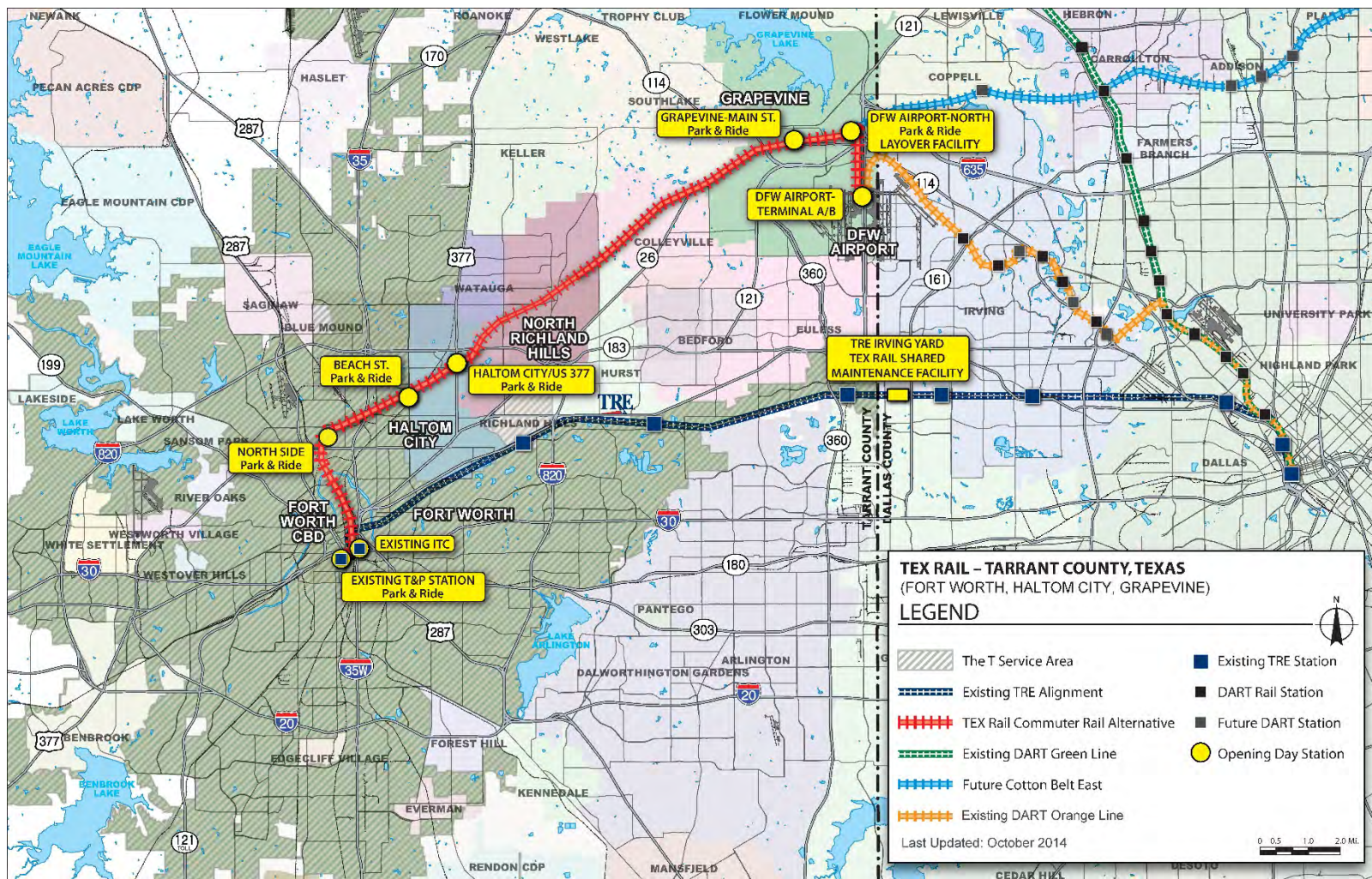
Performance and Impacts of Policies: Medium-High

- *Performance of Land Use Policies:* There have been a number of higher-density residential and mixed-use projects in downtown Fort Worth. Developments are being proposed at other stations. For instance, a proposed 14-acre mixed-use development adjacent to the Smithfield station could support more than 200 multifamily units, and at least 10,000 square feet of office, 10,000 square feet of retail, and 10,000 square feet of restaurant space.
- *Potential Impact of Transit Investment on Regional Land Use:* The project is expected to foster substantial infill development given the improved access to jobs around the region that it would provide, ample underdeveloped land in most station areas, and the strong regional economy. In downtown, existing surface parking lots between the ITC station and the convention center could eventually be redeveloped at a higher density. Haltom City recently purchased 55 acres around the proposed station. There are 1,100 acres of undeveloped land at DFW Airport North.

Tools to Maintain or Increase Share of Affordable Housing: Medium-Low

- Affordable housing objectives in the 2013 City of Fort Worth Comprehensive Plan include targets for lead abatement, infill housing, affordable rental housing and lender education. The draft Fort Worth Strategic Action Plan for 2023 sets a goal of having 10 percent of the housing developed in quality mixed income developments for people whose income is less than 60 percent of areawide median income. There is no evidence of affordable housing needs assessment or identification of policy in station areas beyond the City of Fort Worth.

Figure 4-1: TEX Rail Commuter Rail Alternative



University Corridor LRT

Houston, Texas

New Starts Engineering

(Rating Assigned November 2010)

Summary Description	
Proposed Project:	Light Rail Transit 11.3 Miles, 19 Stations
Total Capital Cost (\$YOE):	\$1,563.07 Million (including \$101.46 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 Trips
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 rapid 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 mid-way through the corridor. The proposed LRT line would provide transfer connections to METRO's existing Red LRT line and the Southeast Corridor LRT line, currently under construction, and includes 10.6 miles of semi-exclusive at-grade right-of-way, 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 would be purchased. Service would be provided every six minutes during peak and off-peak periods.

Project Purpose: The University 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 7.5 to 11.5 miles per hour. Current travel time by bus from the Hillcroft Transit Center to the University of Houston-Central Campus can take approximately 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 major activity centers.

Project Development History, Status and Next Steps: METRO completed a Draft Environmental Impact Statement (DEIS) in August 2007. LRT was the selected locally preferred alternative. Under SAFETEA-LU, 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. The project is considered grandfathered into the MAP-21 engineering phase since the environmental review process is completed. METRO is revising the project's total capital cost estimate. An updated cost estimate will be submitted to FTA in a future New Starts submission.

Significant Changes Since Last Evaluation (November 2009): The project's capital cost estimate and corresponding requested New Starts amount increased from the last evaluation to reflect additional contingency for LRV procurement and a revised planned revenue service date. METRO is also revising the project's implementation schedule to reflect an updated revenue service date. In November 2012, local voters passed a referendum that requires METRO to continue to dedicate 25 percent of its existing one percent sales tax to local jurisdictions to support pedestrian and street improvements. The referendum limits METRO's financial capacity to build additional rail expansion projects. As a result, METRO is currently evaluating its financial capacity to implement the University LRT project.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
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.

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 METRO's local sales tax revenues. Because the amount of proposed bond financing 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.

University Corridor LRT
Houston, Texas
Engineering
(Rating assigned in November 2009)

LAND USE RATING: Medium-Low

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

- A total of 99,500 jobs are located in proximity to the University Corridor's stations, with the largest concentration near the stations serving Greenway Plaza. Population densities are moderate, averaging 8,000 people per square mile.
- Although development is intensifying in certain proposed 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, with many of their athletic facilities, housing and academic buildings within a half mile of the planned LRT route.

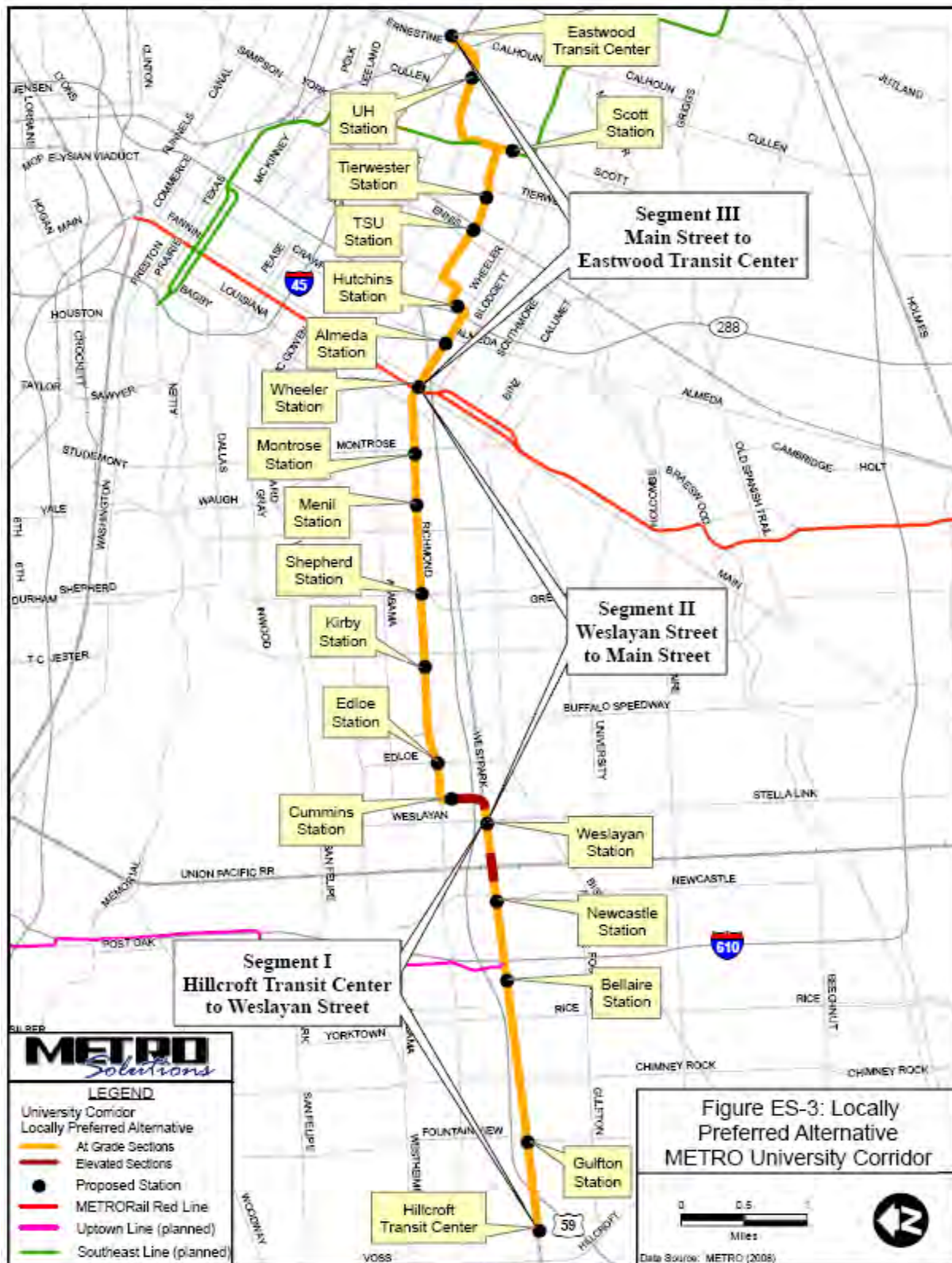
ECONOMIC DEVELOPMENT RATING: Medium

Transit-Supportive Plans and Policies: *Medium-Low*

- Limited efforts have been made at regional planning and growth management. In 2005, the Houston-Galveston Area Council (H-GAC) – local metropolitan planning organization – joined with the citizen-led Blueprint Houston 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 to increase transit, but have not yet led to further implementation activities to shape regional land use patterns.
- Some station area planning activities have been initiated. METRO is undertaking a Station Area Work Program to address barriers to station area development, tools to leverage development, and a policy for the development of each station area. The City of Houston is developing an Urban Corridor Planning Ordinance, which will provide a planning framework for development in high capacity transit corridors and in specific station areas. METRO has established a joint development/transit-oriented development program that will initiate specific development projects.
- 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 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*

- 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 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.



San Antonio Modern Streetcar Project
San Antonio, Texas
Small Starts Project Development
Information Prepared December 2014

VIA Metropolitan Transit proposes to implement a modern streetcar in downtown San Antonio. The corridor covers 5.9 miles of surface streets and will provide connections to the Westside Multimodal Center west of downtown, Robert Thompson Transit Center east of downtown, area neighborhoods and entertainment, civic and cultural activity centers. VIA seeks to reduce bus congestion on downtown streets and increase circulation and transit capacity in the urban core. The existing transportation infrastructure is not designed to support increased density through new development or to complement development of a more livable urban community as desired by the City of San Antonio.

VIA completed an alternatives analysis that resulted in the Streetcar Alternatives Definition, Evaluation and Locally Preferred Alternative (LPA) Report. On September 24, 2013, VIA's Board unanimously approved the recommended LPA to advance into the environmental review process and project development. In July 2014, due to changing local support for the project, VIA elected to put the project on hold. VIA does not currently have anticipated dates for resuming activity on the project, including completion of environmental assessment activities.

Provo-Orem Bus Rapid Transit
Utah County, Utah
Small Starts Project Development
(Rating Assigned November 2014)

Summary Description	
Proposed Project:	Bus Rapid Transit 10.5 Miles, 18 Stations
Total Capital Cost (\$YOE):	\$149.92 Million
Section 5309 Small Starts Share (\$YOE):	\$74.99 Million (50.0%)
Annual Operating Cost (opening year 2017):	\$3.58 Million
Current Year Ridership Forecast (2012):	11,300 Daily Linked Trips 3,533,200 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The Utah Transit Authority (UTA) is proposing a Bus Rapid Transit (BRT) line to serve the cities of Provo and Orem in Utah County. The project would operate from the Orem Intermodal Center to the Provo Intermodal Center, in an exclusive, at-grade right-of-way for approximately 5.3 miles and in mixed traffic at-grade for an estimated 5.2 miles. The project also includes the purchase of 25 new BRT vehicles. Service would be provided every five minutes during weekday peak periods, every 10 minutes during off-peak periods, every 15 minutes during weekday evenings and every 20 minutes on Saturdays.

Project Purpose: According to local officials, growth from Brigham Young University and Utah Valley University, coupled with new housing and economic development opportunities, have necessitated more mobility improvements in the project corridor, which is quickly becoming capacity constrained according to the Mountainland Association of Governments (MAG). To meet this demand, the project would provide more frequent, higher capacity transit services connecting the university campuses to housing in Provo and Orem and employment centers within the corridor.

Project Development History, Status and Next Steps: A corridor planning study was initiated by UTA and MAG in 2007, that was completed with the selection of a locally preferred alternative (LPA) in September 2010. The LPA was adopted into the region's fiscally constrained long-range plan in May 2011. The project entered Small Starts Project Development in April 2013. The environmental review process will be complete with the issuance of a Finding of No Significant Impact in spring 2015. UTA anticipates a receipt of a Small Starts Grant Agreement in fall 2015, and the start of revenue service in 2017.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 New Starts	\$74.99	50.0%
Local: Local Option Sales Tax (sales tax revenues and bond proceeds)	\$68.00	45.4%
Local Contributions (Joint ROW purchase and construction)	\$6.93	4.6%
Total:	\$149.92	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.

Swift II
Everett, Washington
Small Starts Project Development
Information Prepared December 2014

The Snohomish County Public Transportation Benefit Area (known as Community Transit) proposes to extend bus rapid transit (BRT) service by approximately 12 miles. The existing Swift II BRT line travels 17 miles between Everett and Shoreline, making 16 station stops along the way. The proposed project will extend the line from a new transit center in Everett to the existing Canyon Park park-and-ride lot and include 18 new stations. The project's current estimated capital cost is \$48.0 million. Community Transit expects to seek \$38.0 million from the Small Starts program.

Community Transit believes the project will improve east-west transportation options in Snohomish County, connect major activity centers, and provide an additional high capacity transit option. The project will serve relatively dense development, including multiple activity centers comprised of both employment and residential uses. Activity centers that will be served include the Paine Field/Boeing Manufacturing/Industrial Center, Bothell-Canyon Park Regional Growth Center, and Mill Creek Town Center.

Community Transit expects to select a locally preferred alternative in mid- to late 2015 and get it adopted into the region's fiscally constrained long range transportation plan in late 2015. Community Transit anticipates completion of the environmental review process with a categorical exclusion in June 2015, receipt of a Small Starts Grant Agreement in mid-2016, and the start of revenue service in 2018.

Center City Connector Streetcar
Seattle, Washington
Project Development
Information Prepared July 2014

The City of Seattle ("City") proposes to implement the 1.2-mile Center City Connector Streetcar that will improve circulation within the downtown core and connect the existing South Lake Union Line and the First Hill Line, which is currently under construction and anticipated to open in late summer or early fall 2014. The Center City Connector streetcar will include five new stations. The project's current estimated capital cost is \$110.0 million. The City of Seattle expects to seek somewhere between \$55 and \$75 million from the Small Starts program.

The project will serve the growing demand for Center City circulation trips and is expected to improve transit service quality and reliability downtown because it will operate in exclusive transit lanes. The streetcar will support local circulation for people arriving in the Center City on fifty-six bus routes, three new bus rapid transit lines, regional light rail, two commuter rail lines, and a number of passenger ferries. It also provides connections with Amtrak, Greyhound and BoltBus intercity bus services.

The City expects to select a locally preferred alternative in summer 2014, and get it adopted into the region's fiscally constrained long range transportation plan in spring 2015. The City anticipates completion of the environmental review process with a categorical exclusion in March 2015, receipt of a Small Starts Grant Agreement in mid-2016, and the start of revenue service in early 2018.

**Lynnwood Link Extension
Seattle/Lynnwood, Washington
Project Development
Information Prepared November 2013**

The Central Puget Sound Regional Transit Authority (Sound Transit) proposes to extend the Link light rail system. The existing system operates today between Seattle-Tacoma International Airport and downtown Seattle. Two separate extensions, first to the University of Washington and then to Northgate, are currently under construction. This project would extend the system 8.5 miles further from Northgate to Lynnwood.

Sound Transit indicates the project would relieve congestion, improve transit performance, and enhance mobility choice and quality of life in this dense suburban corridor where because of geography and development pressures other means of transportation enhancement are limited. The project is a key piece of Sound Transit's "ST2" transit plan for which a ½-cent dedicated sales tax was approved by voters in 2008. Various alternatives are still under consideration that range in cost from \$1.20 billion to \$1.70 billion. Sound Transit anticipates seeking a 50 percent share from the New Starts program.

The project was included in the region's fiscally constrained long range transportation plan, entitled Transportation 2040, in May 2010. Sound Transit completed an Alternatives Analysis in 2011. A Draft Environmental Impact Statement was published in July 2013. Sound Transit anticipates completing the environmental review process with receipt of a Record of Decision in summer 2015, gaining entry into the engineering phase shortly thereafter, receiving a Full Funding Grant Agreement in 2017, and beginning revenue service in 2023.

Sound Transit Lynnwood Link Extension

Preferred Alternative As Selected by the Board November 2013



Tacoma Link Light Rail Expansion

Tacoma, Washington

Small Starts Project Development (Rating Assigned November 2014)

Summary Description	
Proposed Project:	Light Rail 2.4 Miles, 6 Stations
Total Capital Cost (\$YOE):	\$166.01 Million
Section 5309 Small Starts Share (\$YOE):	\$74.99 Million (45.2%)
Annual Operating Cost (opening year 2021):	\$4.80 Million
Current Year Ridership Forecast (2013):	4,100 Daily Linked Trips 1,212,700 Annual Linked Trips
Horizon Year Ridership Forecast (2035):	8,600 Daily Linked Trips 2,106,900 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The Central Puget Sound Regional Transit Authority (Sound Transit) proposes to extend the Tacoma Link light rail line by 2.4 miles. The existing Tacoma Link light rail travels 1.6 miles through downtown Tacoma. The proposed project will extend the line from the existing Theater District Station into a historic business district known as the Stadium District, through the Medical Mile, which is a complex of hospitals, to the Hilltop District, a historically diverse neighborhood. The project would include transit signal priority, five vehicles, and six new stations. During weekdays, service would operate every 10 minutes during peak hours and every 20 minutes during off-peak and evening periods. On weekends, service would operate every 10 minutes.

Project Purpose: The project will improve mobility and access to the regional transit system for Tacoma residents, employees, and visitors by connecting the existing Tacoma Link system with the City's major activity centers and destinations. The project will serve traditionally underserved populations and neighborhoods in Tacoma while providing economic benefit to the City as a whole. It will serve the "Medical Mile" hospital complex, which includes Tacoma General, Mary Bridge Children's Hospital, Community Health Care Center, and St. Joseph's Medical Center.

Project Development History, Status and Next Steps: FTA approved the project into project development in August 2014. Sound Transit expects to select a locally preferred alternative (LPA) in early 2015, and get it adopted into the region's fiscally constrained long range transportation plan in early 2015. Sound Transit anticipates completion of the environmental review process with a Documented Categorical Exclusion in February 2015, receipt of a Small Starts Grant Agreement in late 2015, and the start of revenue service in 2021.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 Small Starts	\$74.99	45.2%
FHWA Flexible Funds (Congestion Mitigation Air Quality)	\$5.33	3.4%
FHWA Flexible Funds (Surface Transportation Program)	\$0.27	
Section 5307 Formula Funds	\$6.00	3.6%
Local:		
Sound Transit Local Tax Revenue	\$51.01	30.7%
City of Tacoma Local Tax Revenue and other Contributions	\$28.40	17.1%
Total:	\$166.00	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.

Tacoma Link Expansion
Tacoma, Washington
Small Starts Project Development
(Rating Assigned November 2014)

LAND USE RATING: Medium

The land use rating reflects population and employment densities within ½-mile of proposed station areas, as well as the share of legally binding affordability restricted housing in the corridor compared to the share in the surrounding county(ies).

- Average population density across all station areas is 7,600, which corresponds to a medium rating according to FTA benchmarks. Total employment served is 27,100, corresponding to a low rating.
- The proportion of legally binding affordability restricted housing in the project corridor compared to the proportion in the county through which the project travels is 4.67, which corresponds to a high rating.
- The average daily parking cost in the central business district (CBD) is \$9.15, which corresponds to a medium rating. Existing parking supply in the CBD is 21,300 spaces or about 0.7 spaces per employee, which corresponds with a low rating.
- The existing project corridor/station area features a diversity of land uses, including mixed retail/commercial space, schools, medical centers, parks, and single- and multifamily residential development.
- The sidewalk network within ½-mile of the proposed stations is nearly 100 percent complete. There are sidewalks on both sides of every block accessing each proposed station. Many sidewalks have been significantly improved in the last few years, with new landscaping, wider sidewalks, street trees, curb ramps, bulbouts, and improved marked crossings.

ECONOMIC DEVELOPMENT RATING: Medium

Transit-Supportive Plans and Policies: Medium-High

- *Transit-Supportive Corridor Policies:* The project is within downtown Tacoma, which is a designated Regional Growth Center per regional growth management and transportation plans. These plans project population to roughly triple in the alignment's study area by 2035. Three subarea plans move forward with regional and municipal plans to support transit-oriented development, reduce parking, and enhance pedestrian-friendly design.
- *Supportive Zoning Regulations Near Transit Stations:* Existing zoning in most station areas already supports moderate-to-high density mixed use development. Parking requirements are reduced for developments near transit stops and mixed use zones allow for additional building heights for the incorporation of public benefit features, including ground floor street frontage and transit stop improvements.
- *Tools to Implement Land Use Policies:* Public outreach efforts included stakeholder and technical advisory groups, direct mailings, open houses, advertisements, and more. Tacoma's multifamily property tax exemption program was established to encourage multifamily housing in Hilltop and Stadium mixed-use centers and 15 other mixed-use centers. Downtown On The Go, sponsored in part by Pierce Transit, the City of Tacoma and the Tacoma-Pierce County Chamber, also reaches out to financial institutions and major employers in its efforts to promote living and working in downtown Tacoma. The City of Tacoma has implemented a Transfer of Development Rights program in its mixed-use centers and downtown zoning districts.

Performance and Impacts of Policies: Medium

- *Performance of Land Use Policies:* Forty-one separate developments have been built within the station areas since 2003. These developments are all categorized as mixed-use, multifamily residential, medical, office, or hotel. Nineteen separate developments are planned or proposed for the station areas. Just over 2,200 residential units were added over a decade to a base of approximately 6,000 study area households, suggesting a growth rate of approximately 3.1 percent annually.
- *Potential Impact of Transit Investment on Regional Land Use:* The corridor has capacity for just over

30,000 new households and just under 57,000 new employees, with current zoning in place. Downtown Tacoma appears well-positioned to capture an increasing share of regional employment growth due to its similar amenity profile and considerable price/rent advantage. The overall household projected growth rate for the City of Tacoma overall is 2.1 percent annually between 2010 and 2035. For the project corridor, the rate is much higher, at 4.7 percent annually.

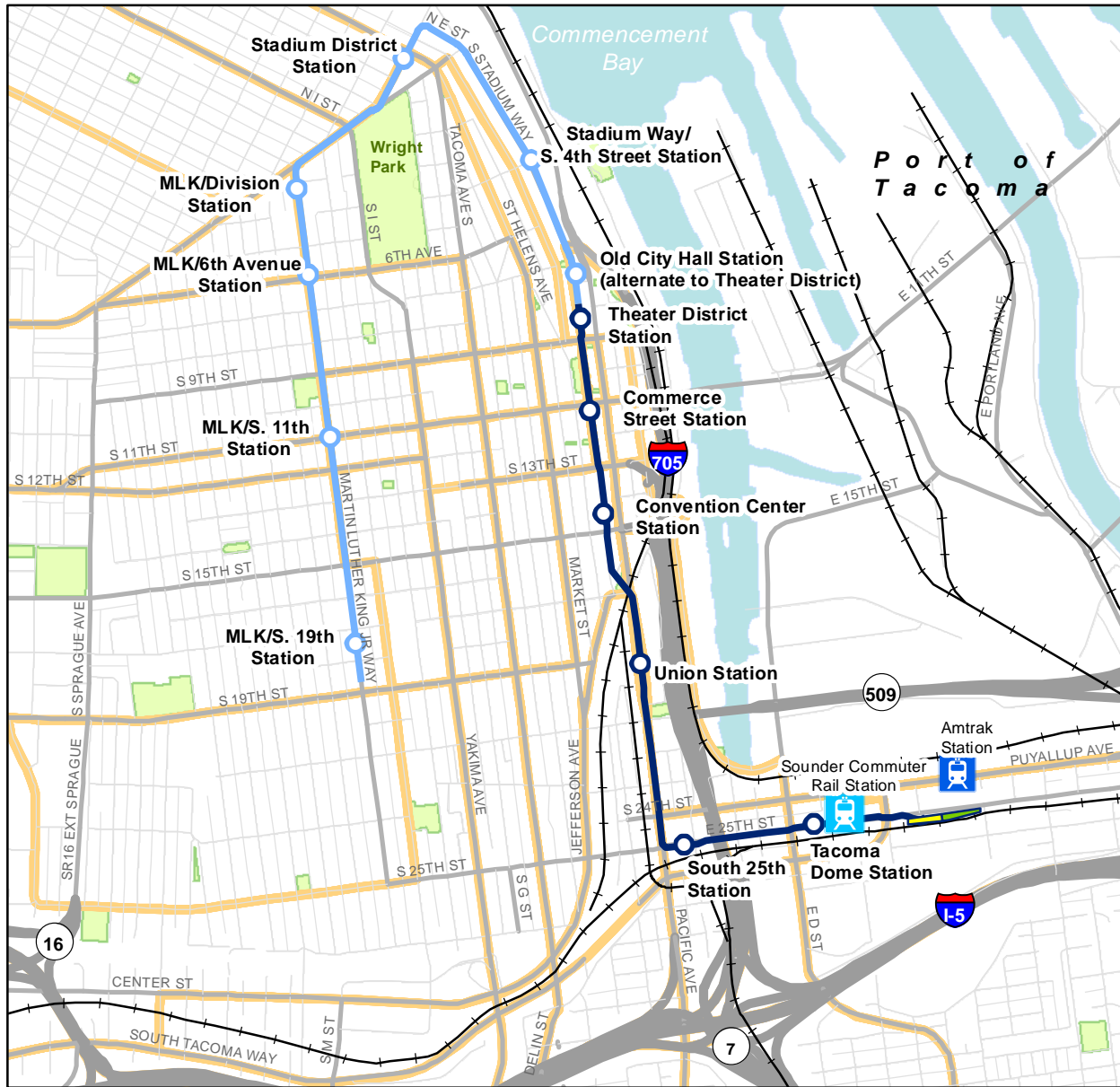
Tools to Maintain or Increase Share of Affordable Housing: Medium

- Tacoma presently needs an estimated 14,100 additional affordable housing units for its present population of low-income households who are paying unaffordable amounts for housing. Tacoma has several tools for encouraging developers to build and maintain affordable housing, including height bonuses, tax exemptions, loans for repair, rehabilitation, homebuyer assistance, and affordable housing development, affordability covenants, and rent controls. Tacoma's Comprehensive Plan has also proposed using accessory dwelling units as a tool to implement affordable housing, while increasing density.

TACOMA LINK EXPANSION

TACOMA, WA

PROJECT MAP



Legend

- Proposed Stations
- Existing Stations
- Existing Alignment
- Proposed Alignment
- Existing Operations and Maintenance Facility Site
- Proposed Operations and Maintenance Facility Expansion Site
- +— Rail Line
- Existing Bus Route
- Park



Date: 9/19/2014

Fourth Plain Bus Rapid Transit

Vancouver, Washington

Small Starts Project Development

(Rating Assigned November 2014)

Summary Description	
Proposed Project:	Bus Rapid Transit 5.9 Miles, 18 Stations
Total Capital Cost (\$YOE):	\$53.00 Million
Section 5309 Small Starts Share (\$YOE):	\$38.40 Million (72.5%)
Annual Operating Cost (opening year 2016):	\$3.19 Million
Current Year Ridership Forecast (2013):	5,700 Daily Linked Trips 1,802,100 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium

Project Description: The Clark County Public Transit Benefit Area Authority (C-TRAN) proposes to construct the first bus rapid transit (BRT) line in the Vancouver/Portland region as well as the first BRT line in the Clark County High Capacity Transit (HCT) System Plan. The BRT line would operate in mixed traffic for 5.9 miles. It would include the purchase of 10 new vehicles. The BRT line would operate every 10 minutes during weekday peak periods, every 15 minutes during weekday off-peak periods and daytime hours on weekends, and every 30 minutes in weekday and weekend evenings.

Project Purpose: Bus travel time in the project corridor has increased by 50 percent since 1992 as a result of increased traffic congestion and transit ridership. Over 33 percent of current bus service in the project corridor is at least five minutes late at key stops. Currently, Routes 4 and 44 are at capacity during high ridership times. The project would reduce transit travel time and improve trip reliability via a new exclusive BRT lane. The project would support local land use and transportation plans by encouraging development in and around activity centers such as Downtown Vancouver, the Columbia River Waterfront Revitalization Area, Fort Vancouver (a national historic park), Clark College, and Westfield Vancouver Mall.

Project Development History, Status and Next Steps: A planning study was initiated by C-TRAN for the corridor in June 2011, which was completed with the selection of BRT as the locally preferred alternative (LPA) in June 2012. The LPA was adopted into the region's fiscally constrained long-range plan in August 2012. FTA approved the project into Small Starts Project Development in April 2013. The project was determined to be a Documented Categorical Exclusion in November 2014, completing the environmental review process. C-TRAN anticipates receipt of a Small Starts Grant Agreement and initiation of construction in early 2015, and the start of revenue service in November 2016.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 Small Starts	\$38.40	72.5%
FHWA Flexible Funds (Congestion Mitigation and Air Quality Funds)	\$4.00	7.5%
State:		
Regional Mobility Grant	\$3.00	5.7%
Local:		
C-TRAN Capital Reserve	\$7.40	14.0%
City of Vancouver Funds	\$0.15	0.3%
Property Donations	\$0.05	0.1%
Total:	\$53.00	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.

Fourth Plain Bus Rapid Transit Project

Vancouver, Washington

Project Development

(Rating Assigned January 2014)

LAND USE RATING: Medium

The land use rating reflects population and employment densities within ½-mile of proposed station areas, as well as the share of legally binding affordability restricted housing in the corridor compared to the share in the surrounding county(ies).

- Average population density across all station areas is 4,598, which corresponds to a medium-low rating according to FTA benchmarks. Total employment served is 30,712, corresponding to a low rating. Parking costs in downtown Vancouver are \$8.50 per day, corresponding to a medium rating.
- The proportion of legally binding affordability restricted housing in the project corridor compared to the proportion in the counties through which the project travels is 4.33, which corresponds to a high rating.
- The project will serve downtown Vancouver and a corridor that is largely suburban in character, with small-scale commercial development, some multi-family apartment complexes, and small-lot single family residences, as well as several activity generators.
- Street connectivity is good throughout the corridor. Downtown Vancouver has a continuous street grid network with sidewalks and attractive streetscapes with pedestrian amenities.

ECONOMIC DEVELOPMENT RATING: Medium-High

Transit-Supportive Plans and Policies: Medium-High

- *Transit-Supportive Corridor Policies:* A series of successively more focused regional, City, and subarea plans concentrate growth and promote transit-supportive development in the project corridor. The City's comprehensive plan mandates compact urban centers and transit-supportive development regulations for the project corridor, emphasizing enhancement of the pedestrian environment.
- *Supportive Zoning Regulations Near Transit Stations:* The City of Vancouver's zoning code defines a Transit Overlay District (TOD) that applies in all station areas, allowing maximum densities between 17 and 23 dwelling units per acre in the majority of station areas. The TOD includes streetscape design requirements to enhance the urban, transit-supportive character of new developments.
- *Tools to Implement Land Use Policies:* The State of Washington and the City of Vancouver apply a range of strong incentives to promote transit-supportive development, including tax abatement for multi-family housing, density bonuses, revenue development areas in which taxes are reinvested locally, infrastructure financing, transportation impact fee reductions, streamlined application and expedited permitting processes, environmental clean-up, and housing rehabilitation loans.

Performance and Impacts of Policies: Medium-High

- *Performance of Land Use Policies:* A range of substantial transit-supportive development projects have been implemented over the last decade and more are under development. Policies and incentives have played a pivotal role in the success of these projects.
- *Potential Impact of Transit Investment on Regional Land Use:* There are numerous opportunities for development in project station areas and the market potential for transit-supportive development appears to be strong. There is evidence of a growing preference for walkable neighborhoods, as reflected in the success of recent transit-supportive development projects, reduced parking ratios for many new development projects in the corridor, and increasing demand for multi-family housing.

Tools to Maintain or Increase Share of Affordable Housing: Medium-High

- Vancouver has demonstrated a strong commitment to addressing affordable housing needs through policies and financial incentives, such as: adoption of a Transit Overlay District, which includes incentives for increased densities; redevelopment of existing housing stock; rental vouchers; use of a multi-family housing tax exemption; and tax abatement and low-income tax credits for developers of low-income housing. Plans for higher-density development, coupled with existing financial incentives, can be expected to further increase the number of affordable housing options.

Fourth Plain Bus Rapid Transit Project

Vancouver, Washington - Project Location Map



- Fourth Plain BRT Station
- Fourth Plain BRT Alignment
- Cross-River Bus Shuttle to North Portland and LRT
- Maintenance Facility & Site Improvements
- 1/2 Mile Station Area Boundary
- ★ Key Activity Center
- Cities
- Counties
- Columbia River

