Annual Report on Funding Recommendations

Fiscal Year 2027

Capital Investment Grants Program and Expedited Project Delivery Pilot Program

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- WA Spokane, Division Street Bus Rapid Transit
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Core Capacity Projects in Project Development

Green Line Transformation (GLT) Core Capacity Program
Boston, Massachusetts
Core Capacity Project Development
(Rating Assigned November 2025)

Note: This profile reflects project sponsor's request to enter Engineering, which is currently under review.

Summary Description	
Proposed Project:	Light Rail
	27.0 Miles, 70 Stations
Core Capacity Capital Cost ($YOE):	$4,075.34 Million (Includes $280 million in finance charges)
Section 5309 CIG Share ($YOE):	$2,037.67 Million (50.0%)
Annual Operating Cost (opening year 2038):	$17.13 Million
Existing Ridership in the Corridor:	94,700 Daily Linked Trips
	29,821,700 Annual Linked Trips
Existing Useable Space per Passenger:	10.5 Square Feet
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium

Project Description: The proposed Project is composed of a suite of capacity improvements along the 27-mile Green Line light rail system, which consists of a trunk section and four branches, and includes surface, elevated, and tunneled sections through some of the densest urban areas in the country. The Massachusetts Bay Transportation Authority (MBTA) plans to deploy higher-capacity Type 10 vehicles to increase the overall capacity of the line. Given the age of the line, significant physical reconfiguration is necessary to deploy the Type 10 vehicles, especially in the tunneled sections. Project components include reconfiguration of track (approximately 3.14 miles); upgrades to signals, power catenary, storage yards, and maintenance facilities; improvements at 27 out of 70 existing stations; and purchase of 58 of the higher-capacity vehicles. In the opening year, peak hour service will be provided about every two minutes on the common trunk section of the line and six to seven minutes on the individual branches. The required completion date for the Project is June 14, 2038. MBTA expects to increase capacity by 37% through the Project improvements.

Project Purpose: The Green Line light rail continues to serve riders as it has for over 125 years. It is a critical transit connector to thriving economic centers, medical institutes, numerous college and university campuses, and popular tourist destinations within Boston and neighboring municipalities. With the highest light rail ridership per mile in the country, riders experience consistent overcrowding with demand exceeding capacity. The Project's comprehensive and holistic approach in expected to not only increase capacity to meet current demand and future needs but also lead to a fully accessible and inclusive transit line with more predictable operations and maintenance costs.

Project Development History, Status and Next Steps: The Project entered CC Project Development in May 2022, and FTA subsequently granted a PD extension for one year until May 2025. The Project was approved into the region's financially constrained long range transportation plan in December 2024. On April 25, 2025, the MBTA Board formally adopted the

Locally Preferred Alternative (LPA) for the Project, which was identified in 2018. The environmental review process was completed through a series of categorical exclusions (CE) for the various independent project components with the last CE issued on April 25, 2025.

MBTA anticipates receipt of a construction grant agreement in August 2028, and Project construction completion in June 2038.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds**	**Percent of Total**
Federal:		
Section 5309 CIG Funds	$2,037,671,038	50.0%
Section 5307 Formula Funds	$1,138,529,992	28.0%
State:		
Commonwealth Federal Matching and Debt Reduction Fund	$81,000,000	2.0%
Local:		
MBTA Bond Proceeds	$678,019,995	16.6%
Sales Tax	$140,121,052	3.4%
Total:	$4,075,342,077	**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 listed total due to rounding.

Green Line Transformation (GLT) Core Capacity Program

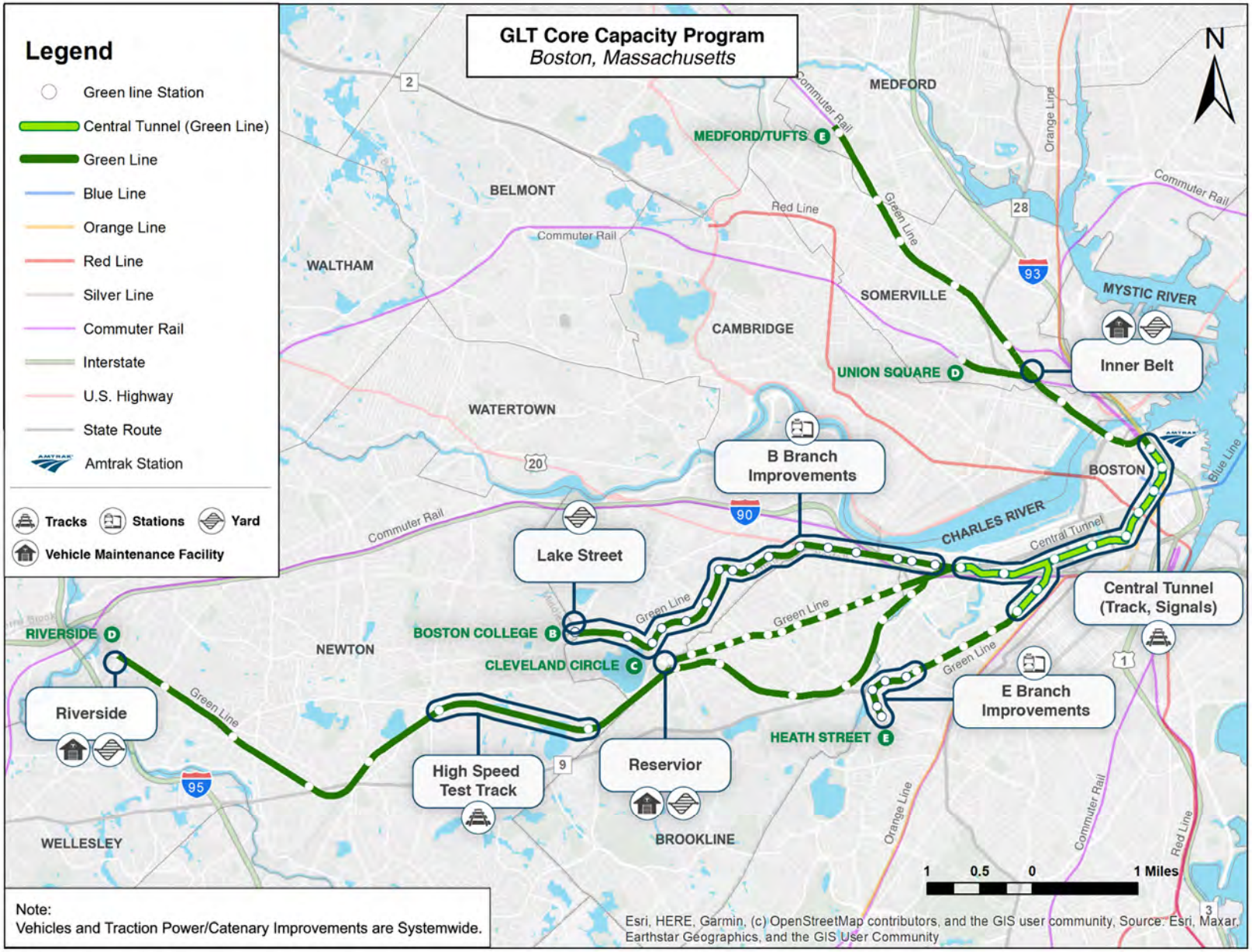
Boston, Massachusetts

Core Capacity Project Development

The information reflected in this profile is based on project sponsor's entry into Engineering request which is currently under review. FTA will determine the maximum amount of Capital Investment Grants (CIG) funding, should a Full Funding Grant Agreement (FFGA) be awarded to the project, within FTA's approval to enter Engineering.

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 CIG Share	**N/A**	The CIG share of the Project is 50.0 percent.
Summary Financial Plan Rating	**Medium**	
Current Capital and Operating Condition (25% of local financial commitment rating)	Medium-High	• The average age of the bus fleet is 5.6 years, which is younger than the industry average. • The most recent bond ratings for MBTA, issued in May 2025, are as follows: 'AAA' (Fitch); and 'AA+' (S&P Global). • MBTA's current ratio of assets to liabilities as reported in its most recent audited financial statement is 1.2 (FY 2024). • There has been positive cash flow and no cash flow shortfalls in recent years.
Commitment of Capital and Operating Funds (25% of local financial commitment rating)	Medium	• Approximately 35 percent of the non-Section 5309 CIG capital funds are committed or budgeted, and the rest are considered planned. Sources of funds include the FTA Urbanized Area Formula Grants Program (Section 5307) Funds, the Commonwealth Federal Matching and Debt Reduction Fund, Dedicated State Sales Tax (1.0 percent of statewide sales tax is dedicated to MBTA pursuant to Massachusetts General Law – Part I, Title II, Chapter 10, Section 35T), and MBTA Bonds (MBTA issues bonds on an annual basis secured by MBTA's Dedicated State Sales Tax • Approximately 58 percent of the funds needed to operate and maintain the transit system in the first full year of operation are committed or budgeted, and the rest are planned or uncertain. Sources of funds include farebox revenue, other operating revenue (such as revenue from advertising, parking, and real estate), dedicated Commonwealth of Massachusetts (State) a previously approved sales tax, dedicated local assessments (previously approved), state assistance (Safety Directives funds and FY 26 House of Representatives proposal funds), Non-operating Income, and a future revenue source to be determined. MBTA continues to be in communication with the state about future funding packages, and Fair Share Surtax revenue collections, earmarked specifically for transportation and education.
Reasonableness of Capital and Operating	Medium - Low	• Assumed growth in capital revenues is reasonable compared to recent historical experience except for other Federal

Cost Estimates and Planning Assumptions/Capital Funding Capacity (50% of local financial commitment rating)		funding and MBTA reimbursable revenues, where the projections appear optimistic relative to historical trends. • The capital cost estimate is reasonable. • Regarding growth in operating revenue assumptions, dedicated Sales Tax (previously approved) is conservative; total fares, dedicated local assessments (previously approved), nonoperating (investment) income, State Assistance-Safety Directives, and Excess Fair Share Revenues are reasonable; while other operating revenue (advertising, parking, and real estate), State Assistance - FY 2026 H1 proposal, additional State assistance, and assumed future revenue sources are optimistic compared to recent historical experience. • Operating cost estimates are reasonable compared to recent historical experience. • MBTA has access to funds via additional debt capacity to cover unexpected cost increases or funding shortfalls equal to at least 50.0 percent of the estimated CIG capital cost and 50.0 percent of annual system-wide operating expenses.



Note:
Vehicles and Traction Power/Catenary Improvements are Systemwide.

FrontRunner 2X
Salt Lake City, Utah
Core Capacity Project Development
(Rating Assigned November 2024)

Summary Description	
Proposed Project:	Commuter Rail
	82 Miles, 16 Stations
Core Capacity Capital Cost ($YOE):	$1,439.41 Million
Section 5309 CIG Share ($YOE):	$1,151.53 Million (80.0%)
Annual Operating Cost (opening year 2030):	$14.83 Million
Existing Ridership in the Corridor:	14,800 Daily Linked Trips
	4,134,500 Annual Linked Trips
Existing Seated Load:	82.0%
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Utah Department of Transportation (UDOT), in conjunction with the Utah Transit Authority (UTA), proposes double-tracking sections of the FrontRunner Commuter Rail Line, which currently runs on a single track over the majority of its length between Ogden and Provo, Utah, to increase capacity. The project includes the purchase of 10 trainsets and signal improvements. These improvements allow for increased service frequency from trains running every 30 minutes during peak periods and every 60 minutes at other times of day currently to trains running every 15 minutes during peak periods and every 30 minutes at other times of day. This additional service is anticipated to increase overall capacity by at least 32 percent.

Project Purpose: The project corridor is bound on the east by the Wasatch Mountains and on the west by Utah Lake and Great Salt Lake, which physically constrain growth in the area between the major cities of Ogden, Salt Lake City and Provo. As such, Interstate 15 (I-15) and FrontRunner are the two major options for north-south travel through the region. The Project allows for increased train speeds, improves reliability, and allows for the provision of more frequent service. This in turn leads to a more attractive travel option than driving on I-15.

Project Development History, Status and Next Steps: UTA selected the locally preferred alternative (LPA) in May 2022. The project entered Core Capacity Project Development in November 2022. The LPA was adopted into the region's long range transportation plan in May 2023. UDOT completed the environmental review process with receipt of a Categorical Exclusion from FTA in July 2024. UTA anticipates receiving a Full Funding Grant Agreement in August 2026 and opening for revenue service in 2030.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 CIG	$1,151.53	80.0%
State: State of Utah Transit Transportation Investment Fund	$212.88	14.8%
Local: Utah Transit Authority Sales Tax	$75.00	5.2%
Total:	**$1,439.41**	**100.0%**

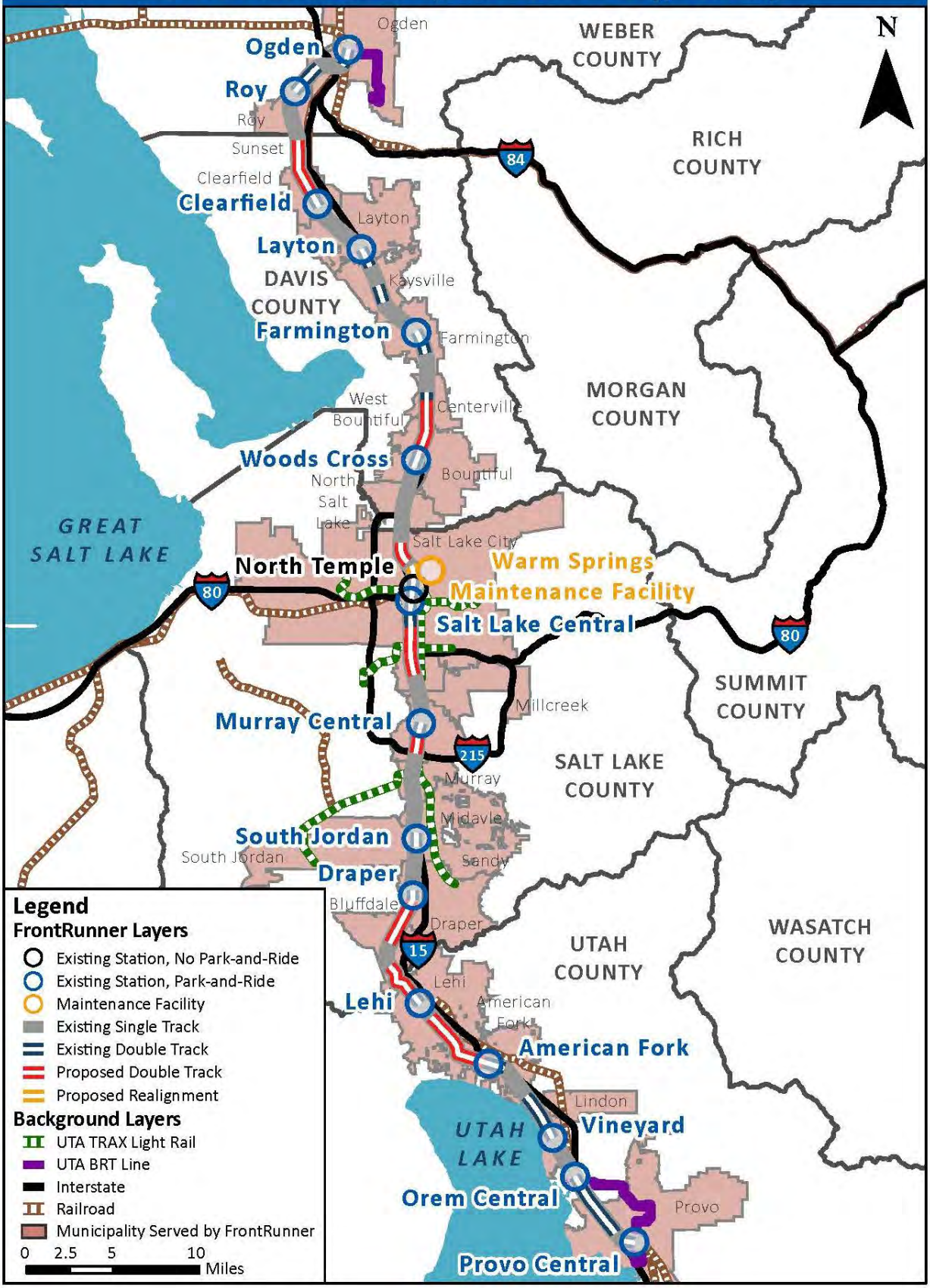
NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

FrontRunner 2X
Salt Lake City, Utah
Core Capacity Project Development
(Rating Assigned November 2024)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 CIG Share	**N/A**	The CIG share of the project is 80.0 percent.
Summary Financial Plan Rating	**Medium**	
Current Capital and Operating Condition (25% of local financial commitment rating)	Medium-High	• The average age of the bus fleet from Utah Transit Authority (UTA) is 7.8 years, which is in-line with the industry average. • The most recent bond ratings for the UTA (the project operator), issued in September 2023, are as follows: Moody's Investors Service Aa2, Fitch's AA, and Standard & Poor's Corporation AA+. The most recent bond ratings for the State of Utah (which the project sponsor Utah DOT is a part of) are as follows: Moody's Investors Service, Aaa; Fitch's AAA; and Standard & Poor's, Corporation AAA. • UTA's current ratio of assets to liabilities as reported in its most recent audited financial statement is 2.77 (FY2023). State of Utah's (Utah Department of Transportation) reported a current ratio of 1.0 in its most recent audited financial statement (FY2023). • There were no service cutbacks or cash flow shortfalls in recent years.
Commitment of Capital and Operating Funds (25% of local financial commitment rating)	High	• All of the non-Section 5309 CIG capital funds are committed. Sources of funds include a one-time allotment from the State of Utah Transit Transportation Investment Fund which is comprised of highway general obligation bonds, as well as a voter-approved, dedicated UTA sales tax. • Approximately 99 percent of the funds needed to operate and maintain the Project in the first full year of operation are committed or budgeted, and 1 percent are considered planned. Sources of funds include Federal formula funds (apportionments for Sections 5307, 5310, 5337, and 5311), State of Utah vehicle licensing tax revenue, UTA sales tax, farebox revenues, Salt Lake City bus operating revenue and subsidies, and other local sources including advertising revenues, investment income, and forecasted funding from local partners for purchased services.
Reasonableness of Capital and Operating Cost Estimates and Planning	Medium - Low	• Assumed growth in capital revenues is optimistic compared to recent historical experience. • The capital cost estimate is reasonable.

Assumptions/Capital Funding Capacity (50% of local financial commitment rating)		• Regarding growth in operating revenue assumptions, farebox collections, Federal formula and discretionary grants, investment income and farebox collections are optimistic compared to recent historical experience. State vehicle licensing, sales tax, advertising, and Salt Lake City bus revenues are reasonable compared to recent historical experience. • Operating cost estimates are reasonable compared to recent historical experience. • UDOT (the project sponsor) did not provide information as to whether it has access to funds via additional debt capacity, cash reserves, or other committed funds to cover unexpected cost increases or funding shortfalls. UTA (the project operator) has 45.0 percent of annual system wide operating expenses available in reserve (5.4 months).

FrontRunner 2X (Salt Lake City, Utah)



New Starts Projects in Engineering

Transbay Program Downtown Extension
San Francisco, California
New Starts Engineering
(Rating Assigned February 2024)

The information reflected in this profile was based on the information provided by the Transbay Joint Powers Authority (TJPA) with its Engineering request submitted to the Federal Transit Administration (FTA) in August 2023. The Engineering approval letter notified the TJPA that the maximum amount of Capital Investment Grants (CIG) funding FTA will provide to the project should a Full Funding Grant Agreement (FFGA) be awarded is $3,384,462,235 (41 percent) rather than the amount requested and shown in the rating information below.

Summary Description	
Proposed Project:	Commuter Rail 2.2 Miles, 2 Stations
Total Capital Cost ($YOE):	$8,254.79 Million (Includes $375.4 million in finance charges)
Section 5309 CIG Share ($YOE):	$4,077.86 Million (49.4%)
Annual Operating Cost (opening year 2035):	$50.80 Million
Current Year Ridership Forecast (2023):	16,500 Daily Linked Trips 5,130,400 Annual Linked Trips
Horizon Year Ridership Forecast (2045):	48,000 Daily Linked Trips 14,111,000 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium-High

Project Description:
The Transbay Joint Powers Authority (TJPA) proposes to extend the Caltrain commuter rail line from its current terminal station at Fourth and King Streets to the multi-modal Salesforce Transit Center in downtown San Francisco. The Project includes construction of the underground guideway using both cut and cover and mined tunneling methods, tunnel ventilation and emergency egress and two underground stations. The project also includes installation of train control, signals, a communication system, and retrofitting 23 of Caltrain's electric multiple unit trainsets and several non-revenue maintenance of way vehicles. Service on the project is planned to operate from 4:30 am to 1:30 am on weekdays, and from 6:00 am to 1:30 am on weekends with trains every 10 to 15 minutes during weekday peak periods and every 30 minutes during off-peak periods and weekends.

Project Purpose: The TJPA believes that the Project will improve public access to bus and rail services in the core of San Francisco Downtown and accommodate projected growth in travel demand in the San Jose–San Francisco corridor. Additionally, the Project will connect Caltrain's regional rail system to the California High-Speed Rail Authority's statewide rail system at the Salesforce Transit Center.

Project Development History, Status and Next Steps: The locally preferred alternative (LPA) was selected in March 2003, and NEPA was completed with a Record of Decision (ROD) in

February 2005. FTA amended the ROD in July 2019 and completed an environmental re-evaluation in June 2023. The LPA was adopted into the region's fiscally constrained long range transportation plan in October 2021. The project entered New Starts Project Development in December 2021. FTA approved the project into New Starts Engineering in April 2024. The TJPA expects to receive a Full Funding Grant Agreement in 2025, and initiate revenue service in 2035.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 CIG	$4,077.86	49.4%
Other Federal Grants	$608.79	7.4%
American Recovery and Reinvestment Act of 2009 (ARRA)	$400.00	4.8%
U.S. Department of Transportation FY23 National Infrastructure Project Assistance (MEGA) Grant Program	$113.80	1.4%
Federal Railroad Administration (FRA) FY22 and FY23 Federal-State Partnership Grant Program	$97.34	1.2%
FRA FY23 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program	$29.88	0.4%
State:		
Transit and Intercity Rail Capital Program (TIRCP)	$560.00	6.8%
California High Speed Rail Authority (CHSRA) Construction and Engineering Support	$553.00	6.7%
Regional Transportation Improvement Program (RTIP)	$17.85	0.2%
Local:		
Transbay Transit Center Community Facilities District (CFD) revenues, bond proceeds, and reimbursements.	$354.39	4.3%
Non-Federal Share for ARRA grant	$328.52	4.0%
Regional Measure 3 Toll Revenue	$325.00	3.9%

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Proposition L San Francisco Transportation Sales Tax	$300.00	3.6%
Central South of Market (SOMA) CFD Impact Fees	$155.00	1.9%
Transbay Redevelopment Property Tax Increment, Bond Revenue	$127.27	1.5%
Transbay Redevelopment Property Tax Increment, Additional Tax Increment	$97.50	1.2%
Proposition K San Francisco Transportation Sales Tax	$21.59	0.3%
Transit Center District Plan Developer Impact Fees	$16.00	0.2%
Caltrain Capital Contribution – Engineering	$3.00	0.0%
Private Sector/Other: Formerly State-Owned Parcels Land Sales	$68.00	0.8%
Total:	**$8,254.79**	**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 Francisco, Transbay Program Downtown Extension
(Rating Assigned February 2024)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium-High**	
Non-Section 5309 CIG Share	**+1 level**	The CIG share of the project is 49.4 percent.
Summary Financial Plan Rating	**Medium**	
Current Capital and Operating Condition (25% of local financial commitment rating)	Medium	• Neither the project sponsor, the Transbay Joint Powers Authority (TJPA), nor the operator of the Project, Caltrain, provide bus service. • No bonds have been issued for TJPA in the past two years. • TJPA's current ratio of assets to liabilities as reported in its most recent audited financial statement is 1.2 (FY2022). • There were no service cutbacks in recent years for Caltrain. • There were no recent cash flow shortfalls for either TJPA or Caltrain
Commitment of Capital and Operating Funds (25% of local financial commitment rating)	Medium-High	• Approximately 41 percent of the non-Section 5309 CIG capital funds are committed or budgeted, and the rest are considered planned, uncertain or unspecified. Federal sources include expended funds from the American Recovery and Reinvestment Act of 2009 (ARRA), U.S Department of Transportation MEGA Grant funds, Federal Railroad Administration (FRA) Federal-State Partnership funds, FRA Consolidated Rail Infrastructure and Safety Improvement (CRISI) funds, and $609 million in unspecified federal funds. State sources include State Transit and Intercity Rail Capital Program (TIRCP) funds, a set of funding contributions from the California High Speed Rail Authority, and a sales tax transfer from the California Regional Transportation Improvement Program. Local sources include project specific special taxes and bonds from the Transbay Community Facilities District (CFD), an existing Regional Measure 3 toll tax, a contribution from Caltrain for the capital cost of the project, previously received matching funds to the ARRA grant, a voter-approved half cent sales tax from Proposition L, a voter approved half-cent local sales tax from Proposition K, property taxes from the City of San Francisco's Transbay Redevelopment plan, impact fees from the Transit Center District Plan, impact fees from the South of Market street (SOMA) Community Facilities District and revenues from a set of land sales of TJPA property. • Approximately 50 percent of the funds needed to operate and maintain the transit system in the first full year of

		operation are committed or budgeted, and the rest are considered planned, uncertain or unspecified. There are no anticipated Federal Sources of operating funds. State sources of operating funds include: annual toll revenue allocations from both Regional Measure 2 and Regional Measure 3; a statewide annual operating grant funded by diesel fuel sales tax; unnamed regional grants and bridge toll revenue. Local sources include: farebox revenue; voter-approved Measure RR regional retail taxes collected in the City of San Francisco, San Mateo County, and Santa Clara County; AC Transit Capital Contributions; Joint Powers Board member funding; bus storage facility revenue; parking revenue; shuttle revenue and Caltrain rental income; non-transit income including advertising income, interest earnings and permit fees; host licensing fees, an annual direct payment from the East Cut Community Benefit District Park; interest earnings from Salesforce Park; TJPA facility lease payments; TJPA general revenue including from naming rights, retail revenue sponsorship/events, investment interest, and antenna licensing fees, miscellaneous earnings, and unspecified additional operating revenue sources.
Reasonableness of Capital and Operating Cost Estimates and Planning Assumptions/Capital Funding Capacity (50% of local financial commitment rating)	Medium-Low	• Assumed growth in capital revenues is reasonable compared to recent historical experience. • The capital cost estimate is reasonable. • Assumed growth in multiple operating revenue assumptions are optimistic including Transit Center Rental retail revenue, advertising revenue, other unnamed regional grants, forecasted miscellaneous earnings, and unidentified operating funds. Assumed growth in other operating revenues are reasonable compared to recent historical experience including farebox collections, parking revenue, shuttle revenue, Measure RR funds, Caltrain rental income, Caltrain other income, sales tax revenues, annual East Cut CBD Park Reimbursements, TJPA Lease and Use payments, AC Transit Capital Contributions and Bus Storage Facility revenue, Transit Center Sponsorship/Events, projections, host licensing fees, interest earnings from Salesforce Park, naming rights, investment interest, California's Assembly Bill 434 local Peninsula & TA Shuttle Funding sources. Assumed growth for annual statewide operating grants, Caltrain overall farebox revenue, and Joint Powers Board member funding are conservative compared to recent historical experience. • Operating cost estimates are reasonable. • TJPA does not have access to funds via additional debt capacity, cash reserves, or other committed funds to cover unexpected cost increases or funding shortfalls.

Transbay Program Downtown Extension
San Francisco, California
New Starts Project Development
(Rating Assigned May 2023)

LAND USE RATING: HIGH
The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding county. • Average population density within one-half mile of the station areas is 26,288 persons per square mile, corresponding to a HIGH rating. An estimated 404,017 jobs would be served by the project (one-seat ride), which corresponds to a HIGH rating. Average daily parking fees in the station areas are $44, which rates HIGH. The ratio of station area to county LBAR housing is 2.20, corresponding to a MEDIUM-HIGH rating.
ECONOMIC DEVELOPMENT RATING: MEDIUM-HIGH
Transit-Supportive Plans and Policies: Medium-High
• *Growth Management:* Plans recommend focusing density near transit. The Bay Area has existing urban growth boundaries and plans recommend maintaining them. • *Transit-Supportive Corridor Policies:* The Transbay Redevelopment Plan (2006) led to consolidated properties, aligned development priorities, and envisioned high-density development in the area surrounding the Salesforce Transit Center in downtown San Francisco. • *Supportive Zoning Near Transit Stations:* The station areas are zoned to ensure high-density development that encourages a mix of uses, quality pedestrian space, and ground floor retail activity. Zoning codes do not require off-street parking for any land use. • *Tools to Implement Land Use Policies:* The City consolidated multiple acres and parcels adjacent to the Salesforce Transit Center. The station areas are now being privately developed and will include specific public benefits, such as deed-restricted affordable housing and high-quality streetscapes. A tax-increment finance (TIF) district was established to capture tax revenues generated by redevelopment.
Performance and Impacts of Policies: High
• *Performance of Land Use Policies:* Twenty buildings taller than 400 feet have been constructed south of Market Street since 2002, within two blocks of the Salesforce Transit Center. As of June 2021, more than 2,600 new units of housing have been built on six separate Transbay Redevelopment Plan blocks. Another 1,100 units are planned to be built within two more large blocks. • *Potential Impact of Transit Investment on Regional Land Use:* The total population within the station areas is projected to increase by 32% between 2019 and 2039, compared to a 22% projected population increase in the metropolitan area during the same period. In addition to the continued development of this downtown area around the Salesforce Transit Center, the broader SoMa area is rapidly developing, especially in the vicinity of Caltrain's current terminus and the future Fourth and Townsend Street Station. Existing light industrial developments and low-density development within the project area are zoned for future medium-and high-density development.
Tools to Maintain or Increase Share of Affordable Housing: Medium
• The City of San Francisco operates multiple programs that provide downpayment loans to increase homeownership among low-and middle-income households, including the Downpayment Assistance Loan Program, City Second Loan Program, and the Teacher Next Door Program. The City's Inclusionary Housing Program requires residential projects with 10 or more units to pay an Affordable Housing Fee, or to provide a percentage of units as affordable (either on-site or off-site). Funding and implementation for affordable housing is administered by the Mayor's Office of Housing and Community Development (MOHCD), the Office of Community Investment and Infrastructure, and the San Francisco Planning Department. The MOHCD preserves approximately 16,900 units for low-income renters with Low Income Housing Tax Credits. Additionally, the State of California's Regional Household Needs Assessment (RHNA) mandates the City to provide 82,069 affordable housing units during the period 2023-2031.

TRANSBAY PROGRAM DOWNTOWN RAIL EXTENSION PROJECT
BEALE ST
FREMONT ST
1ST ST
2ND ST
3RD ST
4TH ST
MARKET ST
Salesfore Transit Center Station
San Francisco Bay
MISSION ST
HOWARD ST
FOLSOM ST
HARRISON ST
CITY AND COUNTY OF SAN FRANCISCO
80
4th and Townsend Station
BRYANT ST
BRANNAN ST
TOWNSEND ST
280
MISSION BAY BLVD
16TH ST
17TH ST
N
0 0.1 0.2 0.4 Miles
Downtown Extension (DTX)
BART and MUNI Trunk Line
MUNI Metro N Line
MUNI Metro T Line
Caltrain (Existing)
Highways
Surface Streets

BART Silicon Valley Phase II Extension
San Jose, California
New Starts Engineering
(Rating Assigned June 2024)

The information reflected in this profile was based on the information provided by the Santa Clara Valley Transportation Authority (VTA) with its Engineering request submitted to the Federal Transit Administration (FTA) in March 2024. The Engineering approval letter notified the VTA that the maximum amount of Capital Investment Grants (CIG) funding FTA will provide to the project should a Full Funding Grant Agreement (FFGA) be awarded is $5,098,242,571 (40 percent) rather than the amount requested and shown in the rating information below.

Summary Description	
Proposed Project:	Heavy Rail 6.1 Miles, 4 Stations
Total Capital Cost ($YOE):	$12,745.61 Million (Includes $390.0 million in finance charges)
Section 5309 CIG Share ($YOE):	$6,296.31 Million (49.4%)
Annual Operating Cost (opening year 2039):	$146.21 Million
Current Year Ridership Forecast (2022):	14,500 Daily Linked Trips 4,195,400 Annual Linked Trips
Horizon Year Ridership Forecast (2040):	32,100 Daily Linked Trips 9,265,600 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium-High

Project Description:
The Santa Clara Valley Transportation Authority (VTA) proposes a heavy rail system to extend the Bay Area Rapid Transit (BART) Silicon Valley service from the Berryessa Station through downtown San Jose to the City of Santa Clara. The project includes five miles of subway tunnels out of total 6.1-mile corridor, 48 heavy rail vehicles, two mid-tunnel ventilation and egress facilities, and a storage yard and maintenance facility. The project is being designed and constructed by VTA, will be owned by VTA, and operated and maintained by BART. Service on the project is planned to operate from 4:00 AM to 1:00 AM on weekdays and from 6:00 AM to 1:00 AM on weekends, with trains every seven and a half (7.5) minutes during the weekday peak period, every 7.5 to 15 minutes off-peak during the weekday, and every 20 minutes on weekday evenings and weekends in both opening and horizon year.

Project Purpose: The Project is intended to provide a one seat ride on BART from San Jose and Santa Clara to destinations all around the Bay Area. The VTA believes the project will enhance connectivity of regional transit services, promote economic development in the Silicon Valley, improve mobility for transportation-disadvantaged populations, and support local and regional land use plans. The project creates a ring of rail around the San Francisco Bay and connects with multiple regional and intercity transportation services including San Francisco and Oakland International Airports via BART, VTA light rail, local bus, and regional express bus

services; Caltrain commuter rail service; Altamont Corridor Express commuter rail service; Capitol Corridor rail service; Amtrak; and future California High-Speed Rail.

Project Development History, Status and Next Steps: VTA selected the locally preferred alternative in November 2001. The project originally entered the Capital Investment Grants (CIG) program Project Development phase in March 2016. The LPA was approved into the region's fiscally constrained long range transportation plan in July 2017. VTA began pursuing FTA's Expedited Project Delivery (EPD) Pilot Program in early 2018. In April 2018, FTA agreed to extend CIG Project Development while VTA pursued funding through the EPD Pilot Program and stated the Project would be allowed to return to CIG Project Development without penalty should the EPD Pilot Program be determined to no longer be a good fit. VTA completed the environmental review process with receipt of a Record of Decision from FTA in June 2018. In April 2021, VTA submitted an EPD Pilot Program application to FTA. In October 2021, FTA issued a Letter of Intent (LOI) indicating it would obligate funds under the EPD Pilot Program on the condition that VTA demonstrate local funding commitment and readiness to receive a grant within two years. In October 2022, VTA stated it would no longer pursue EPD Pilot Program funding and requested to re-enter CIG Project Development. FTA re-admitted the project into CIG Project Development in December 2022. VTA completed environmental re-evaluations in March 2021 and 2024. VTA anticipates receiving a Full Funding Grant Agreement in late 2024 and opening for revenue service in February 2039.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 CIG	$6,296.31	49.4%
State: Transit and Intercity Rail Capital Program	$750.00	5.9%
Bridge Surplus Sharing Revenue	$750.00	5.9%
Local: 2016 Measure B Sales Tax Revenue	$2,512.14	19.7%
2000 Measure A Sales Tax Revenue	$2,062.16	16.2%
Metropolitan Transportation Commission Regional Measure 3	$375.00	2.9%
Total:	**$12,745.61**	**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.

California, Santa Clara County, BART Silicon Valley Phase II Extension
(Rating Assigned June 2024)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium-High**	
Non-Section 5309 CIG Share	**+1**	• The CIG share of the project is 49.4 percent.
Summary Financial Plan Rating	**Medium**	
Current Capital and Operating Condition (25% of local financial commitment rating)	Medium-High	• The average age of the bus fleet for VTA is 10.6 years, which is older than the industry average. • The most recent bond ratings for VTA, issued in July 2023, are as follows: Standard & Poor's Corporation AAA, Moody's Investor's Service Aa2. • VTA's current ratio of assets to liabilities as reported in its most recent audited financial statement is 8.8 (FY2023). • There have been no service cutbacks in recent years. • There have been no cash flow shortfalls in recent years
Commitment of Capital and Operating Funds (25% of local financial commitment rating)	High	• Approximately 84 percent of the non-Section 5309 CIG funds are committed or budgeted, and the rest are considered planned. Sources of funds include State of California Cap, and Trade/Transit and Intercity Rail Capital Program (TIRCP) discretionary funds, Regional Measure 3 Bridge Toll revenue, voter-approved 2000 Measure A sales tax revenues, and voter-approved 2016 Measure B sales tax revenues. • Approximately 87 percent of the funds needed to operate and maintain the transit system in the first full year of operation are committed or budgeted, and the rest are considered planned. Sources of funds include Federal formula operating grants, California State Transit Assistance Program discretionary/program funds, farebox revenues, a voter approved ½ cent dedicated sales tax revenues and revenues from advertising, leasing, licensing, earned interest and local parking revenue.
Reasonableness of Capital and Operating Cost Estimates and Planning Assumptions/Capital Funding Capacity (50% of local financial commitment rating)	Medium-Low	• Assumed growth in capital revenue is reasonable compared to recent historical experience. • The Project capital cost estimate is reasonable. • Assumed growth in operating revenue assumptions for Federal operating grants, VTA farebox collections, sales tax revenues, interest earnings, parking revenues, advertising revenues and lease revenues, are reasonable compared to recent historical experience, VTA's forecast of BART Silicon Valley farebox revenues is very optimistic. • VTA operating cost estimates are optimistic compared to recent historical experience. • VTA has access to cash reserves and debt to cover cost increases or funding shortfalls equal to 10.0 percent of estimated CIG capital cost and 112 percent (13.4 months) of annual system-wide transit operating expenses.

BART Silicon Valley Phase II Extension
San Jose, California
New Starts Project Development
(Rating Assigned June 2024)

***LAND USE RATING*: Medium-High**
The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding county. • The project's station areas have an average population density of 8,800 persons/sq-mile, which corresponds to a Medium rating. An estimated 568,800 jobs would be served by a one-seat ride on the project, which corresponds to a High rating. The average daily parking cost in the central business district is $24, corresponding to a High rating. The proportion of LBAR housing units available in the county to the station areas is 3.21, which corresponds to a High rating. • The project corridor runs from industrial land in the east, through downtown San Jose, to industrial and commercial land in the west. Downtown San Jose is comprised of mostly dense mixed-use residential and commercial properties. Single-family residential lots compromise most of the housing on the eastern and western portions of the corridor.
***ECONOMIC DEVELOPMENT RATING*: High**
Transit-Supportive Plans and Policies: High
• *Growth Management*: Regional, county, and local plans have enforced an urban growth boundary since the 1970s and direct urban growth into Priority Development Areas (PDA). Financial incentives support infill development and land conservation efforts. • *Transit-Supportive Corridor Policies*: Adopted plans and policies emphasize transit-oriented development (TOD) in all station areas. The Metropolitan Transportation Commission's (MTC) Transit-Oriented Communities Policy makes certain transportation funds contingent on local jurisdictions taking policy actions to encourage walkable, affordable development near transit. • *Supportive Zoning Regulations Near Transit Stations*: The cities of San Jose and Santa Clara have adopted zoning codes that strongly support TOD in the corridor and station areas. Pedestrian oriented districts dropped parking minimums and now have parking maximums of two per unit. • *Tools to Implement Land Use Policies*: Valley Transportation Authority (VTA) and the City of San Jose have proactively performed community outreach to residents and the development community. VTA is involved in the development review process near transit stations and can enter joint development agreements to utilize VTA property to support TOD. Senate Bill 922 exempts active transportation plans and pedestrian plans from California Environmental Quality Act.
Performance and Impacts of Policies: High
• *Performance of Land Use Policies*: There are several examples of TOD overlay requirements affecting developments near transit stations in other corridors. Residential, office, and commercial development proposals in station areas incorporate transit-supportive and pedestrian-friendly design. Notably, Google is planning a new campus in the Diridon station area that is expected to bring 20,000 jobs, eight to 10 million square feet of office space, and thousands of housing and affordable housing units over the next 12 years. • *Potential Impact of Transit Investment on Regional Land Use*: Absorption and vacancy rates indicate demand for various real estate property types. Population projections forecast continued growth.
Tools to Maintain or Increase Share of Affordable Housing: Medium-High
• There are 167 affordable housing units in the project corridor restricted to less than 30 percent area median income (AMI) and 936 housing units between 30 to 50 percent AMI.

- Adopted plans and policies identify the need for affordable housing but generally lack a target figure. The *Diridon Affordable Housing Implementation Plan* (2021) plan regulates the percentage of affordable housing units and seeks to preserve existing affordable housing in the Diridon station area.
- Development and financial incentives encourage affordable housing through reduced parking impact fees, tax credits, in-lieu fees, and density bonuses. Public and private funds provide financial assistance to renters and homebuyers and toward the development of affordable housing. VTA's Joint Development Policy has supported affordable housing developments with a Ground Lease Option to Purchase affordable housing.

Guadalupe River
Guadalupe River
101
San José Mineta International Airport
880
Coyote Creek
Mabury Rd
680
Berryessa Rd
BERRYESSA/ NORTH SAN JOSÉ STATION
N 1st St
101
E Hedding St
McKee Rd
SANTA CLARA STATION
Newhall Yard & Maintenance Facility
E Taylor St
East Portal
Lower Silver Creek
28TH STREET/ LITTLE PORTUGAL STATION
13th St
18th St
Guadalupe River
West Portal
CITY OF SANTA CLARA
Coleman Ave
E Santa Clara St
680
87
W Santa Clara St
The Alameda
DOWNTOWN SAN JOSÉ STATION
280
24th St
CITY OF SAN JOSÉ
DIRIDON STATION
Market St
S 1st St
S 4th St
11th St
S 10th St
880
Guadalupe River
Los Gatos Creek
N
NOT TO SCALE
LEGEND
Phase I (Complete)
Phase II Ground-Level
Phase II Subway
Maintenance Facility

Northeast Corridor Rapid Transit Project
Miami-Dade County, Florida
New Starts Engineering
(Rating Assigned September 2024)

The information reflected in this profile was based on the information provided by the Miami-Dade County Department of Transportation and Public Works (DTPW) with its Engineering request submitted to the Federal Transit Administration (FTA) between May and August 2024. The Engineering approval letter notified the Miami-Dade County DTPW that the maximum amount of Capital Investment Grants (CIG) funding FTA will provide to the project should a Full Funding Grant Agreement (FFGA) be awarded is $389,474,434 (42 percent) rather than the amount requested and shown in the rating information below.

Summary Description	
Proposed Project:	Commuter Rail 13.5 Miles, 7 Stations
Total Capital Cost ($YOE):	$927.32 Million
Section 5309 CIG Share ($YOE):	$454.39 Million (49.0%)
Annual Operating Cost (opening year 2032):	$25.86 Million
Current Year Ridership Forecast (2023):	10,800 Daily Linked Trips 3,188,300 Annual Linked Trips
Horizon Year Ridership Forecast (2045):	21,400 Daily Linked Trips 6,298,600 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium-High

Project Description: The Miami-Dade County DTPW proposes to implement 13.5 miles of commuter rail service along the existing Florida East Coast (FEC) Railway corridor between Downtown Miami and the City of Aventura in northeast Miami-Dade County. The FEC is an active, shared-use freight and passenger rail corridor. The Northeast Corridor Rapid Transit Project (the Project) includes a total of seven stations comprising construction of five new stations and modifications to two existing stations (MiamiCentral and Aventura stations); purchase of 20 commuter rail vehicles; track infrastructure improvements such as siding track, crossovers, and turnouts to allow service in the shared-use corridor; and expansion and improvements to the existing Florida Department of Transportation-owned rail maintenance and storage facility, Hialeah Yard, in the City of Hialeah to accommodate the increased number of rail vehicles. The service is planned to operate seven days a week for about 19 hours per day with service every 30 minutes during weekday peak periods and every 60 minutes during off-peak periods and on weekends.

Project Purpose: The project is planned to improve regional transit connections and increase transit opportunities in the corridor. The MiamiCentral Station will connect to Tri-Rail, the regional commuter rail system and serve as a Downtown Miami multimodal transportation hub providing connections to Brightline, Tri-Rail, Metrorail (heavy rail), Metromover (an elevated people mover), and the existing Miami-Dade County bus system. The increased regional

connections are intended to improve access for all including the region's large transit-dependent market with over 175,000 zero-car households and nearly twice as many low-income households living below the poverty line. The areas surrounding the five new stations are urbanized and highly commercial, and the stations are planned to provide convenient access to commuter rail passengers who live, visit and work near the stations and to encourage further economic development.

Project Development History, Status and Next Steps: DTPW selected a locally preferred alternative (LPA) in March 2021. The project entered Project Development in October 2021 and the LPA was adopted into the region's fiscally constrained long-range plan in September 2023. DTPW received a Categorical Exclusion in November 2023, entry into Engineering in October 2024, and anticipates receipt of a Full Funding Grant Agreement by January 2027 and opening for revenue service in 2032.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 CIG	$454.39	49.0%
State: FDOT Legislative Appropriation	$103.50	11.2%
Local: People's Transportation Plan Sales Surtax Revenue	$369.43	39.8%
Total:	**$927.32**	**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.

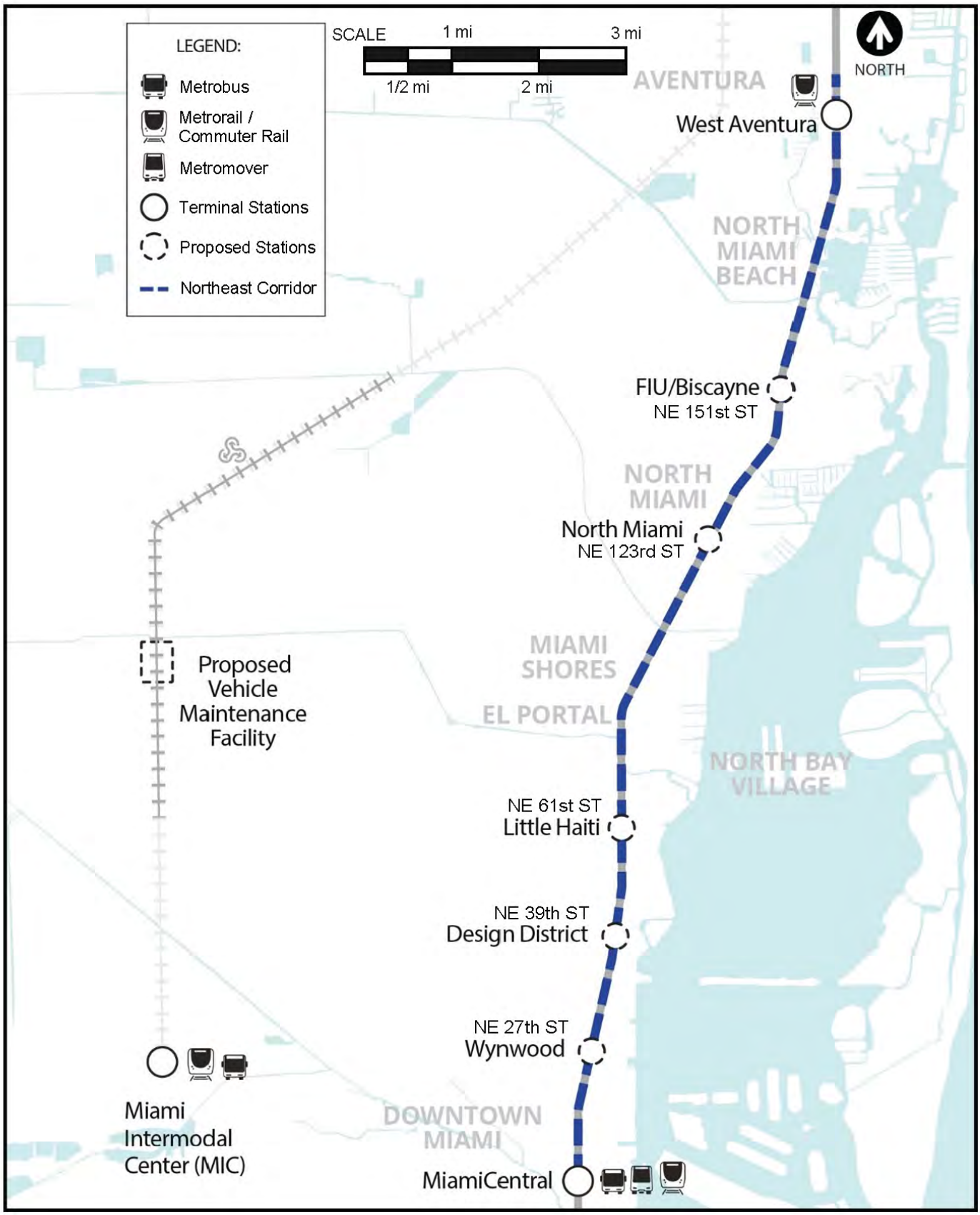
Florida, Miami-Dade County, Northeast Corridor Rapid Transit Project
(Rating Assigned September 2024)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium -High**	
Non-Section 5309 CIG Share	**+1**	• The CIG share of the project is 49.0 percent.
Summary Financial Plan Rating	**Medium**	
Current Capital and Operating Condition (25% of local financial commitment rating)	Medium-High	• The average age of the bus fleet is 5.7 years, which is younger than the industry average. • The most recent bond ratings for Miami-Dade, issued in August 2022, are as follows: Fitch's AA and Standard & Poor's Corporation AA. • The Miami-Dade Transit Fund current ratio of assets to liabilities as reported in its most recent audited financial statement is 1.93 (FY2023). • There were no service cutbacks or cash flow shortfalls in recent years.
Commitment of Capital and Operating Funds (25% of local financial commitment rating)	Medium-High	• Approximately 52 percent of the non-Section 5309 CIG capital funds are committed or budgeted, and the rest are considered planned. Sources of funds include Florida Department of Transportation grant funds and an existing local half-cent transit sales surtax. • Approximately 96 percent of the funds needed to operate and maintain the transit system in the first full year of operation are committed or budgeted, and the rest are considered planned. Sources of funds include Federal Section 5307, Section 5337, and Section 5339 formula funds, Florida State Transit Block Grant funds, Florida State fare reimbursement funds, local transit sales surtax revenues, local gas tax revenues, fare revenues, transfers from the county general fund, advertising revenues, lease revenues, and to be determined other miscellaneous sources.
Reasonableness of Capital and Operating Cost Estimates and Planning Assumptions/Capital Funding Capacity (50% of local financial commitment rating)	Medium-Low	• Assumed growth in capital revenues is optimistic compared to recent historical experience. • The capital cost estimate was deemed reasonable by the PMOC. • Regarding growth in operating revenue assumptions compared to recent historical experience, farebox collections, county general fund transfers, and local gas tax revenues are considered optimistic The Federal formula funds, forecasted State funds, forecasted transit sales surtax revenues, advertising, lease, and other miscellaneous sources are considered reasonable. • Operating cost estimates are optimistic compared to recent historical experience. • Miami-Dade County has access to funds via additional debt capacity, cash reserves, or other committed funds to cover unexpected cost increases or funding shortfalls equal to 9.1 percent of the estimated CIG capital cost and less than one month of annual system wide operating expenses.

Northeast Corridor Rapid Transit Project
Miami-Dade County, Florida
New Starts Project Development
(Rating Assigned September 2024)

LAND USE RATING: Medium
The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding county. • The average population density within one-half mile of all station areas is 9,400 persons per square mile, which corresponds to a Medium rating. The project would serve 57,600 employees, which corresponds to a Medium-Low rating. The average daily parking cost in the Miami central business district is $30 to $40, which corresponds to a High rating. The ratio of station area to county LBAR housing is 2.95, which corresponds to a High rating. • Station area land is about one third residential, with some single-family neighborhoods. Station areas also include government facilities, a university, freight rail tracks, industrial uses, parks, and commercial development. The pedestrian network surrounding the existing stations needs to be enhanced and some locations have improvements underway.
ECONOMIC DEVELOPMENT RATING: Medium
Transit-Supportive Plans and Policies: Medium
• *Growth Management:* The Miami-Dade Comprehensive Development Master Plan's Urban Development Boundary concentrates development and preserves agricultural and environmentally sensitive land by distinguishing where urban development may or may not occur. • *Transit-Supportive Corridor Policies:* Recommended residential minimum densities in proposed station areas are 10-20 dwelling units per acre (du/ac) and recommended commercial minimum densities in proposed station areas are 1.0-2.0 floor area ratio (FAR). Plans are generally supportive of pedestrian infrastructure. • *Supportive Zoning Regulations Near Transit Stations:* The zoning code is strongly transit supportive. Station area activity centers permit from 12 to about 20 stories or 25 du/ac to 150 du/ac. Parking requirement reductions can be granted for projects near transit. • *Tools to Implement Land Use Policies:* The County issued a Request for Letters of Interest to 118 property owners adjacent to or near the existing FEC tracks and is coordinating with those who responded on development proposals for each of the proposed intermediate stations. A joint development effort has been expanded to include one half mile radius of all SMART corridors and provides a streamlined approval process for developments located in the project corridor.
Performance and Impacts of Policies: Medium
• *Performance of Land Use Policies*: Multiple residential and commercial development examples ranging from four to 21 stories were provided in the proposed corridor and near other transit stations. It is not clear how the developments were affected by land use policies. • *Potential Impact of Transit Investment on Regional Land Use:* About 11 percent of land in the corridor is vacant. Employment in the corridor is projected to reach 158,000 jobs by 2040, with an additional 18 percent increase (30,000) jobs projected with the development of the project.
Tools to Maintain or Increase Share of Affordable Housing: Medium
• The county currently has a gap of 90,181 units that are affordable for renter households with incomes below 80% of Area Mean Income (AMI) and there are 31,926 cost burdened homeowners at 80-120% of AMI. • Local plans encourage affordable housing. The City of Miami and Miami-Dade County require a minimum amount of affordable housing in certain zones. • Local public and private funds provide financial assistance to low-income renters and homebuyers, while also supporting resident protections, and to build and preserve housing.

NORTHEAST CORRIDOR
PROJECT LOCATION MAP



METRO Blue Line Extension (Bottineau LRT)
Minneapolis, Minnesota
New Starts Engineering
(Updated March 2021)

Summary Description	
Proposed Project:	Light Rail Transit Extension Alignment Under Review Locally
Total Capital Cost ($YOE):	TBD
Section 5309 CIG Share ($YOE):	TBD
Annual Operating Cost:	TBD
Current Year Ridership Forecast:	TBD
Horizon Year Ridership Forecast:	TBD
Overall Project Rating:	Under Review
Project Justification Rating:	Under Review
Local Financial Commitment Rating:	Under Review

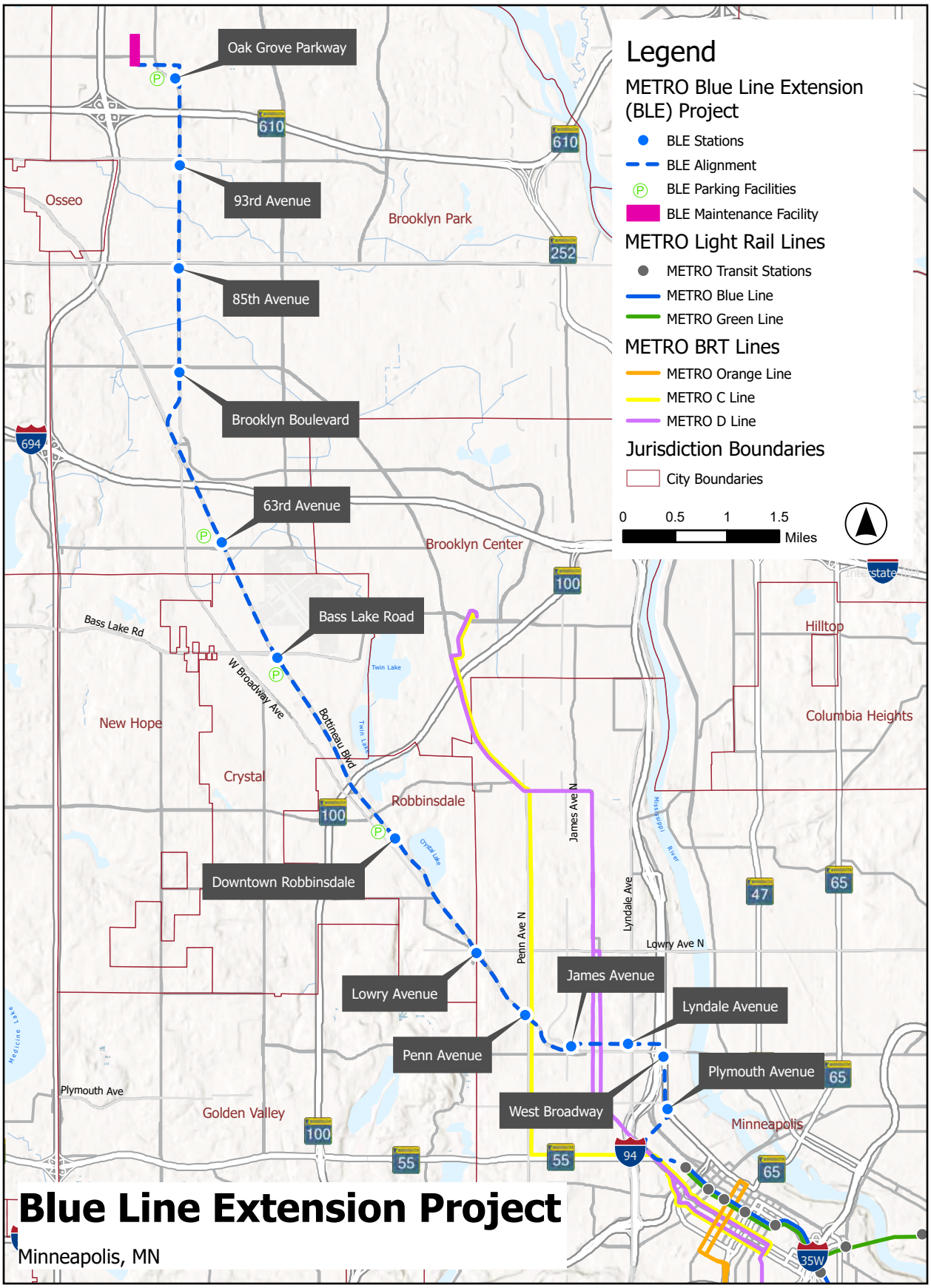
Project Description: The Metropolitan Council (MC) is planning a light rail transit (LRT) extension of the METRO Blue Line from the existing Target Field LRT station in downtown Minneapolis to Brooklyn Park in suburban Hennepin County, serving the suburban municipalities of Golden Valley, Robbinsdale and Crystal. A 13.5-mile project with 11 stations was selected as the locally preferred alternative and advanced into the Engineering phase of the Capital Investment Grants program. However, after repeated unsuccessful attempts to negotiate with a freight rail operator that owned part of the proposed alignment, in August 2020, the Met Council announced it would advance the Project without using the freight rail right-of-way. A public outreach process on examining revised alignments began in March 2021.

Project Purpose: The Project is intended to improve access to employment and activity centers outside of downtown Minneapolis, which has nearly 140,000 jobs and a growing population. Key destinations in the Project corridor include North Hennepin Community College and a large, growing Target corporate campus near the northern end of the line in Brooklyn Park. Additionally, the Project is expected to improve transit service for residents in the corridor, who are generally more dependent on transit and lower-income than the overall population in the Twin Cities region. Finally, the Project provides through service along the existing METRO Blue Line to the Minneapolis-Saint Paul International Airport and Mall of America, with connections in downtown Minneapolis to the University of Minnesota campus and downtown St. Paul via the METRO Green Line.

Project Development History, Status and Next Steps: Following completion of an alternatives analysis study for the corridor, MC and its project partners selected LRT as the locally preferred alternative and added it to the region's fiscally constrained long-range transportation plan in May 2013. A Draft Environmental Impact Statement (EIS) was released in May 2014. FTA admitted the Project into New Starts Project Development in August 2014. The Final EIS was released in July 2016, followed by FTA's issuance of a Record of Decision by FTA in September 2016. FTA approved the project into Engineering in January 2017.

In August 2020, the Met Council announced it would no longer pursue co-locating eight miles of the rail corridor on freight rail right-of-way. The Met Council began a public outreach process to select an alternative alignment in March 2021, and anticipates selecting a revised project alignment by the end of 2021.

Significant Changes Since Last Evaluation (November 2018): The project alignment is being reconsidered, making the previous rating no longer applicable. A new alignment is “Under Review” by local officials and the public.



Blue Line Extension Project

Minneapolis, MN

Lowcountry Rapid Transit (LCRT)
Charleston, South Carolina
New Starts Engineering
(Rating Assigned November 2025)

Summary Description	
Proposed Project:	Bus Rapid Transit 21.3 Miles, 20 Stations
Total Capital Cost ($YOE):	$625.10 Million (Includes $26.5 million in finance charges)
Section 5309 CIG Share ($YOE):	$374.21 Million (59.8%)
Annual Operating Cost (opening year 2030):	$11.50 Million
Current Year Ridership Forecast (2025):	4,100 Daily Linked Trips 1,191,400 Annual Linked Trips
Horizon Year Ridership Forecast (2045):	5,800 Daily Linked Trips 1,681,700 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium-High

Project Description: The Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) proposes to implement a bus rapid transit (BRT) service connecting North Charleston and Charleston. The Project is planned to operate in a dedicated guideway for 11.7 miles (55 percent of the route), with a combination of median-running and side-running exclusive lanes. The Project includes 21 60-foot articulated diesel buses with doors on both sides, two non-revenue vehicles, traffic signal priority, upgrades to the existing operations and maintenance facility, and a park-and-ride facility with parking space for approximately 140 vehicles. Stations are planned to feature dedicated shelters with ticket vending machines to allow off-board fare collection, as well as BRT branding and signage. Service is anticipated to be operated by the Charleston Area Regional Transportation Authority (CARTA), while the urban transportation services would be administered by BCDCOG. On weekdays, service is planned to operate from 4:00 AM to 1:00 AM, with 10-minute headways between 6:00 AM and 9:00 PM, and 30-minute headways for the remainder of the service period. On Saturdays, service is planned from 6:00 AM to 12:00 AM, with 20-minute headways until 9:00 PM, and 30-minute headways thereafter. Sunday service is planned from 7:00 AM to 11:00 PM with 30-minute headways.

Project Purpose: BCDCOG indicates that the Project is needed to provide a high-capacity fixed-route bus service along a rapidly growing urban corridor experiencing surging population and job growth. The BRT intends to improve access to jobs, healthcare, and education for transit-dependent riders. The Project corridor extends from US 78 and Commerce Center in Ladson to Downtown Charleston and is home to a wide variety of activity centers and destinations including the Exchange Park Fairgrounds, Charleston Southern University, Trident Medical Center, North Charleston Wannamaker County Park, Northwoods Mall, Trident Technical College, the College of Charleston, the Medical District, and historic downtown Charleston.

Project Development History, Status and Next Steps: The Project entered New Starts Project Development in September 2019. BCDCOG selected and adopted the locally preferred alternative into the region's long range transportation plan in May 2021. The environmental review was completed in July 2021 with the issuance of a Documented Categorical Exclusion. FTA approved the Project into New Starts Engineering in July 2022. BCDCOG anticipates receiving a Full Funding Grant Agreement in Fall 2025 with revenue service beginning in late 2030.

Significant Changes Since Last Evaluation (July 2022): Since the Project was rated and evaluated for entry into New Starts Engineering in July 2022, the number of vehicles included in the Project increased from 19 to 21 vehicles. The increase is due to a change in bus type, from battery electric buses to diesel buses.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 CIG	$374.21	59.8%
Section 5307 Urbanized Area Formula Funds	$1.13	0.2%
Local: Charleston County Sales (Bond Proceeds)	$129.74	20.8%
Charleston County Sales (Cash)	$109.40	17.5%
Charleston County Debt Service (Cash)	$10.62	1.7%
Total:	**$625.10**	**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.

FCA Financial Profile
Lowcountry Rapid Transit (LCRT)
Charleston, South Carolina
New Starts Engineering
(Rating Assigned November 2025)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium-High**	
Non-Section 5309 CIG Share	**NA**	• The CIG share of the overall project is 59.8 percent.
Summary Financial Plan Rating	**Medium-High**	
Current Capital and Operating Condition (25% of local financial commitment rating)	Medium-High	• The average age of the bus fleet is 7.4 years, which is in line with the industry average. • The most recent bond ratings for Charleston County, which the sponsor (BCDCOG incorporates) was rated AAA by Fitch Ratings (October 2024) • Charleston Area Regional Transportation Authority (CARTA)'s current ratio of assets to liabilities as reported in its most recent audited financial statement is 4.9 (FY 2024). • There were no cash flow shortfalls in recent years.
Commitment of Capital and Operating Funds (25% of local financial commitment rating)	High	• All of the non-Section 5309 CIG capital funds are committed or budgeted. Sources of funds include previously programmed Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula Grant funds, and a previously approved Charleston County transportation sales tax. • Approximately 95 percent of the funds needed to operate and maintain the transit system in the first full year of operation are committed or budgeted, the rest are considered planned. Sources of funds include FTA Section 5307 Urbanized Area Formula Grant funds, FTA Section 5310 Enhances Mobility of Seniors and Individuals with Disabilities funds, farebox revenue, previously approved multiple Charleston County sales tax (Charleston County Sales tax #'s 1&2), an upcoming dedicated annual allocation (Sales tax #3), dedicated established partnership annual revenue from local entities (College of Charleston, Medical University of South Carolina, and the City of Charleston), and advertising revenue.
Reasonableness of Capital and Operating Cost Estimates and Planning Assumptions/Capital Funding Capacity (50% of local financial commitment rating)	Medium	• Assumed growth in capital revenues are conservative compared to recent historical experience. • The capital cost estimate is reasonable. • Regarding growth in operating revenue assumptions, forecasted to be optimistic compared with recent historical experience. • Operating cost estimates are reasonable compared to recent historical experience. • CARTA has access to funds via additional debt capacity, cash reserves, or other committed funds to cover unexpected cost increases or funding shortfalls equal to at least 15.0 percent of the estimated CIG capital cost and 12.0 percent of annual system wide operating expenses (1.5 months).

Lowcountry Rapid Transit (LCRT)

Charleston, South Carolina

New Starts Engineering

(Rating Assigned November 2025)

ECONOMIC DEVELOPMENT EFFECTS RATING: Medium

Supportive Zoning: Medium

- Zoned densities in the station areas are moderately supportive of transit-supportive development. An overlay along the entire LCRT alignment in North Charleston supports mixed uses and sets minimum two-story heights and design requirements; some but not all of the Charleston districts also support transit-oriented design through minimal setbacks and other design requirements. Some Charleston zoning districts have provisions for reducing parking.

Performance and Impacts of Policies: Medium

- *Growth Management:* Regional and county plans identify a desire for compact and mixed-use development patterns and preservation of natural resources. However, tools to implement these goals are limited and mainly rely upon municipal cooperation.
- *Transit-Supportive Corridor Policies*: Municipal comprehensive plans generally call for concentrating higher-density and mixed-use development in the LCRT corridor as well as improving pedestrian facilities and connectivity. However, few details regarding planned densities are provided in these plans. More detailed studies have addressed potential development concepts and pedestrian improvements in selected portions of the corridor, especially focusing on the Neck area of Charleston and North Charleston. The Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) has been leading additional efforts to advance TOD planning in the corridor that has included more specific land use recommendations, and the North Charleston 2025 comprehensive plan update makes additional reference to TOD-supportive policies.
- *Tools to Implement Policies:* BCDCOG has developed a number of transit-oriented development (TOD) planning resources for corridor municipalities. Numerous community meetings were held since 2019 to introduce TOD and facilitate exercises with the public to identify appropriate areas to implement TOD in the future. Regulatory and financial incentives include tax increment financing, Opportunity Zones, and brownfields redevelopment funds, although few examples were provided of applications of these tools for transit-supportive development.
- *Performance of Land Use Policies*: The application identified over two dozen examples of transit-supportive development projects completed in the past 10 years and five additional planned projects. However, all of these projects were in or near downtown Charleston, and no completed or planned projects were identified in North Charleston.
- *Potential Impact of Transit Investment on Regional Land Use*: There appears to be moderate to significant potential for development in the corridor. Over 50 percent of the parcel acreage within four station areas in North Charleston was classified as a development opportunity site due to the presence of vacant or underutilized land. The market for development appears relatively strong, with the broader corridor capturing 12 percent of recent regional development and adding nearly 5,000 housing units since 2015.

Tools to Maintain or Increase Share of Affordable Housing: Medium

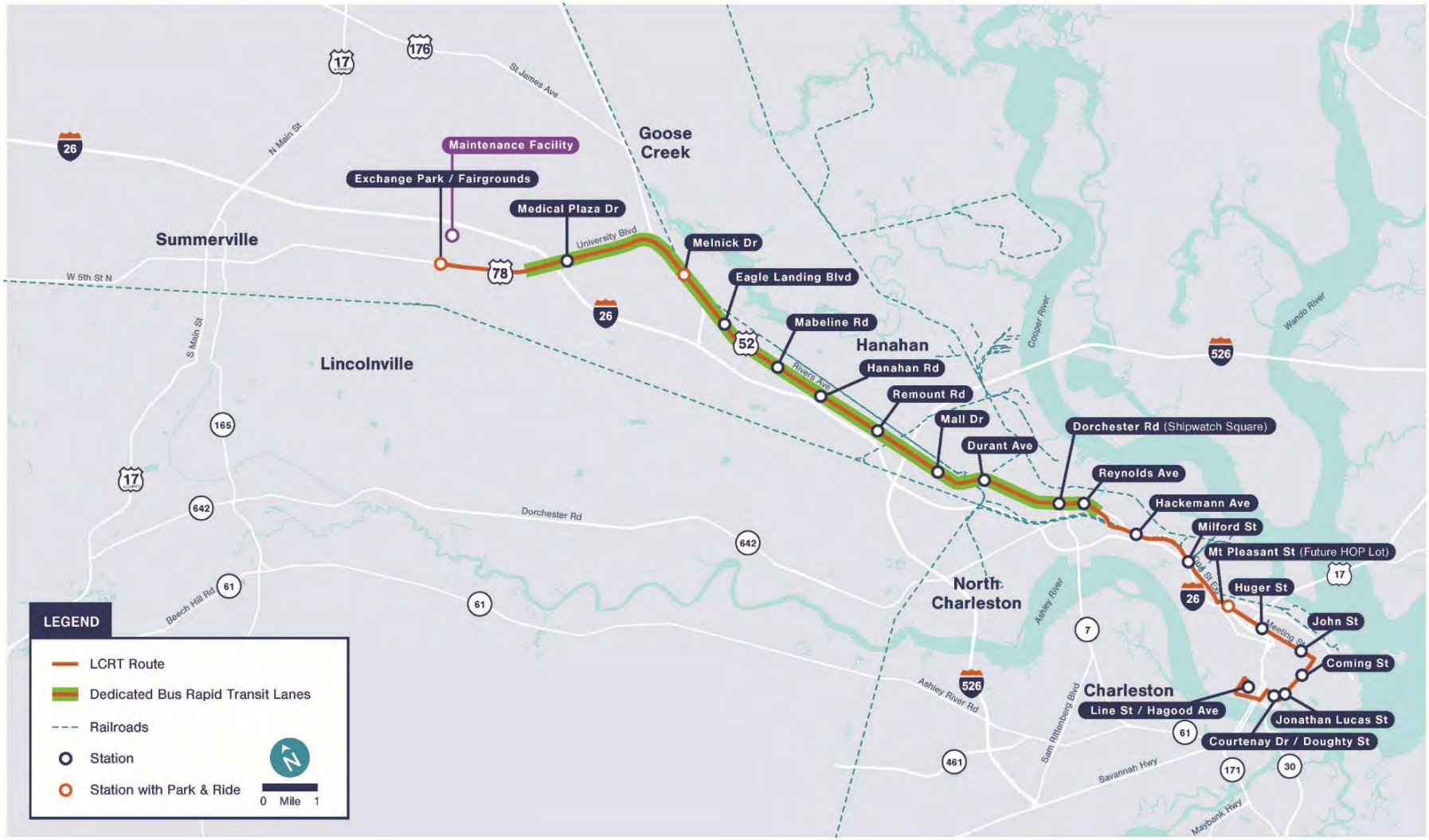
- TOD planning for the corridor has identified affordable housing goals and strategies. The City of Charleston and Charleston County have a number of financing and regulatory tools for affordable housing, including fee waivers, affordable housing bonds, trust funds, loan programs, and priority development review. Ten recently developed affordable housing projects were identified in station areas in Charleston producing nearly 500 units. For North Charleston, however, only general goals were identified rather than specific programs, incentives, or development examples.

L C R T | Lowcountry Rapid Transit

A program of BCDCOG

Project Map

August 2021



Richmond Highway Bus Rapid Transit
Fairfax, Virginia
New Starts Engineering
Information Prepared May 2024

The information reflected in this profile was based on the information provided by the Fairfax County Department of Transportation (FCDOT) with its Engineering request submitted to the Federal Transit Administration (FTA) in March 2024. The Engineering approval letter notified FCDOT that the maximum amount of Capital Investment Grants (CIG) funding FTA will provide to the project should a Full Funding Grant Agreement (FFGA) be awarded is $346,707,411 (37 percent) rather than the amount requested and shown in the rating information below.

Summary Description	
Proposed Project:	Bus Rapid Transit 7.4 Miles, 9 Stations
Total Capital Cost ($YOE):	$937.05 Million
Section 5309 CIG Share ($YOE):	$459.15 Million (49.0%) requested
Annual Operating Cost (opening year 2031):	$9.33 Million
Current Year Ridership Forecast (2019):	6,500 Daily Linked Trips 2,021,800 Annual Linked Trips
Horizon Year Ridership Forecast (2040):	17,400 Daily Linked Trips 5,385,600 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium-High

Project Description: The Fairfax County Department of Transportation (FCDOT) proposes to implement a new bus rapid transit (BRT) line on the Richmond Highway (US 1) corridor, from the Washington Metropolitan Area Transit Authority's (WMATA) end Yellow Line Huntington Station, to Ft. Belvoir, a major US Army installation, with more than 90 percent of that length in dedicated transit lanes. The proposed project also includes nine branded stations, a dedicated fleet of 21 new, 60-foot articulated electric buses with level boarding, roadway widening, upgrades to existing sidewalks and construction of new sidewalks, and bicycle facilities. Service is planned to operate from 5:00 AM to 12:00 AM during weekdays, every six minutes during peak periods, and then every 12 minutes for the rest of the day. On weekends, from 7:00 AM to 3:00 AM, service is planned to operate every 20 minutes.

Project Purpose: The existing transit service in the corridor is slow and unreliable due to congestion and the lack of dedicated right-of-way, particularly during peak hours. Existing transit, including the limited stop express service, is disadvantaged by heavy traffic conditions yet despite this, the Richmond Highway is one of the highest bus transit ridership corridors in the County. The corridor has a high concentration of lower income households as compared with other areas of the County, and there is a high proportion of market-rate affordable housing. The project is intended to provide highly reliable, fast and frequent, direct transit service with enhanced amenities, linking neighborhoods to key regional activity centers and other transportation options. It also is expected to reduce congestion, improve air quality, and support the region's land use vision and growth plans.

Project Development History, Status and Next Steps: FCDOT selected the locally preferred alternative (LPA) in May 2015. The LPA was adopted in the region's fiscally constrained long-range transportation plan in October 2018. The project entered New Starts Project Development in March 2020 and completed the environmental review process with a Documented Categorical Exclusion in January 2022. FCDOT anticipates receipt of a construction grant in late 2026, and the start of revenue service in 2031.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 CIG Funds	$459.15	49.0%
FHWA Flexible Funds (Surface Transportation Block Grant)	$40.58	4.3%
FHWA Flexible Funds (Congestion, Mitigation, and Air Quality Program)	$22.78	2.4%
State:		
Virginia Department of Transportation (VDOT) Smart Scale Funds	$50.00	5.3%
VDOT Six-Year Improvement Program (State RSTP Match Funds)	$10.14	1.1%
VDOT Six-Year Improvement Program (State CMAQ Match Funds)	$5.35	0.6%
Local:		
Northern Virginia Transportation Authority (NVTA) - Regional 70% 2018-2023 Program	$242.10	25.8%
NVTA - Regional 70% 2022-2027 Program	$80.00	8.5%
NVTA - Regional 30% tax	$26.95	2.9%
Total:	**$937.05**	**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.

Financial Profile
Virginia, Fairfax County, Richmond Highway Bus Rapid Transit
(Rating Assigned March 2024)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium-High**	
Non-Section 5309 CIG Share	**+1**	• The CIG share of the overall project is 49.0 percent.
Summary Financial Plan Rating	**Medium**	
Current Capital and Operating Condition (25% of local financial commitment rating)	Medium-High	• The average age of the bus fleet is 9.7 years, which is older than the industry average. • The most recent bond ratings for Fairfax County, issued in 2022 are as follows: Moody's Investors Service Aaa, S&P AAA, and Fitch's AAA. • Fairfax County's current ratio of assets to liabilities as reported in its most recent audited financial statement is 1.8 (FY2022). • There have been no cash flow shortfalls in recent years. • There have been no service cutbacks in recent history.
Commitment of Capital and Operating Funds (25% of local financial commitment rating)	Medium-High	• Approximately 78 percent of the non-Section 5309 CIG capital funds are committed or budgeted, and the rest are considered planned. Sources of funds include the Department of Transportation's Congestion Management and Air Quality Improvement program (CMAQ), the Northern Virginia Transportation Authority's (NVTA) Regional Surface Transportation Program (RSTP), Virginia state matching funds, Virginia Department of Transportation (VDOT) Smart Scale funds (specialized state tax funding for transportation projects), and NVTA regional funding generated from regional transportation fees, hotel and real estate taxes. • Approximately 23 percent of the funds needed to operate and maintain the transit system in the first full year of operation are committed or budgeted, and the rest are considered planned. Sources of funds include Northern Virginia Transportation Commission (NVTC) state aid, State of Virginia I-66 managed lane toll revenue, farebox revenues, bus advertising, and annual transfers and reimbursements from both the Fairfax County General Fund (used to balance the project's operations annually) and the Fairfax County Transit Systems Fund.

Reasonableness of Capital and Operating Cost Estimates and Planning Assumptions/Capital Funding Capacity (50% of local financial commitment rating)	Medium-Low	• Assumed growth in capital revenues is optimistic compared to recent historical experience for the anticipated Interstate-66 Toll funding. The revenue forecasted for the Department of Transportation CMAQ, State of Virginia Matching funds for CMAQ, RSTP, and Smart Scale Funds are considered reasonable compared to historical experience. The Regional programs funded by NVTA are considered conservative compared to historical experience. • The capital cost estimate is reasonable. • Growth in operating revenue assumptions compared to recent historical experience for farebox collections and bus advertising revenues are conservative. Assumed growth in Fairfax County General Fund transfers and reimbursements from Fairfax County Transit Systems Fund are reasonable compared to historical experience. Future revenue from the North County Bus Service and the Washington Metropolitan Area Transit Authority (WMATA) are optimistic compared to historical experience. • Operating cost estimates are optimistic compared to recent historical experience. • Fairfax County has access to funds via additional debt capacity, cash reserves, or other committed funds to cover unexpected cost increases or funding shortfalls equal to at least 35.0 percent of the estimated CIG capital cost and 134.9 percent of annual system wide • operating expenses or 16.2 months of operations.

Richmond Highway Bus Rapid Transit

Fairfax County, Virginia
New Starts Project Development
(Rating Assigned February 2024)

LAND USE RATING: Medium

The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding county.

- The project's station areas have an average population density of 6,700 persons per square mile, which corresponds to a "Medium" rating. An estimated 20,400 jobs would be served by the project, corresponding to a "Low" rating. The ratio of the affordable housing in the corridor to the affordable housing in the county is 4.79, which corresponds to a "High" rating.
- The corridor has nine station areas and includes suburban and urban land use. Most of the corridor is flanked by commercial department stores and strip malls with residential neighborhoods. Pedestrian facilities are present but inconsistent within the project corridor.

ECONOMIC DEVELOPMENT RATING: Medium

Transit-Supportive Plans and Policies: Medium

- *Growth Management:* Strategic and comprehensive plans support concentrating new and infill development around regional activity centers and transit corridors. However, there are not many details on how these policies are implemented besides the ability to designate land as agricultural, open space, or historic.
- *Transit-Supportive Corridor Policies:* The *Fairfax County Comprehensive Plan* supports concentrating new and infill development around regional activity centers and transit corridors. Some of the objectives encourage density and mixed-use developments throughout the corridor. No neighborhood plans were provided. Parking policies are moderately transit-supportive with opportunities to reduce or parking minimums near transit stations.
- *Supportive Zoning Near Transit Stations:* Zoning density is varied and ranges from one to 40 dwelling units per acre. Pedestrian-oriented design requirements are limited. Parking requirements are reduced within a quarter mile of transit stations.
- *Tools to Implement Land Use Policies:* While public outreach was described, it does not clearly relate to land use planning in the station areas. The Economic Incentives Program (EIP) provides development incentives in commercial areas that include reductions of site plan fees and partial tax abatements. Density bonuses are offered for the provision of affordable housing. Developers are offered proffered incentives and remedy funds for establishing a Transportation Demand Management program.

Performance and Impacts of Policies: Medium

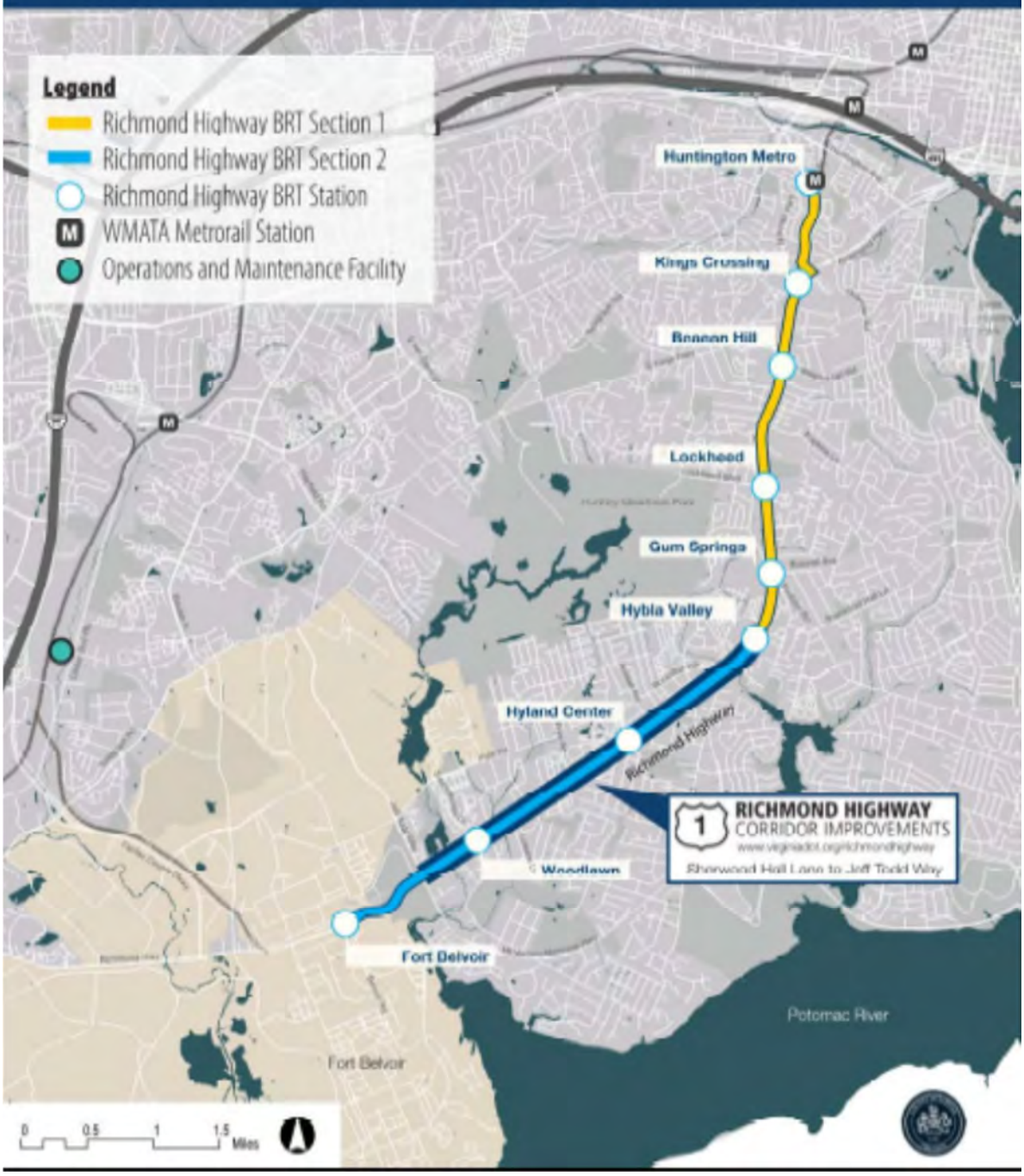
- *Performance of Land Use Policies:* There are several recent and proposed residential and commercial developments in the corridor identified. Some examples could be considered transit-supportive, but it is unclear how existing policies affected these developments. Other, existing transit corridors and station areas in the region with examples of transit-supportive development include the Mosaic District and the Metrorail Silver Line.
- *Potential Impact of Transit Investment on Regional Land Use:* Existing plans do not specify how many acres of vacant or underutilized land there are for potential infill and

development. However, throughout the corridor and in station areas there are large surface level parking lots that could be redeveloped at transit-supportive densities.
Tools to Maintain or Increase Share of Affordable Housing: Medium
• There is limited information on demand for affordable housing within the project corridor. • Fairfax County has several studies, plans, and initiatives that identify supply and demand on a County-wide scale, identify potential strategies to encourage housing production, and set housing production targets. • The County has a variety of affordable housing tools available. The Redevelopment and Housing Authority has an exclusive right to purchase up to one-third of the for-sale affordable dwelling units within a development. The Housing Blueprint Loan helps nonprofits buy properties to convert into affordable housing for 60 percent AMI or less for at least 30 years. Density bonuses are available for the provision of affordable housing. The Preservation Partner Pool program allows housing providers to react quickly to preservation opportunities. • Most affordable housing development examples did not include construction years, so it is difficult to assess the amount of current developer activity, but there is high ratio of existing affordable housing development and tools in place to help preserve those units. • No information was provided on addressing the needs of very- and extremely low-income households in the corridor.

PROJECT AREA MAP

RICHMOND HIGHWAY BUS RAPID TRANSIT (BRT)

Fairfax County, Virginia



New Starts Projects in Project Development

Southeast Gateway Line
Los Angeles, California
New Starts Project Development
(Rating Assigned November 2025)

Note: This profile reflects project sponsor's request to enter Engineering, which is currently under review.

Summary Description	
Proposed Project:	Light Rail 14.5 Miles, 9 Stations
Total Capital Cost ($YOE):	$10,552.42 Million (Include $1,338.9 million in finance charges)
Section 5309 CIG Share ($YOE):	$ 5,190.00 Million (49.2%) requested
Annual Operating Cost (opening year 2039):	$ 70.51 Million
Current Year Ridership Forecast (2024):	17,500 Daily Linked Trips 5,763,100 Annual Linked Trips
Horizon Year Ridership Forecast (2045):	27,900 Daily Linked Trips 9,163,000 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium-High

Project Description: The Los Angeles County Metropolitan Transportation Authority (LACMTA) proposes to construct 14.5 miles of light-rail transit service between Slauson Station south of downtown Los Angeles to the City of Artesia in southeastern Los Angeles County. The Project includes construction of nine stations (three are elevated and six are at-grade); four surface lots and one structure providing a total of 2,800 park and ride spaces; 30 at-grade street crossings; 15 elevated street crossings; six freight crossings; four freeway crossings; three river (flood control) crossings; one maintenance and storage facility; and purchase of 29 new light-rail vehicles. The Project also includes demolition and relocation of 8.7 miles of existing freight rail infrastructure, along with hazardous material remediation and abatement where the two rail lines will occupy shared right of way. In both the opening (2039) and horizon (2045) years, service will be provided from 4:00 AM to 1:00 AM on weekdays and weekends, with headways every 6 minutes during weekday peak periods and every 10-20 minutes during off-peak periods, evenings, and weekends.

Project Purpose: The Project will operate along a well-established and well-developed corridor and support substantial future employment and population growth. This corridor includes high population and employment densities, and a high transit-dependent population. The Project is planned to provide high-quality, reliable, light rail transit service that will enhance the connectivity of the existing transit network, improve access and mobility opportunities, reduce transit travel times, and meet the future demand for regional transit connections in the corridor by better connecting the cities of Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia to Downtown Los Angeles. The corridor includes an abundance of high use activity sites, including civic and governmental facilities, cultural centers, educational institutions, event venues, industrial and medical facilities, recreational centers, major commercial areas, and sports venues. Most of the corridor has limited direct access to regional rail systems and is mostly served by local and express buses that operate primarily along heavily congested freeway and arterial networks.

Project Development History, Status and Next Steps: LACMTA selected the locally preferred alternative in January 2022, and the project entered New Starts Project Development in February 2022. In February 2024, FTA granted a PD extension for one year until February 2025. The Project was approved into the region's financially constrained long range transportation plan in May 2024 and completed the environmental review process with a Record of Decision from FTA in August 2024. LACMTA anticipates receiving a construction grant agreement in early 2027 and starting revenue service in January 2039.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 CIG Funds	$5,190.00	49.2%
FHWA Flexible Funds (Congestion Mitigation and Air Quality Program)	$150.00	1.4%
FTA Community Project Funding	$11.00	0.1%
FTA Transit-Oriented Development Pilot Program	$2.00	0.0%
State:		
Transit and Intercity Rail Capital Program funds (Cycle3, Cycle7, Senate Bill 125)	$731.56	6.9%
Senate Bill 1 Local Partnership Program	$96.55	0.9%
Local:		
Sales Tax Revenues - Measures M and R, Propositions A and C	$3,883.09	36.9%
Agency Funds – (via contributions from Cities of Artesia, Bell, Bellflower, Cerritos, Cudahy, Downey, Huntington Park, Paramount, South Gate, and Vernon, and the County of Los Angeles)	$278.22	2.6%
Surplus Toll Revenues, Measure M transfers	$210.00	2.0%
Total:	**$10,552.42**	**100.0%**

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

CA, Los Angeles, Southeast Gateway Line
(Rating Assigned August 2025)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium-High**	
Non-Section 5309 CIG Share	**+1 level**	The proposed CIG share of the Project is 49.2 percent.
Summary Financial Plan Rating	**Medium**	
Current Capital and Operating Condition (25% of local financial commitment rating)	Medium	• The average age of the bus fleet is 9.1 years, which is older than the industry average. • The most recent bond ratings for Los Angeles County Metropolitan Transportation Authority (LACMTA), issued in October 2024, are as follows: Moody's Investors Service Aa1, and S&P Global Ratings AAA. • LACMTA's current ratio of assets to liabilities as reported in its most recent audited financial statement is 1.68 (FY2024). • There were no service cutbacks or cash flow shortfalls in recent years.
Commitment of Capital and Operating Funds (25% of local financial commitment rating)	High	• Approximately 88 percent of the non-Section 5309 CIG capital funds are committed or budgeted, the rest are considered planned. Sources of funds include: Federal Community Project funds (2026), Federal Congestion Mitigation and Air Quality Improvement funds (2029-2031), Federal Pilot Program for Transit Oriented Development Planning Grant funds (received prior to 2025), State of California funds from the Transit and Intercity Rail Capital Program, Local Partnership Program, Local sales tax revenues (Proposition A, Proposition C, Measure M, Measure R), local jurisdiction payments (payments required from local jurisdictions per Measure M ordinance), and future planned local revenues. • Approximately 97 percent of the funds needed to operate and maintain the transit system in the first full year of operations are committed or budgeted, the rest are considered planned. Sources of funds include FTA Section 5307 Urbanized Area formula funds, FTA Section 5337 State of Good Repair funds, FTA Section 5340 Growing States/High Density States Program funds, State of California Transit Assistance program (funded from State sales tax on diesel fuel and vehicle registration fees), Low Carbon Transit Operations Program, Transportation Development Act sales tax), Farebox revenues, local sales tax revenues, and other future planned operating revenues.
Reasonableness of Capital and Operating Cost Estimates and Planning Assumptions/Capital Funding Capacity (50% of local financial commitment rating)	Medium-Low	• Assumed growth in capital revenues is reasonable compared to recent historical experience. • The capital cost estimate is considered reasonable. • Regarding growth in operating revenue assumptions, anticipated farebox collections, toll revenues, other non-fare operating revenues (advertising, leases, rentals, other), and State grants are optimistic compared to recent historical experience. Federal funds and local

		sales tax revenues are reasonable compared to recent historical experience. • Operating cost estimates are optimistic compared to recent historical experience. • LACMTA has satisfactory access to funds via additional debt capacity, cash reserves, or other committed funds to cover unexpected cost increases or funding shortfalls equal to 10 percent of the estimated CIG capital cost, and 43 percent (or 5.2 months) of annual system-wide operating expenses.

Southeast Gateway Line
Los Angeles, California
New Starts Project Development
(Rating Assigned August 2025)

ECONOMIC DEVELOPMENT RATING: Medium
Supportive Zoning in Station Areas: Medium
• *Supportive Zoning Near Transit Stations:* State laws are in place to encourage dense infill housing and eliminate parking minimums in station areas. Moderate density commercial zoning is permitted along major arterials, and most station areas have substantial multi-family or mixed-use zoning areas. A few stations have significant portions of lower density residential or industrial/ manufacturing zoning.
Performance and Impacts of Transit-Supportive Plans and Policies: Medium
• *Transit-Supportive Corridor Policies:* There is strong conceptual support for transit-supportive development, demonstrated by an overarching corridor plan as well as seven station area-specific plans along the corridor. Density and design requirements recommended in plans are supportive of accessible pedestrian infrastructure. • *Tools to Implement Land Use Policies:* The project sponsor has engaged stakeholders in proactively planning for station areas through the development of the Metro Transit Supportive Planning Toolkit and the Metro Transit-Oriented Communities Policy and Implementation Plan, as well as the provision of technical assistance to communities. Metro is also engaging community stakeholders and developers to build housing and other community amenities on Metro-owned land. • *Performance of Land Use Policies*: The project sponsor's joint development program has produced nine high-density projects along the corridor. However, limited documentation is provided on other developments, and there is little information about the degree to which projects are transit-supportive. • *Potential Impact of Transit Investment on Regional Land Use:* The population and employment within the project corridor are expected to increase moderately in the coming two decades, maintaining transit-supportive population densities. There is significant vacant or underutilized land within the project station areas but insufficient evidence that all station areas are zoned to allow transit-supportive development.
Tools to Maintain or Increase Share of Affordable Housing: Medium-High
• The California Regional Housing Needs Assessment assessed housing needs for low and very low-income households in municipalities along the corridor. However, legally binding affordable restricted (LBAR) housing demand documentation within station areas specifically does not currently exist. • Nearly 40% of units in Metro's joint development projects are LBAR units. • The state mandates density bonuses for affordable housing and requires that units be affordable for 55 years. The state also offers financing resources for affordable housing projects. • There are multiple affordable housing projects that have been either recently completed or recently approved/funded within the project corridor. Almost all of these projects have received some form of public support, whether through direct subsidy, transference of city-owned land, or density bonus allowances.

Southeast Gateway Line
Los Angeles County, CA

Metro

Broward Commuter Rail South
Broward County, Florida
New Starts Project Development
Information Prepared November 2022

The information reflected in this profile was based on information provided by Broward County with its request for entry into Small Starts Project Development (PD) that was submitted to the Federal Transit Administration (FTA) in August 2022. In November 2024, Broward County informed FTA that the estimated capital cost had exceeded $400 million, and FTA reclassified the project as a New Starts project. The information will be updated when the sponsor applies for an evaluation and rating.

Broward County proposes to implement commuter rail service along 11.5 miles of the existing Florida East Coast (FEC) Railway from the Brightline Aventura Station in Miami-Dade County to the Broward Health Medical Center in Fort Lauderdale. The proposed project includes three stations and parking facilities that are expected to be built within existing city, county, and/or FEC Railway properties along with corresponding improvements to the existing Hialeah Maintenance Facility in Miami-Dade County. Other elements include track, signaling, and safety and communication improvements along the corridor, as well as acquisition of rolling stock for the service. According to Broward County, the project plans to share the FEC Railway with freight trains and intercity passenger trains. The project's current estimated capital cost is $297.0 million, with the amount of Capital Investment Grants funding requested to be determined.

The purpose of the project is to provide additional north-south transportation capacity and to serve existing and future population growth, including transit-dependent populations, while preserving and enhancing the environment and safety along the corridor.

Broward County selected a locally preferred alternative (LPA) in August 2022 and anticipates adoption of the LPA into the region's fiscally constrained long range transportation plan in mid-2023. Broward County anticipates completing the environmental review process in mid-2023 and receiving a Small Starts construction grant in 2025. The anticipated start of revenue service date is 2028.

MD 355 Central Flash Bus Rapid Transit
Montgomery County, Maryland
New Starts Project Development
(Rating Assigned November 2025)

Summary Description	
Proposed Project:	Bus Rapid Transit 15.6 Miles, 14 Stations
Total Capital Cost ($YOE):	$ 499.04 Million
Section 5309 CIG Share ($YOE):	$ 246.52 Million (49.4%)
Annual Operating Cost (opening year 2031):	$ 21.95 Million
Existing Corridor Ridership Forecast (Warranted):	14,300 Daily Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium-High

Project Description: The Montgomery County Department of Transportation (MCDOT) proposes to implement a bus rapid transit (BRT) line along MD 355 between the Cities of Rockville and Germantown. The project includes 9.5 miles of dedicated bus lanes, transit signal priority at major intersections, ADA-compliant and level boarding, high-efficiency fare payment, real-time information at stations, and hydrogen fuel cell articulated buses. Service is planned to operate every 7.5 to 15 minutes during peak periods (with a 4-minute headway between Shady Grove Metro and Odendahl Avenue) and every 15 minutes off-peak (with a 5-minute headway on the Shady Grove–Odendahl segment), including 15 minutes off-peak and on weekends. Service would operate seven days a week from 5:30 am to 1:00 am.

Project Purpose: MCDOT seeks to accommodate the anticipated large population and employment growth along the corridor and to complement and improve the existing transit network by delivering a fast, reliable, and frequent transit service. The Project would provide residents with better access to businesses, services, recreational, and employment opportunities.

Project Development History, Status and Next Steps: MCDOT selected a locally preferred alternative (LPA) in March 2022, and the LPA was adopted into the fiscally constrained long-range transportation plan in March 2024. The Project entered New Starts Project Development in October 2024. MCDOT anticipates completing the environmental review process in March 2026, entering New Starts Engineering in Fall 2026, receiving a Full Funding Grant Agreement in early 2028, and beginning revenue service in 2031.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 CIG	$246.52	49.4%
State: Maryland State BRT Funds House Bill 352	$166.48	33.4%
Maryland State Aid Senate Bill 291 Capital Project Funds	$49.63	9.9%
Local: Future Financing (Unidentified)	$29.31	5.9%
Montgomery County MD GO Bonds	$5.29	1.1%
Montgomery County Special Transit Facilities (Property)Tax	$1.80	0.4%
Total:	**$499.04**	**100.0%**

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

Maryland, Montgomery County, MD 355 Central Flash Bus Rapid Transit (Rating Assigned November 2025)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium-High**	
Non-Section 5309 CIG Share	**+1 level**	• The CIG share of the overall project is 49.4 percent.
Summary Financial Plan Rating	**Medium**	
Current Capital and Operating Condition (25% of local financial commitment rating)	Medium-High	• The average age of the bus fleet is 7.3 years, which is in line with the industry average. • The most recent bond ratings for Montgomery County, issued in September 2024, are as follows: Moody's Investors Service, Aaa, Fitch's, AAA, and Standard & Poor's Corporation, AAA. • Montgomery County's current ratio of assets to liabilities as reported in its most recent audited financial statement is 5.2 (FY 2024). • There were no cash flow shortfalls in recent years.
Commitment of Capital and Operating Funds (25% of local financial commitment rating)	High	• Approximately 86percent of the non-Section 5309 CIG capital funds are committed or budgeted, and the rest are considered planned or unspecified. Sources of funds include State of Maryland funds (State Aid, dedicated State BRT Funds), the existing Montgomery County Mass Transit Tax (levied on real and personal property), and proceeds from County-issued General Obligation bonds. • 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 State of Maryland Aid (for transportation capital projects programmed for Montgomery County by the State General Assembly), existing county Mass Transit Tax revenues, and other revenues from advertising services, fines, and license fees.
Reasonableness of Capital and Operating Cost Estimates and Planning Assumptions/Capital Funding Capacity (50% of local financial commitment rating)	Medium-Low	• Assumed growth in capital revenues is reasonable compared to recent historical experience. • The capital cost estimate is reasonable. • Regarding growth in operating revenue assumptions, forecasted Federal Grants, State Aid, Mass Transit Tax revenues and Other Advertising, Taxes and Fees are reasonable compared to recent historical experience. • Operating cost estimates are optimistic compared to recent historical experience. • Montgomery County has access to funds via additional debt capacity, cash reserves, or other committed funds to cover unexpected cost increases or funding shortfalls equal to at least 30.0 percent of the estimated CIG capital cost and 30.0 percent of annual system wide operating expenses (3.6 months).

MD 355 Central Flash Bus Rapid Transit

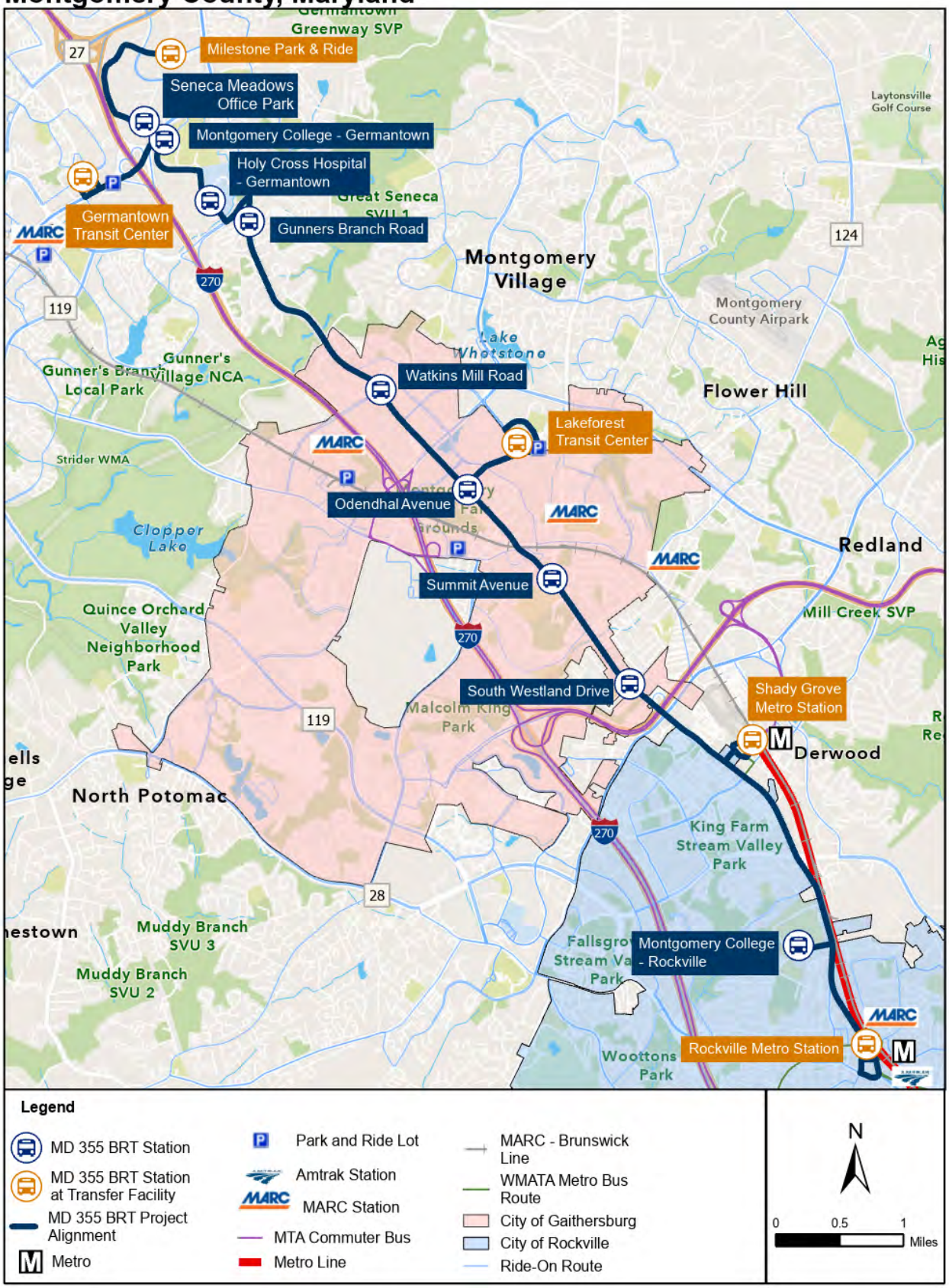
Montgomery County, Maryland

New Starts Project Development

(Rating Assigned November 2025)

ECONOMIC DEVELOPMENT RATING: Medium
Supportive Zoning in Station Areas: Medium
• Local jurisdictions have adopted zoning that moderately or strongly supports a major transit investment in most or all project station areas. Design standards and requirements aim to be pedestrian and transit oriented within station areas. Parking minimums are higher than is considered transit-supportive.
Performance and Impacts of Transit-Supportive Plans and Policies: Medium
• *Growth Management:* Plans and policies support concentrating growth in activity centers. Robust tools exist for furthering this objective, such as transfer of development rights and priority funding area programs to preserve agricultural areas and direct development and infrastructure funding to activity centers. • *Transit-Supportive Corridor Policies:* There is a range of plans and policies aimed at increasing density, enhancing the transit-friendly character, improving pedestrian facilities, and adjusting parking policies in station areas. There are conceptual plans that encourage development and transit-supportive design, but they are not explicitly strongly connected to supportive densities and the plans vary across the station areas. • *Tools to Implement Land Use Policies:* Project leads are engaging public and development stakeholders to discuss the potential of the corridor as well as the BRT project itself. Advisory councils and committees provide consistent proactive feedback. Regulatory and financial tools seem to be limited. • *Performance of Land Use Policies:* The station areas have had more than 2,400 housing units, 370 moderately priced dwelling units, and 450,000 sf of commercial space (either mixed-use, high-density multi-family, townhomes, office/lab, or retail) developed since 2018. The developments were supported and encouraged by updated community master plans, newly adopted mixed use zoning codes, and design guidelines. • *Potential Impact of Transit Investment on Regional Land Use:* There is land adjacent or within station areas that is underutilized or vacant that can potentially be redeveloped. Station area population growth is outpacing that of the county.
Tools to Maintain or Increase Share of Affordable Housing in Station Areas: Medium-High
• Station areas have a legally binding affordability restricted to total housing ratio of 12.63 % as compared to a 4.73 % ratio county-wide. • There are many tools to encourage and preserve affordable housing including reduced impact fees, grants for rehabilitation, and several bonds worth over $50 million for affordable housing production. • There is evidence of developers building a considerable amount of affordable housing along the corridor. There are plans to finish a 1,140 multifamily unit housing with 285 units below market rate.

MD 355 Flash BRT
Montgomery County, Maryland



Austin Light Rail Phase 1 Project
Austin, Texas
New Starts Project Development
(Rating Assigned November 2024)

Summary Description	
Proposed Project:	Light Rail Transit 9.8 Miles, 15 Stations
Total Capital Cost ($YOE):	$8,233.60 Million (Includes $1,085.3 million in finance charges)
Section 5309 CIG Share ($YOE):	$4,067.40 Million (49.4%)
Annual Operating Cost (opening year 2033):	$83.06 Million
Current Year Ridership Forecast (2023):	18,700 Daily Linked Trips 6,070,100 Annual Linked Trips
Horizon Year Ridership Forecast (2045):	33,800 Daily Linked Trips 10,986,900 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium-High

Project Description: The Austin Transit Partnership (ATP) proposes to implement a light rail line connecting Downtown Austin to North, South, and East Austin. Beginning at the intersection of Guadalupe Street and 38th Street to the north, the corridor extends south, traversing Downtown Austin before crossing Lady Bird Lake on a new dedicated light rail bridge. South of the lake, the corridor splits into two branches; one continues further south along South Congress Avenue to Oltorf Street, while the other extends east along East Riverside Drive to a proposed park and ride just west of State Highway 71 near the Austin Bergstrom International Airport. The project includes construction of three park and ride facilities, an operating and maintenance facility near the airport, and the purchase of 30 vehicles. Service is planned to operate from 5:00 AM to 12:30 AM on weekdays with service ten minutes during peak hours, and every 15 minutes in evenings. On weekends, service is planned from 6:00 AM to 12:30 AM with trains running every 15 minutes.

Project Purpose: The project is intended to address growing corridor travel demand with a reliable, safe, cost-effective, and time competitive light rail operating in a dedicated guideway. ATP believes that the project will improve connectivity and reliability resulting in reduced travel times by providing a new high capacity and high frequency spine to Austin's transit system. The project is anticipated to eliminate transfers for some travel patterns, making transit a more attractive alternative to driving.

Project Development History, Status and Next Steps: ATP selected the locally preferred alternative (LPA) in June 2023. The project entered New Starts Project Development phase in May 2024. ATP anticipates adopting the LPA into the region's long range transportation plan in May 2025. ATP anticipates completing the environmental review process in November 2025, entering Engineering in May 2026, receiving a Full Funding Grant Agreement in June 2027, and starting revenue service in November 2033.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 CIG	$4,067.40	49.4%
Local: Prop A Property Tax Revenue	$1,856.38	22.5%
Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan repaid with Prop A Property Tax Revenue	$1,340.46	16.3%
Contract Revenue Bonds repaid with Prop A Property Tax Revenue	$969.36	11.8%
Total:	**$**8,233.60	**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.

Austin Light Rail Phase 1 Project
Austin, Texas
New Starts Project Development
(Rating Assigned November 2024)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium-High**	
Non-Section 5309 CIG Share	**+1**	The CIG share of the project is 49.4 percent.
Summary Financial Plan Rating	**Medium**	
Current Capital and Operating Condition (25% of local financial commitment rating)	Medium-High	• Austin Transit Partnership (ATP) does not currently operate a bus fleet. ATP does not have a bus fleet. • ATP does not have any bond ratings. • ATP's current ratio of assets to liabilities as reported in its most recent audited financial statement is 4.6 (FY2023). • As a result of having no service, there have been no service cutbacks in recent years. • There has been a positive cashflow during the past three years and no cash shortfalls.
Commitment of Capital and Operating Funds (25% of local financial commitment rating)	Medium	• Approximately 45 percent of the non-Section 5309 CIG capital funds are committed and/or budgeted, and the rest are considered planned. Sources of funds include a Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan, Proposition A (Pay Go) Property Tax Revenues, and ATP Contract Revenue Bond Proceeds secured by the Proposition A Property tax. • Approximately 97 percent 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 for operations include FTA Section 5307 and FTA 5337 Federal Formula Funds, farebox revenue, and the existing Proposition A (Pay Go) property tax revenue.
Reasonableness of Capital and Operating Cost Estimates and Planning Assumptions/Capital Funding Capacity (50% of local financial commitment rating)	Medium - Low	• Assumed growth in capital revenues are reasonable when compared to recent historical experience. • The capital cost estimate is conservative per PMOC. • Regarding growth in operating revenue assumptions, farebox collections are reasonable compared to the historical experience of other light rail systems, farebox recovery ratios are optimistic compared to recent historical experience. Property tax revenues growth rates assumptions are optimistic compared to recent historical experience. • Operating cost estimates are reasonable based on historical experience of comparable transportation systems. • ATP did not demonstrate access to funds via additional debt capacity, cash reserves or other committed funds to cover unexpected cost increases or funding shortfalls.

Austin Light Rail Phase 1 Project
Austin, Texas
New Starts Project Development
(Rating Assigned November 2024)

LAND USE RATING: Medium

The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding county.

- The station areas have an average population density of 8,000 persons per square mile, which rates Medium by FTA benchmarks. The project would serve 43,500 employees, which rates Medium-Low by FTA benchmarks. The ratio between the affordable housing in station areas to the affordable housing in the county is 1.48, which corresponds to a Medium-Low rating. However, the overall proportion of affordable housing in the county is 9 percent. Since this value is over 5.5 percent, the rating is Medium.
- Land use in the project corridor is a mix of single-family residential and dense mixed-use development with the densest of developments along the light rail route and close to downtown.
- Sidewalks are available throughout the corridor and are generally present where station areas are located. There is also a large network of bicycle facilities throughout the corridor.

ECONOMIC DEVELOPMENT RATING: Medium-High

Transit-Supportive Plans and Policies: Medium-High

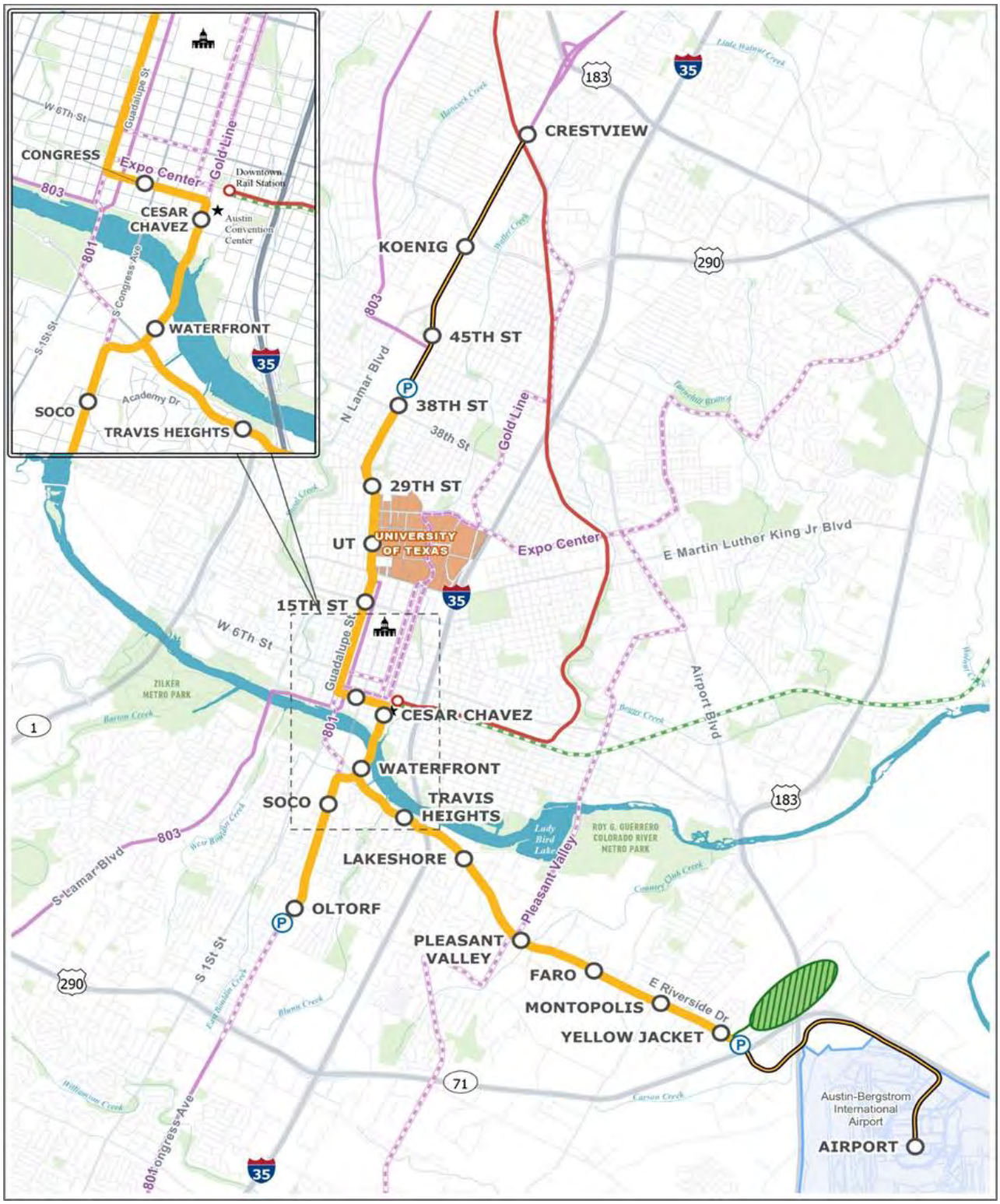
- *Growth Management:* The Imagine Austin Plan guides the city's future growth and development. The plan's growth concept identifies activity centers and activity corridors to focus future development in the city and away from sensitive and protected areas to preserve the environment.
- *Transit-Supportive Corridor Policies:* The Imagine Austin Plan identifies transit-oriented corridors for higher-density urbanized development. A newly adopted Equitable Transit-Oriented Development (ETOD) plan aligns with the Imagine Austin plan and guides future development near transit corridors and stations. The City also removed parking minimums for development in support of TOD policies.
- *Supportive Zoning Regulations Near Transit Stations:* Zoning in the city supports dense development and specifically transit-oriented development. An ETOD Overlay, which affects station areas, has no maximums on FAR ratios and no maximums on dwelling units per acre. The overlay permits an additional 30 – 60-feet in height.
- *Tools to Implement Land Use Policies:* The ETOD study and plan received extensive public engagement through a public involvement plan. The City has several general regulatory and financial tools to promote transit-supportive development. Some examples are non-profit community investment or revitalization funds, direct congestion pricing and transportation utility fees, and value capture tools like developer fees and tax-increment financing.

Performance and Impacts of Policies: Medium-High

- *Performance of Land Use Policies*: There are many cases of development that demonstrate how transit-supportive policies encourage development. It is very clear that market conditions support transit-oriented developers and that developers are using the tools offered.
- *Potential Impact of Transit Investment on Regional Land Use:* Essentially, almost all property within a half-mile of the corridor is developed. Undeveloped land makes up three percent of existing land use within the project corridor. Much of the zoning and zoning overlays throughout the district provide opportunities to redevelop and increase density. But this may rely on the acquisition of single-family homes or commercial properties in the less dense areas in the southern segments of the corridor.

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

- The Austin Strategic Housing Blueprint specifies that an additional 135,000 units, 60,000 of which are affordable units, would need to be constructed by 2027 to meet the City's housing demand. According to the document, at least 75 percent of new housing units should be within 1/2 mile of Imagine Austin Centers and Corridors. The percentage of households within the project corridor that spent more than 30 percent of their income on monthly owner and renter costs in 2022 was 30 percent and 53 percent, respectively.
- General Obligation (GO) Housing Bonds - Since 2006, four GO bonds have been approved totaling $720 million. Using these GO bonds, City of Austin voters authorized a total of $350 million for planning, designing, acquiring, constructing, renovating, improving and equipping affordable housing facilities for low and moderate-income persons and families in 2022.


CRESTVIEW
KOENIG
45TH ST
38TH ST
29TH ST
UT
UNIVERSITY OF TEXAS
15TH ST
CESAR CHAVEZ
WATERFRONT
SOCO
TRAVIS HEIGHTS
LAKESHORE
OLTORF
PLEASANT VALLEY
FARO
MONTOPOLIS
YELLOW JACKET
AIRPORT
Austin-Bergstrom International Airport
Gold Line
Expo Center
N Lamar Blvd
S Lamar Blvd
Guadalupe St
S 1St St
S Congress Ave
Academy Dr
W 6Th St
38th St
E Martin Luther King Jr Blvd
Airport Blvd
E Riverside Dr
Pleasant Valley
Lady Bird Lake
ROY G. GUERRERO COLORADO RIVER METRO PARK
ZILKER METRO PARK
CONGRESS
Downtown Rail Station
Austin Convention Center
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801
183
35
290
71
1

Interstate Bridge Replacement Program
Portland, Oregon and Vancouver, Washington
New Starts Project Development
Information Prepared September 2023

The Washington State Department of Transportation (WSDOT), the designated representative for the multi-state Interstate Bridge Replacement Program (IBR) Team, proposes to replace the aging Interstate 5 (I-5) bridge across the Columbia River with a modern, seismically resilient, multimodal structure, featuring designated right of way for Light Rail Transit (LRT) and dedicated Bus Rapid Transit (BRT) on shoulder facilities. The LRT corridor would extend from the present Expo Center station in Portland, Oregon across the river to Evergreen Boulevard in Vancouver, Washington, and would include three new stations. Bus-on-shoulder facilities would upgrade Express Bus services across the river as well. The Project also would provide connections from Portland's MAX LRT system to Vine BRT routes on the Vancouver side of the river. The estimated capital cost of the transit portion of the Project is $1.8 billion (of a total project cost of $6 billion), with the amount of CIG New Starts funding yet to be determined.

WSDOT believes that the project would improve mobility along the I-5 corridor by addressing present and future travel demand, which is expected to increase. The proposed transit improvements will efficiently link the two regional transit system networks, providing more options for travelers to access reliable transit service between Vancouver and Portland and providing significant enhancement to regional mobility for transit-dependent residents of the region.

WSDOT and the IBR Team members selected the locally preferred alternative (LPA) in July 2022 and anticipate incorporating the LPA into the two regional long-range transportation plans in late 2023. WSDOT anticipates the team completing the environmental review process in late 2024 and entering the Engineering phase in mid-2025. WSDOT further anticipates receive a New Starts Full Funding Grant Agreement in late 2027 or early 2028 and initiating revenue service in early 2033.

Small Starts Projects in Project Development

Stone Avenue BRT
Tucson, Arizona
Small Starts Project Development
(Rating Assigned November 2025)

Summary Description	
Proposed Project:	Bus Rapid Transit 4.9 Miles, 10 Stations
Total Capital Cost ($YOE):	$137.10 Million
Section 5309 CIG Share ($YOE):	$82.26 Million (60.0%)
Annual Operating Cost (opening year 2029):	$3.81 Million
Current Year Ridership Forecast (2025):	3,200 Daily Linked Trips 953,700 Annual Linked Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The City of Tucson (City) proposes to implement a bus rapid transit (BRT) service along Stone Avenue, between the Tohono T'adai Transit Center at Tucson Mall and the downtown Tucson Ronstadt Transit Center. Over 90 percent of the Project route is intended to operate in dedicated bus-only travel lanes. The project includes eight new branded vehicles offering near-level boarding at stations, as well as pedestrian and bicycle access improvements, real-time passenger information displays, transit signal upgrades with priority treatments, and enhanced safety and security features. The service plans to operate seven days a week at 10-minute frequency during weekdays, and 15-minute frequency on off-peak hours, evenings and weekends.

Project Purpose: The Project is expected to provide high-quality, reliable transit service to meet the mobility needs of residents, commuters, and visitors who travel within the City of Tucson. The Project intends to provide connections to key corridor destinations such as the Tucson Mall, Pascua Yaqui Village, Thrive in the 05 District, Pima Community College and downtown Tucson. The project plans connecting to other existing transit and streetcar services. This is the initial segment of the BRT, with a future extension planned to the Tucson International Airport.

Project Development History, Status and Next Steps: The Project entered Small Starts Project Development in September 2023. The City selected the locally preferred alternative in January 2024, and the Project was included in the region's fiscally constrained long-range transportation plan in August 2025. The City anticipates completing the environmental review process in early 2026, receiving a Small Starts Construction grant in Fall 2027, and initiating revenue service in June 2029.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 CIG Funds	$82.26	60.0%
Local: Regional Transportation Authority of Pima County (AZ) Next Sales Tax Revenues	$51.84	37.8%
City General Funds	$3.0	2.2%
Total:	**$137.10**	**100.0%**

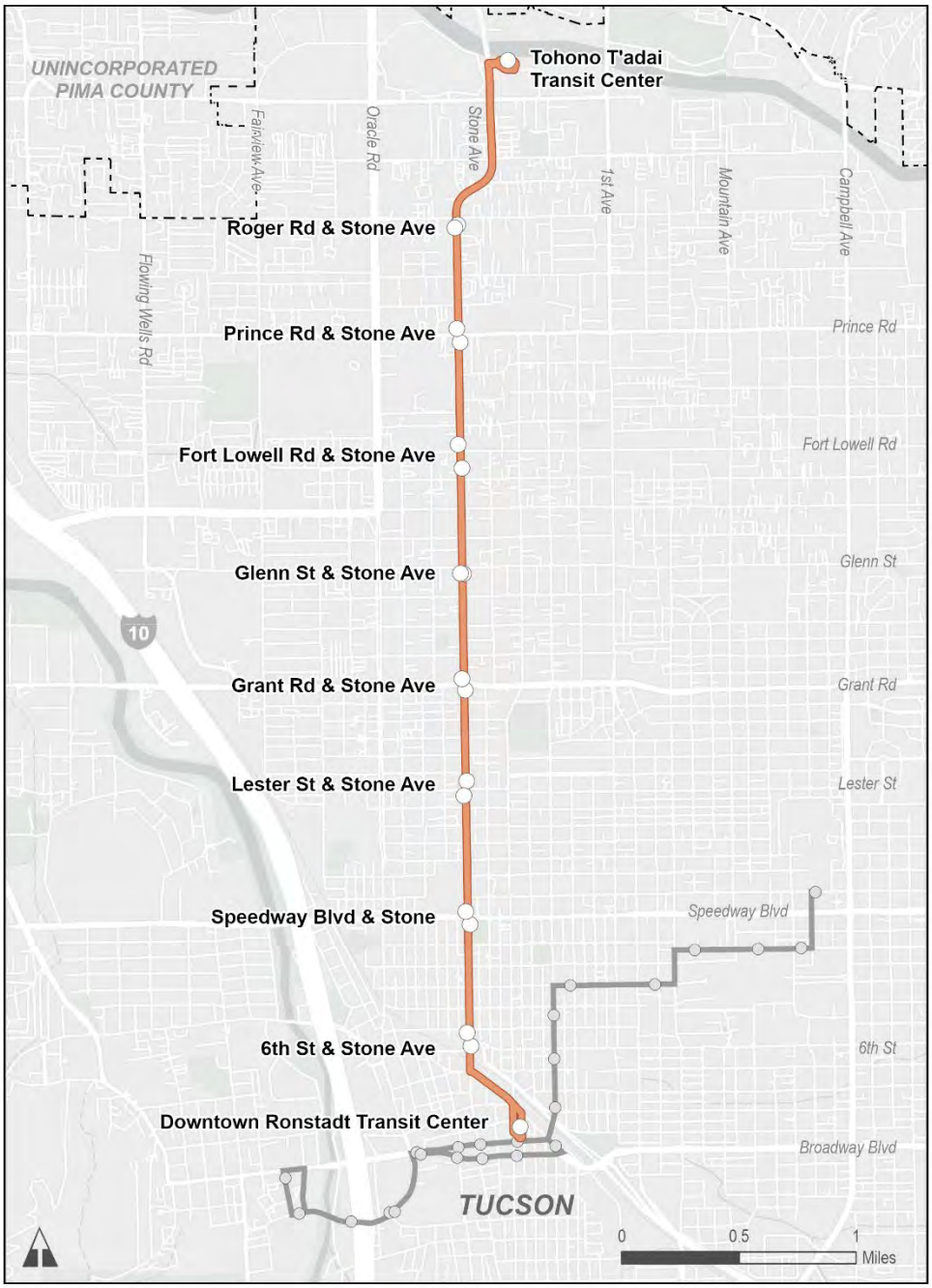
NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

Stone Avenue BRT

Tucson, Arizona

Small Starts Project Development
(Rating Assigned November 2025)

ECONOMIC DEVELOPMENT RATING: Medium-High
Supportive Zoning in Station Areas: Medium-High
• *Supportive Zoning Regulations Near Transit Stations*: Zoning in most station areas permits moderate to high residential and commercial densities with a mix of uses. The prominent zoning overlay throughout much of the corridor is the Community Corridors Tool, which promotes transit-oriented development and walkable neighborhoods by facilitating the redevelopment of underutilized sites along Tucson's commercial corridors.
Performance and Impacts of Transit-Supportive Plans and Policies: Medium
• *Transit-Supportive Corridor Policies*: There are several comprehensive, neighborhood, and transit-oriented development plans that guide the City of Tucson to support moderate to high density, mixed-use, and walkable development in all station areas. Although target densities are generally not specified in the plans it is clear that the plans helped to inform recent changes in zoning. • *Tools to Implement Land Use Policies*: There have been outreach efforts to guide transit-supportive land use decision-making regionally and specifically within the corridor. There is a plethora of financial tools and regulations to encourage development including authority bonds, tax incremental financing, and a government property lease tax that has been used to invest in development in the downtown area. • *Performance of Land Use Policies*: There are only a few examples of recent and proposed developments with transit-supportive design in the corridor and region. It is difficult to determine if these projects and proposals were encouraged by policies and programs related to transit-oriented development. • *Potential Impact of Transit Investment on Regional Land Use*: The station areas have significant proportions of lower density residential that is zoned to accommodate greater density. There is also a considerable amount of surface level parking and underutilized land.
Tools to Maintain or Increase Share of Affordable Housing: Medium-High
• Assessments of affordable housing needs have been conducted regionally and at the corridor level. There is a considerable amount of existing afforedable housing. Several non-profit and community development organizations focus on providing support for lower income residents including affordable housing. • There are many tools to encourage and preserve affordable housing to include reduced impact fees, grants for rehabilitation, and density bonuses. • There is recent evidence of developers building a considerable amount of affordable housing within the corridor.



STONE AVENUE BRT

Tucson, Arizona

Stone Avenue BRT

Stone Avenue BRT Stop

Sun Link Streetcar

Sun Link Streetcar Stop

City of Tucson Boundary

Vermont Avenue BRT
Los Angeles, California
Small Starts Project Development
(Rating Assigned November 2025)

Summary Description	
Proposed Project:	Bus Rapid Transit 12.4 Miles, 13 Stations
Total Capital Cost ($YOE):	$339.12 Million
Section 5309 CIG Share ($YOE):	$149.90 Million (44.2%)
Annual Operating Cost (opening year 2028):	$29.52 Million
Existing Corridor Ridership (Warranted):	42,900 Daily Linked Trips
Overall Project Rating:	High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	High

Project Description: The Los Angeles County Metropolitan Transportation Authority (LACMTA) proposes to implement bus rapid transit (BRT) service along Vermont Avenue in Los Angeles. The Project consists of an all-day, side-running BRT line along Vermont Avenue from Hollywood Boulevard to 120th Street. Over 50 percent of the route is intended to operate in dedicated bus-only travel lanes in each direction along the curb. Stations are planned to be accessible for people with disabilities and to include shelters, real-time route and schedule information, enhanced lighting, and emergency call buttons and cameras for improved safety and security. The Project also includes enhanced crosswalks for higher visibility and improved safety for pedestrians, signage, striping, roadway pavement repair, and bus bulb-outs at stations to extend the pedestrian area and shorten the crossings for added pedestrian safety. The service will utilize existing LACMTA buses and plans to operate seven days a week at 5-minute frequency during weekdays, and 5–20-minute frequency on off-peak hours, evenings and weekends.

Project Purpose: Buses along Vermont Avenue experience significant performance deficiencies in vehicle speeds, schedule reliability, and passenger comfort due to severe traffic congestion and challenging operating conditions. The Project is expected to provide high-quality, reliable transit service to meet the mobility needs of residents, commuters, and visitors who travel within the City and County of Los Angeles and those connecting to other transit services to/from other cities and areas in the Los Angeles basin. It is also a key component of LACMTA's overall mobility solution for the 2028 Olympic Games.

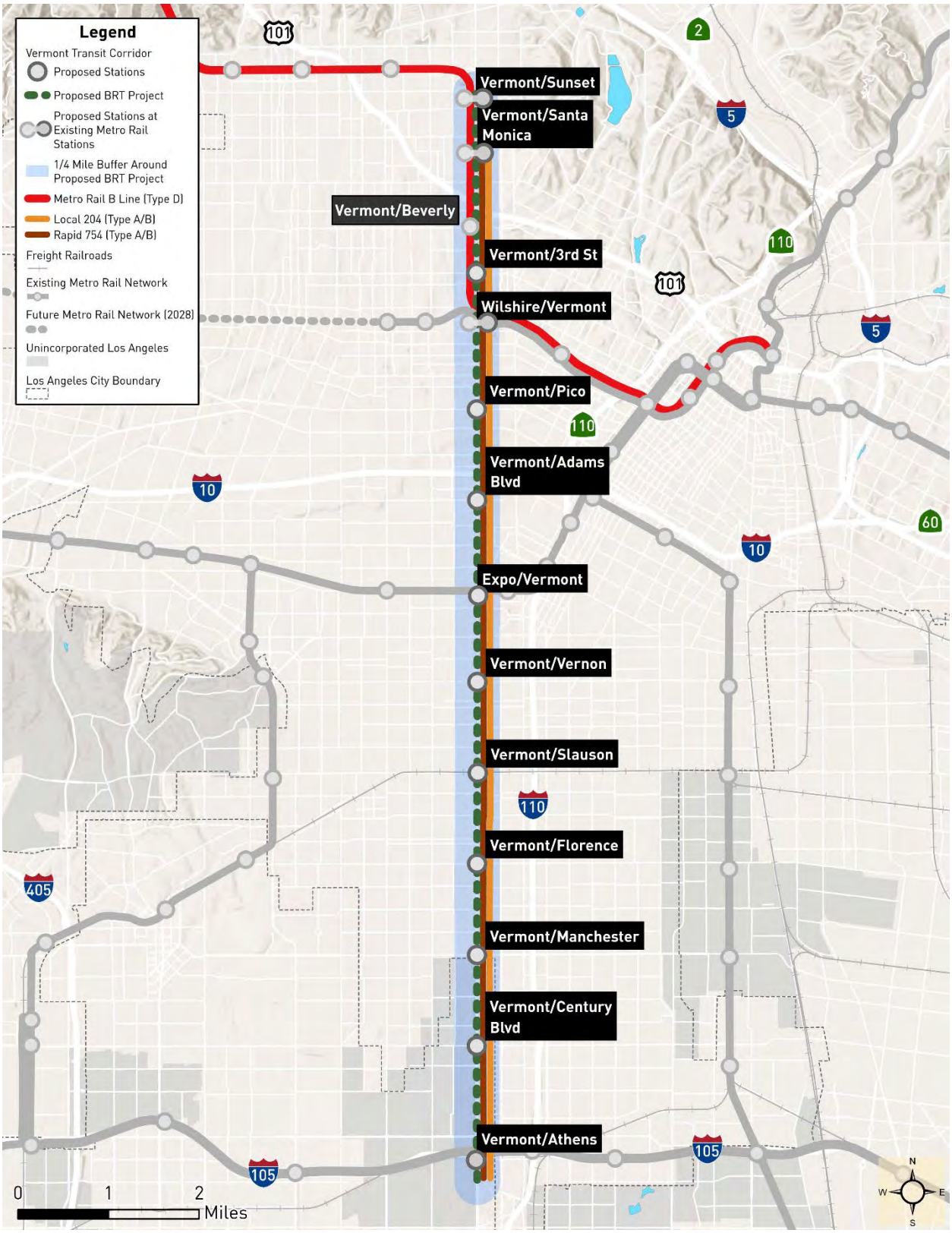
Project Development History, Status and Next Steps: The Project was included in the region's fiscally constrained long-range transportation plan in April 2024. LACMTA selected the locally preferred alternative in March 2025 and completed the environmental review process with receipt of a Categorical Exclusion from FTA in October 2025. LACMTA anticipates completing the design process in early 2026, receiving a Small Starts Construction grant in mid-2026, and initiating revenue service in June 2028 for the Olympics.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 CIG Funds	$149.90	44.2%
FHWA Flexible Funds (Congestion Mitigation and Air Quality Program)	$82.09	24.2%
FTA Community Project Funding	$2.00	0.6%
State: Transit and Intercity Rail Capital Program funds	$2.88	0.8%
Senate Bill 1 Local Partnership Program	$81.06	23.9%
Local: Sales Tax Revenues – Measure M and Proposition A	$21.19	6.3%
Total:	**$339.12**	**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.

Vermont Avenue BRT
Los Angeles, California
Small Starts Project Development
(Rating Assigned November 2025)

ECONOMIC DEVELOPMENT RATING: Medium
Supportive Zoning in Station Areas: Medium-High
• Zoning in station areas permits moderately to strongly transit-supportive densities. Multiple density bonuses are available to developers along the corridor, including the City of Los Angeles Transit Oriented Communities Affordable Housing Incentive Program and Citywide Housing Incentive Program, which allow developers to exceed density maximums in exchange for providing affordable housing dwelling units. The California Density Bonus Law (2024) establishes parking maximums within a half-mile of major transit stops.
Performance and Impacts of Transit-Supportive Plans and Policies: Medium
• *Transit-Supportive Corridor Policies*: Multiple plans prioritize high-density, mixed-use development and affordable housing in station areas, recommending incentives, flexible regulations, and targeted zoning reforms to promote transit-supportive, pedestrian-friendly communities. • *Tools to Implement Land Use Policies:* Metro's Transit-supportive Planning Toolkit and Transit Oriented Communities Technical Assistance Program provides resources to local governments and other stakeholders to support and fund transit-supportive development. Metro also offers technical assistance through the Transit Oriented Communities Grant Writing Assistance Program. There are several density bonuses available to developers. The California Density Bonus Law (1979), City of Los Angeles Transit Oriented Communities Affordable Housing Incentive Program, and the Citywide Housing Incentive Program allow developments to exceed maximum density requirements in exchange for affordable housing. • *Performance of Land Use Policies:* There are five examples of completed or proposed developments supported by policies and incentives in the Project station areas. The projects will create over 700 residential units and over 141,000 square feet of commercial space. • *Potential Impact of Transit Investment on Regional Land Use:* The countywide vacancy rate is 6.45%. In station areas, vacancy rates in census tracts at 60% or less of area median income are commonly under 8.0%. By 2040, population and employment in the Project station areas are expected to grow 13.6% and 9.7%, respectively.
Tools to Maintain or Increase Share of Affordable Housing in Station Areas: Medium
• The City of Los Angeles has several ordinances to preserve and increase affordable housing, including the Resident Protections Ordinance, Citywide Adaptive Reuse Ordinance, Housing Element Sites and Minimum Density Ordinance, and Just Cause Eviction Ordinance. • The Affordable Housing Linkage Fee is applied to certain new market-rate residential and commercial developments, garnering revenue for the City of Los Angeles' affordable rental and homeownership housing programs. • There are four examples of completed or proposed affordable housing developments in the Project station areas, which will create over 500 affordable residential units.


Legend
Vermont Transit Corridor
Proposed Stations
Proposed BRT Project
Proposed Stations at Existing Metro Rail Stations
1/4 Mile Buffer Around Proposed BRT Project
Metro Rail B Line (Type D)
Local 204 (Type A/B)
Rapid 754 (Type A/B)
Freight Railroads
Existing Metro Rail Network
Future Metro Rail Network (2028)
Unincorporated Los Angeles
Los Angeles City Boundary
Vermont/Sunset
Vermont/Santa Monica
Vermont/Beverly
Vermont/3rd St
Wilshire/Vermont
Vermont/Pico
Vermont/Adams Blvd
Expo/Vermont
Vermont/Vernon
Vermont/Slauson
Vermont/Florence
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Downtown Riverfront Streetcar Project
Sacramento, California
Small Starts Project Development
(Rating Assigned November 2024)

Summary Description	
Proposed Project:	Streetcar 1.5 Miles, 9 Stations
Total Capital Cost ($YOE):	$164.27 Million
Section 5309 CIG Share ($YOE):	$86.22 Million (52.5%)
Annual Operating Cost (2029):	$5.75 Million
Current Year Ridership Forecast (2022):	2,000 Daily Linked Trips 837,600 Annual Linked Trips
Horizon Year Ridership Forecast (2040):	4,200 Daily Linked Trips 1,771,500 Annual Linked Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Sacramento Regional Transit District (SacRT) proposes to implement a streetcar line between West Sacramento and Downtown Sacramento. Beginning at the Sutter Health Park to the west, the line extends east across the Sacramento River along the Tower Bridge before connecting to the existing light rail line. Sharing tracks with the existing light rail line, the proposed streetcar extends north traversing Downtown Sacramento and then west to connect to Sacramento Valley Station. The project includes construction of three new stations, improvement of six existing stations shared with the existing light rail, and purchase of four vehicles. The service is planned to operate from 6:00 AM to 9:00 PM, seven days a week, with service every 15 minutes on weekdays and every 15 to 30 minutes on weekends.

Project Purpose: The project is intended to improve local transit capacity and intercity connections with a reliable and frequent streetcar service. SacRT believes that more convenient and accessible transit will encourage the use of alternative modes of transportation, alleviate roadway congestion, improve air quality, and accommodate growing travel demand in the corridor. Key destinations along the project corridor include the Sacramento Valley Amtrak Station, Sutter Health Park, the Capitol Mall, Golden 1 Center, the Sacramento Downtown Commons (DOCO) shopping center, and the Crocker Art Museum.

Project Development History, Status and Next Steps: SacRT selected a 4.4-mile locally preferred alternative (LPA) in September 2013. The project entered Small Starts Project Development in May 2014. The LPA was included in the region's long range transportation plan (LRTP) in December 2014. SacRT completed the environmental review process with receipt of a Finding of No Significant Impact from FTA in February 2016. SacRT selected a new LPA in August 2022. An environmental re-evaluation of the new alignment is underway and expected to be completed in March 2025. SacRT anticipates adoption of the new LPA in the LRTP in mid2025, the receipt of a construction grant in June 2026, and the start of revenue service in August 2029.

Significant Changes Since Last Evaluation (September 2020): The project cost increased from $117.00 million to $164.27 million, and the requested CIG share increased from $50.00 million (42.7%) to $86.22 million (52.5%).

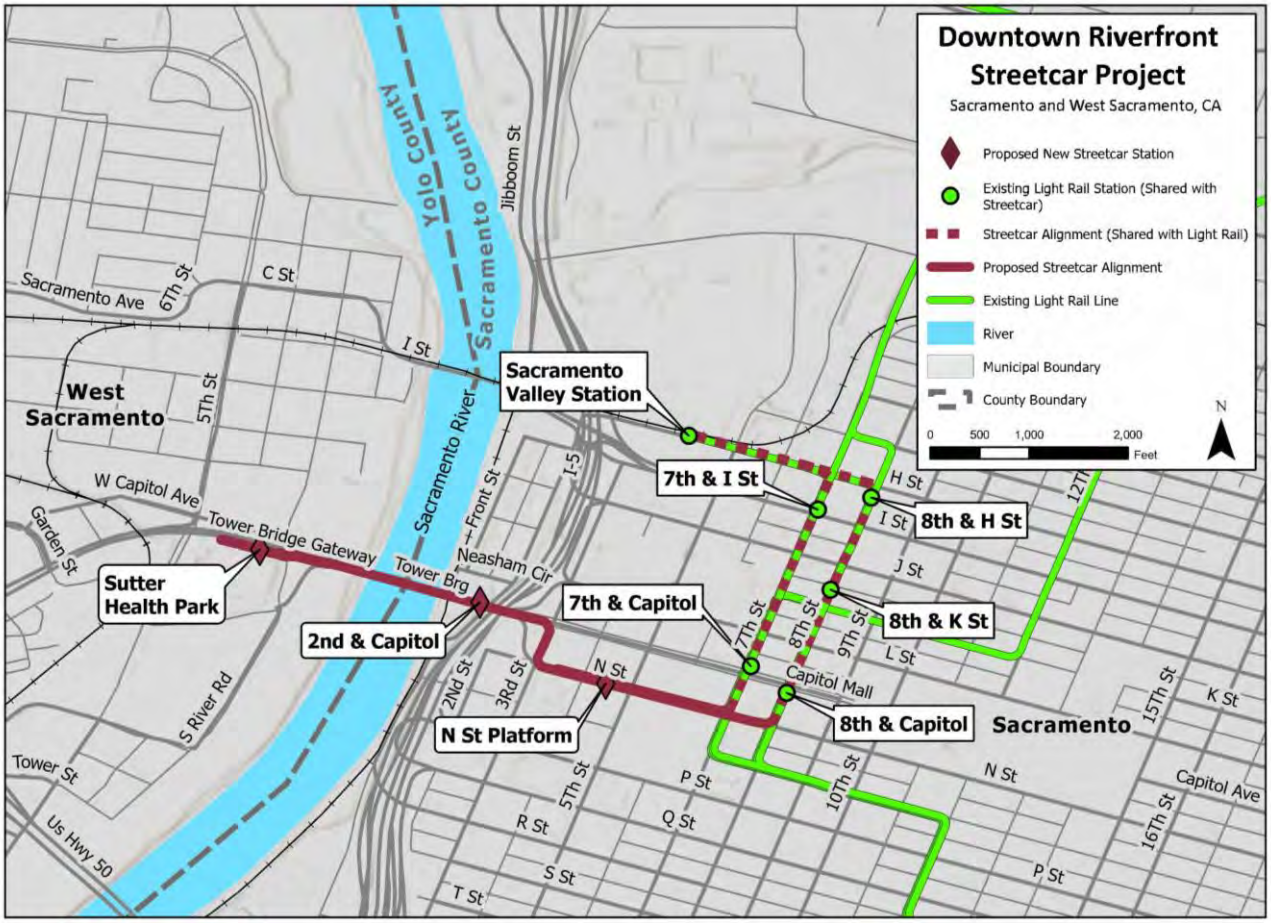
Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 Capital Investment Grant	$86.2	52.5%
FHWA Flexible Funds (Congestion Mitigation and Air Quality)	$ 5.0	3.0%
State:		
Transit and Intercity Rail Capital Program Funds	$30.0	18.3%
California Strategic Growth Council Affordable Housing Sustainable Communities Program Funds	$8.4	5.1%
Public Transportation Modernization, Improvement, and Service Enhancement Account Program created by Prop 1B - General Obligation bond	$1.6	1.0%
Local:		
West Sacramento Sales Tax Measure V	$25.0	15.2%
City of Sacramento	$7.4	4.5%
Sacramento Area Council of Governments (SACOG) Community Design Program	$0.7	0.4%
Total:	**$164.3**	**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.

Downtown Riverfront Streetcar Project
Sacramento, California
Small Starts Project Development
(Rating Assigned November 2024)

LAND USE RATING: Medium
The land use rating reflects population and employment densities within ½-mile of the 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 existing population density of the station areas is 5,300 people per square mile, which corresponds with a Medium-Low rating as per FTA guidelines. Existing employment served by the project is 71,500, corresponding to a Medium rating by FTA guidelines. 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 4.51, which rates as High according to FTA benchmarks. • Downtown Sacramento includes mid and high-rise office, residential, and hotel land uses on a grid street system with generally short building setbacks and structured parking. The West Sacramento station area contains large office buildings, smaller-scale residential and commercial development, some new multi-story residential projects, and vacant land that is planned for redevelopment. Pedestrian infrastructure in West Sacramento is not consistent but has been improved recently.
ECONOMIC DEVELOPMENT RATING: Medium-High
Transit-Supportive Plans and Policies: Medium-High
• *Transit-Supportive Corridor Policies:* General plans for the cities of Sacramento and West Sacramento support infill development, redevelopment, transit-oriented development, and growth in the Sacramento downtown and West Sacramento waterfront area. Specific plans address three large redevelopment areas (about 200 acres or more each) in Sacramento and West Sacramento and include density and design guidelines to support high-density, mixed-use urban infill and improve walkability. • *Supportive Zoning Regulations Near Transit Stations:* Adopted station area zoning regulations allow high residential and commercial densities, mixed-use development, and reduced or eliminated parking. • *Tools to Implement Land Use Policies:* Regional agencies have undertaken outreach efforts in support of TOD, including developing TOD guidelines, although efforts specific to station areas were not identified. In the West Sacramento Bridge and Washington Districts, property owners have been involved in an extensive public-private collaboration over several years to develop joint funding mechanisms for infrastructure improvements and to develop regulatory incentives to support redevelopment of these areas in a transit oriented pattern.
Performance and Impacts of Policies: High
• *Performance of Land Use Policies:* Mixed-use development has been occurring in downtown Sacramento over the past decade with multiple transit-supportive examples identified in the station areas. High-density, walkable development is also taking place in West Sacramento's Bridge and Washington Districts. • *Potential Impact of Transit Investment on Regional Land Use:* There are substantial development opportunities on large-scale infill sites in the corridor, especially in West

Sacramento. The streetcar corridor in downtown Sacramento also includes numerous other opportunities for smaller-scale intensification of land uses.
Tools to Maintain or Increase Share of Affordable Housing: Medium
• State, county, and city policies and incentives exist to encourage affordable housing, but only limited examples of the successful application of these policies and incentives were provided for station areas. The City of West Sacramento has an inclusionary housing ordinance and a fund that supports affordable housing near transit; Sacramento also has an affordable housing trust fund. Three recently completed projects and one proposed project serving low-income households were identified in the proposed station areas, with one project providing deed-restricted long-term affordability to very low and low-income households. Limited information was available on affordability levels at other projects.


Downtown Riverfront Streetcar Project
Sacramento and West Sacramento, CA
Proposed New Streetcar Station
Existing Light Rail Station (Shared with Streetcar)
Streetcar Alignment (Shared with Light Rail)
Proposed Streetcar Alignment
Existing Light Rail Line
River
Municipal Boundary
County Boundary
0 500 1,000 2,000 Feet
N
Sacramento Valley Station
7th & I St
8th & H St
8th & K St
7th & Capitol
2nd & Capitol
N St Platform
8th & Capitol
Sutter Health Park
West Sacramento
Sacramento
Yolo County
Sacramento County
Sacramento River
Jibboom St
Sacramento Ave
6Th St
C St
I St
5Th St
W Capitol Ave
Garden St
Tower Bridge Gateway
Tower Brg
Neasham Cir
Front St
I-5
S River Rd
Tower St
Us Hwy 50
2Nd St
3Rd St
N St
5Th St
P St
Q St
R St
S St
T St
7Th St
8Th St
9Th St
10Th St
Capitol Mall
H St
J St
L St
N St
P St
12Th St
15Th St
16Th St
K St
Capitol Ave

Federal Boulevard BRT Project
Denver, Colorado
Small Starts Project Development
(Rating Assigned November 2024)

Summary Description	
Proposed Project:	Bus Rapid Transit 18.0 Miles, 38 Stations
Total Capital Cost ($YOE):	$318.40 Million
Section 5309 CIG Share ($YOE):	$149.99 Million (47.1%)
Annual Operating Cost (opening year 2030):	$21.60 Million
Current Year Ridership Forecast (2023):	8,800 Daily Linked Trips 3,218,300 Annual Linked Trips
Horizon Year Ridership Forecast (2045):	12,200 Daily Linked Trips 4,465,700 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The Colorado Department of Transportation (CDOT) proposes to implement a bus rapid transit (BRT) line running north-south from Adams County, through the Cities of Federal Heights and Westminster, the City and County of Denver, and into Arapahoe County. The project is planned to be operated by the Regional Transportation District. The project includes 11.3 miles of new exclusive bus lanes extending south from 120th Avenue in Adams County along Federal Boulevard to Dartmouth Avenue in Denver County. Outside the limits of the Small Starts project, the service is planned to continue east on general purpose lanes along 120th Avenue to the Wagon Road Park and Ride on the north end and along Dartmouth Avenue to Englewood Station on the south end. The project also includes implementation of transit signal priority, purchase of 22 buses, modifications to an existing bus maintenance facility, and construction of distinctly branded stations with shelters, real-time arrival information, and access for persons with disabilities. Service is planned to operate between 4:00 AM and 1:00 AM on weekdays with buses running every 15 minutes during peak hours and every 30 minutes during off peak hours. Service is planned to operate between 5:00 AM and 1:00 AM on Saturdays and between 5:00 AM and midnight on Sundays with buses running every 15 to 30 minutes.

Project Purpose: The project is intended to provide faster, safer, more attractive, and more reliable transit service in the corridor, which is one of the highest ridership corridors in the Denver metro area, by improving transit operations and travel time with dedicated BRT lanes. The project is planned to accommodate current and anticipated travel demand along the corridor. The project is intended to promote investment along the corridor by making infrastructure improvements that will move more people through and within the corridor, and improving livability in the community. The Project connects several large parks, schools, and recreational facilities along with residential neighborhoods and commercial areas, to include Denver's Empower Field at Mile High, with varying land uses along the corridor. The project

also serves three existing rail stations, allowing connection to B, G, and W lines, and a bus transfer hub.

Project Development History, Status and Next Steps: CDOT selected the locally preferred alternative (LPA) for the project in May 2022. The project entered Small Starts Project Development in September 2023. The LPA was adopted into the region's fiscally constrained long range transportation plan in May 2024. CDOT anticipates completing the environmental review process with receipt of a Categorical Exclusion by November 2025, receiving a construction grant in July 2027, and the starting revenue service in January 2030.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 CIG	$149.99	47.1%
FHWA Flexible Funds (Surface Transportation Block Grant)	$69.15	21.7%
FHWA Carbon Reduction Program	$22.02	6.9%
State:		
Non-Attainment Area Pollution Mitigation Enterprise Funds	$30.00	9.4%
Colorado Legislative Transit Funds	$27.65	8.7%
Colorado Legislative Funds	$13.35	4.2%
Colorado State General Revenue Funds	$0.44	0.1%
Local:		
City and County of Denver Capital Improvement Program Funds	$2.50	0.8%
City of Westminster General Funds	$1.10	0.3%
Adams County General Funds	$1.00	0.3%
Regional Transportation District General Funds	$1.00	0.3%
City of Federal Heights General Funds	$0.20	0.1%
Total:	**$318.40**	**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.

Federal Boulevard BRT Project
Denver, Colorado
Small Starts Project Development
(Rating Assigned November 2024)

LAND USE RATING: Medium
The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding county. • Average population density within one-half mile of all station areas is 7,400 persons per square mile, corresponding to a Medium rating. An estimated 43,500 jobs would be served by the project, which corresponds to a Medium-Low rating. Parking in the corridor's "defined core employment center" is free, which rates Low. The ratio of station area to county LBAR housing is 1.60, corresponding to a Medium-High, including the rating boost for the high percentage of LBAR housing in the surrounding jurisdictions. • Historically auto-centric, the corridor is characterized by low- to mid-rise commercial and institutional buildings fronting Federal Boulevard, with low-density residential areas on adjacent streets.
ECONOMIC DEVELOPMENT RATING: Medium-High
Transit-Supportive Plans and Policies: Medium-High
• *Transit-Supportive Corridor Policies:* At the regional level, Denver Regional Council of Government's (DRCOG) Metro Vision (2017) envisions increased housing and employment in urban centers and near transit by 2040, setting specific goals for higher-density development around transit stops in designated urban centers, including four in the Federal Boulevard corridor. Blueprint Denver, Advancing Adams, and Westminster's 2040 Comprehensive Plan outline strategies to improve access to transit and support mixed-use housing along high-capacity transit routes. • *Supportive Zoning Near Transit Stations:* Denver, Federal Heights, and Westminster, have implemented transit-supportive zoning policies along Federal Boulevard. Unincorporated Adams County zoning in station areas is somewhat less transit-supportive. HB 24-1313 mandates that local governments permit higher density residential development near transit, with a minimum of 40 Dwelling Units per Acre within a quarter mile of bus stops and a half mile of bus or rail stations. • *Tools to Implement Land Use Policies:* Key financial tools to implement land use policies along the Federal Boulevard corridor include Urban Renewal Districts and Tax Increment Financing districts, which capture future tax revenue to fund area improvements, and Opportunity and Enterprise Zones, offering tax incentives for investments in designated areas. Additionally, Colorado's Housing in Transit-Oriented Communities bill is a regulatory tool that mandates minimum allowable residential densities near transit.
Performance and Impacts of Policies: Medium
• *Performance of Land Use Policies:* The corridor has 9,419 residential units and 730,000 square feet of commercial space planned, approved, or under construction. In Denver, projects are mainly concentrated around Colfax Avenue near the 17th Avenue Station and in Englewood near the Bates Station Area. In Adams County and Westminster, developments are centered around the existing Westminster Station. • *Potential Impact of Transit Investment on Regional Land Use:* Redevelopment in the Federal Boulevard station areas can require environmental cleanup and improvements to

storm drainage but funding from partnerships and special districts has helped mitigate these issues. Despite the Denver region experiencing strong overall economic growth, the Federal Boulevard corridor has lagged, experiencing lower retail rent, higher retail vacancies, and lower residential absorption rates than surrounding areas.
Tools to Maintain or Increase Share of Affordable Housing: Medium-High
• DRCOG, Adams County, Denver, and Westminster have enacted plans and policies that promote the creation and preservation of affordable housing in their localities. • The state of Colorado and City of Denver have strong financing and regulatory tools and strategies to promote affordable housing. HB 24-1175 gives local governments the first right to buy multi-family buildings with five or more affordable units to help preserve affordable housing. Proposition 123 allows Colorado to use existing tax revenue to invest $300 million annually in affordable housing. Denver's Expanding Housing Affordability policy requires buildings with ten or more units to allocate eight to twelve percent as affordable or pay a Linkage Fee to support affordable housing construction. Denver has additional funding from property and sales taxes to fund affordable housing. • Affordable housing development is occurring in Denver and unincorporated Adams County.

N
0 0.5 1 2 3 4
Miles
120th Avenue
92nd Avenue
72nd Avenue
52nd Avenue
38th Avenue
Colfax Avenue
Alameda Avenue
Evans Avenue
Dartmouth Avenue
Legend
Upgraded Light Maintenance Facility Location
Small Starts BRT Station Location
Other BRT Station Location
Federal BRT Alignment
Other RTD Bus Routes
sri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

MARTA Rapid Campbellton
Atlanta, Georgia
Small Starts Project Development
(Rating Assigned November 2024)

Summary Description	
Proposed Project:	Bus Rapid Transit 5.3 Miles, 9 Stations
Total Capital Cost ($YOE):	$319.50 Million
Section 5309 CIG Share ($YOE):	$149.99 Million (46.9%)
Annual Operating Cost (opening year (2031):	$6.00 Million
Current Year Ridership Forecast (2024):	4,800 Daily Linked Trips 1,544,700 Annual Linked Trips
Horizon Year Ridership Forecast (2045):	6,400 Daily Linked Trips 2,093,800 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The Metropolitan Atlanta Rapid Transit Authority (MARTA) proposes to implement a center-running, fixed-guideway bus rapid transit (BRT) service from the Oakland City MARTA rail station to the Greenbriar Mall. The project is planned to operate along Campbellton Road, Greenbriar Parkway SW, and Barge Road SW, and include the construction of a transit-only bridge over I-285 connecting the Greenbriar Mall station with the Barge Road Park & Ride. The project also includes the purchase of seven branded electric buses and associated electric vehicle charging infrastructure, off-board fare collection, transit signal priority at signalized intersections, a transit hub, new sidewalks, bike lanes, and streetscape improvements. Service is planned to operate from 5:00 AM to 2:00 AM. with buses running every 10 minutes during peak hours and every 15 minutes during off peak hours and weekends.

Project Purpose: The project corridor serves existing activity centers and proposed mixed-use development sites such as Fort McPherson, Greenbriar Mall, and Campbellton Plaza. The project aims to provides reliable and high-capacity transit between the Greenbriar Mall area and the Oakland City MARTA rail station, further extending the connection to regional employment centers in Downtown and Midtown Atlanta, Buckhead, and Hartsfield-Jackson Atlanta International Airport. The project is anticipated to improve regional mobility and travel time for residents and catalyze economic development in a corridor that has experienced long-term underinvestment.

Project Development History, Status and Next Steps: The project entered Small Starts Project Development in November 2022**.** MARTA selected a locally preferred alternative (LPA) in July 2022 and subsequently amended it in August 2023. MARTA expects adoption of the LPA into the region's fiscally constrained long range transportation plan in early 2025. MARTA anticipates completing the environmental review process in 2026, receiving a construction grant in 2027, and starting revenue service in 2031.

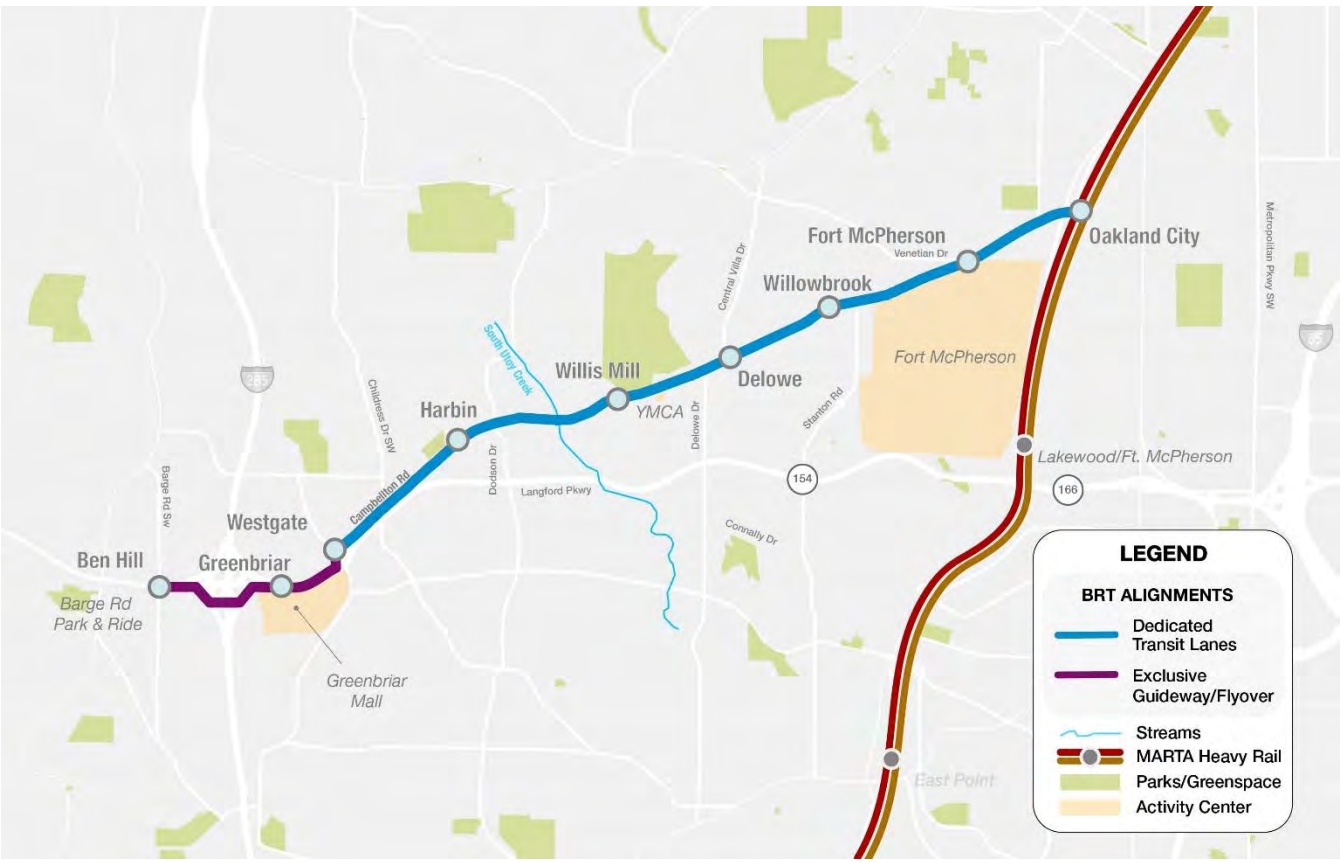
Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 CIG	$149.99	46.9%
Local: More MARTA PayGo Sales Tax Revenues and Reserves	$103.50	32.4%
MARTA Sales Tax Revenue Bond Proceeds	$66.00	20.7%
Total:	**$319.50**	**100.0%**

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.

MARTA Rapid Campbellton
Atlanta, GA
Small Starts Project Development
(Rating Assigned November 2024)

LAND USE RATING: Medium
The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding county. • The average population density within one-half mile of all station areas is 3,497 persons per square mile, corresponding to a Medium-Low rating. An estimated 2,538 jobs would be served by the project, which corresponds to a Low rating. Average daily parking fees in the central business district average $14, which rates Medium-High. The ratio of station area to county LBAR housing is 4.69, corresponding to a High rating. • More than 50% of land uses in the corridor is low-density, single-family residential development. Multi-family residential development is primarily located on the western end of the corridor. • Sidewalks are intermittently present along the Project corridor. Most local residential streets lack sidewalks, except for neighborhoods in the northeast corner of the Oakland City station area.
ECONOMIC DEVELOPMENT RATING: Medium
Transit-Supportive Plans and Policies: Medium
• *Transit-Supportive Corridor Policies:* Regional plans have established guidelines to encourage transit-oriented development (TOD) and economic development in high potential areas like the Project corridor. MARTA's Campbellton Corridor TOD Master Plan sets a broad vision with goals and objectives to transform the Project corridor with high-density TOD. The plan proposes densities ranging from 15 to 75 dwelling units per acre (DU/acre) (Medium-High to High ratings) around Project stations. Specific plans identify high potential areas within the Project corridor with guidelines for improvement. • *Supportive Zoning Near Transit Stations:* The Project corridor has been rezoned with a focus on growth, density, activity, and improving transit-oriented character and walkability. Multi-family residential and mixed residential zoning designations support mixed-use, high-density development, with maximum DU/acre ranging from 14.1 to 52.4 (Medium to High ratings) for potential station areas. The Special Public Interest zoning designation supports transit-oriented and walkable development. • *Tools to Implement Land Use Policies:* As part of efforts to revitalize the Project corridor, significant collaboration has taken place between Atlanta officials and organizations like Invest Atlanta, local developers, community organizations like YMCA, and the public. Financial tools have encouraged the acquisition of parcels within the Project corridor for TOD.
Performance and Impacts of Policies: Medium
• *Performance of Land Use Policies:* MARTA's Office of Transit-Oriented Development and Real Estate has led efforts to convert underutilized land in the Atlanta region into mixed-use, TOD around stations. Multiple developments in the Project corridor are underway, taking advantage of financial incentives. • *Potential Impact of Transit Investment on Regional Land Use:* The *Campbellton TOD Master Plan* has analyzed vacant or underutilized land in each station area and identified parcels that are most likely to redevelop, which has led to the Metro Atlanta Land Bank and Atlanta Mayor's Office of Real Estate and Housing prioritizing the acquisition of parcels. Specific plans have more closely analyzed potential area for redevelopment in the station areas. Every station area is located within zones offering incentives for redevelopment.
Tools to Maintain or Increase Share of Affordable Housing: Medium
• Invest Atlanta offers 12 financial incentives to preserve and increase affordable housing, five of which include long-term affordability and serve very and extremely low-income households. Other programs such as the GoATL Affordable Housing Impact Fund, Atlanta Heritage Owner-Occupied Rehab Program, and the Land Banking Depository Program provide additional avenues to increase affordable housing in the Project corridor.

MARTA Rapid Campbellton
Atlanta, GA



MARTA Rapid Southlake
Atlanta, Georgia
Small Starts Project Development
(Rating Assigned November 2024)

Summary Description	
Proposed Project:	Bus Rapid Transit 13.6 Miles, 19 Stations
Total Capital Cost ($YOE):	$355.64 Million
Section 5309 CIG Share ($YOE):	$69.00 Million (19.4%)
Annual Operating Cost (opening year (2030):	$4.98 Million
Current Year Ridership Forecast (2024):	3,700 Daily Linked Trips 1,187,400 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The Metropolitan Atlanta Rapid Transit Authority (MARTA) proposes to implement a bus rapid transit (BRT) line to connect MARTA's heavy rail system and Hartsfield-Jackson Atlanta International Airport in Northwest Clayton County to Southlake Mall in the City of Morrow. The majority of the BRT line is anticipated to operate in dedicated transit lanes. The project features offboard fare collection, the purchase of 13 branded electric buses and associated electric vehicle charging infrastructure, and the installation of transit signal priority equipment at key intersections. On weekdays, service is planned to operate between 5:00 AM and 1:00 AM with buses running every 10 minutes during the peak hours, and every 13 to 20 minutes during off peak hours. On weekends, service is planned to operate every 30 minutes between 6:00 AM and 1:00 AM.

Project Purpose: The project is planned to serve the cities of Riverdale and Morrow connecting several activity centers such as Hartsfield-Jackson Atlanta International Airport, Shops of Riverdale, Southern Regional Medical Center campus, Mount Zion commercial corridor, and Southlake Mall. MARTA indicates that transit connectivity within Clayton County, and between Clayton County and the rest of the Atlanta Region is limited. Therefore, MARTA believes that the project is needed to provide greater access to jobs, provide additional reliable and frequent transit services that connect destinations within Clayton County and the Atlanta metropolitan region, address the growing local demand for transit services in Clayton County, and support land use and economic development plans.

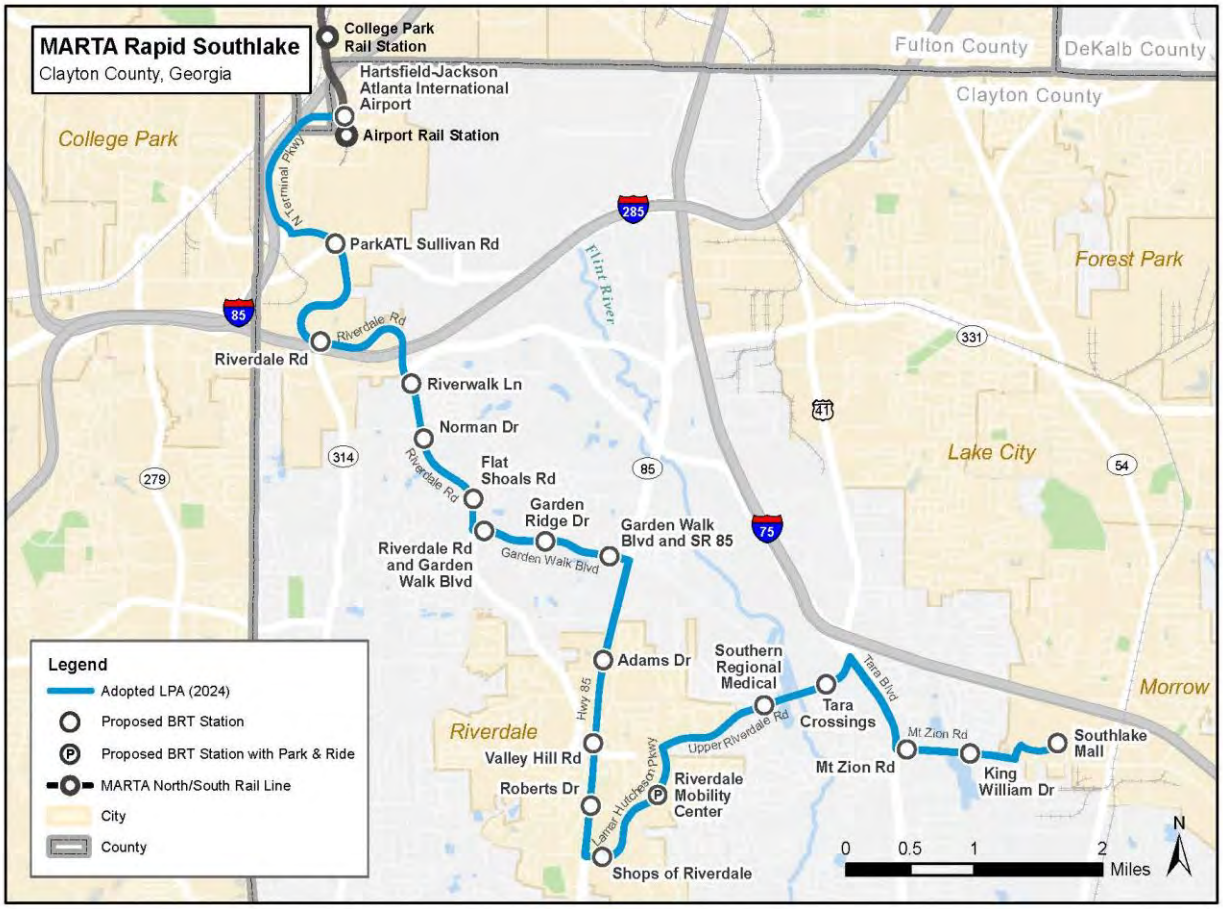
Project Development History, Status and Next Steps: MARTA selected a locally preferred alternative (LPA) in December 2018 and adopted it into the region's long range transportation plan (LRTP) in March 2020. The project entered Small Starts Project Development in February 2022. MARTA subsequently amended the LPA in May 2024 and anticipates amending LRTP with the new LPA in May 2025. MARTA anticipates completing the environmental review process with a Finding of No Significant Impact in December 2025, receiving a construction grant in 2026, and the starting revenue service in 2030.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 CIG	$69.00	19.4%
Local: Clayton County PayGo Sales Tax Revenues and Reserves	$170.64	48.0%
MARTA Sales Tax Revenue Bond Proceeds	$116.00	32.6%
Total:	**$355.64**	**100.0%**

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

MARTA Rapid Southlake
Atlanta, Georgia
Small Starts Project Development
(Rating Assigned November 2024)

***LAND USE RATING:* Medium-Low**
The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding county. • Average population density within one-half mile of all station areas is 3,018 persons per square mile, corresponding to a Medium-Low rating. An estimated 79,710 jobs would be served by the project, which corresponds to a Medium rating. Average daily parking fees in the central business district is $14, which rates Medium-High. The ratio of station area to county LBAR housing is 0.91, corresponding to a Low rating. • Land uses vary widely throughout the corridor and support predominantly suburban-style development. Notable employment centers are the Hartsfield-Jackson Atlanta International Airport (63,000 employees) and Southern Regional Medical Center (1,000 employees). • Sidewalks exist along most of the project corridor, with sidewalk gaps near the Airport station and Southlake Mall station termini.
***ECONOMIC DEVELOPMENT RATING:* Medium**
Transit-Supportive Plans and Policies: Medium-High
• *Transit-Supportive Corridor Policies*: Five transit-oriented development (TOD) zones have been adopted by the City of College Park, the City of Riverdale, and Clayton County. The *Clayton County Comprehensive Transportation Plan*, *College Park Comprehensive Plan*, *City of Riverdale Comprehensive Plan*, and *City of Morrow Comprehensive Plan* each recommend high-density, mixed-use development in station areas. The *MARTA TOD Guidelines* encourage pedestrian facilities in station areas. • *Supportive Zoning Near Transit Stations:* TOD overlay zones overlap with nine station areas and establish minimum dwelling unit densities and no density maximums. Stations in the City of Riverdale are largely zoned as mixed-use and stations in the City of Morrow are zoned as general business, both have limited density and height maximums. • *Tools to Implement Land Use Policies:* MARTA led an outreach initiative to relevant jurisdictions, government agencies, and the community to determine project station locations and TOD zones. There are three tax allocation districts, one Federal Qualified Opportunity Zone, and two Community Improvement Districts to financially incentivize TOD within the project corridor.
Performance and Impacts of Policies: Medium-Low
• *Performance of Land Use Policies:* There are 11 examples of completed and proposed development projects supported by financial incentives within the project corridor. The projects will create a total of 847 dwelling units, two hotels, and three Clayton County facilities. MARTA has a demonstrated capability to facilitate TOD by purchasing station area parcels and soliciting development proposals. MARTA currently manages a $133 million ground lease portfolio. • *Potential Impact of Transit Investment on Regional Land Use:* MARTA expects 25% of non-residential land in station areas to be redeveloped. There are 1,700 acres of non-residential vacant and underutilized parcels. Corridor employment is expected to increase by 13% between 2020 and 2045.
Tools to Maintain or Increase Share of Affordable Housing: Medium-Low
• Clayton County received three annual grants from the US Department of Housing and Urban Development to serve low-to-moderate income individuals and families. The Clayton County Housing Urgency Grant Program, Essential Home Repair and Emergency Repair Programs, Down Payment Assistance Program, and Emergency Assistance Program are financing tools to support affordable housing in the region.


MARTA Rapid Southlake
Clayton County, Georgia
College Park Rail Station
Hartsfield-Jackson Atlanta International Airport
Airport Rail Station
College Park
Fulton County
DeKalb County
Clayton County
N Terminal Pkwy
ParkATL Sullivan Rd
Riverdale Rd
Riverdale Rd
Riverwalk Ln
Norman Dr
Flat Shoals Rd
Garden Ridge Dr
Riverdale Rd and Garden Walk Blvd
Garden Walk Blvd
Garden Walk Blvd and SR 85
Flint River
Forest Park
Lake City
Adams Dr
Southern Regional Medical
Tara Crossings
Tara Blvd
Mt Zion Rd
Mt Zion Rd
King William Dr
Southlake Mall
Morrow
Riverdale
Hwy 85
Valley Hill Rd
Roberts Dr
Upper Riverdale Rd
Lamar Hutcheson Pkwy
Riverdale Mobility Center
Shops of Riverdale
Legend
Adopted LPA (2024)
Proposed BRT Station
Proposed BRT Station with Park & Ride
MARTA North/South Rail Line
City
County
0 0.5 1 2 Miles
N

Blue Hill Avenue Transit Action Plan
Boston, Massachusetts
Small Starts Project Development
(Rating Assigned November 2025)

Summary Description	
Proposed Project:	Bus Rapid Transit 3.0 Miles, 10 Stations
Total Capital Cost ($YOE):	$162.46 Million
Section 5309 CIG Share ($YOE):	$80.26 Million (49.4%)
Annual Operating Cost (opening year 2030):	$6.26 Million
Existing Corridor Ridership (Warranted):	13,200 Daily Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The Massachusetts Bay Transportation Authority (MBTA) proposes to implement a bus rapid transit project along Blue Hill Avenue in Boston between Warren Street and Mattapan Square. The Project involves construction of exclusive, center-running bus lanes using existing median on Blue Hill Avenue, with implementation of transit signal priority along with other safety and accessibility improvements at intersections along the corridor. The Project also includes installation of curbside bike lanes and construction of stations with shelters, seating, real-time information, improved lighting, security cameras, and emergency call boxes. MBTA intends to use existing fleet inventory for this Project. The service is planned with buses running every 10-12 minutes on weekdays and every 14 minutes on weekends.

Project Purpose: Buses along Blue Hill Avenue are subject to substantial delay due to the high motor vehicle traffic on the roadway. Lack of accessibility and safety features on the corridor renders transit riders, bicyclists, and pedestrians vulnerable to dangerous conditions. The Project is expected to provide reliable and accessible transit along with improved safety to benefit all roadway users in the corridor.

Project Development History, Status and Next Steps: MBTA completed the environmental review process in November 2022, receiving a categorical exclusion determination for the Project. MBTA selected a locally preferred alternative (LPA) in February 2024 and anticipates adopting the LPA into the region's fiscally constrained long-range transportation plan in Spring 2026. MBTA anticipates receiving a Small Starts Grant Agreement in mid-2026 and beginning revenue service in January 2030.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 CIG	$80,256,412	49.4%
Rebuilding American Infrastructure with Sustainability and Equity Grant	$14,850,705	9.1%
State: Commonwealth Federal Matching & Debt Reduction Fund	$38,422,098	23.7%
Local: City of Boston General Funds	$18,224,000	11.2%
MBTA Capital Revenues	$10,709,157	6.6%
Total:	**$162,462,372**	**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.

Massachusetts, Boston, Blue Hill Avenue Transit Action Plan
(Rating Assigned November 2025)

Factor	Rating	Comments
Local Financial Commitment Rating	**High**	
Non-Section 5309 CIG Share	**+1 level**	• The CIG share of the overall project is 49.4 percent.
Summary Financial Plan Rating	**Medium-High**	
Current Capital and Operating Condition (25% of local financial commitment rating)	Medium-High	• The average age of the bus fleet is 5.6 years, which is younger than the industry average. • The most recent bond ratings for MBTA, issued on May 2025, are as follows: Moody's Investors Service N/A, Fitch's AAA, Standard & Poor's Corporation AA+, and KBRA AAA. • MBTA's current ratio of assets to liabilities as reported in its most recent audited financial statement is 1.2x (FY2024). • There were no cash flow shortfalls in recent years.
Commitment of Capital and Operating Funds (25% of local financial commitment rating)	Medium-High	• Approximately 53 percent of the non-Section 5309 CIG capital funds are committed or budgeted, and the rest are considered planned. Sources of funds include USDOT Federal RAISE Grant, , Revenue from the Commonwealth Federal Matching and Debt Reduction and Fair Share funds from the Commonwealth of Massachusetts, MBTA Capital ,Revenues dedicated transfers, MBTA bonds, and the City of Boston General Fund Transfers. • Approximately 65 percent of the funds needed to operate and maintain the transit system in the first full year of operation are committed or budgeted, and the rest are considered planned. Sources of funds include Commonwealth of Massachusetts Contract Assistance, a dedicated transit Sales Tax, Farebox Revenue, an existing dedicated transit annual local property assessment, existing system-wide operating Transfers and other potential MBTA income sources.
Reasonableness of Capital and Operating Cost Estimates and Planning Assumptions/Capital Funding Capacity (50% of local financial commitment rating)	Medium	• Assumed growth in capital revenues is reasonable compared to recent historical experience. • The total capital cost estimate is reasonable. • Regarding growth in operating revenue assumptions, farebox collections are conservative and sales tax revenues are reasonable compared to recent historical experience. • Operating cost estimates are reasonable compared to recent historical experience. • MBTA has access to funds via additional debt capacity, cash reserves, or other committed funds to cover unexpected cost increases or funding shortfalls equal to at least 30.0X percent of the estimated CIG capital cost and 39.6 percent of annual system-wide operating expenses (2.5 months).

Blue Hill Ave Transit Action Plan
Boston, Massachusetts
Small Starts Project Development
(Rating Assigned November 2025)

ECONOMIC DEVELOPMENT RATING: Medium-High
Supportive Zoning in Station Areas: High
• Within the station areas, zoning is primarily Medium Residential (52%), Open Space (21%), and Single-Family Residential (10%). Recent amendments to Boston's zoning code allow higher density in residential districts by permitting Accessory Dwelling Units which do not count toward maximum density limits. Thus, zoning in all station areas is very strongly transit-supportive, even in "single-family residential" areas. • The City of Boston also applies reduced parking requirements for affordable housing projects and maximum parking ratio guidelines for new large developments (over 50,000 square feet).
Performance and Impacts of Transit-Supportive Plans and Policies: Medium-High
• *Transit-Supportive Corridor Policies:* The submission identifies 18 plans and policies promoting transit-oriented development (TOD) at the state, region, and local levels. Six of these plans and polices are specific to project station areas. Furthermore, The City of Boston and its partner agencies advance policies that enhance pedestrian accessibility and reduce car dependency. These include right-sizing parking and implementing shared parking strategies, creative use of underutilized spaces, neighborhood-specific strategies, and support for TOD. • *Tools to Implement Land Use Policies:* MBTA and the City of Boston have led extensive community and agency engagement since 2022, including station area outreach in 2024. The City and Commonwealth maintain 11 policies and incentives supporting transit-supportive development, with MBTA actively promoting TOD at station areas. • *Performance of Land Use Policies:* Within station areas, 19 projects are currently under review, board-approved, or under construction. Most of these developments are medium- to high-density multifamily housing, with schools, community centers, health centers, and commercial buildings comprising the remaining development. • *Potential Impact of Transit Investment on Regional Land Use:* Within station areas, about 153 city-owned parcels (roughly 646,500 square feet) have been identified as underutilized or vacant, with 102 of these parcels flagged for multifamily or mixed-use development. The City has prioritized "High Opportunity Sites" and "Potential Future Project Sites" within this real estate. Station area population and employment is projected to increase to reach 1,275 residents and 875 jobs per square mile by 2045.
Tools to Maintain or Increase Share of Affordable Housing in Station Areas: Medium-High
• About 20.8% of corridor households live at or below the poverty line, higher than Boston's 17.6% and the statewide rate of 10%. The submission cites seven plans and policies focused on preserving and expanding affordable housing, including anti-displacement measures. MBTA is advancing this goal through joint development, with 13 recent or planned projects in the corridor that include affordable units for households earning 60% or less of area median income.

Blue Hill Ave Transit Action Plan
Boston, Massachusetts
Figure 1: Project Map
Proposed Stations
Proposed Corridor
1/2-Mile Station Areas
Bus Routes on Proposed Corridor
Intersecting Transit Routes
Mattapan Trolley Line
Fairmount Commuter Rail Line
Waterbody
Parks
Municipal Boundaries
Supple Rd / Wayne St
Ellington St
Vesta Rd / Calder St
Westview St
Balsam St / Wilcock St
Morton St
Clarkwood St
Walk Hill St
Fairmount Line Commuter Rail
Fairway St
Warren Street
Blue Hill Avenue
Seaver Street
Franklin Park
Veterans Drive
Morton Street
Talbot Avenue
Boston Nature Center
American Legion Highway
Walk Hill Street
Norfolk Street
Hyde Park Avenue
Cummins Highway
Harvard Street
Boston
Wood Avenue
River Street
Eliot Street
Neponset River
Milton
Miles
0
0.2
0.4

Veirs Mill Road Bus Rapid Transit
Montgomery County, Maryland
Small Starts Project Development
(Rating Assigned December 2025)

Summary Description	
Proposed Project:	Bus Rapid Transit 7.6 Miles, 12 Stations
Total Capital Cost ($YOE):	$193.66 Million
Section 5309 CIG Share ($YOE):	$149.99 Million (77.5%)
Annual Operating Cost (opening year 2028):	$8.42 Million
Existing Corridor Ridership (Warranted):	10,200 Daily Linked Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Montgomery County Department of Transportation (MCDOT) proposes to implement a corridor-based bus rapid transit line along Veirs Mill Road and Hungerford Drive from a western terminus at Montgomery College in Rockville to an eastern terminus at the Wheaton Metrorail Station. The project includes 12 boarding stations, 2.6 miles of dedicated bus lanes, queue jumps, transit signal priority, all-door near-level boarding, bicycle and pedestrian access improvements, high efficiency fare payment, and real-time transit display signage. Service is planned to operate from 5:00 AM to 1:00AM with buses running every 7.5-minutes during peak periods and every 15 minutes during off-peak periods.

Project Purpose: The project serves a high ridership corridor connecting users to major activity centers in Rockville and Wheaton and to regional destinations via Metrorail's Red Line. The corridor also connects to Amtrak and Maryland Area Rail Commuter (MARC) trains in Rockville. Rockville and Wheaton are located on opposite legs of the Red Line, and traveling between these destinations by Metrorail is circuitously routed through Washington, D.C. The project is planned to provide a more efficient, high-frequency, rapid transit option to improve connection between two stations at the termini of "U" shaped Red Line. The project serves a high concentration of low-income populations, and riders who live and work along the corridor.

Project Development History, Status and Next Steps: MCDOT selected a locally preferred alternative (LPA) in June 2017, and the LPA was adopted into the region's long range transportation plan in May 2020. The project entered Small Starts Project Development in September 2022. MCDOT completed the environmental review process with receipt of a Categorical Exclusion from FTA in August 2024. MCDOT anticipates receiving a construction grant in February 2026 and starting revenue service in 2028.

Significant Changes Since Last Evaluation (November 2024): Since the Project was rated and evaluated in November 2024, the total capital cost increased from $165.40 million to $193.66 million. The amount of CIG funds being requested increased from $132.32 million to $149.99 million, changing the CIG share request from 80.0 to 77.5 percent.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 CIG	$149.99	77.5%
State: Maryland State BRT Fund	$30.00	15.5%
Maryland State Aid via Senate Bill 291	$3.50	1.8%
Local:		
Montgomery County General Obligation Bond Proceeds	$4.00	2.1%
FY 2024 Impact Tax	$3.67	1.9%
Montgomery County Mass Transit Tax Revenues	$2.50	1.3%
Total:	**$193.66**	**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.

Veirs Mill Road Bus Rapid Transit
Montgomery County, Maryland
Small Starts Project Development
(Rating Assigned December 2025)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 CIG Share	**NA**	• The CIG share of the overall project is 77.5 percent.
Summary Financial Plan Rating	**Medium**	
Current Capital and Operating Condition (25% of local financial commitment rating)	Medium-High	• The average age of the bus fleet is 7.3 years, which is in line with the industry average. • The most recent bond ratings for Montgomery County issued in September 2024 are as follows: Moody's Investors Service, Aaa, Fitch's, AAA and Standard & Poor's Corporation, AAA. • Montgomery County's current ratio of assets to liabilities as reported in its most recent audited financial statement for the Mass Transit Facilities Fund, which is the fund where MCDOT operates its program from, is 5.2 (FY 2024). • There were no cash flow shortfalls in recent years.
Commitment of Capital and Operating Funds (25% of local financial commitment rating)	High	• All of the non-Section 5309 CIG capital funds are either committed or budgeted. Sources of funds include State of Maryland funds (State Aid, State BRT Funds), the Montgomery County Mass Transit Tax (levied on real and personal property), property tax revenue from new developments, and proceeds from County-issued General Obligation bonds. • 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 State Aid, local Mass Transit Tax revenues, and other revenues from advertising, taxes, and fees.
Reasonableness of Capital and Operating Cost Estimates and Planning Assumptions/Capital Funding Capacity (50% of local financial commitment rating)	Medium-Low	• Assumed growth in capital revenues is reasonable compared to recent historical experience. • Based on the Project Management Oversight Contractor (PMOC) report, the capital cost estimate is reasonable. • Regarding growth in operating revenue assumptions, the forecasted Federal Grants, State Aid, Mass Transit Tax revenues and Other Advertising, Taxes and Fees are reasonable compared to recent historical experience. • Operating cost estimates are optimistic compared to recent historical experience. • Montgomery County has access to funds via additional debt capacity, cash reserves, or other committed funds to cover unexpected cost increases or funding shortfalls equal to at least 25.0 percent of the estimated CIG capital cost, and at least 15.0 percent (2 months) of annual system wide operating expenses.

Veirs Mill Road Bus Rapid Transit
Montgomery County, Maryland
Small Starts Project Development
(Rating Assigned September 2025)

ECONOMIC DEVELOPMENT RATING: Medium

Supportive Zoning in Station Areas: Medium

- The Montgomery College part of the Twinbrook Parkway station area falls within the City of Rockville's zoning, while the rest of Twinbrook Parkway through the Wheaton Metro station area follow Montgomery County's zoning. The proposed station areas– particularly at each end of the corridor – are zoned for moderate to high density mixed-use. Other station areas are primarily zoned for low- to medium-density residential. Several parcels along the corridor have been upzoned for higher density and mixed-use redevelopment. Zoning ordinances include requirements to support a pedestrian-friendly built environment.

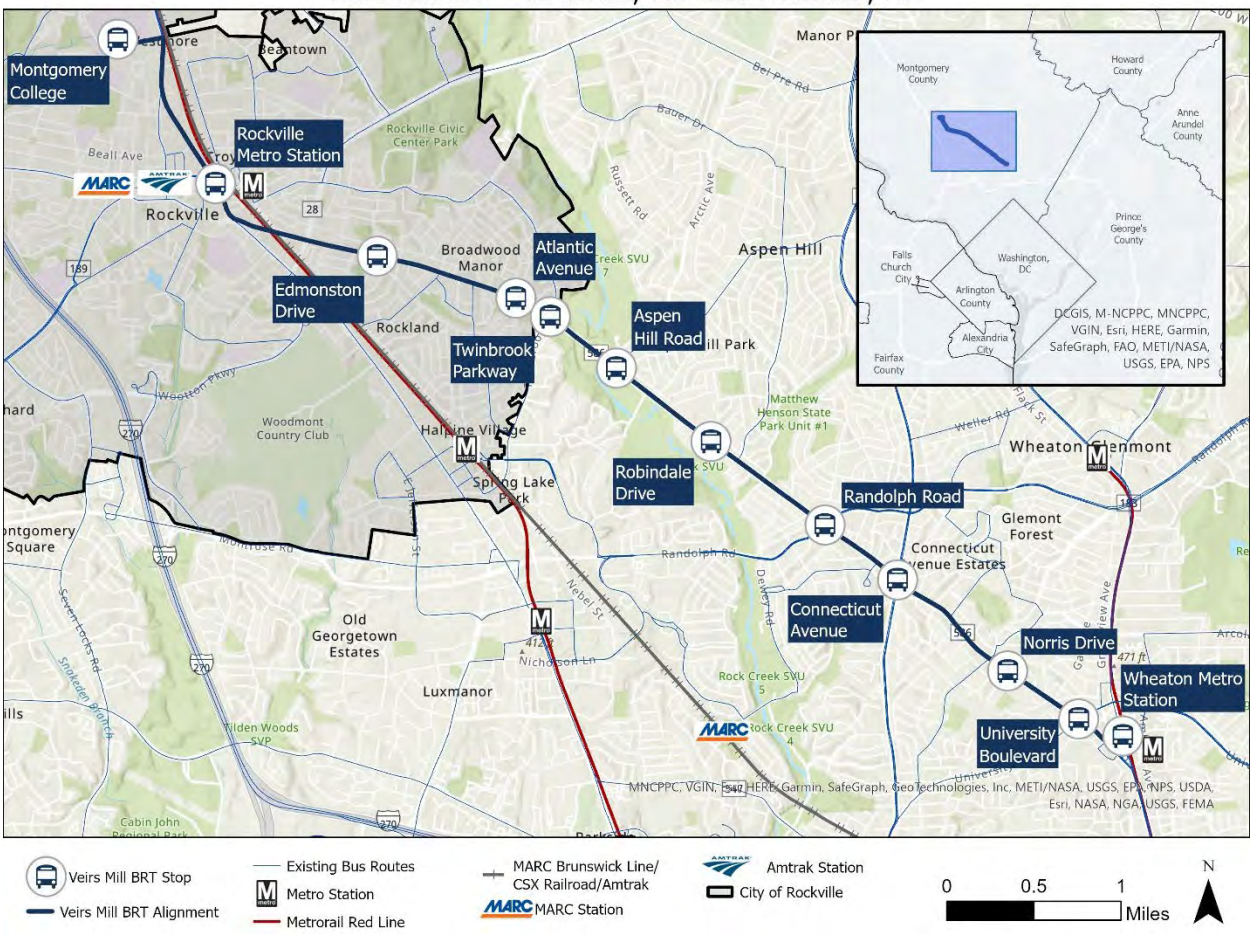
Performance and Impacts of Plans and Policies: Medium

- *Transit-Supportive Corridor Policies*: State, regional, and local plans generally encourage redevelopment along the corridor to support transit and higher densities. Plans recommend infill redevelopment and rezoning of parcels to allow for new developments to have higher densities. Montgomery County's *Thrive Montgomery 2050 General Plan (2022)* promotes concentrated growth along corridors that have robust transit service (existing or planned). Veirs Mill Road is identified as a "growth corridor" and infill development is encouraged around activity centers such as the City of Rockville and Wheaton. Montgomery County's *Veirs Mill Corridor Master Plan (2019)* is another key document that promotes limited redevelopment near existing and future transit – particularly for residential parcels and commercial nodes. Upzoning recommendations from the plan have been incorporated into the Montgomery County Zoning Code.
- *Tools to Implement Plans and Policies:* The *Veirs Mill Corridor Master Plan* outreach efforts were recognized with the 2018 Harold Foster Award for Distinction in Community Outreach. Other county and city planning efforts included robust engagement with business community, developers, advocacy groups, agencies, and the public. Montgomery County offers the Optional Method Public Benefit incentive for density and height increases as well as the More Housing at Metrorail Stations Act to incentivize transit-oriented developments on WMATA properties; however, there are very few regulatory and financial incentives to promote transit-supportive development for the BRT project.
- *Performance of Plans and Policies:* Mixed-use, high-density development is present at three of the Project's 12 station areas: Rockville Metro Station, Twinbrook Parkway Station, and Wheaton Station. In addition, six development proposals are noted across the Rockville Metro, Randolph Road, MD 193/University Boulevard, and Wheaton station areas.
- *Potential Impact of Transit Investment:* The project corridor is anchored by two major activity centers (Rockville CBD and Wheaton) that can accommodate significant higher density, mixed-use redevelopment, as promoted in the *Veirs Mill Corridor Master Plan*. The percent of parcel vacancy or land available for development for the 12 station areas ranges from 0.6% to 25.5%. Notably, Montgomery College has 25.5%, Rockville Metro has 13.7% and University Blvd has 6.7%.

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

- Within the project corridor, 10% of the population are considered low-income. Rockville CBD and Wheaton include market-rate housing (defined as affordable to households earning under 80% of the region's median income). The City of Rockville and Montgomery County each have a diverse set of policies and tools to preserve and increase affordable housing in the corridor – as is evidenced by the inclusion of affordable housing options in new development projects.

Veirs Mill BRT - Rockville, MD and Wheaton, MD



METRO F Line Bus Rapid Transit
Minneapolis, Minnesota
Small Starts Project Development
(Rating Assigned November 2022)

Summary Description	
Proposed Project:	Bus Rapid Transit 13 Miles, 32 Stations
Total Capital Cost ($YOE):	$98.00 Million
Section 5309 CIG Share ($YOE):	$53.40 Million (54.5%)
Annual Operating Cost (opening year 2026):	$18.29 Million
Existing Corridor Ridership (Warranted):	11,000 Daily Linked Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Metropolitan Council (Met Council) proposes to construct a Bus Rapid Transit (BRT) project in a corridor beginning in downtown Minneapolis, extending through the Northeast area of Minneapolis, and through the suburban communities of Columbia Heights, Hilltop, Fridley, Spring Lake Park, and Blaine. The project is planned to operate in a semi-exclusive right of way for just under half of the route and includes off-board fare collection, transit signal priority, queue jump lanes, real-time travel information, shelters with heat and light, and 18 60-foot articulated diesel buses. Service is planned to operate on weekdays from 4:00 am to 2:00 am, with buses every 10 minutes. During weekends, service is planned to operate from 5:00 am to 2:00 am with buses every 10 minutes.

Project Purpose: Current transit service in the project corridor includes both local and express bus service operating to downtown Minneapolis. The corridor ranks in Met Council's top five busiest for both ridership and productivity. Met Council intends for the project to provide faster, more reliable, and more attractive bus transit service to improve unreliable transit service and inadequate passenger facilities. Downtown Minneapolis, the southern terminus of the project, includes high density-offices, arts and entertainment venues, government buildings, sports facilities, retail stores, restaurants, and a rapidly growing residential population. The rest of the corridor includes many trip generators including the Central Avenue & University Avenue Commercial Corridors, St. Anthony Main Street, Medtronic headquarters, Columbia Heights Transit Center, Mercy Hospital, and Northtown Mall and Transit Center. The project is part of a BRT network of corridors being operated, constructed and planned in the area. It connects downtown with the blue and green light rail lines.

Project Development History, Status and Next Steps: Met Council selected the locally preferred alternative in March 2021, and it was included in the region's fiscally constrained long-range transportation plan in March 2022. The project entered Small Starts Project Development in April 2022. Met Council anticipates completing the environmental review process with receipt of a Categorical Exclusion from FTA in November 2023, receiving a Small Starts Grant Agreement in late 2024, and opening for revenue service in late 2026.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 CIG	$53.40	54.5%
FHWA Flexible Funds (Congestion Mitigation and Air Quality Program)	$25.00	25.5%
State: State of Minnesota Legislative Appropriation	$13.21	13.5%
State of Minnesota Motor Vehicle Sales Tax	$1.07	1.1%
Local: Regional Transit Capital Bonds	$5.32	5.4%
Total:	**$98.00**	**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.

METRO F Line Bus Rapid Transit
Minneapolis, Minnesota
Small Starts Project Development
(Rating Assigned November 2022)

LAND USE RATING: Medium-High

The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding counties.

- Average population density within one-half mile of all station areas is 6,600 persons per square mile, corresponding to a Medium rating. An estimated 160,800 jobs would be served by the project, which corresponds to a Medium-High rating. Daily parking fees in the central business district average $13, which corresponds to a Medium-High rating. The ratio of station area to county LBAR housing is 2.22, corresponding to a Medium rating.
- South of the Mississippi River, the corridor is characterized by a dense, mixed-use downtown. North of the Mississippi River, low- and mid-rise residential and strip commercial development are found adjacent to the corridor with dense, single-family residential neighborhoods nearby. Scattered industrial sites and regional shopping centers are also located in the corridor.
- Sidewalks are present on both sides of the proposed alignment throughout the corridor and include crossing signals, Americans with Disabilities Act- compliant curb ramps, and street trees in some locations.

ECONOMIC DEVELOPMENT RATING: Medium

Transit-Supportive Plans and Policies: Medium

- *Transit-Supportive Corridor Policies*: The majority of jurisdictions support increasing density and transit-oriented development (TOD) in station areas and along the corridor. Most plans create a link between land use and transit and recommend transit-supportive design and reduce parking requirements.
- *Supportive Zoning Near Transit Stations:* Minneapolis adopted zoning supportive of major transit investment with densities in station areas rating Medium to High. Zoning in larger jurisdictions allows transit-supportive densities adjacent to the corridor but there is a significant amount of low-density residential zoning in station areas of smaller jurisdictions. Many zoning codes encourage TOD.
- *Tools to Implement Land Use Policies:* There is a strong history of proactive outreach to the development community and support for TOD. State and local incentives support TOD planning and development.

Performance and Impacts of Policies: Medium

- *Performance of Land Use Policies:* Several examples of recent and proposed TODs were provided. These include dense residential, hotels, office/retail spaces, and redevelopment projects. Little information was provided on how the developments were influenced by land use policies.
- *Potential Impact of Transit Investment on Regional Land Use:* The corridor has 300 acres of vacant or underutilized parcels of which 240 are located at the Northtown Mall redevelopment site in the City of Blaine. Approximately 67 percent of multi-family development is planned near high-frequency transit.

Tools to Maintain or Increase Share of Affordable Housing: Medium

- Based on projected need, the allocated affordable housing target set by the Metropolitain Council for all jurisdictions in the corridor is about 3,400 units at 50 percent area median income or less. No evidence of the long-term affordability of these units was provided.
- Plans and policies generally support increasing affordable housing. Minneapolis provides density bonuses for the provision of affordable housing units.
- There are a variety of state and local direct funding and tax credit programs available for the creation of affordable housing. Recent public and private developments that delivered affordable housing units were identified.

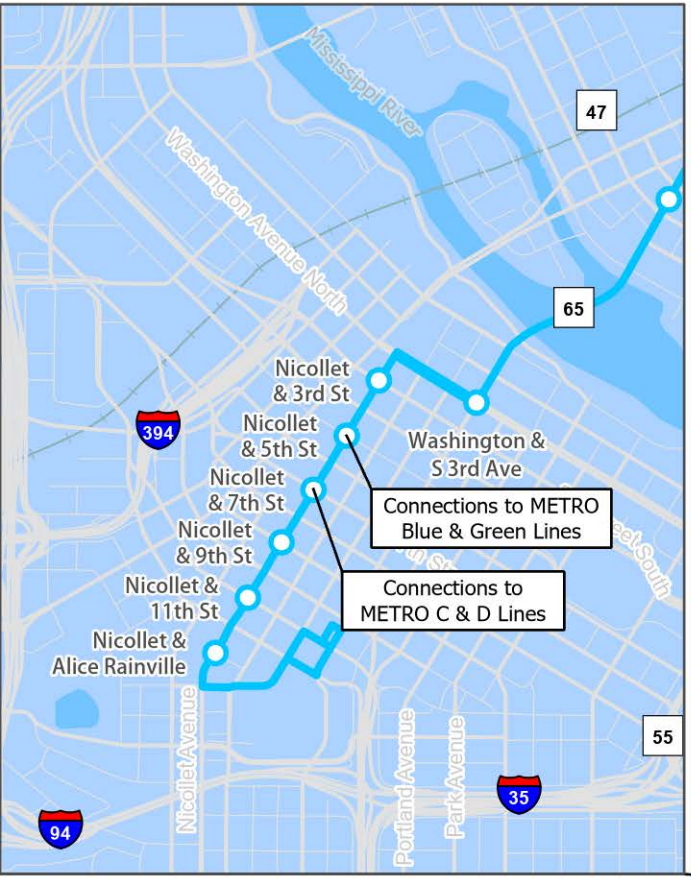
METRO F Line

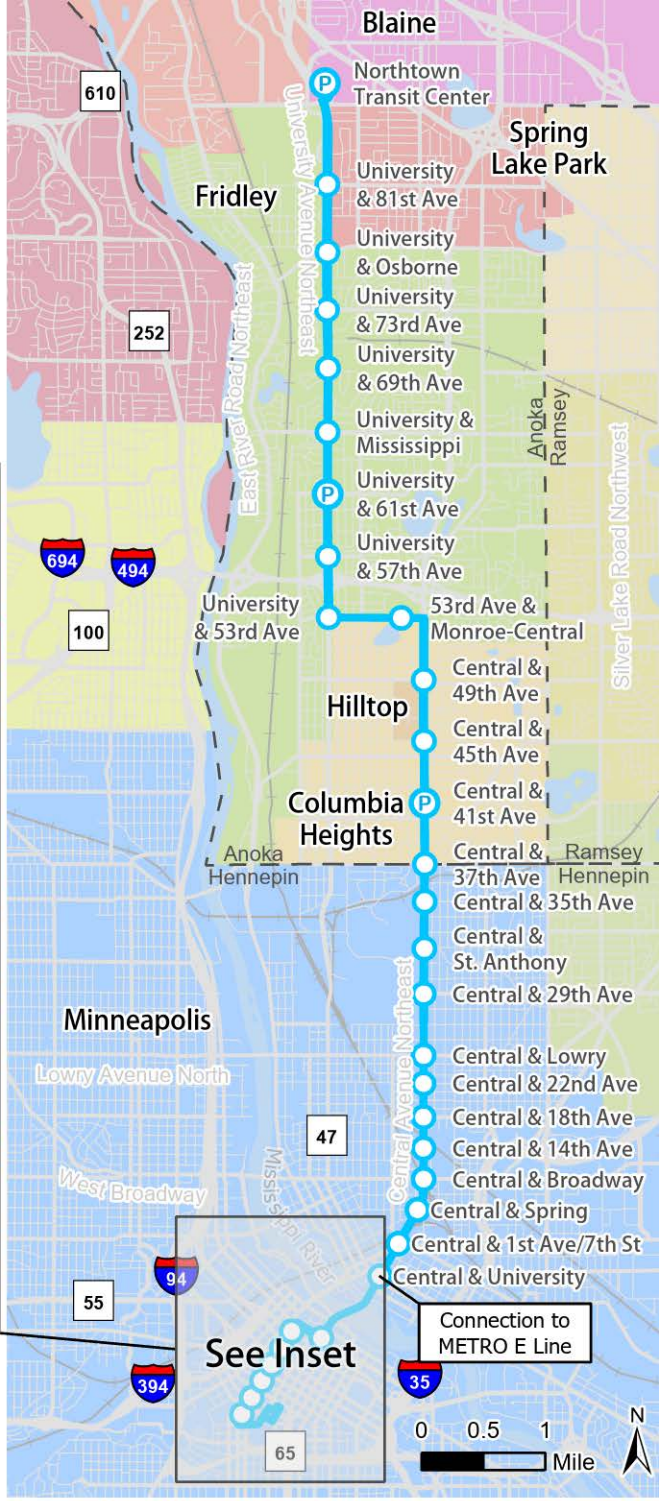
Metro Transit - Minneapolis, MN

Planned Route

Planned Station

Stations with Park & Ride Facilities





Created September 2022

Hamilton Avenue Corridor BRT Project
Cincinnati, Ohio
Small Starts Project Development
(Rating Assigned November 2025)

Summary Description	
Proposed Project:	Bus Rapid Transit 8.8 Miles, 11 Stations
Total Capital Cost ($YOE):	$171.58 Million
Section 5309 CIG Share ($YOE):	$137.27 Million (80.0%)
Annual Operating Cost (opening year 2028):	$12.56 Million
Current Year Ridership Forecast (2025):	6,300 Daily Linked Trips 1,964,200 Annual Linked Trips
Horizon Year Ridership Forecast (2045):	7,700 Daily Linked Trips 2,380,900 Annual Linked Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Southwest Ohio Regional Transit Authority (SORTA) in cooperation with the City of Cincinnati proposes to implement corridor-based bus rapid transit (BRT) service that extends northwest from Cincinnati's Downtown district to the outermost Cincinnati neighborhood of College Hill and to the City of Mount Healthy. The project includes over seven miles of exclusive and priority bus lanes, including center-running bus-only lanes and curbside Business Access-Transit lanes. A fleet of 16 clean diesel buses is planned to operate 20 hours a day, every 10 minutes during the weekday peak and midday periods and every 15-30 minutes at night and on weekends. Stations include level boarding platforms, canopies, seating, station identification markers, real-time information displays, off-board fare collection equipment, and other features to maximize operational efficiency, passenger comfort and convenience, pedestrian connectivity, and full accessibility.

Project Purpose: The project is intended to improve transit service in the corridor, provide faster, more reliable, and more attractive bus transit service that connects the region's two largest employment and activity centers – downtown Cincinnati and Cincinnati's Uptown District (home of the University of Cincinnati and the region's major medical district). The project plans to share the Reading Road Corridor alignment between the Riverfront Transit Center and University of Cincinnati stations. The project serves the historically disadvantaged communities where there are significant concentrations of households below the poverty rate and are transit dependent with zero access to cars. The project plans to connect high-density residential communities in northwest Cincinnati with academic, medical, recreational, and entertainment centers, as well as connection to multiple transit services in the central business district.

Project Development History, Status and Next Steps: SORTA selected a Locally Preferred Alternative in January 2023. The project entered Project Development in June 2023. The project was adopted in the fiscally constrained long-range plan in September 2023. The sponsor anticipates NEPA completion in January 2026, receipt of a construction grant award in May 2026 and the start of revenue service in July 2028.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 CIG	$137.27	80.0%
Local: SORTA Investment Funds Reserve	$34.31	20.0%
Total:	**$171.58**	**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.

Hamilton Avenue Corridor BRT Project

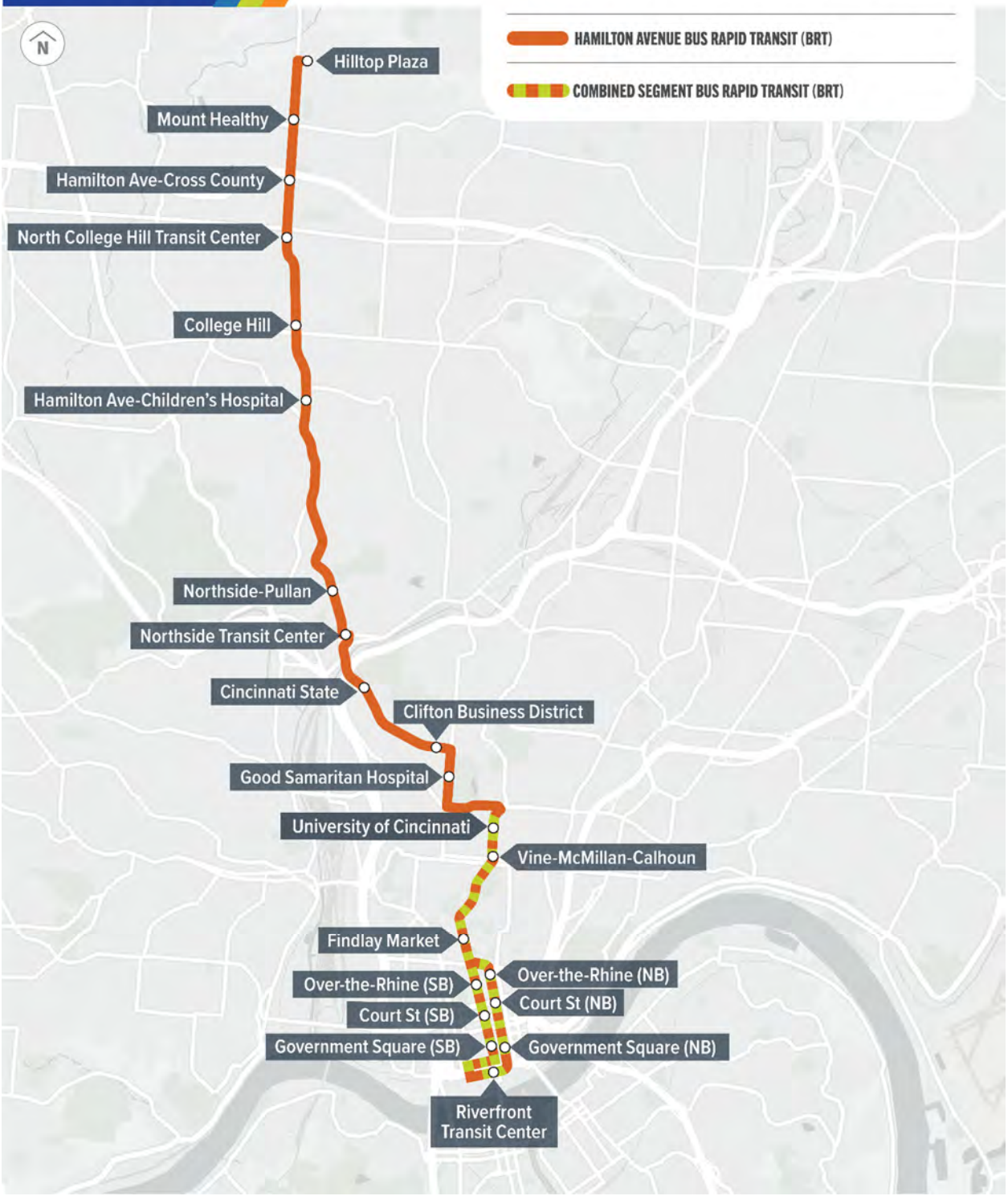
Cincinnati, Ohio

Small Starts Project Development
(Rating Assigned November 2025)

ECONOMIC DEVELOPMENT RATING: Medium
Supportive Zoning in Station Areas: Medium-High
• *Supportive Zoning Regulations Near Transit Stations*: Zoning in most station areas appears to permit moderate to high residential and commercial densities, although height and setback requirements could limit densities in some districts. A mix of uses is permitted in most districts of the corridor although some of the more suburban station areas include single-use neighborhoods. Zoning for the more dense and mixed-use districts specifies low or zero maximum setbacks as well as additional requirements for pedestrian-supportive design. The City of Cincinnati implemented an overlay district along the entire Hamilton Avenue Corridor within the City to permit multi-family development by right, eliminate minimum lot areas per unit, and eliminate parking minimums.
Performance and Impacts of Transit-Supportive Plans and Policies: Medium
• *Transit-Supportive Corridor Policies*: Comprehensive and neighborhood plans for the City of Cincinnati qualitatively support moderate to higher density, mixed-use, and walkable development in most of the station areas. Plans for the other three jurisdictions covering station areas range from slightly to very transit-supportive. Target densities are generally not specified. Local jurisdictions are adopting transit supportive initiatives, namely the Connected Communities initiative and the universal design standards, as well as committing to a TOD plan to investigate building more “missing middle” Housing options within the corridor. • *Tools to Implement Land Use Policies*: There have been some outreach efforts to support transit-supportive land use decision-making regionally and within the corridor. The primary adopted incentives are City of Cincinnati multi-family tax abatements and streamlined regulatory review for transit-supportive projects. • *Performance of Land Use Policies*: There are a few examples of recent and proposed developments with transit-supportive design in the corridor, primarily found in two neighborhoods within the City of Cincinnati. Transit agency and the city is working proactively with investors by setting up the Metro Transit Infrastructure Fund as well as streamlining regulatory and permitting processes for TOD projects. The city also has an online dashboard that helps developers better understand the opportunities to develop within the community and what governments have done to prepare redevelopable land for future development. • *Potential Impact of Transit Investment on Regional Land Use*: While the corridor is mostly fully developed, there is additional development/ redevelopment potential in some station areas. The anticipated population and employment growth in the region is modest.
Tools to Maintain or Increase Share of Affordable Housing: Medium
• Assessments of affordable housing needs have been conducted regionally but not at the corridor level. Several non-profit and community development organizations focus on providing support for lower income residents including affordable housing. The City of Cincinnati has a development fund, trust fund, affordable housing leverage fund, and tax abatement programs to support affordable housing. • Recently completed or planned projects providing units affordable to households earning 60 percent or less of area median income were identified in station areas, concentrated within the City of Cincinnati.

REINVENTING METRO!

HAMILTON AVE BRT CORRIDOR



Reading Road Corridor BRT Project
Cincinnati, Ohio
Small Starts Project Development
(Rating Assigned November 2024)

Summary Description	
Proposed Project:	Bus Rapid Transit
	9.2 Miles, 13 Stations
Total Capital Cost ($YOE):	$166.79 Million
Section 5309 CIG Share ($YOE):	$116.75 Million (70.0%)
Annual Operating Cost (opening year (2027):	$8.90 Million
Current Year Ridership Forecast (2024):	5,900 Daily Linked Trips 1,817,500 Annual Linked Trips
Horizon Year Ridership Forecast (2045):	7,000 Daily Linked Trips 2,140,600 Annual Linked Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Southwest Ohio Regional Transit Authority (SORTA) in cooperation with the City of Cincinnati proposes to implement a corridor-based bus rapid transit service from the downtown Cincinnati Riverfront Transit Center northeast to the Cincinnati neighborhood of Roselawn. The project includes approximately eight miles of exclusive and priority bus lanes including center-running bus-only lanes and curbside Business Access-Transit lanes; stations with large shelters, seating, real-time information displays, lighting, bicycle parking, and pedestrian access improvements; a park and ride facility at or near the northern terminus of the corridor; and the purchase of 12 zero emission articulated buses. The service is planned to operate from 5:00 AM to 1:00 AM with the buses running every ten minutes during weekday peak periods, every 10-20 minutes during weekday off-peak periods, and every 15-30 minutes on weekday evenings and weekends.

Project Purpose: The project connects the regions' two major employment and activity centers, downtown Cincinnati and Uptown, along with several commercial hubs and residential neighborhoods along the Reading Road. Downtown Cincinnati is home to several large employers including four Fortune 500 companies, and Cincinnati's Uptown District is home to the University of Cincinnati and the region's major medical district. The project serves a major arterial and a transit corridor with one of the highest ridership in the region. With implementation of the project, SORTA intends to improve transit experience in the corridor by providing frequent and reliable service.

Project Development History, Status and Next Steps: SORTA selected a locally preferred alternative (LPA) in January 2023. The project entered Small Starts Project Development phase in June 2023. The LPA was adopted into the regions' long range transportation plan in September 2023. SORTA anticipates completion of the environmental review process in September 2025, receipt of a construction grant in March 2026, and the start of revenue service in October 2027.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 CIG	$116.75	70.0%
Local: SORTA Investment Funds Reserve	$50.04	30.0%
Total:	**$166.79**	**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.

Reading Road Corridor BRT Project

Cincinnati, Ohio

Small Starts Project Development
(Rating Assigned November 2024)

LAND USE RATING: Medium-High
The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding county. • The population density in station areas is about 6,600 persons per square mile, corresponding to a Medium rating by FTA benchmarks. Total employment served is about 96,000 jobs, corresponding to a Medium rating. The ratio of station area to county LBAR housing is 4.02, corresponding to a High rating. • The project serves downtown Cincinnati, streetcar-era neighborhoods with a mix of uses, and large institutional and research developments. There are several major destinations in the project corridor, including sports, entertainment, cultural, and civic venues in the downtown area and adjoining neighborhoods; the University of Cincinnati; and medical institutions in the Uptown area. • Sidewalks and other pedestrian facilities exist throughout most of the corridor.
ECONOMIC DEVELOPMENT RATING: Medium
Transit-Supportive Plans and Policies: Medium
• *Transit-Supportive Corridor Policies*: Comprehensive and neighborhood plans for the City of Cincinnati qualitatively support moderate to higher density, mixed-use, and walkable development in most of the station areas. Target densities are generally not specified. • *Supportive Zoning Regulations Near Transit Stations*: Zoning in most station areas appears to permit moderate to high residential and commercial densities, although height and setback requirements could limit densities in some districts. A mix of uses is permitted in most districts of the corridor. Zoning for the more dense and mixed-use districts specifies low or zero maximum setbacks as well as additional requirements for pedestrian-supportive design. The City of Cincinnati implemented an overlay district along the entire Reading Road Corridor to permit multi-family development, eliminate minimum lot areas per unit, and eliminate parking minimums. • *Tools to Implement Land Use Policies*: There have been a few outreach efforts to support transit-supportive land use decision-making regionally and within the corridor. The primary adopted incentives are multi-family tax abatements that are increased in transit corridors.
Performance and Impacts of Policies: Medium
• *Performance of Land Use Policies*: There are a few examples of recent developments affected by transit-oriented policies as well as numerous examples of proposed development, mostly in the downtown and University of Cincinnati/Uptown areas. Renderings and descriptions show projects as mainly being multi-story with pedestrian-supportive design, and with many being mixed-use. • *Potential Impact of Transit Investment on Regional Land Use*: The corridor serves primary regional economic generators. While the corridor is mostly fully developed, there is additional development/ redevelopment potential in some station areas. For the most part this potential has not been quantified.
Tools to Maintain or Increase Share of Affordable Housing: Medium-Low
• Assessments of affordable housing needs have been conducted regionally but not at the corridor level. Several non-profit and community development organizations focus on providing support for

lower income residents including affordable housing. The City of Cincinnati has a development fund, trust fund, and tax abatement program to support affordable housing.

- Recently completed or planned projects providing units affordable to households earning 60 percent or less of area median income were identified in four station areas of the corridor.

READING ROAD BRT CORRIDOR

MetroHealth Line BRT Project
Cleveland, Ohio
Small Starts Project Development
(Rating Assigned November 2025)

Summary Description	
Proposed Project:	Bus Rapid Transit 3.8 Miles, 20 Stations
Total Capital Cost ($YOE):	$52.00 Million
Section 5309 CIG Share ($YOE):	$20.50 Million (39.4%)
Annual Operating Cost (opening year 2028):	$7.98 Million
Existing Corridor Ridership (Warranted):	3,100 Daily Linked Trips
Overall Project Rating:	High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	High

Project Description: The Greater Cleveland Regional Transit Authority (GCRTA) proposes to implement a BRT line connecting Downtown Cleveland with four neighborhoods along the West 25th Street corridor. The majority of the BRT line is anticipated to operate in dedicated transit lanes. The Project features offboard fare collection, Americans with Disabilities Act-compliant station access, and the installation of transit signal priority equipment at key intersections. GCRTA plans to use the existing fleet inventory to operate the Project. On weekdays, service is planned from 3:00 a.m. to 12:00 a.m., with service every 15 minutes between 6:00 a.m. and 8:00 p.m., and every 30 minutes for the remainder of the service period. On weekends, service is planned from 3:00 a.m. to 12:00 a.m., with service every 30 minutes during the 17 hours between 6:00 a.m. and 11:00 p.m. and every 60 minutes for the remainder of the service period.

Project Purpose: The MetroHealth Line BRT Project is located on W. 25th from the Detroit-Superior Bridge south to Downtown Old Brooklyn and intends to serve as the primary north-south commercial core for the Ohio City, Clark-Metro, Brooklyn Centre, and Old Brooklyn neighborhoods in the City of Cleveland's west side. The proposed corridor is home to major destinations like the MetroHealth Medical Center main campus, the Cleveland Clinic's Lutheran Hospital, and the West Side Market. GCRTA believes that the Project is needed to increase access to jobs, provide frequent and reliable transit services, improve pedestrian safety, reduce congestion, and promote economic development within the West 25th Street corridor.

Project Development History, Status and Next Steps: GCRTA originally selected a locally preferred alternative (LPA) in July 2015 and subsequently adopted it into the fiscally constrained long-range transportation plan in February 2022. The Project entered Small Starts Project Development in March 2022. GCRTA completed the environmental review process with a Documented Categorical Exclusion in November 2025 and anticipates receiving a Small Starts Grant Agreement in early 2027, with service initiation expected in late 2028.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 CIG	$20.50	39.4%
FHWA Flexible Funds (Surface Transportation Block Grant)	$12.00	23.1%
Section 5307 Urbanized Area Formula Funds	$9.10	17.5%
Local: GCRTA Development Fund	$10.40	20.0%
Total:	**$52.00**	**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.

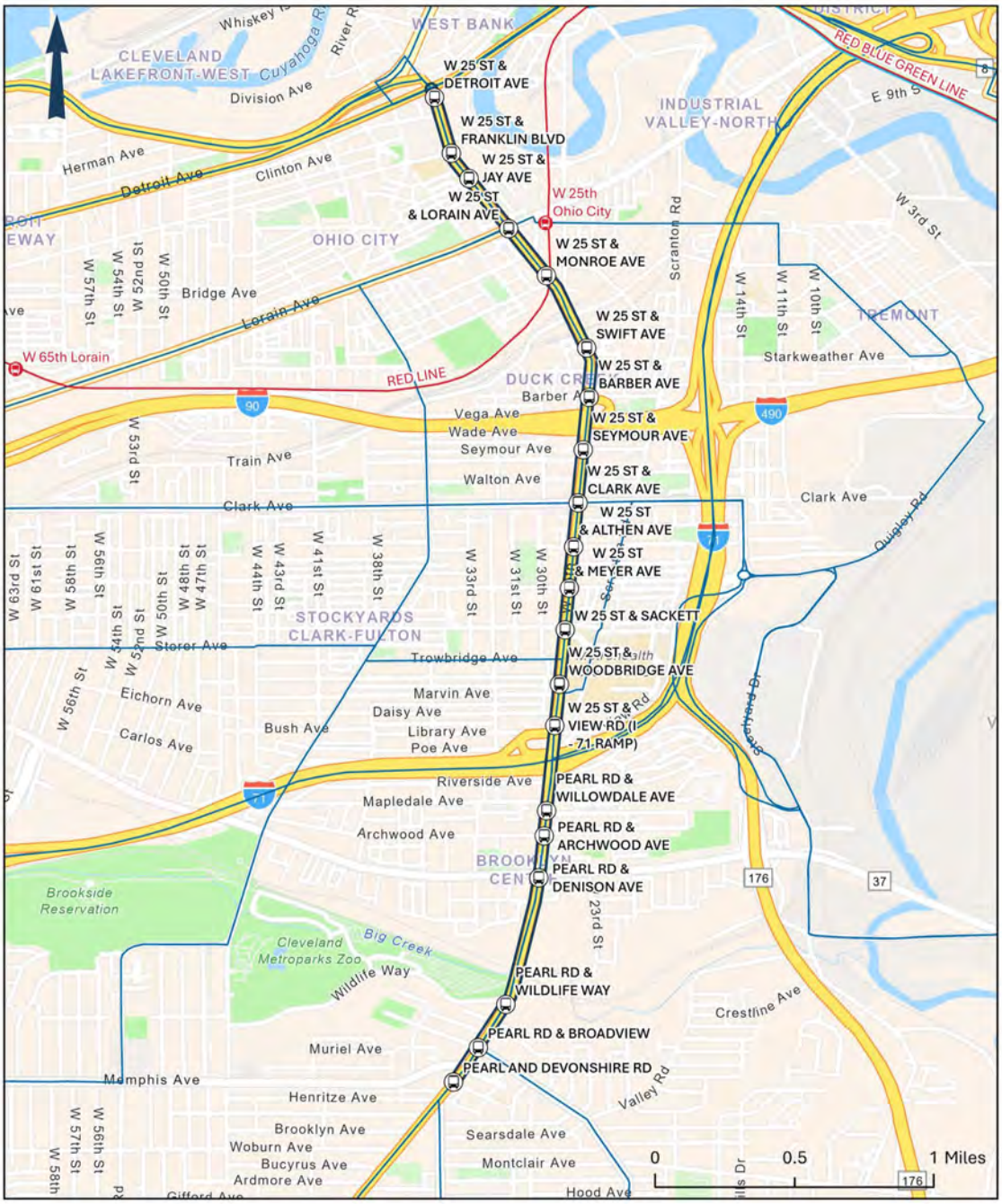
MetroHealth Line BRT Project

Cleveland, Ohio

Small Starts Project Development
(Rating Assigned November 2025)

ECONOMIC DEVELOPMENT EFFECTS RATING: Medium-High
Supportive Zoning: Medium-High
• Predominant zoning districts in the station areas allow densities ranging from “medium-low” to “high.” Zoning along the alignment is mainly retail (allowing mixed-use development) with residential zoning found in surrounding neighborhoods, one large institutional-research district, and some industrial areas. Various overlay districts regulate form in the business districts to support pedestrian design and transit access. Minimum parking requirements are waived within ¼ mile of the transit alignment.
Performance and Impacts of Policies: Medium-High
• *Transit-Supportive Corridor Policies*: Citywide and neighborhood plans are generally not specific about transit-supportive densities or design standards. However, a corridor-specific transit-oriented development (TOD) planning effort has been conducted, resulting in transit-supportive land use and design recommendations for the proposed station areas, and this planning has led to some zoning changes. • *Tools to Implement Policies:* The corridor-focused TOD planning included extensive outreach to the community and developers. A variety of financing tools and incentives are available to support increased development and redevelopment in the corridor, some focused specifically on TOD. These include loan and investment programs, land banking, brownfields remediation, tax increment financing, and prioritized funding. • *Performance of Land Use Policies*: Two examples of completed projects were provided, with many more examples of proposed transit-supportive projects in the station areas. The majority of them are in the northern part of the corridor (Ohio City). These projects consistently incorporate transit-supportive densities and design features, with new buildings multi-story and built to the street, and many including reduced parking. • *Potential Impact of Transit Investment on Regional Land Use*: While there is no “greenfields” land for development in the corridor, it does appear that there are many underutilized properties (vacant lots, surface parking, single-story buildings) that could potentially be redeveloped at higher intensities, within existing zoning, should market conditions permit. While some corridor neighborhoods are seeing increased demand for housing, there is little demand for new retail or office space.
Tools to Maintain or Increase Share of Affordable Housing: Medium
• The City of Cleveland, Cuyahoga County, and State of Ohio have several programs that serve to increase affordable housing and allow people who are currently living in affordable housing, naturally occurring or otherwise, to stay in their homes. These include housing investment funds, tax abatement programs for affordable housing, and tax increment financing. Five examples of recently completed or proposed affordable housing developments were identified in the project corridor, some taking advantage of tax credits, loans, parking reductions, or other assistance or incentives.

MetroHealth BRT | Cleveland, Ohio



East Main Street BRT
Columbus, Ohio
Small Starts Project Development
(Rating Assigned November 2024)

Summary Description	
Proposed Project:	Bus Rapid Transit 13.6 Miles, 18 Stations
Total Capital Cost ($YOE):	$385.00 Million
Section 5309 CIG Share ($YOE):	$149.99 Million (39.0%)
Annual Operating Cost (opening year 2029):	$11.52 Million
Current Year Ridership Forecast (2023):	4,200 Daily Linked Trips 1,288,400 Annual Linked Trips
Horizon Year Ridership Forecast (2045):	6,100 Daily Linked Trips 1,905,300 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The Central Ohio Transit Authority (COTA) proposes to implement a bus rapid transit between downtown Columbus to the east serving Columbus, Bexley, Whitehall, and the City of Reynoldsburg. The project includes 8.7 miles of exclusive bus lanes, 14 specially branded zero-emission or electric vehicles, on-route vehicle charging, near-level boarding at stations, off-board fare collection, complete streets improvements, transit signal priority, an end-of-line layover facility with enhanced safety and security, and a new park and ride transit center with 75 to 90 parking spaces. The service is planned to operate from 5:00 AM to 12:00 AM, seven days a week, with buses running every 10 minutes during the weekday peak periods, every 15 to 20 minutes during weekday off-peak periods, and every 10 to 20 minutes on weekends.

Project Purpose: The corridor is currently served by COTA's highest ridership fixed route bus service and connects nearby neighborhoods to several key activity centers including medical facilities, education, shopping centers, recreation, and the Central Business District. The project is planned to provide high-capacity transit with greater reliability and service in the corridor. A high percentage of the population in the station areas fall below the poverty threshold. COTA believes that the project will better connect underserved communities to essential community services and will improve their access to jobs and economic opportunities.

Project Development History, Status and Next Steps: The project entered Small Starts Project Development in October 2021. COTA selected the locally preferred alternative in May 2024, and it was subsequently included in the region's fiscally constrained long-range transportation plan that same month. COTA anticipates completing the environmental review process with receipt of a categorical exclusion by 2025, receiving a construction grant in 2026, and starting revenue service in 2029.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 CIG FHWA Flexible Funds (Surface Transportation Block Grant)	$149.99 $18.20	39.0% 4.7%
State: Ohio Department of Transportation – Transportation Review Advisor Council (ODOT TRCA) Major New Capacity Program Funds	$22.80	5.9%
Local: FY2024-28 COTA CIP FUNDS FY2025-2026 COTA bonds repaid by sales tax revenue grants and interest income	$94.00 $100.00	24.4% 26.0%
Total:	**$385.00**	**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 Main Street BRT
Columbus, Ohio
Small Starts Project Development
(Rating Assigned November 2024)

LAND USE RATING: Medium

The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding county.

- The population density in station areas is about 4,900 persons per square mile, corresponding to a Medium-Low rating by FTA benchmarks. Total employment served is about 91,500 jobs, corresponding to a Medium rating. The ratio of station area to county LBAR housing is 2.25, corresponding to a Medium-High rating.
- The project spans a diversity of neighborhoods ranging from high-density office, civic, residential, and institutional development in downtown Columbus; to older, walkable neighborhoods with street-fronting commercial and a mix of single and multi-family housing; to mid to late 20th century auto-oriented commercial and lower-density residential areas. Sidewalks are present on streets in most station areas.

ECONOMIC DEVELOPMENT RATING: Medium

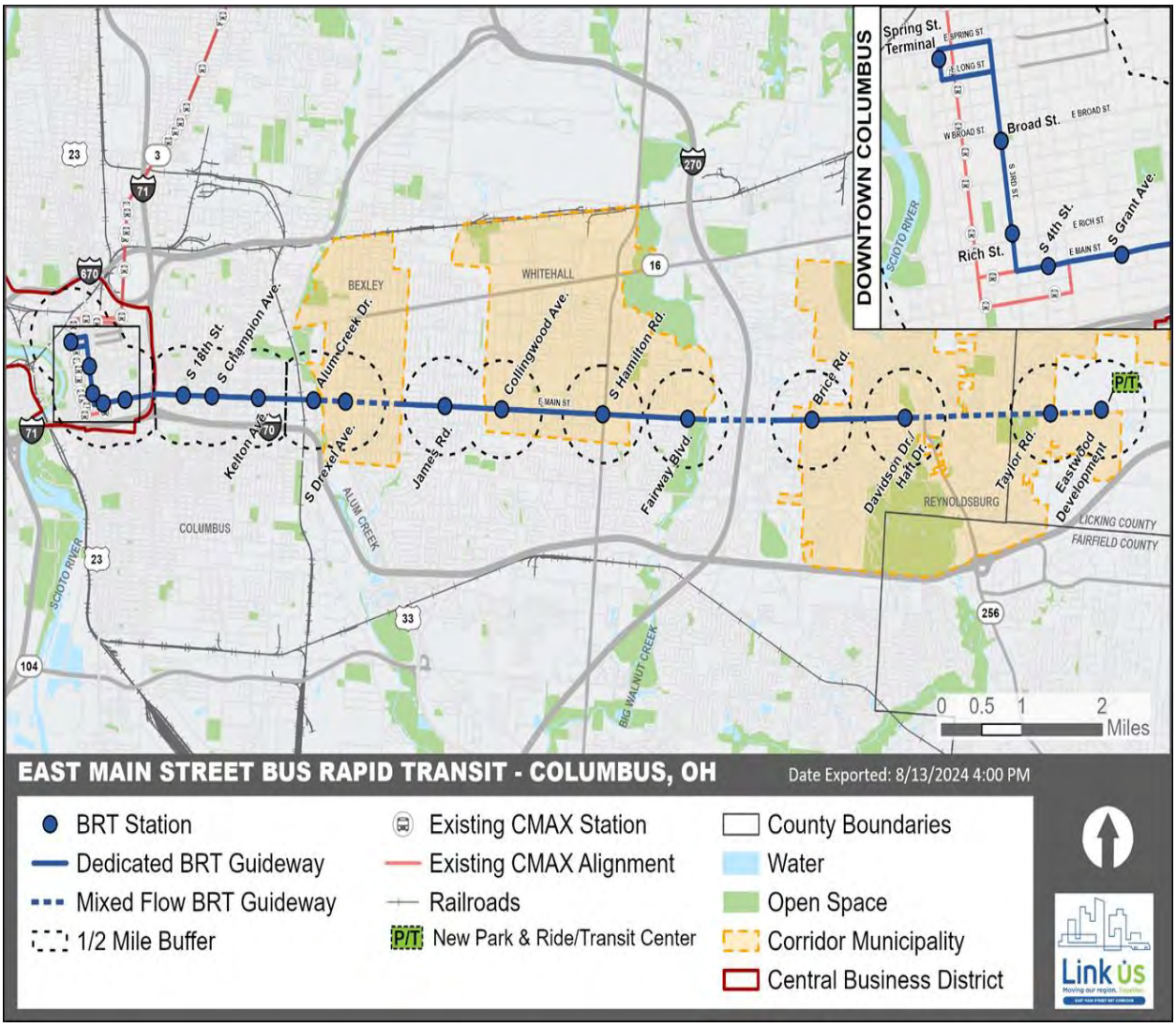
Transit-Supportive Plans and Policies: Medium

- *Transit-Supportive Corridor Policies*: Regional and municipal plans support focusing growth in transit corridors, including the East Main Street corridor. Comprehensive and neighborhood plans recommend transit-supportive densities in most of the station areas, and also support mixed-use development and improved walkability along almost the entire corridor.
- *Supportive Zoning Regulations Near Transit Stations*: The corridor municipalities having almost universally implemented zoning directly along the East Main Street Corridor that permits moderate to high densities (typically four stories or more) and mixed uses, while establishing pedestrian-supportive design requirements, and eliminating minimum parking requirements for properties along the alignment. The City of Columbus rezoned transit corridors in 2024 to have form-based mixed-use districts and eliminate minimum parking requirements.
- *Tools to Implement Land Use Policies*: Regional and local agencies have taken a proactive approach to stakeholder and community engagement in recent years to consider transit-supportive land use concepts as part of regional transportation and local land use planning. To date, however, there has been limited planning specifically for East Main Street corridor station areas. A number of tax increment financing districts cover parts of the corridor but information was not available on how they have been used to support development.

Performance and Impacts of Policies: Medium

- *Performance of Land Use Policies*: The project sponsor provided a number of examples of transit-supportive development, mostly in downtown Columbus but with two examples in other corridor communities. While additional recent or proposed development was identified in the corridor, information was not provided to judge the character of that development.
- *Potential Impact of Transit Investment on Regional Land Use*: An economic analysis concluded that there was significant opportunity for new development and growth along the corridor, considering the availability of vacant and underutilized land, most of which is zoned for transit-supportive densities. A regional study identified 1,100 acres with redevelopment potential in the East Main Street corridor.

Tools to Maintain or Increase Share of Affordable Housing: Medium-Low
• Columbus and Franklin County have a $100 million fund to support affordable housing developments and a few smaller financing programs are active. However, there has been limited consideration of corridor-specific affordable housing needs. Examples were provided of five recently-completed affordable housing developments in the corridor adding almost 500 units.



EAST MAIN STREET BUS RAPID TRANSIT - COLUMBUS, OH

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- BRT Station
- Dedicated BRT Guideway
- Mixed Flow BRT Guideway
- 1/2 Mile Buffer
- Existing CMAX Station
- Existing CMAX Alignment
- Railroads
- P/T New Park & Ride/Transit Center
- County Boundaries
- Water
- Open Space
- Corridor Municipality
- Central Business District

Link Us

82nd Avenue Transit Project
Portland, Oregon
Small Starts Project Development
(Rating Assigned November 2025)

Summary Description	
Proposed Project:	BRT 10.0 Miles, 35 Stations
Total Capital Cost ($YOE):	$319.95 Million
Section 5309 CIG Share ($YOE):	$149.99 Million (46.9%)
Annual Operating Cost (opening year 2029):	$13.43 Million
Existing Corridor Ridership :	11,100 Daily Linked Trips 3,632,500 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The Tri-County Metropolitan Transportation District of Oregon (TriMet) proposes to implement a bus rapid transit (BRT) service from Clackamas Town Center in Clackamas County in the south to Cully in Multnomah County in the north (Project). The Project runs primarily along 82nd Avenue, which is a major north-south arterial located in the eastern part of in Portland Metropolitan area. The Project includes implementation of business access and transit (BAT) lanes, transit signal priority, station facilities, and purchase of 15 60-foot articulated hydrogen fuel cell buses with further refinement expected. The service is planned from 5:00 AM to 1:00 AM seven days a week with buses running every 10 minutes on Weekdays peak hours and every 10-30 minutes on weekends and evenings.

Project Purpose: The Project is anticipated to improve access for people who live, work, learn, shop, and travel within the corridor today and in the future. TriMet believes that the Project will deliver a faster, more frequent, higher capacity, and safer transit service for a more reliable and comfortable transit trip.

Project Development History, Status and Next Steps: The project entered PD in July 2024. TriMet selected a locally preferred alternative (LPA) in January 2025 and the LPA was adopted into the Regional Transportation Plan in July 2025. TriMet anticipates completing the environmental review process in early 2026, receiving a Small Starts Construction grant in early 2027, and initiating revenue service in 2029.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 CIG	$149.99	46.9%
Metro Capital Grant Bonds backed by CMAQ/STBG Regional Federal Flexible funds	$30.00	9.4%
FTA FY2024 Low or No-Emission Grant Program (Low/No)	$23.80	7.4%
FHWA CMAQ & STBG funds to the City of Portland	$16.00	5.0%
FHWA FY2024 Carbon Reduction Program (CRP) funds to Metro	$6.00	1.9%
FHWA FY2024 Highway Safety Improvement Program and FHWA FY2024 CRP funds	$5.00	1.6%
FTA FY2023 Areas of Persistent Poverty	$0.63	0.2%
Local:		
City of Portland, Portland Clean Energy Funds	$48.00	15.0%
TriMet General Funds	$40.52	12.6%
Total:	**$319.95**	**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.

82nd Avenue Transit Project
Portland, Oregon
Small Starts Project Development
(Rating Assigned November 2025)

ECONOMIC DEVELOPMENT RATING: Medium-High

Supportive Zoning in Station Areas: Medium-High

- The station areas have significant amounts of mixed-use and residential zones with strongly transit-supportive permitted densities. Density bonuses are available for residential uses and accessory dwelling units are permitted. Some areas do not have height limits or have density minimums. Outlying portions of station areas have some lower density residential zones.

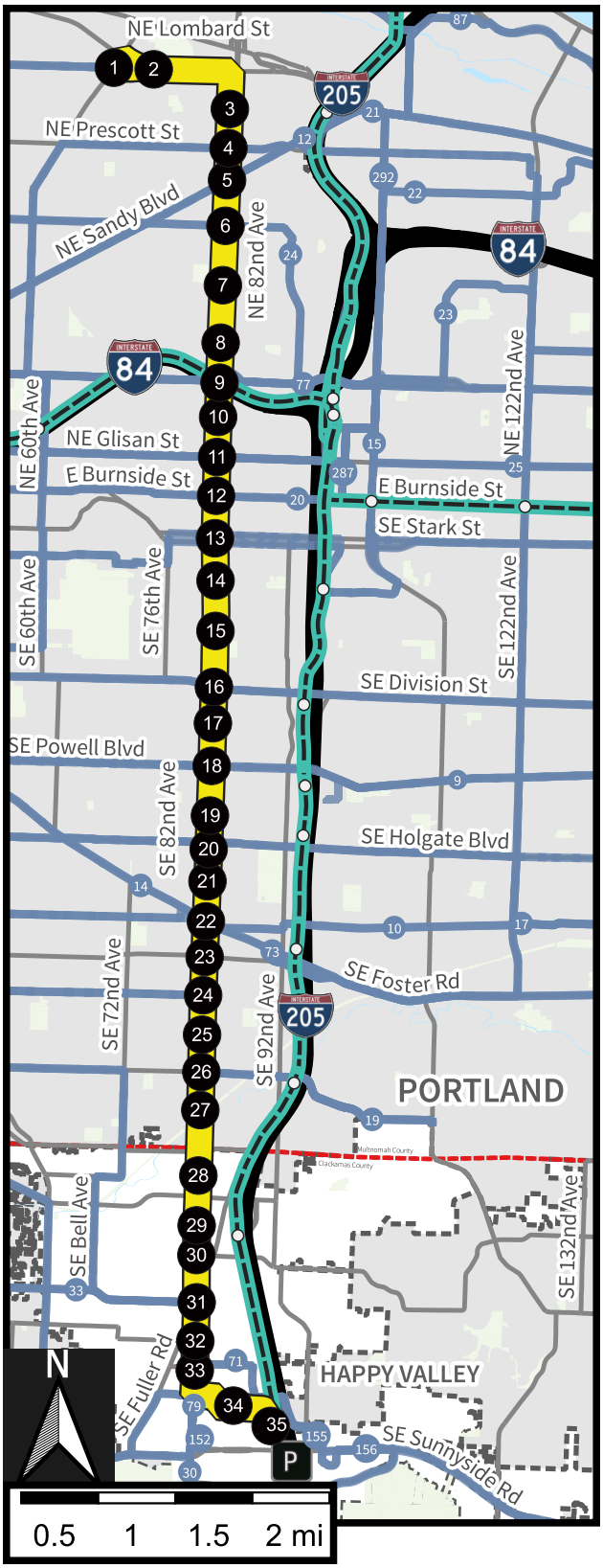
Performance and Impacts of Plans and Policies: Medium

- *Transit-Supportive Corridor Policies*: State, regional, and local plans encourage concentrating development including within station areas. Specific densities are generally not provided. Plans and policies also support transit-supportive design character and parking policies, especially within the City of Portland. The state requires localities to adopt plans to achieve a 10% reduction in parking spaces.
- *Tools to Implement Plans and Policies:* The City of Portland has conducted significant outreach related to multiple planning efforts along the corridor, but there is little evidence of Clackamas County doing the same. Regulatory and financial incentives include Metro's transit-oriented development funding, tax increment financing districts, tax abatements, impact fees, and density bonusses. TriMet has worked with developers to create transit-oriented development in the corridor.
- *Performance of Plans and Policies:* There is evidence of recent and proposed transit-supportive development in station areas, though it is not explicitly stated how these were facilitated by plans, policies, and tools.
- *Potential Impact of Transit Investment:* There are 201 acres of vacant land, 267 acres of land with high redevelopment potential, and 177 acres with medium-high redevelopment potential within the corridor. Significant employment growth is anticipated in the region and within the station areas. Population growth is expected to grow but at a lower rate than the region's population growth.

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

- Assessments of affordable housing need and supply have been conducted regionally and within some station areas. Recent state legislation shows a strong desire to facilitate affordable housing conversion and construction, particularly within the City of Portland. Oregon, Metro, Portland, and Clackamas have over $900 million in affordable housing bond measures, tax credits, and tax set-asides for affordable housing. There is evidence of recent developer activity to create affordable housing in station areas, though affordability at specific area median income (AMI) levels was not provided.

82nd Ave Transit Project
Portland, Oregon



List of Stations

1. NE Cully Blvd & NE Killingsworth St
2. NE Lombard St & NE 72nd Ave
3. NE Alberta St
4. NE Prescott St
5. NE Sandy Blvd
6. NE Fremont St
7. McDaniel High School
8. NE Tillamook St
9. I-84 (MAX Station)
10. NE Holladay St
11. NE Glisan St
12. E Burnside St
13. SE Stark St / SE Washington St
14. SE Taylor Ct
15. SE Mill St
16. SE Division St
17. SE Woodward St
18. SE Powell Blvd
19. SE Boise St
20. SE Holgate Blvd
21. SE Raymond St
22. SE Foster Rd
23. SE Woodstock Blvd
24. SE Duke St
25. SE Bybee Blvd
26. SE Flavel St
27. SE Crystal Springs
28. SE Lindy St
29. SE Overland St
30. SE Otty Rd
31. SE King Rd
32. SE Boyer Dr (Winco)
33. SE Causey Ave
34. Clackamas Town Center
35. Clackamas Town Center Transit Center

Legend

- 82nd Avenue Transit Project Station Locations
- Existing Park and Ride Location
- Project Alignment
- Arterials
- Existing Bus Lines
- County Boundaries
- Freeways with Logos
- City Boundaries
- Existing Light Rail Alignment
- Existing Light Rail Stations

Advanced Rapid Transit East/West Corridor Project
San Antonio, Texas
Small Starts Project Development
Information Prepared November 2023

Summary Description	
Proposed Project:	Bus Rapid Transit 7.3 Miles, 18 Stations
Total Capital Cost ($YOE):	$289.17 Million
Section 5309 CIG Share ($YOE):	$142.85 Million (49.4%)
Annual Operating Cost (opening year 2029):	$11.64 Million
Current Year Ridership Forecast (2023):	6,400 Daily Linked Trips 2,121,400 Annual Linked Trips
Horizon Year Ridership Forecast (2045):	11,400 Daily Linked Trips 3,751,300 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium-High

Project Description: VIA Metropolitan Transit (VIA) proposes to implement a bus rapid transit (BRT) line extending from General McMullen Drive in the west, through downtown San Antonio, to Coca Cola Place in the east, that is planned to operate in 70 percent dedicated transit lanes and 30 percent mixed traffic. The Project includes construction of branded stations with off-board fare collection, next bus messaging, public announcement systems, bike parking, and safety features such as security cameras and lighting. The Project also includes the procurement of 13 new low or no emission vehicles with level boarding and implementation of transit signal priority. Service is planned to operate every 10 minutes on weekdays, every 30 minutes on weekday evenings and every 15 minutes on weekends.

Project Purpose: The Project connects several key destinations for employment and regional activities including the Alamo, Henry B. Gonzalez Convention Center, the Rivercenter Mall, CHRISTUS Children's Hospital, the Riverwalk, University of Texas San Antonio Downtown Campus, Our Lady of the Lake University, Freeman Coliseum, AT&T Center, the Alamodome, and the Downtown along with numerous residential neighborhoods and commercial development areas. The project serves a corridor with a higher proportion of low-income and zero car households, elderly persons, people with disabilities and minority groups as compared to the County as a whole. The Project is intended to provide highly reliable, frequent, and direct transit service to communities along the corridor and to reduce congestion, improve air quality, and support the region's land use vision and growth plans.

Project Development History, Status and Next Steps: VIA selected the locally preferred alternative in October 2018 and adopted it into the region's fiscally constrained long-range transportation plan in September 2020. The project entered Small Starts Project Development in October 2022. VIA anticipates completion of the environmental review process in March 2025,

receipt of a Small Starts Grant Agreement in December 2026, and the start of revenue service in August 2029.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 CIG	$142.85	49.4%
Surface Transportation Block Grant (STBG) Funds	$3.84	1.3%
Local: Local Partnership Funds	$100.50	34.8%
VIA Project Funds (Board approved)	$31.98	11.0%
City of San Antonio Project Development Funds	$10.00	3.5%
Total:	**$**289.17	**100.0%**

Texas, San Antonio, Advanced Rapid Transit East/West Corridor Project
(Rating Assigned November 2023)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium-High**	
Non-Section 5309 CIG Share	**+1**	• The CIG share of the overall project is 49.4 percent.
Summary Financial Plan Rating	**Medium**	
Current Capital and Operating Condition (25% of local financial commitment rating)	High	• The average age of the bus fleet is 4.2 years, which is younger than industry average. • The most recent bond rating for the VIA Metropolitan Authority (VIA), issued in May 2023, is as follows: Standard & Poor's Corporation AAA. • VIA's current ratio of assets to liabilities as reported in its most recent audited financial statement is 8.2 (FY2022). • There have been no service cutbacks in recent years • There have been no cash flow shortfalls in recent years.
Commitment of Capital and Operating Funds (25% of local financial commitment rating)	Medium	• Approximately 31 percent of the non-Section 5309 CIG capital funds are committed or budgeted, and the rest are considered planned. Sources of funds include a Federal Highway Administration's Surface Transportation Block Grant (STBG), construction funds Keep San Antonio Moving (KSAM) Reserve Funds, one-time capital funds from the City of San Antonio (COSA) appropriation, and funds from unspecified local sources. • All of the funds needed to operate and maintain the transit system in the first year of operation are committed or budgeted Sources of funds include Federal Transit Administration (FTA) 5307 Formula funds, farebox revenue, both existing Advanced Transportation District (ATD I) and future (ATD II) sales tax revenue, parking lot revenue, media advertising on buses and bus stops, leasing revenue, and annual designated system-wide transit funds from the City of San Antonio.
Reasonableness of Capital and Operating Cost Estimates and Planning Assumptions/Capital Funding Capacity (50% of local financial commitment rating)	Medium-Low	• Assumed growth in capital revenues is optimistic for FTA's Section 5307 Urbanized formula funds, the Build America Bureau TIFIA loan, and MTA Contractual Obligation Bonds based on recent historical experience. FTA's Section 5339 Bus funds, FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds, Congestion Mitigation and Air Quality Improvement (CMAQ), KSAM ATD II Sales Tax

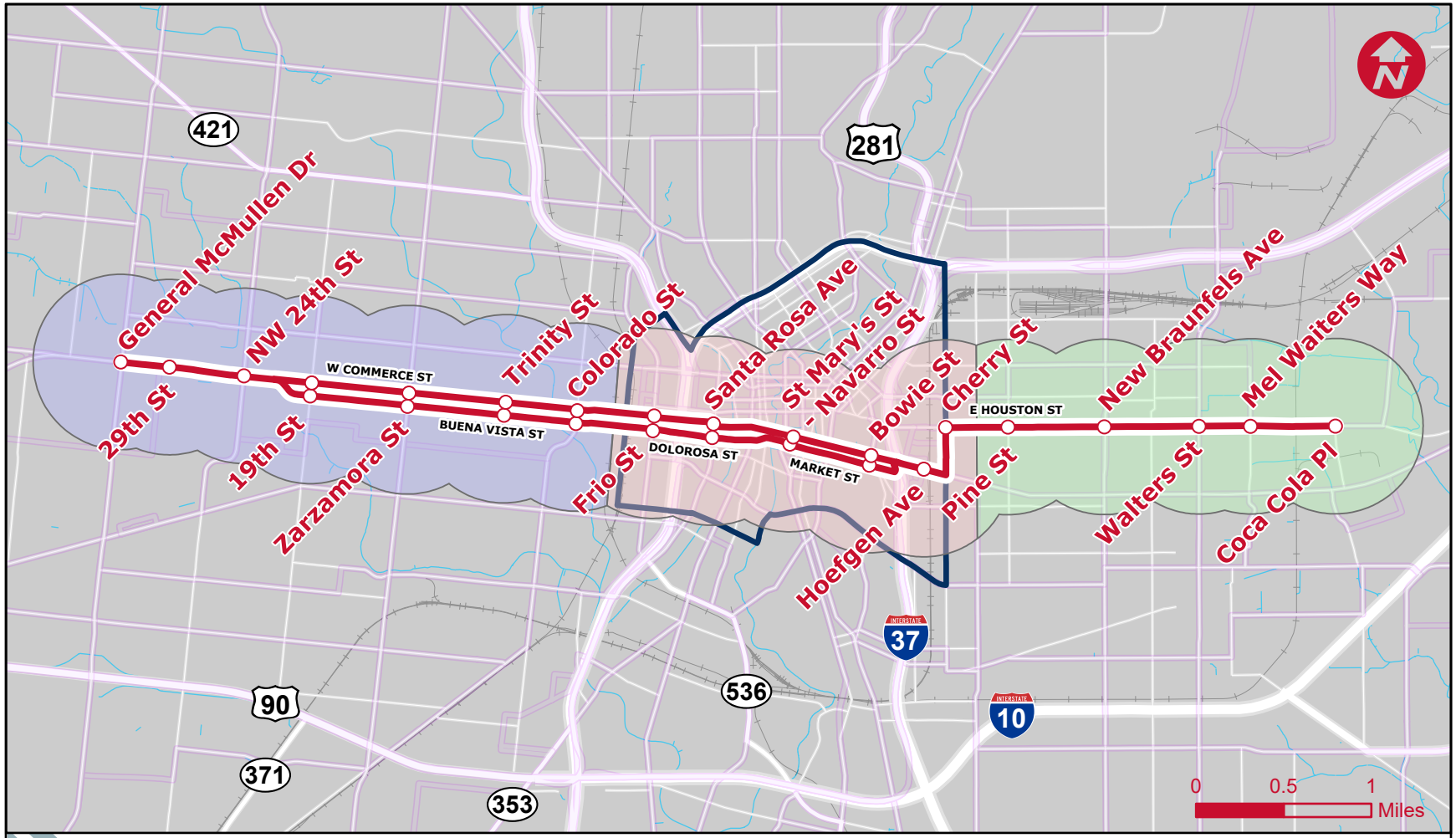
		Revenue, Metropolitan Transit Authority (MTA) Sales Tax, and Volkswagen Settlement Fund capital funding assumptions are reasonable based on recent historical experience. • The capital cost estimate is reasonable • Assumed growth in operating revenues is optimistic compared to recent historical experience for farebox revenue. The assumed growth in operating revenue assumptions for forecasted ATD I and ATD Sales Tax Revenue, along with the anticipated local funds provided by the City of San Antonio, is reasonable compared to recent historical experience. Assumed growth from FTA Section 5307 funding and advertising, parking and leasing revenue is conservative compared to recent historical experience. • Operating cost estimates are reasonable compared to recent historical experience. • VIA Metropolitan Transit has access to funds via additional debt capacity, cash reserves, or other committed funds to cover unexpected cost increases or funding shortfalls equal to 119% of the estimated CIG capital cost and 63.8 percent (7.7 months) of annual system-wide operating expenses.

VIA Advanced Rapid Transit East/West Corridor Project

San Antonio, Texas

Small Starts Project Development
(Rating Assigned November 2023)

LAND USE RATING: Medium
The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding county. • Average population density within one-half mile of all station areas is 6,900 persons per square mile, corresponding to a Medium rating. An estimated 63,000 jobs would be served by the project, corresponding to a Medium-Low rating. Average daily parking fees in the central business district are $10, corresponding to a Medium rating. The ratio of station area to county LBAR housing is 2.89, corresponding to a High rating.
ECONOMIC DEVELOPMENT RATING: Medium
Transit-Supportive Plans and Policies: Medium
• *Transit-Supportive Corridor Policies*: Plans support increased, transit-supportive development along the project corridor. The *SA Tomorrow Comprehensive Plan* (2016) aims to improve transportation connectivity and housing policies that support affordable and higher-density development. The *SA Corridors Strategic Plan* (2018) outlines a framework to implement land use strategies and recommendations to create transit-oriented development (TOD) in station areas. • *Supportive Zoning Near Transit Stations:* Several districts encourage denser development, including the infill development zone, mixed-use district, and two TOD districts. Permitted densities in the TOD Special District range from eight to 80 dwelling units per acre. San Antonio is updating the zoning code to create three districts within one-quarter mile of all station areas to increase density, encourage a mix of uses, and regulate the character and design of station areas. • *Tools to Implement Land Use Policies:* San Antonio engages the public and development community during the comprehensive planning process, zoning code updates, and TOD policy development. Regulatory and financial incentives include: tax increment financing (TIF) districts; city-funded grants and low-cost loans; density bonuses; a transfer of development rights program; waiver of development review processing fees; and land banking.
Performance and Impacts of Policies: Medium-Low
• *Performance of Land Use Policies:* A former policy initiative, Decade of Downtown, resulted in public and private sector investment in downtown San Antonio and generated roughly 4,000 dwelling units since 2012. The use of TIF district financing has resulted in mixed-use and infill development and pedestrian improvements. A variety of multi-family and mixed-used developments are planned in the corridor and located within TIF or special zoning districts encouraging transit-supportive development patterns. • *Potential Impact of Transit Investment on Regional Land Use:* The *SA Corridors Strategic Framework Plan* incentivizes residential infill and mixed-use development along transit corridors by adjusting density maximums and parking minimums. Approximately 76 acres of vacant land or surface parking lots in station areas are planned for future mixed-use developments.
Tools to Maintain or Increase Share of Affordable Housing: Medium
• San Antonio is experiencing long-term population growth, but new housing is priced above what low- and moderate-income households can afford. Financial and regulatory incentives for affordable housing include: density bonuses for creation of affordable housing, requiring deed restrictions for low- and very-low-income dwelling units; full property tax exemptions when half a building's units are renter to households making up to 80 percent of the average median income (AMI); waiver of development and impact fees for projects that reserve units for low-and very-low income households; and zero percent interest/ no payment second loan to assist qualifying homebuyers. There is evidence of some recently completed and forthcoming mixed-income or affordable housing projects along the corridor that intend to provide 1,650 affordable housing units.



VIA ART E/W Corridor Project
Figure 1: Project Map
San Antonio, Texas

Sources: VIA (E/W proposed corridor, E/W stations, station segments, intersecting transit routes); TxDOT (city and county boundaries, roads, railroads); City of San Antonio (channels, central business district boundary)

LEGEND

- E/W Stations
- E/W Proposed Corridor

Segments

- Corridor Segment 1: West
- Corridor Segment 2: Downtown
- Corridor Segment 3: East

Municipal Features

- Waterbody
- City of San Antonio
- Bexar County
- Central Business District

Transportation Network

- Interstate
- US Highway
- State Highway
- Farm to Market Road
- Collector Road
- Railroad
- Intersecting Transit Route

Davis-Salt Lake City Community Connector
Salt Lake City, Utah
Small Starts Project Development
November 2025

Summary Description	
Proposed Project:	Bus Rapid Transit 26.6 Miles, 20 Stations
Total Capital Cost ($YOE):	$71.94 Million
Section 5309 CIG Share ($YOE):	$35.44 Million (49.3%)
Annual Operating Cost (opening year 2029):	$5.72 Million
Current Year Ridership Forecast (2025):	2,100 Daily Linked Trips 653,000 Annual Linked Trips
Horizon Year Ridership Forecast (2045):	3,800 Daily Linked Trips 1,142,700 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: Utah Transit Authority (UTA) proposes to implement a bus rapid transit (BRT) service in the Cities of Farmington, Centerville, Bountiful, North Salt Lake, and Salt Lake. The project includes the purchase of 18 buses, enhanced stations with protection from the weather, transit priority at key intersections, relocation of utilities, landscape and retaining walls around stations, and construction of pedestrian access infrastructure. Weekday frequency is planned for every 15 minutes from 6 am to 8 pm and every 30 minutes from 4 am to 6 am and from 8 pm to 1 am. Weekend service frequency is planned for every 30 minutes between 4 am to 1 am.

Project Purpose: The project serves the Lagoon Amusement Park, historic Main Street in Bountiful, downtown Salt Lake City, University of Utah Research Park and medical facilities, and residential neighborhoods. It connects to the FrontRunner commuter rail Farmington and North Temple stations, the TRAX light rail Green Line, and other bus routes. Existing transit service in the corridor lacks transit priority treatments, making it vulnerable to delay. The project seeks to address this problem and provide more reliable service.

Project Development History, Status and Next Steps: The locally preferred alternative (LPA) was selected in April 2023 and adopted into the long-range transportation plan (LRTP) in July 2023. The project entered Small Starts Project Development in February 2024 and completed the environmental process with a Categorical Exclusion in December 2025. The sponsor anticipates receiving a Small Starts construction grant award in May 2027 and starting revenue service in April 2029.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 CIG	$35.44	49.3%
FHWA Flexible Funds (Congestion Mitigation and Air Quality Program)	$5.50	7.7%
Community Project Funding	$2.00	2.8%
FHWA Flexible Funds (Surface Transportation Block Grant Program)	$1.50	2.1%
State: Transit Transportation Investment Fund	$18.00	25.0%
Local: Davis County Third Quarter Transportation Funds	$6.00	8.3%
UTA Capital Budget	$1.55	2.1%
Lake County Fourth Quarter Transportation Funds	$1.50	2.1%
Private Sector/Other: Rocky Mountain Power Make Ready Program	$0.45	0.6%
Total:	**$71.94**	**100.0%**

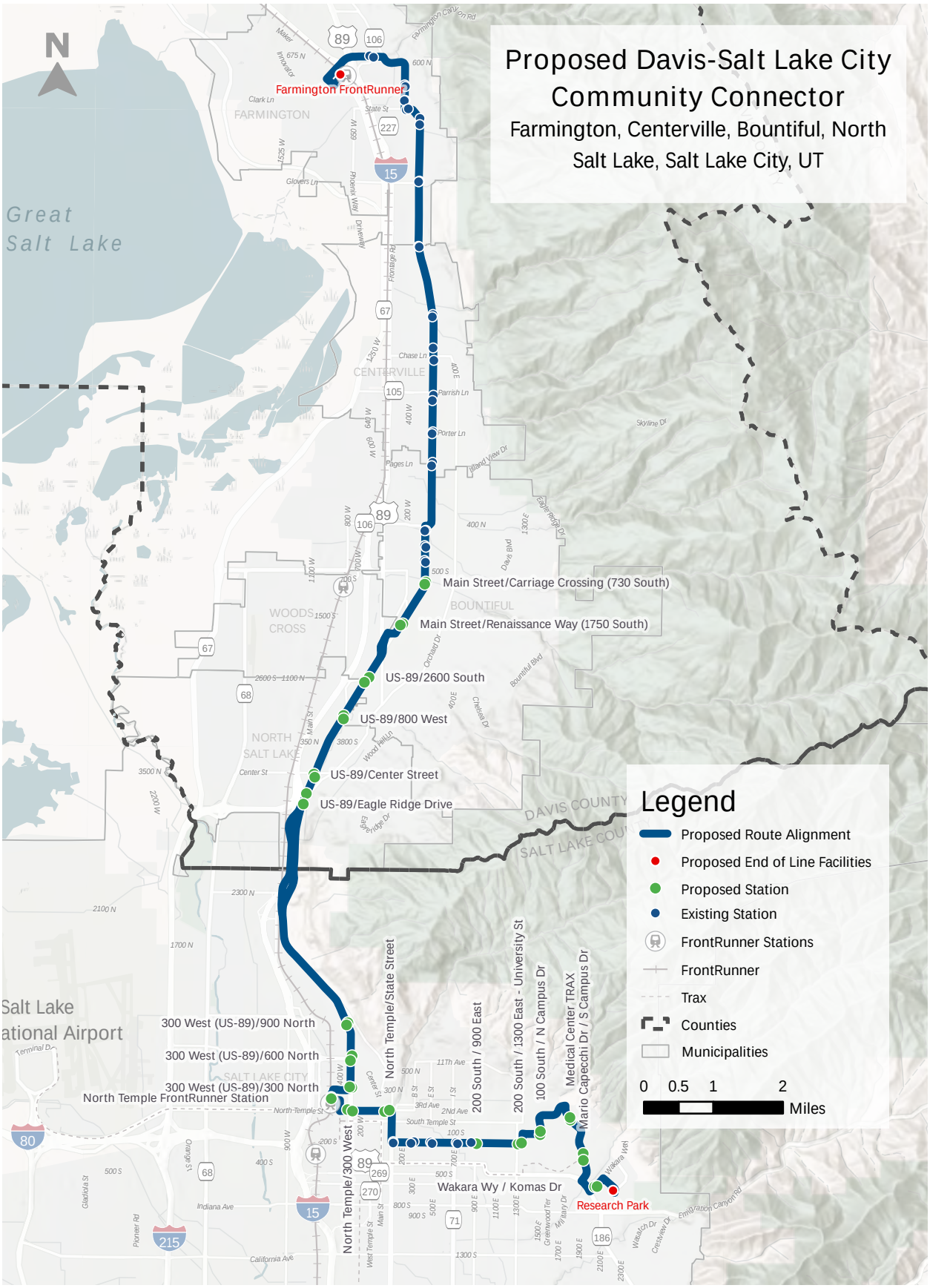
NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

Davis-Salt Lake City Community Connector

Salt Lake City, Utah

Small Starts Project Development
(Rating Assigned November 2025)

ECONOMIC DEVELOPMENT EFFECTS RATING: Medium
Supportive Zoning in Station Areas: Medium-High
• Station area zoning is generally moderately to strongly transit-supportive, especially in Salt Lake City and Farmington station areas. Parking requirements have been removed in Salt Lake City. Zoning in other station area jurisdictions is not quite as transit-supportive.
Performance and Impacts of Transit-Supportive Plans and Policies: Medium
• *Transit-Supportive Corridor Policies*: Community and neighborhood plans covering the proposed station areas range from modestly to strongly transit-supportive. The strongest plans are found in downtown Salt Lake City and adjoining neighborhoods; two existing FrontRunner station areas; and other designated town center or redevelopment areas. • *Tools to Implement Land Use Policies:* State requirements and regional partnerships have supported extensive outreach regarding transit-supportive land use planning and growth management in the region, but these have not focused specifically on the proposed Community Connector corridor except for a few locations where the station areas overlap with existing rail station areas. Other regulatory and financial tools and incentives are limited. • *Performance of Land Use Policies*: The project sponsor listed a number of examples of transit-supportive developments in proposed station areas, with at least one example in each jurisdiction. However, outside of Salt Lake City there was limited information provided in the way of photos, site plans, or conceptual renderings from which to judge the transit-supportive character of development. • *Potential Impact of Transit Investment on Regional Land Use*: Market studies have been conducted covering two existing rail station areas that overlap with the corridor. However, there is little quantitative documentation available on land availability or adaptability. Overall, there appears to be at least a moderate potential for station area development considering the availability of vacant or underutilized land compared to existing zoning. The Salt Lake City region is seeing high growth.
Tools to Maintain or Increase Share of Affordable Housing in Station Areas: Medium-Low
• Utah has required communities to develop and adopt Moderate-Income Housing Plans. These plans identify some existing and potential financial and regulatory tools but the degree to which proposed policies have been implemented is not clear. Salt Lake City has recently adopted specific affordable housing zoning and permitting incentives and has some funding mechanisms to support affordable housing. Four examples of completed or underway projects were provided, all in or near downtown Salt Lake City.


Proposed Davis-Salt Lake City Community Connector
Farmington, Centerville, Bountiful, North Salt Lake, Salt Lake City, UT
N
Great Salt Lake
Farmington FrontRunner
FARMINGTON
CENTERVILLE
BOUNTIFUL
WOODS CROSS
NORTH SALT LAKE
SALT LAKE CITY
DAVIS COUNTY
SALT LAKE COUNTY
Salt Lake International Airport
Research Park
Main Street/Carriage Crossing (730 South)
Main Street/Renaissance Way (1750 South)
US-89/2600 South
US-89/800 West
US-89/Center Street
US-89/Eagle Ridge Drive
300 West (US-89)/900 North
300 West (US-89)/600 North
300 West (US-89)/300 North
North Temple FrontRunner Station
North Temple/300 West
North Temple/State Street
200 South / 900 East
200 South / 1300 East - University St
100 South / N Campus Dr
Medical Center TRAX
Mario Capecchi Dr / S Campus Dr
Wakara Wy / Komas Dr
Legend
Proposed Route Alignment
Proposed End of Line Facilities
Proposed Station
Existing Station
FrontRunner Stations
FrontRunner
Trax
Counties
Municipalities
0 0.5 1 2
Miles

RapidRide K Line Bus Rapid Transit
King County, Washington
Small Starts Project Development
(Rating Assigned November 2025)

Summary Description	
Proposed Project:	Bus Rapid Transit 15.7 Miles, 35 Stations
Total Capital Cost ($YOE):	$105.94 Million
Section 5309 CIG Share ($YOE):	$51.91 Million (49.0%)
Annual Operating Cost (opening year 2030):	$18.48 Million
Existing Corridor Ridership (Warranted):	6800 Daily Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: King County Metro Transit (Metro) proposes to implement bus rapid transit (BRT) in a corridor between the cities of Kirkland and Bellevue and connect Totem Lake Transit Center in the north to the Eastgate neighborhood in the south. The project includes the purchase of 16 vehicles, transit roadway improvements, and access-to-transit improvements to area sidewalk and bicycle infrastructure. The service is planned with busses running every 10 minutes on weekday peak periods, every 15–30-minutes in weekday off-peak and evenings, and every 15-minutes on weekends.

Project Purpose: Metro is pursuing the project in order to attract riders and move more people by providing reliable, efficient, environmentally friendly, and higher quality transit service than the existing local bus services in the corridor today. Metro anticipates fulfilling increasing demand for a high-capacity transit, improve access, and connectivity, and help reduce roadway congestion.

Project Development History, Status and Next Steps: Project entered Project Development phase in 2019. Metro selected a locally preferred alternative (LPA) and adopted it into the region's fiscally constrained long-range transportation plan in in July 2025. Metro anticipates completing the environmental review process with receipt of a Documented Categorical Exclusion in early 2027. Metro anticipates receiving a Small Starts Grant Agreement in late 2027 and starting revenue service in fall 2030.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 CIG FHWA Congestion Mitigation and Air Quality Grant	 $51.91 $8.20	 49.0% 7.7%
State: State Regional Mobility Grant Program	$1.59	1.5%
Local: Sales Tax and Fares	$44.24	41.8%
Total:	**$105.94**	**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.

RapidRide K Line Bus Rapid Transit
King County, Washington
Small Starts Project Development
(Rating Assigned November 2025)

ECONOMIC DEVELOPMENT RATING: Medium-High
Supportive Zoning in Station Areas: Medium-High
• Station areas include high-intensity and mixed-use zoning districts that support transit, including Downtown, Downtown Core, Downtown Mixed-Use Civic Center, Downtown Office, and specific transit-oriented development Districts. These TOD districts allow higher floor area ratios, increased building heights, and a mix of residential, commercial, and employment uses. • Many zoning districts near stations already support reduced parking through lower minimum parking requirements, consideration of shared parking, and parking maximums in select mixed-use districts. Additionally, both cities are in the process of updating zoning codes to align with Washington state Senate Bill 5184 to decrease or remove parking minimums within half mile of frequent transit.
Performance and Impacts of Plans and Policies: Medium-High
• *Transit-Supportive Corridor Policies*: State, regional, and local plans and studies including the Washington Growth Management Act, Puget Sound Regional Council Vision 2050, King County Comprehensive Plan, and Bellevue and Kirkland Comprehensive Plans prioritize higher-density mixed-use development around future stations. These plans call for concentrating jobs, housing, and community services within walking distance of transit, encouraging compact development patterns, reduced parking dependence, and stronger pedestrian and bicycle connections. Corridor and station area plans similarly promote infill development, multimodal connectivity, and compact growth. They identify priority redevelopment areas, encourage clustering high-density uses near stations, and coordinate land use with regional mobility goals. • *Tools to Implement Land Use Policies:* Local governments use a mix of financial and regulatory tools, including Tax Increment Financing (TIF) and Business Districts, to encourage transit supportive investments. State-level housing and TOD policies supplement local strategies by encouraging diverse housing types and facilitating public-private partnerships for station area revitalization. • *Performance of Land Use Policies:* Transit-oriented development policies in Bellevue and Kirkland are performing strongly, producing dense, mixed-use, walkable growth concentrated near major transit centers. Bellevue has seen significant shifts from office and retail to residential; parking reductions; and mixed-income projects supported by tax exemptions and public-private partnerships. Kirkland's designated center policies and zoning allowances have enabled major mixed-use districts and redevelopment of underutilized sites, including affordable housing near transit. Across the corridor, 225 active permits and numerous multifamily projects demonstrate continued demand and effective alignment of development with transit investment. • *Potential Impact of Transit Investment on Regional Land Use:* The RapidRide K Line has the potential to influence redevelopment across more than 627 acres of adaptable land within a half mile of the corridor. Key areas with strong redevelopment potential include underutilized commercial land and surface parking and low-density commercial areas. Puget Sound Regional Council projects a 12% population increase and 11% employment growth by 2030.
Tools to Maintain or Increase Share of Affordable Housing in Station Areas: Medium-High
• Tools to maintain or increase affordable housing include rent-stabilization, supportive housing allowances, and requirements in regional growth center plans to document housing needs and identify programs that allow a variety of housing types. Countywide policies require local plans to account for inclusionary and incentive zoning; tenant protections and displacement-mitigation tools; and housing located near transit. Local plans in Bellevue and Kirkland recommend funding, land acquisition, incentives, fee exemptions, mandatory inclusionary zoning, and affordability requirements tied to bonuses or capacity increases. State and regional financing tools support preservation and new construction through housing trust funds, tax credits, acquisition loans, and other tax-based housing programs.

Project Overview
RapidRide K Line
Kirkland and Bellevue, WA
RapidRide K Line Route and Stations
Transit Center
Park & Ride
Link Light Rail - Sound Transit 2 Line
RapidRide B Line
Future Link Light Rail - Sound Transit 2 Line
Future Stride BRT
Municipal Boundaries
Totem Lake Transit Center
Kingsgate Park & Ride
Kirkland Way Park & Ride
Kirkland Transit Center
South Kirkland Park & Ride
Bellevue Transit Center
Wilburton Park & Ride
South Bellevue Station
Eastgate Park & Ride
Redmond Transit Center
Redmond Technology Station
Half-Mile Buffer
KIRKLAND
SEATTLE
REDMOND
MEDINA
CLYDE HILL
BELLEVUE
MERCER ISLAND
NE 132ND ST
NE 124TH ST
NE 116TH ST
NE 85TH ST
NE 70TH ST
NE 90TH ST
NE OLD REDMOND RD
124TH AVE NE
6TH ST S
108TH AVE NE
LAKEVIEW DR
116TH AVE NE
NORTHUP WAY
NE 24TH ST
112TH AVE NE
NE 12TH ST
BEL-RED RD
NE 20TH ST
NE 8TH ST
140TH AVE NE
148TH AVE SE
MAIN ST
LAKE HILLS CONNECTOR
LAKE HILLS BLVD
145TH PL SE
SE 24TH ST
SE EASTGATE WAY
BELLEVUE WAY NE
108TH AVE SE
118TH AVE SE
128TH AVE SE
0 0.5 1 1.5 2.0 Miles

Division Street Bus Rapid Transit
Spokane, Washington
Small Starts Project Development
(Rating Assigned November 2025)

Summary Description	
Proposed Project:	Bus Rapid Transit 9.0 Miles, 22 Stations
Total Capital Cost ($YOE):	$166.51 Million
Section 5309 CIG Share ($YOE):	$82.00 Million (49.2%)
Annual Operating Cost (opening year 2030):	$10.05 Million
Current Year Ridership Forecast (2024):	4300 Daily Linked Trips 1,395,300 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The Spokane Transit Authority (STA) proposes to implement a bus rapid transit (BRT) service on the Division Street Corridor in Spokane, Washington. The Project will include 1.3 miles of business access and transit lanes, transit signal priority, uniquely branded zero-emission vehicles and station facilities, off-board fare collection, and 15-minute frequency for most of the day, seven days a week. STA estimates the capital cost of the Project to be $166.5 million with a CIG Small Starts funding amount of $82.0 million.

Project Purpose: The Project runs from Downtown Spokane in the south to the unincorporated suburb of Fairwood in the north, primarily along Division Street, the major north-south arterial in Spokane. The Project will connect major destinations including the Central Business District, Spokane Convention Center, University District, NorthTown Mall, educational institutions, and medical facilities with several of Spokane's highest transit ridership residential areas including Shiloh Hills, North Hill, Nevada Heights, Emerson/Garfield, Logan, Riverside, and East Central. Benefits of the Project include increasing convenient and frequent transit service in a corridor with high transit demand, fostering transit-oriented development, reducing greenhouse gas emissions via implementation of a zero-emissions bus fleet, and removing mobility barriers by addressing pedestrian deficiencies through ADA and walkway improvements.

Project Development History, Status and Next Steps: The Project was included in the region's fiscally constrained long-range transportation plan in December 2021. STA selected a locally preferred alternative (LPA) in May 2023 and revised the LPA in July 2025. STA anticipates completing the environmental review process in early 2026, receiving a Small Starts Construction grant in late 2026, and initiating revenue service in 2030.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 CIG Congestion Mitigation and Air Quality (CMAQ)	$82.00 $1.00	49.2% 0.6%
State: Washington State Transportation Budget (Move Ahead WA)	$45.00	27.0%
Local: STA Local Funding Commitment	$38.51	23.1%
Total:	**$166.51**	**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.

Division Street Bus Rapid Transit
Spokane, Washington
Small Starts Project Development
(Rating Assigned November 2025)

ECONOMIC DEVELOPMENT RATING: Medium

Supportive Zoning in Station Areas: Medium

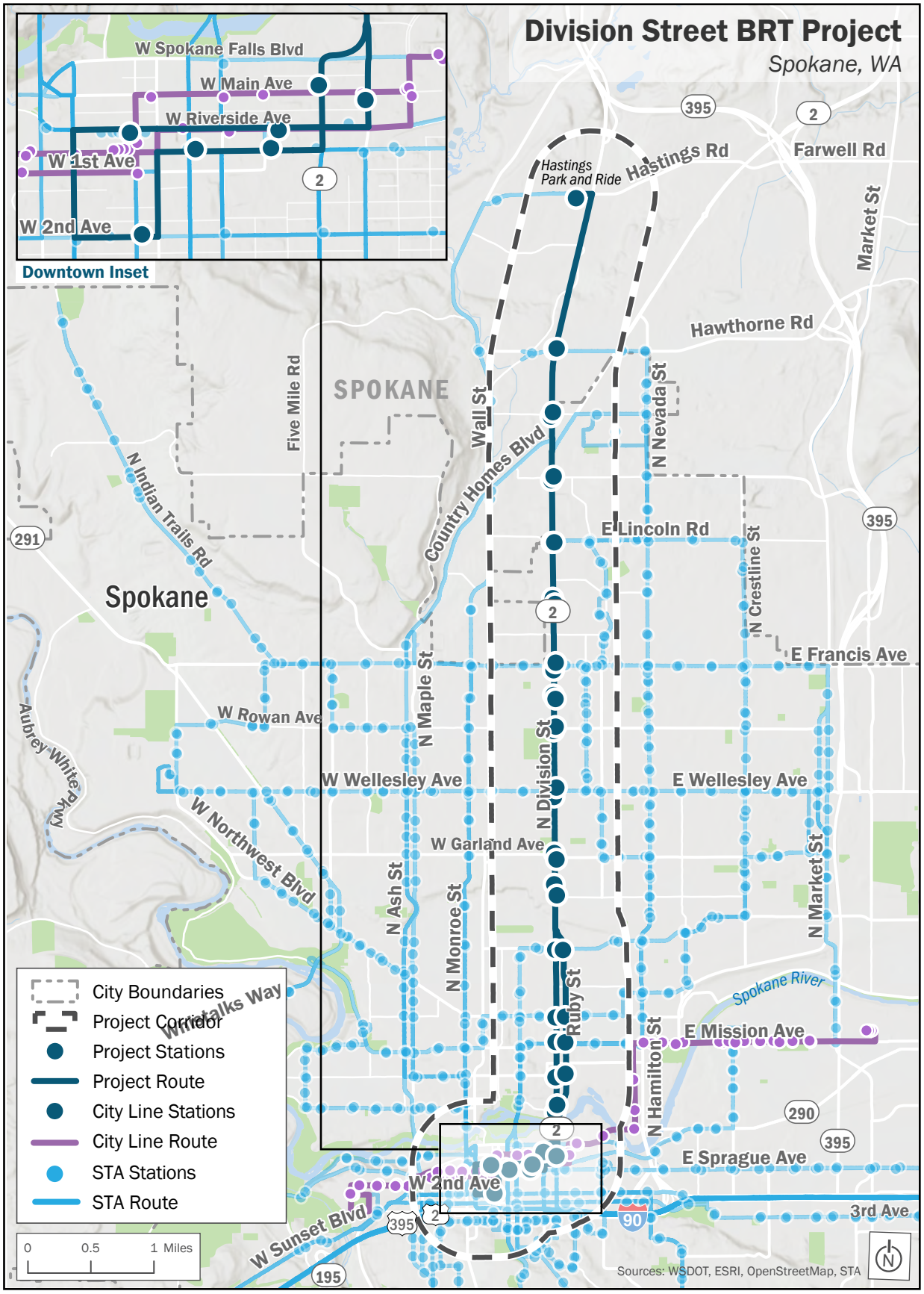
- Station areas vary significantly in the densities they permit. Within specific zones in the downtown core, industrial, and employment centers, there are no maximum floor-area-ratio or height limits. However, there is a significant amount of low-density residential zoning in the northern and central station areas.
- Zoning ordinances that promote mixed-use zoning, minimum setbacks, active facades, and site design requirements encourage transit-supportive development. Spokane City Council eliminated minimum parking requirements in 2024 to encourage infill development, increased housing, and transit-oriented development.

Performance and Impacts of Transit-Supportive Plans and Policies: Medium-High

- *Transit-Supportive Corridor Policies*: Plans provided show strong support for transit-oriented and multimodal development along the corridor, alongside transit-friendly urban form and station area pedestrian-oriented design. The Spokane Comprehensive Plan directs new retail toward neighborhood commercial centers, including along Division Street.
- *Tools to Implement Land Use Policies:* The sponsor and participating agencies have actively engaged government agencies and the community in station area planning. Downtown Spokane Partnership is collaborating with property owners, the sponsor, and the City of Spokane to develop the Main Street downtown vision. Multifamily tax exemptions and density bonus incentives downtown promote higher-density, walkable community development.
- *Performance of Land Use Policies:* The City of Spokane implements policies and zoning codes that support urban form consistent with transit-oriented design principles. Four recently completed and proposed transit-friendly projects, both on or adjacent to the corridor demonstrate this.
- *Potential Impact of Transit Investment on Regional Land Use:* Spokane County's population has increased by 15% since 2010. Growth is projected to continue, with population and employment expected to increase 17% and 19%, respectively, by 2045. A 2025 assessment identified about 575 vacant or developable acres within the corridor. The corridor is developing at a higher density than the city overall, particularly for residential density.

Tools to Maintain or Increase Share of Affordable Housing in Station Areas: Medium

- The DivisionConnects study identified significant housing affordability challenges in the corridor, where the median household income is $48,932, about half of the regional area median income (AMI) for a family of four. Fewer than a quarter of homes are affordable for households earning half the AMI, reflecting high housing costs relative to income. Nearly 1,300 affordable units, 195 serving homeless residents and more than 600 targeted for very low- and extremely low-income households, are completed or pending within the corridor. Most projects have used or are using low-income housing tax credits. Older buildings downtown qualify for additional rent subsidies.
- The Spokane Comprehensive Plan and the City of Spokane's municipal code encourage affordable housing projects. Implemented tools and incentives preserve and increase affordable housing but do not necessarily meeting FTA's affordable housing AMI cap (60%). The Spokane Housing Authority and regional partners have converted urban core derelict structures into affordable housing via funding strategies. Spokane Comprehensive Plan's policies allow for single-room unit development in Downtown Spokane and in other high-density housing areas. Spokane's Multifamily Tax Exemption Program provides a 12-year property tax exemption on multifamily developments that result in the creation of four or more affordable units within targeted areas. Over the last decade, over 1,200 affordable housing units are pending or have been completed within the corridor.


Division Street BRT Project
Spokane, WA
Downtown Inset
W Spokane Falls Blvd
W Main Ave
W Riverside Ave
W 1st Ave
W 2nd Ave
Hastings Park and Ride
Hastings Rd
Farwell Rd
Market St
Hawthorne Rd
SPOKANE
Five Mile Rd
Wall St
Country Homes Blvd
N Nevada St
N Indian Trails Rd
E Lincoln Rd
N Crestline St
Spokane
E Francis Ave
W Rowan Ave
N Maple St
N Division St
Aubrey White Pkwy
W Wellesley Ave
E Wellesley Ave
W Northwest Blvd
W Garland Ave
N Ash St
N Monroe St
N Market St
Whitetalks Way
Ruby St
Spokane River
E Mission Ave
N Hamilton St
E Sprague Ave
W 2nd Ave
W Sunset Blvd
3rd Ave
City Boundaries
Project Corridor
Project Stations
Project Route
City Line Stations
City Line Route
STA Stations
STA Route
0 0.5 1 Miles
Sources: WSDOT, ESRI, OpenStreetMap, STA

North-South Bus Rapid Transit Project
Madison, Wisconsin
Small Starts Project Development
(Rating Assigned November 2023)

Summary Description	
Proposed Project:	Bus Rapid Transit 11.5 Miles, 24 Stations
Total Capital Cost ($YOE):	$150.70 Million (Includes $3.8 million in finance charges)
Section 5309 CIG Share ($YOE):	$118.13 Million (78.4%)
Annual Operating Cost (opening year 2027):	$10.20 Million
Current Year Ridership Forecast (2023):	3,000 Daily Linked Trips 872,800 Annual Linked Trips
Horizon Year Ridership Forecast (2045):	5,700 Daily Linked Trips 1,654,300 Annual Linked Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The City of Madison proposes to implement a bus rapid transit (BRT) project running north-south from neighborhoods north of Madison, through downtown and south Madison, and into the City of Fitchburg. The project includes 5.2 miles of new exclusive bus lanes and is planned to share a 3.5-mile segment of the Madison East-West BRT Project that serves nine existing stations. The project includes distinctly branded shelters with real-time arrival information. Service is planned to operate between 5:00 AM and midnight on weekdays with buses running every 15 minutes between 6:00 AM and 8:00 PM. On weekends, service is planned to operate between 6:00 AM and 11:00 PM with buses running every 15 to 30 minutes.

Project Purpose: The Madison North-South Bus Rapid Transit Project is planned to accommodate the anticipated increased travel demand along the north-south corridor from Northport Drive and Packers Avenue, in the north end of the city, to the City of Fitchburg. The City of Madison forecasts a population increase of approximately 32 percent and an employment increase of 13 percent along the north-south corridor by 2045. The proposed BRT project is intended to provide service for underserved communities and low-income populations to employment and healthcare facilities including downtown Madison, the University of Wisconsin-Madison, UnityPoint Health Meriter Hospital, SSM Health St. Mary's Hospital, and planned transit-oriented developments near the former Oscar Mayer meat processing plant.

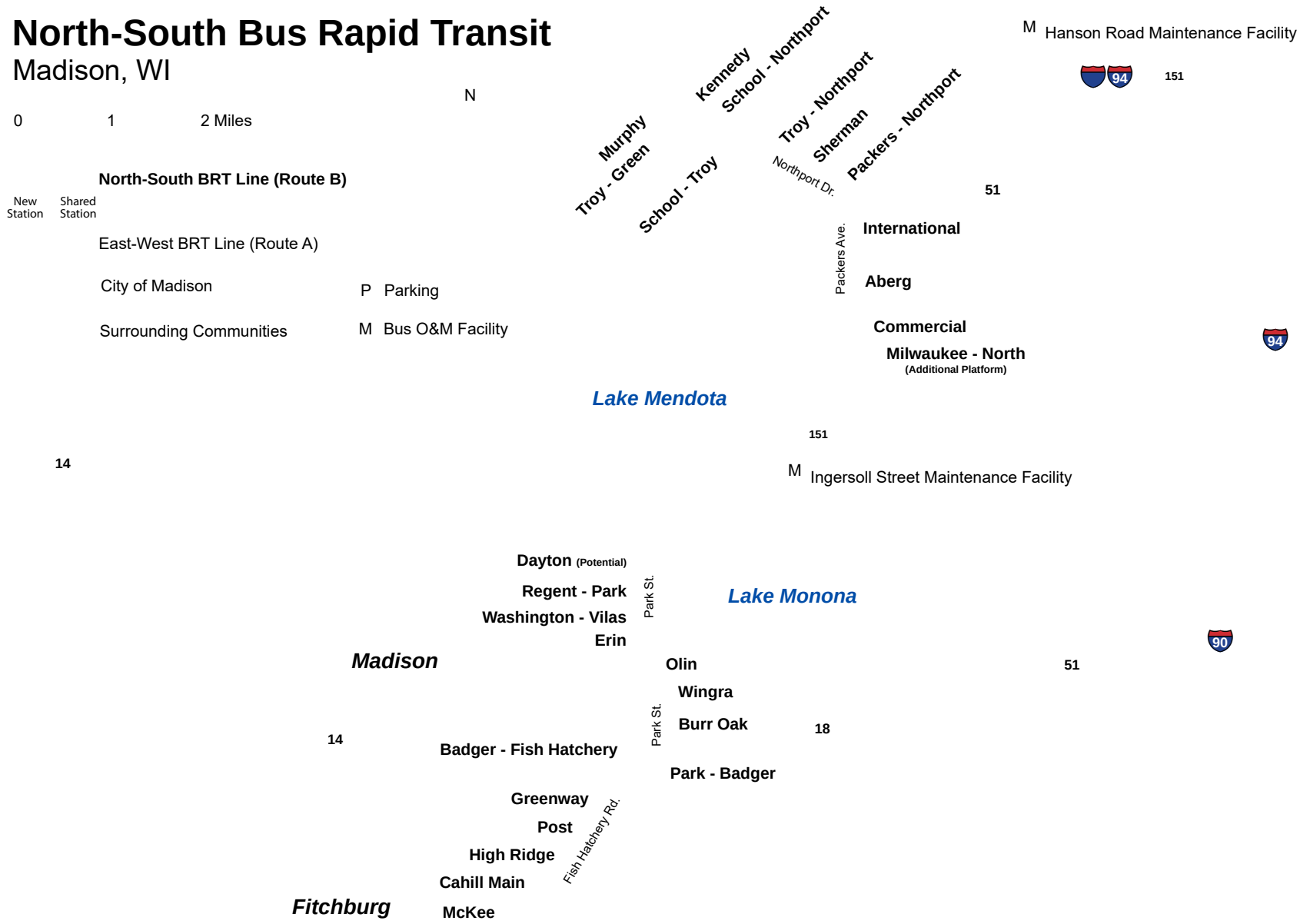
Project Development History, Status and Next Steps: The project entered Small Starts Project Development in July 2023. The City of Madison anticipates the selection of the locally preferred alternative (LPA) for the project in early 2024 and to have it adopted into the region's fiscally constrained long-range transportation plan in mid-2024. The City of Madison expects to complete the environmental review process with receipt of a Categorical Exclusion from FTA by mid-2025. The City of Madison anticipates receipt of a Small Starts Grant Agreement in mid-2025, and the start of revenue service in late 2027.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 CIG	$118.13	78.4%
FTA Areas of Persistent Poverty Program	$0.93	0.6%
State:		
Wisconsin Department of Transportation	$10.00	6.6%
Local:		
City of Madison General Obligation Bonds repaid by City of Madison Property Tax Fund	$15.14	10.1%
City of Madison Tax Incremental Financing District 51	$5.00	3.3%
City of Fitchburg	$1.50	1.0%
Total:	**$150.70**	**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.

North-South Bus Rapid Transit Project
Madison, Wisconsin
Small Starts Project Development
(Rating Assigned November 2023)

LAND USE RATING: Medium
The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding county. • Average population density within one-half mile of all station areas is 4,000 persons per square mile, corresponding to a Medium-Low rating. An estimated 86,800 jobs would be served by a one-seat ride on the project, corresponding to a Medium rating. Average daily parking fees in the central business district range from $9 to $16, corresponding to Medium to High ratings. The ratio of station area to county LBAR housing is 3.80, corresponding to a High rating.
ECONOMIC DEVELOPMENT RATING: Medium-High
Transit-Supportive Plans and Policies: Medium-High
• *Transit-Supportive Corridor Policies*: Comprehensive plans encourage greater density through mixed-use development and redevelopment on existing city infrastructure and in transit-friendly corridors. Madison's *Complete Streets Policy* (2009) and *Complete Green Streets Guide* (2023) establish design standards encouraging different transportation options. Other neighborhood and small area plans provide tailored recommendations for development, pedestrian and bicycle infrastructure improvements, pedestrian-friendly design, and amenities in station areas. • *Supportive Zoning Near Transit Stations*: The City of Madison's Transit Oriented Development (TOD) Overlay District covers properties within one-quarter mile of the city's BRT corridors. The TOD Overlay increases permitted density (up to a High rating), allows accessory dwelling units, increases building heights, and expands the variety of building forms in residential, mixed-use, commercial, and employment zones. It also regulates parking access, auto-centric activities, and building orientation to create pedestrian-friendly spaces. Fitchburg has a SmartCode District designation encouraging transit-friendly, form-based design (up to a Medium rating), but current station areas are not zoned as such. • *Tools to Implement Land Use Policies*: There is evidence of public outreach for city-wide initiatives, e.g., *Madison Transit Corridor Study* (2013) and the recent *Transit Network Redesign* (2022), as well as neighborhood and small area initiatives. Tax increment financing is actively being used to support transit and mixed-used development in both cities. The City of Madison is proactively rezoning parcels based on plans to increase density in station areas. Opportunity Zones are present in the corridor.
Performance and Impacts of Policies: Medium-High
• *Performance of Land Use Policies*: Transit-supportive development in the form of townhomes, mid-rise apartments, mixed-use developments, and adaptive reuse of vacant buildings with reduced or hidden parking facilities is occurring along the project corridor, including the shared central segment. An estimated 85 development projects intended to deliver 5,800 dwelling units and 1.18 million square feet of commercial space are currently under review. • *Potential Impact of Transit Investment on Regional Land Use*: There are several large underdeveloped commercial and industrial sites, e.g., the former Oscar Mayer property, and planned redevelopment of the Triangle Sites. Residential growth has outpaced forecasts and demand for housing is strong. About 54 percent of residential construction since 2006 is redevelopment/infill development, and of that development, 72 percent is within one-half mile of planned transit station.
Tools to Maintain or Increase Share of Affordable Housing: Medium
• There is an affordable rental unit shortage of roughly 11,700 units measured by the number of households earning less than 30 percent of area median income (AMI) that are housing cost burdened. Plans call for affordable housing at all price points and seek to locate them near transit. Financial incentives include the City of Madison's Affordable Housing Fund, Land Banking Fund, and affordable housing bonus. No information is available for the City of Fitchburg.

North-South Bus Rapid Transit

Madison, WI