Annual Report on Funding Recommendations

Fiscal Year 2012

Capital Investment and Paul S. Sarbanes Transit in Parks Programs

Report of the Secretary of Transportation
to the United States Congress
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Alphabetical List of Acronyms

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

Introduction

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

The Capital Investment Grant Program

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

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

The FTA is proposing in reauthorization that the Capital Investment Program be streamlined. Rather than separate New Starts and Small Starts into categories with different evaluation and rating criteria, there would be one set of project evaluation criteria applied to projects seeking Capital Investment Program funding. Projects whose sponsors are seeking more than $100 million in Capital Investment Program funds would receive construction funding through a Full Funding Grant Agreement. Projects whose sponsors are seeking less than $100 million in Capital Investment Program funds would receive construction funding through a simplified Project Construction Grant Agreement. Projects could be "exempt" from the evaluation and rating process if the project sponsor is seeking less than $100 million in Capital Investment Program funds and the request represents less than 10 percent of the project's anticipated total

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

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

This Report provides general information about the Capital Investment Program, including the guidelines that the United States Department of Transportation (USDOT) uses to make funding recommendations for proposed projects and projects currently in construction. A brief description of each project recommended for funding is provided. Table 1 identifies the Fiscal Year (FY) 2012 funding amount recommended for individual projects, with information on each project's cost and funding history, and is categorized according to FTA's reauthorization proposal. Tables 2A, 2B, and 2C provide more detailed project information and the results of the evaluation and rating of projects under the SAFETEA-LU statutorily mandated New Starts and Small Starts criteria.

The Paul S. Sarbanes Transit in Parks Program

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

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

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

The second Appendix, the summary of the evaluation and rating process, used to assess projects, appeared in earlier reports but is not in this Report. The FY 2012 *Evaluation and Rating Process* does not differ from the process used for the FY 2011 *Annual Report*. The exception is the adjustment that FTA makes annually to the "breakpoints" used for rating the cost effectiveness of proposed projects. This adjustment is based on the Gross Domestic Product Index (also known as the GDP deflator). The revised breakpoints currently in use were defined in the *Reporting Instructions for the Section 5309 New Starts Criteria* (July 2010). The *Evaluation and Rating Process* is available at http://www.fta.dot.gov/Capital_Investment_Program_Evaluation_Process_FY2012. The *Reporting Instructions for the Section 5309 Criteria* (July 2010) are available on the FTA Web site at http://www.fta.dot.gov/planning/newstarts/planning_environment_2619.html

Background

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

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

This *Annual Report* presents the ratings for all projects that have been approved by FTA to engage in Preliminary Engineering, Final Design, or Project Development. The FTA no longer requires project sponsors to submit annual information for evaluation and rating in the *Annual Report*, unless significant issues were raised in prior year evaluations that warranted a rerating or there was a significant change to the project.

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

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

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

General Commitment Guidelines for Capital Investment Projects

- Any project recommended for an FFGA or PCGA should meet the project justification, local financial commitment, and process criteria established in Sections 5309 and be consistent with Executive Order 12893, *Principles for Federal Infrastructure Investments*, issued January 26, 1994.
- To the extent that funds can be obligated in the coming fiscal year under existing FFGAs and PCGAs, these commitments should be honored before any new funding recommendations are made.
- The FFGA and PCGA define the terms of the Federal commitment to a specific project, including funding. Upon completion of an FFGA or PCGA, the Federal funding commitment has been fulfilled. Additional project funding will not be recommended. Any additional costs beyond the scope of the Federal commitment are the responsibility of the grantee, although FTA works closely with grantees to identify and implement strategies for containing capital costs at the level indicated in the FFGA or PCGA at the time it was executed.
- Funding for initial planning efforts such as an alternatives analysis (AA) is no longer eligible for Section 5309 funding under SAFETEA-LU, but may be provided through grants under the Section 5303 Metropolitan Planning program, the Section 5307 Urbanized Area Formula program, the Section 5339 Alternatives Analysis program, or Title 23 "flexible funding."
- Firm funding commitments, embodied in FFGAs or PCGAs, will not be made until the sponsor has demonstrated that its project is ready for such an agreement, i.e., the project's development and design has progressed to the point where its scope, costs, benefits, and impacts are considered firm and final.
- Funding should be provided to the most qualified investments to allow them to proceed through the process on a reasonable schedule, to the extent that funds can be obligated to such projects in the upcoming fiscal year. Funding recommendations will be based on the results of the project evaluation process and resulting project justification, local financial commitment, overall project ratings, and considerations such as project readiness and the availability of funds.
- As announced by Secretary of Transportation Ray LaHood on January 13, 2010, funding decisions are based on meaningful consideration of the full range of benefits that transit can provide, rather than requiring a *Medium* or higher rating for cost effectiveness as was previously the case.
- The FTA generally proposes to fund under one-year capital construction grants, rather than PCGAs, those smaller projects whose sponsors are seeking less $100 million in Capital Investment Program funds and whose request can be met with a single-year appropriation or existing appropriations.

- The FTA encourages project sponsors to provide an overmatch as a means of funding more projects and leveraging State and local financial resources, as well as other Federal financial resources.

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

Table 1 - FY 2012 Funding for Capital Investment Program

	Project	Overall Project Rating	Total Capital Cost (millions $)	Total New Starts Funding (millions $)	Appropriations Received Through FY10 (including American Recovery and Reinvestment Act)	2010 Discretionary Allocations	Proposed FY11 President's Budget	FY 2012 President's Budget
Totals by Phase								
Existing and Recommended Full Funding Grant Agreements			$36,860,244,495	$14,517,079,739	$4,622,355,420	$182,404,000	$1,559,610,717	$2,573,986,957
Recommended Project Construction Grant Agreements			$751,558,000	$361,238,000	$18,996,800		$199,635,923	$180,680,143
Other Capital Investment Program Funding Recommendations							$44,644,240	$400,000,000
Oversight Activities							$18,221,120	$80,888,900
Ferry Capital Projects (AK or HI)					$84,760,000		$0	$0
Denali Commission					$24,850,500		$0	$0
GRAND TOTAL			**$37,611,802,495**	**$14,878,317,739**	**$4,750,962,720**	**$182,404,000**	**$1,822,112,000**	**$3,235,556,000**
Existing Full Funding Grant Agreements - Projects Under Construction or Open for Service								
NY	New York, Long Island Rail Road East Side Access	FFGA	$7,386,003,583	$2,632,113,826	$1,703,927,338	$44,341,000	$215,000,000	$215,000,000
NY	New York, Second Avenue Subway Phase I	FFGA	$4,866,614,468	$1,300,000,000	$752,200,379	$40,667,000	$197,182,000	$197,182,000
TX	Dallas, Northwest/Southeast LRT MOS	FFGA	$1,406,215,977	$700,000,000	$435,325,714	$17,788,000	$86,249,717	$86,249,717
UT	Salt Lake City, Mid Jordan LRT	FFGA	$535,366,000	$428,292,800	$228,780,050	$20,623,000	$100,000,000	$78,889,750
UT	Salt Lake City, Weber County to Salt Lake City Commuter Rail	FFGA	$611,684,000	$489,346,000	$340,798,510	$16,500,000	$80,000,000	$52,047,490
VA	Northern Virginia, Dulles Corridor Metrorail Project Extension to Wiehle Ave.	FFGA	$3,142,471,634	$900,000,000	$404,483,364	$19,799,000	$96,000,000	$96,000,000
WA	Seattle, University Link LRT Extension	FFGA	$1,947,682,000	$813,000,000	$272,600,000	$22,686,000	$110,000,000	$110,000,000
Total Existing Full Funding Grant Agreements			**$19,896,037,662**	**$7,262,752,626**	**$4,138,115,355**	**$182,404,000**	**$884,431,717**	**$835,368,957**
Pending Full Funding Grant Agreements - Projects First Recommended For Funding in Prior Year Reports								
CA	Sacramento, South Sacramento Corridor Phase 2	Medium	$270,000,000	$135,000,000	$49,340,000		$0	$50,000,000
CA	San Francisco, Third Street Light Rail Phase 2 - Central Subway	Medium-High	$1,578,300,000	$942,199,000	$52,162,500		$20,000,000	$200,000,000
CO	Denver, Eagle Commuter Rail	Medium	$2,043,143,000	$1,030,449,000	$4,500,000		$80,000,000	$300,000,000
CT	Hartford, New Britain - Hartford Busway	Medium	$572,690,000	$275,300,000	$9,152,232		$45,000,000	$45,000,000
FL	Orlando, Central Florida Commuter Rail Transit -- Initial Operating Segment	Medium	$357,272,053	$178,636,026	$63,651,100		$40,000,000	$50,000,000
HI	Honolulu, High Capacity Transit Corridor Project	Medium	$5,347,681,000	$1,550,000,000	$64,990,000		$55,000,000	$250,000,000
MN	St. Paul-Minneapolis, Central Corridor LRT	Medium-High	$956,900,000	$473,950,000	$35,175,225		$45,000,000	$200,000,000
TX	Houston, North Corridor LRT	Medium	$756,000,000	$450,000,000	$92,225,000		$75,000,000	$100,000,000
TX	Houston, Southeast Corridor LRT	Medium	$822,910,000	$450,000,000	$92,225,000		$75,000,000	$100,000,000
Total Pending Full Funding Grant Agreements			**$12,704,896,053**	**$5,485,534,026**	**$463,421,057**		**$435,000,000**	**$1,295,000,000**

Table 1 - FY 2012 Funding for Capital Investment Program

Project	Overall Project Rating	Total Capital Cost (millions $)	Total New Starts Funding (millions $)	Appropriations Received Through FY10 (including American Recovery and Reinvestment Act)	2010 Discretionary Allocations	Proposed FY11 President's Budget	FY 2012 President's Budget
Totals by Phase							
Existing and Recommended Full Funding Grant Agreements		$36,860,244,495	$14,517,079,739	$4,622,355,420	$182,404,000	$1,559,610,717	$2,573,986,957
Recommended Project Construction Grant Agreements		$751,558,000	$361,238,000	$18,996,800		$199,635,923	$180,680,143
Other Capital Investment Program Funding Recommendations						$44,644,240	$400,000,000
Oversight Activities						$18,221,120	$80,888,900
Ferry Capital Projects (AK or HI)				$84,760,000		$0	$0
Denali Commission				$24,850,500		$0	$0
GRAND TOTAL		**$37,611,802,495**	**$14,878,317,739**	**$4,750,962,720**	**$182,404,000**	**$1,822,112,000**	**$3,235,556,000**
New Full Funding Grant Agreement Funding Recommendations							
CA San Jose, Silicon Valley Berryessa Extension Project	Medium	$2,562,930,607	$900,000,000	$10,819,008		$0	$130,000,000
OR Portland, Portland-Milwaukie Light Rail Project	Medium-High	$1,490,350,173	$745,175,087	$0		$0	$200,000,000
UT Salt Lake County, Draper Transit Corridor	Medium-High	$206,030,000	$123,618,000	$10,000,000		$0	$113,618,000
Total New Full Funding Grant Agreement Funding Recommendations		**$4,259,310,780**	**$1,768,793,087**	**$20,819,008**		**$0**	**$443,618,000**
Other Capital Investment Program Funding Recommendations (may include additional projects not listed below)							
CA Los Angeles, Regional Connector Transit Corridor	Medium-High	$1,366,969,738	$819,600,000	$0			
CA Los Angeles, Westside Subway Extension	Medium	$5,340,077,458	$2,063,719,600	$0			
NC Charlotte, LYNX Blue Line Extension - Northeast Corridor	Medium	$1,180,033,000	$590,016,500	$36,960,000			
WA Vancouver, Columbia River Crossing Project	Medium-High	$3,565,017,000	$850,000,000	$0			
Total Other Capital Investment Program Funding Recommendations							**$400,000,000**
Project Construction Grant Agreement Funding Recommendations							
AZ Mesa, Central Mesa LRT Extension	Medium-High	$198,490,000	$75,000,000	$0		$0	$37,500,000
CA Fresno, Fresno Area Express Blackstone/Kings Canyon BRT	Medium	$48,188,000	$38,550,000	$0		$0	$17,800,000
CA Oakland, East Bay BRT	High	$216,121,000	$75,000,000	$7,410,000		$15,000,000	$25,000,000
CA San Francisco, Van Ness Avenue BRT	Medium-High	$118,489,000	$75,000,000	$396,000		$15,000,000	$30,000,000
FL Jacksonville, JTA BRT North Corridor	Medium	$21,299,000	$17,040,000	$10,596,800		$0	$6,443,200
MI Grand Rapids, Silver Line BRT	Medium	$37,000,000	$29,599,000	$594,000		$0	$12,887,943
TX El Paso, Mesa Corridor BRT	Medium-High	$27,081,000	$13,540,000	$0		$0	$13,540,000
WA King County, RapidRide E Line BRT	Medium-High	$48,090,000	$21,629,000	$0		$0	$21,629,000
WA King County, RapidRide F Line BRT	Medium-High	$36,800,000	$15,880,000	$0		$0	$15,880,000
Total Project Construction Grant Agreement Funding Recommendations		**$751,558,000**	**$361,238,000**	**$18,996,800**		**$30,000,000**	**$180,680,143**

The FY 2012 Funding Allocations and Recommendations

A total of $2.57399 billion is recommended for allocation to existing or proposed FFGAs. A total of $180.68 million is recommended for allocation for proposed PCGAs. A total of $400 million is also recommended for allocation to other projects. A portion of these funds would be allocated by FTA to projects in the later stages of development. The FTA would allocate the remaining portion of these funds to projects that are in the earlier stage of development. The budget proposal also includes a 2.5 percent set aside for management and oversight in the amount of $80.89 million. This is an increase over past years' one percent set aside, to reflect the growing number of projects entering the Capital Investment Grant program as well as FTA's strong desire to enhance its stewardship and oversight of a set of increasingly complex major capital projects. In recent years, FTA has had to supplement funds set aside under Section 5309 with oversight resources made available under its formula program. Increasing the set aside for management and oversight of these projects thus preserves the resources available for other critical FTA oversight functions, resulting in improved oversight across all FTA programs.

Recommendations for Existing Full Funding Grant Agreements

A detailed schedule of the multiyear funding commitment negotiated by FTA and the project sponsor to finance the Federal Capital Investment Program share is included as Attachment 6 of each FFGA. Eight projects have existing FFGAs that commit FTA to request from Congress a specified level of major capital investment funding in a given fiscal year based on the budget and schedule for the project. One of those FFGAs, the Denver West Corridor Light Rail Transit Project, would be fully funded if FY 2011 appropriations permit FTA to fund the President's FY 2011 budget recommendation. Thus, it has not been recommended for funding in the FY 2012 budget. Table 1 of this document presents FY 2012 funding recommendations for the seven remaining existing FFGAs. In the case of the Mid Jordan Light Rail Transit Project and the Weber County to Salt Lake City Commuter Rail Project, the amounts are less than those previously negotiated by FTA and reflected in Attachment 6 of FFGAs because FTA recently made accelerated payments of FFGAs due to allocation of American Reinvestment and Recovery Act (ARRA) and FY 2010 Capital Investment Program discretionary funds. The FTA has reviewed the progress of each of these projects and is requesting $835.37 million. A brief description of each is provided below.

New York: Long Island Rail Road East Side Access

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

platforms, entrances, waiting areas, ticket windows, and other services. The project is expected to serve 167,300 average weekday boardings in 2025.

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

New York: New York, Second Avenue Subway Phase I

The Metropolitan Transportation Authority and New York City Transit (MTA/NYCT) are constructing 2.3 miles of new subway on Manhattan's East Side from 96th Street to 63rd Street, connecting with the existing Broadway Line at the 63rd Street Station. The Second Avenue Subway Phase I project includes the following: construction of three new stations at 96th, 86th, and 72nd Streets; modification of the existing 63rd Street station; new tunnels from 92nd to 63rd Streets; station/ancillary facilities; track, signal, and power systems; and the procurement of 68 rail cars. The Phase I project is a minimum operable segment (MOS) of a planned 8.5-mile subway line extending the length of Manhattan's East Side from 125th Street in East Harlem to Hanover Square in the Financial District. The project is expected to serve 213,000 average weekday boardings in 2030.

The project will relieve overcrowded conditions and improve service reliability on the Lexington Avenue Line (LAL), and improve current mobility and meet future demand for commuters throughout New York City and the metropolitan area. The LAL is currently the only full north-south passenger rail line serving Manhattan's East Side and is the busiest transit line in North America.

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

Dallas Area Rapid Transit (DART) has constructed a 21-mile, two-segment extension of its light rail transit (LRT) system. The Southeast (SE) segment extends 10.1 miles from the Dallas central business district (CBD) to Buckner Boulevard. The Northwest (NW) segment extends 10.9 miles from the existing Victory Station to the City of Farmers Branch. The NW and SE LRT alignments would be connected through the existing four-station CBD Transitway Mall. Each segment would operate in an exclusive right of way, with no mixed traffic operations. The project includes construction of 16 stations, approximately 2,700 parking spaces, 18 light rail

vehicles, approximately 38 LRT vehicle retrofits, and a rail operating facility. The project is expected to serve 45,900 average weekday boardings in 2025.

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

Utah: Salt Lake City Mid-Jordan Light Rail Transit

The Mid-Jordan Light Rail Transit (LRT) is a 10.6-mile southwestern extension of the Utah Transit Authority's (UTA) TRAX LRT system. The project will operate largely on the existing Bingham Branch Line rail right of way (ROW) purchased from the Union Pacific Railroad in September 2002. The project will serve the growing suburban communities of Midvale and West Jordan, as well as the planned Kennecott Daybreak Development near the project terminus at South Jordan. The project scope includes nine new stations, 3,035 park-and-ride spaces, and 28 low-floor light rail vehicles. Service would operate daily between 5 a.m. and 12 a.m., with 15-minute headways during both peak and off-peak periods, and one additional train during the peak hour. Mid-Jordan LRT service would interline with UTA's existing Sandy/Salt Lake TRAX Line at the existing Fashion Place West station, providing a direct connection to the Salt Lake City central business district and the University of Utah. The project is expected to serve 9,500 average weekday boardings in 2030.

Utah: Salt Lake City, Weber County to Salt Lake City Commuter Rail

The Utah Transit Authority (UTA) has constructed the 44-mile Weber County to Salt Lake City Commuter Rail project. The project includes eight stations to serve the areas of Pleasant View, Ogden, Roy, Clearfield, Layton, Farmington, Woods Cross, and downtown Salt Lake City. The commuter rail line operates within an existing railroad corridor parallel to Interstate 15, utilizing right of way previously acquired by UTA under a rail corridor preservation plan. The project includes 6,300 park-and-ride spaces. Bus and light rail transit connections provide further service to other travel markets, including Weber State University, Hill Air Force Base, Freeport Center, the University of Utah, the Medical Center, and to the areas of Sandy and Draper in the southern part of Salt Lake City. The project began full revenue operations on September 26, 2008, operating at 20-minute headways during peak periods. The project is expected to serve 11,800 average weekday boardings in 2025.

The Weber County to Salt Lake City Commuter Rail project is part of a multimodal solution to increased travel demand on the I-15 corridor north of Salt Lake City that is geographically constrained by the Great Salt Lake and bordering wetlands reaching inland to the west and the

Wasatch Front mountain range to the east. Transit access to and from activity and employment centers in the more densely populated areas of Weber, Davis, and Salt Lake County will help mitigate congestion and traffic choke points on this narrow corridor.

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

The Metropolitan Washington Airports Authority, in cooperation with the Washington Metropolitan Area Transit Authority (WMATA), is constructing an 11.7-mile extension of the region's Metrorail system from west of the existing East Falls Church Metrorail station through the Tysons Corner employment and retail center to Wiehle Avenue in the Reston area of Fairfax County. The project will be operated as a separate Metrorail line under a new service configuration that terminates in Washington, DC, at the existing Stadium-Armory Metrorail station. The project scope includes construction of five new stations, a major park-and-ride lot at Wiehle Avenue, and expanded vehicle storage capacity at WMATA's West Falls Church rail yard. The project also includes the purchase of 64 heavy rail vehicles. The extension would be operated by WMATA at seven-minute peak-period headways from the Wiehle Avenue station through East Falls Church, continuing along the existing Metrorail Orange Line track east through Arlington County, downtown Washington, DC, Capitol Hill, and terminating at the Stadium-Armory station. The 11.7-mile extension is the first phase of a proposed 23.1-mile extension of Metrorail west to Dulles International Airport and Loudoun County. Ridership is projected to be approximately 85,700 daily riders by 2030, including an estimated 10,000 new transit riders.

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

Washington: Seattle, University Link Light Rail Transit Extension

The Central Puget Sound Regional Transit Authority (Sound Transit) is constructing an extension to the Central Link light rail transit (LRT) Initial and Airport Link Segments (completed and opened for revenue operations in July and December 2009, respectively) from the northern terminus at Westlake Station in downtown Seattle to the University of Washington, 3.1 miles to the northeast. The all-tunnel alignment includes a station at Capitol Hill. Twenty-seven rail vehicles would be procured as part of the project, which would permit five-minute peak-period operations throughout the entire Central Link line. University Link is the first phase of Sound Transit's planned North Link LRT extension to the Northgate Transit Center in North Seattle. The project is expected to serve 40,200 average weekday boardings in 2030.

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

Recommendations for Existing Project Construction Grant Agreements

All existing PCGAs are fully funded. Thus, no FY 2012 funding is shown in Table 1 for existing PCGAs.

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

Twelve projects are likely to be ready for an FFGA before the end of FY 2012 (including nine pending projects recommended previously for FFGAs in prior years' *Annual Reports*.) All 12 projects are in the Final Design stage or nearing Final Design approval, and the environmental process has been completed or is nearing completion. For these projects, FTA recommends a total of $1,738.62 million in Capital Investment Program funding in FY 2012. Table 1 identifies the funding recommended for each project and appropriations received through FY 2010. While this section provides brief descriptions of the projects, Tables 2A, 2B, and 2C provide the ratings from their most recent evaluation.

California: Sacramento, South Sacramento Corridor Phase 2

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

The South Sacramento Corridor Phase 2 project is located within one of the fastest growing areas of Sacramento County. Additional development anticipated to the south along Route 99 and Interstate 5, and a high rate of employment growth forecasted for downtown Sacramento, have created the need for additional peak-period transportation capacity between the Sacramento region's southern communities and its central business district. By extending existing LRT service south and providing new park-and-ride opportunities in the corridor, the project is

intended to provide an attractive alternative to private automobiles for trips destined to downtown and other areas served by the LRT system.

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

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

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

California: San Jose, Silicon Valley Berryessa Extension Project

The Santa Clara Valley Transportation Authority (VTA) proposes to build a 10.2-mile, two-station extension of the Bay Area Rapid Transit (BART) heavy rail system from Fremont to Berryessa Road in San Jose. Called the Silicon Valley Berryessa Extension (SVBX), the project will be built on former Union Pacific freight railroad right of way from the future Warm Springs BART station in Fremont (currently under construction) to two new stations, one in Milpitas adjacent to the existing VTA Montague light rail station and one at Berryessa. The SVBX will be a two-track, third rail powered, exclusive guideway heavy rail system operating under automatic train control. The project scope includes the purchase of 40 new BART passenger cars for operation on the extension and improvements to the existing BART Hayward rail car storage and maintenance yard. This extension of the BART system will provide a direct rapid transit connection between Santa Clara County and San Mateo, San Francisco, Contra Costa, and Alameda counties. The project is expected to serve 46,700 average weekday boardings in 2035.

The SVBX is intended to provide increased transit access to and from Santa Clara employment and activity centers for both Santa Clara residents and residents from throughout the San Francisco Bay Area. Regional transit connectivity will be improved by extending and

interconnecting BART with VTA light rail and other existing transit services in Santa Clara County. Increasing transit service in the SVBX corridor will provide improved travel alternatives to the severely congested and worsening travel routes of Interstate 880 and Interstate 680 between Alameda and Santa Clara counties.

Colorado: Denver, Eagle Commuter Rail

The Denver Regional Transportation District (RTD) is planning the 30.2-mile East and Gold Line Enterprise (Eagle) Commuter Rail. The Eagle Commuter Rail project consists of two lines—one running from Denver International Airport to downtown Denver at Denver Union Station and one running from Denver Union Station westward to Ward Road in Wheat Ridge. Thirteen new stations will be constructed—six in the East Corridor and seven in the Gold Line corridor. Forty-four electric multiple unit vehicles will be purchased. When completed, the Eagle Commuter Rail will connect Downtown Denver with the communities of Adams, Arvada, and Wheat Ridge to the west and North Park Hill, Stapleton, Aurora/Fitzsimons, Montebello, Gateway and Denver International Airport to the east. Service would operate every 15 minutes in each direction on both lines all day. The project is expected to serve 57,500 average weekday boardings in 2030.

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

Currently there is a lack of continuous street connections between the Gold Line corridor and downtown Denver, resulting in traffic using north-south arterials and Interstates 70 and 25 to access downtown Denver. Travel time by transit is currently 20 minutes by express bus on I-70 and I-25 from Ward Road to downtown Denver; however, this time can vary by as much as eight minutes due to congestion. All other major east to west arterials do not provide, and are not planned to provide, direct connections into downtown over the next 20 years. The Gold Line is intended to provide direct, fast and frequent service as a convenient alternative to automobile use.

The Eagle Commuter Rail project is being completed under a public private partnership (PPP) arrangement. The PPP is structured as a concessionaire agreement where the private partner is responsible for the design, build, finance, operation and maintenance of the project for 28 years. The arrangement transfers some of the risks of cost overruns to the private partner and provides private equity to the project. Because RTD is managing and constructing it as a single project, rather than as two separate lines, FTA has agreed to award a single FFGA.

Connecticut: Hartford, New Britain–Hartford Busway

The Connecticut Department of Transportation (ConnDOT) proposes to construct the New Britain–Hartford Busway, an 11-station, 9.4-mile exclusive bus rapid transit (BRT) system operating primarily in existing and abandoned railroad right of way between downtown New

Britain and Hartford's Union Station. The busway would run parallel to Interstate 84 (I-84), the primary transportation link between New Britain, West Hartford, and downtown Hartford. The project's operating plan calls for a number of bus routes to operate on the busway, including services that would enter and exit the facility to reach destinations well outside of the immediate corridor without the need for a transfer. The project scope includes the procurement of 30 new buses and construction of six park-and-ride lots along the alignment. The project is expected to serve 16,300 average weekday boardings in 2030.

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

Florida: Central Florida Commuter Rail Transit – Initial Operating Segment (also known as the SunRail Project)

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

The project runs parallel to Interstate 4 (I-4) and US 17-92, the region's primary north-south travel routes and the location of much of the region's population and employment. I-4 is scheduled for reconstruction, and the proposed project is intended to serve as a congestion mitigation measure, as well as more broadly provide a high capacity transit alternative to north-south travel in the corridor.

Hawaii: Honolulu High-Capacity Transit Corridor Project

The City and County of Honolulu (the City) proposes to construct the High-Capacity Corridor Transit Project, a 20.1-mile rail line with 21 stations. The project would serve the south shore of Oahu from a western terminus in Kapolei, past Pearl Harbor and Honolulu International Airport, through downtown Honolulu, to an eastern terminus at Ala Moana Center. The electrified (third rail) line will be almost entirely on elevated structure in existing public rights of way—primarily

arterial streets. Rail service would extend over 20 hours each day with automated trains running every three minutes in the weekday peak periods and six minutes during most off-peak hours. The project is expected to serve 116,000 average weekday boardings in 2030.

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

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

The Metropolitan Council (MC), in cooperation with the Ramsey and Hennepin Counties Regional Rail Authorities, proposes to construct a double-track light rail transit (LRT) line that would link the downtowns of St. Paul and Minneapolis. The LRT line would also serve a number of major activity centers, including the University of Minnesota—St. Paul, the State Capitol, and major event venues (Target Center and Metrodome). From Minneapolis, the LRT line would share 1.2 miles of existing track with the Hiawatha LRT line before turning east in its own right of way across the Mississippi River on the existing Washington Avenue Bridge to St. Paul, following University Avenue to the State Capitol area, and terminating at the Union Depot in downtown St. Paul. The MC intends to procure 31 light rail vehicles that would operate at 7.5-minute peak period headways. A vehicle maintenance facility would be constructed in St. Paul. The project is expected to serve 40,900 average weekday boardings in 2030.

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

Oregon: Portland-Milwaukie Light Rail Project

The Tri-County Metropolitan Transportation District of Oregon (TriMet) proposes to construct a 7.3-mile, double-track light rail transit (LRT) extension of the existing Yellow Line from the

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

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

Texas: Houston, North Corridor Light Rail Transit

The Metropolitan Transit Authority of Harris County (METRO) is proposing to construct a 5.2-mile, eight station, light rail transit (LRT) line from the existing University of Houston—Downtown station in the Houston central business district (CBD) to the Northline Mall Transit Center. The LRT line would operate in a semi-exclusive guideway with limited mixed traffic operations. The majority of the LRT line would operate at grade, but a portion would be elevated to avoid two freight railroads (the Southern Pacific Railroad and the Burlington–Northern Santa Fe Railway). The project also includes the purchase of 24 light rail vehicles. Service would operate every six minutes during peak and off peak periods, including weekends, and would interline with the existing METRO Rail Red Line in the CBD. No parking spaces would be built as part of the project. The project would be the first operable segment of an LRT line that METRO plans to eventually extend to George Bush Intercontinental Airport. The project is expected to serve 28,200 average weekday boardings in 2030.

The corridor runs parallel to and immediately east of Interstate 45. Due to poor local roadway connectivity within the corridor, current bus service is subject to congested conditions and cannot provide reasonable travel time savings or serve the current and forecasted demand for transit. Compared to current local bus service, the LRT line would offer faster service to core activity centers and would provide a one-seat ride into downtown Houston from the city's transit-dependent northern areas. The corridor links four academic institutions and a major retail development (Northline Mall). The two largest job markets in the Houston region—downtown Houston and the Texas Medical Center (TMC)—draw large numbers of North Corridor residents to jobs in CBD and TMC.

Texas: Houston, Southeast Corridor Light Rail Transit

The Metropolitan Transit Authority of Harris County (METRO) is proposing to construct a 6.5-mile, light rail transit (LRT) line from the Houston central business district (CBD) to the Palm Center in the vicinity of Martin Luther King, Jr. Boulevard/Griggs Road. The proposed LRT line would operate in a semi-exclusive guideway with limited mixed traffic operations. The majority of the LRT line would operate at grade, but a portion would be elevated to avoid a natural habitat (Brays Bayou). The project includes the purchase of 29 light rail vehicles and

construction of 13 stations and a storage/wash facility. Service would operate every six minutes during peak and off-peak periods, including weekends, and would provide a transfer to the existing METRO Rail Red Line via the existing Main Street Square station in CBD. No parking spaces would be built as part of the project. The proposed Palm Center terminus would be adjacent to METRO's existing Southeast Transit Center that includes a 1,100-space park-and-ride lot. The project would be the first operable segment of an LRT line that METRO plans to eventually extend to Hobby Airport. The project is expected to serve 28,300 average weekday boardings in 2030.

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

Utah: Salt Lake County, Draper Transit Corridor

The Utah Transit Authority (UTA) proposes to construct the Draper Transit Corridor, a 3.8-mile light rail transit (LRT) extension to the existing North-South TRAX LRT line. The project will operate primarily in existing and abandoned railroad right of way between the City of Sandy and the City of Draper and run parallel to Interstate 15 (I-15), the primary transportation link between Salt Lake City, the University of Utah, Murray, Sandy, and Draper. The project includes the procurement of five new light rail vehicles and construction of three stations with park-and-ride lots totaling 1,400 spaces. The project is expected to serve 6,800 average weekday boardings in 2030.

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

Recommendations for Project Construction Grant Agreements

The President's Budget for FY 2012 requests $180.68 million for nine projects that would receive either a PCGA or a single-year construction grant because their request for Capital Investment Program funding is less than $100 million. One of these is a light rail project and the remaining eight are bus rapid transit (BRT) projects that will use electric, low-emissions hybrid or compressed natural gas vehicles.

Table 1 identifies the funding recommended for each project and appropriations received through FY 2010. A description of each of the projects recommended in Table 1 is presented below. Tables 2A, 2B, and 2C provide the project ratings.

This *Annual Report* includes the ratings of sixteen of these smaller scale projects. Seven of these projects were recommended for sufficient funding in the President's FY 2011 budget to complete the commitment of Section 5309 funds. These include the following: Riverside, CA—Perris Valley Line; San Bernardino, CA—E Street Corridor sbX BRT; Fort Collins, CO—Mason Corridor BRT; Roaring Fork Valley, CO—BRT Project; New York City, NY—Nostrand Avenue BRT; Austin, TX—MetroRapid BRT; and King County, WA—West Seattle BRT. Because FY 2011 appropriations have not yet occurred, the ratings of these projects are shown in this report; however, they have not been included for funding recommendations in FY 2012.

Arizona: Mesa, Central Mesa Light Rail Transit Extension

Valley Metro Rail Incorporated (METRO) proposes to build a four-station, 3.1-mile double track extension of the existing 20-mile Central Phoenix/East Valley Light Rail Transit (LRT) line connecting downtown Phoenix, Tempe, and Mesa, from the eastern terminus of the Central Phoenix line at Sycamore and Main Streets in west Mesa to a new terminus at Mesa Drive and Main Street in central Mesa. New at-grade stations located in the median of Main Street would be constructed at Alma School Road, Country Club Road, Center Street and Mesa Drive. A surface park-and-ride facility with 500 parking spaces would be provided at the Mesa Drive Station. Seven LRT vehicles needed to provide service on the Central Mesa Extension would be provided from METRO's existing Central Phoenix fleet. Service would be provided at 10-minute headways during weekday peak and mid-day periods, 20-minute headways on weekday evenings, and 15-minute headways all day on weekends in 2016, the opening year of the project.

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

Fresno Area Express (FAX) proposes to implement street-running bus rapid transit (BRT) along a 13.8-mile route linking North Fresno, Downtown Fresno, and the Southeast Growth Area. The project includes 26 stations with real-time passenger information displays, distinctive branding of buses, bus-only lanes in congested locations, traffic signal priority, and the purchase of eight low-floor, low-emissions articulated compressed natural gas buses. Dedicated lanes for the BRT vehicles would be implemented along approximately 20 percent of the alignment. When completed, the project would provide more frequent, faster service in a high-ridership commercial corridor and help to stimulate transit-oriented infill development. On weekdays, BRT service will operate every 10 minutes during rush hours and every 15 minutes in the off-peak; on weekends, service will operate every 20 minutes.

California: Oakland East Bay Bus Rapid Transit

The Alameda–Contra Costa Transit District (AC Transit) is planning the East Bay Bus Rapid Transit (BRT) project, a 14.4-mile BRT line from Downtown Berkeley through Downtown Oakland to San Leandro, terminating at the San Leandro Bay Area Rapid Transit station. Forty-seven new stations would be constructed along the alignment. The project includes dedicated

bus lanes along approximately 75 percent of the corridor, transit signal priority, real time bus information at stations, and barrier-free proof-of-payment fare collection. No vehicles will be procured as part of the project as the service plan can be accommodated with AC Transit's existing fleet. The BRT service will operate every five minutes during peak and midday periods in 2015, the opening year of the project.

California: San Francisco, Van Ness Avenue Bus Rapid Transit

The San Francisco County Transportation Authority (SFCTA) is proposing to implement a two-mile-long exclusive guideway bus rapid transit (BRT) facility on Van Ness Avenue. The system would be operated by the San Francisco Municipal Transportation Agency (SFMTA). The dedicated transit lanes would originate at the intersection of Van Ness Avenue and Mission Street and extend north to Union Street near Fort Mason and the Fisherman's Wharf area. The project would also include traffic signal preemption, pedestrian crossings, nine stations, and the purchase of 60 new electric and hybrid vehicles. Service would operate at five-minute headways during weekday peak periods in 2014, the opening year of the project.

Florida: Jacksonville, JTA Bus Rapid Transit North Corridor

The Jacksonville Transportation Authority (JTA) is proposing a 9.28-mile bus rapid transit (BRT) line running north of downtown Jacksonville to Interstate 295. The project connects to the BRT Phase 1 Downtown project currently underway and includes transit signal priority, the purchase of eight low-floor, branded, diesel-hybrid vehicles, and construction of 13 passenger stations with a real-time passenger information system, a security system, and off-board fare collection. The proposed service would operate with 10-minute headways during weekday peak periods, 15-minute headways during weekday off-peak periods, and 30 minute headways on weekends in 2013, the opening year of the project.

Michigan: Grand Rapids, Silver Line Bus Rapid Transit

The Interurban Transit Partnership (*The Rapid*) is proposing to implement a 9.8-mile street-running bus rapid transit (BRT) line along Division Avenue from the Grand Rapids central business district to 60th Street/Division Avenue. The project includes 19 new stations with a real-time passenger information system, transit signal priority, off-board fare collection, and the purchase of ten hybrid-fueled, low-floor branded vehicles. An existing bus maintenance facility would also be expanded to accommodate the BRT vehicles. The proposed service would operate with 10-minute headways during peak periods and 15-minute headways during weekday off-peak periods in 2013, the opening year of the project.

Texas: El Paso, Mesa Corridor Bus Rapid Transit

The city of El Paso proposes to build a 13-station, 8.6-mile bus rapid transit (BRT) line that would extend northwest along Mesa Street from the current Downtown Transit Terminal—near the Paso del Norte International Bridge—and terminate at the new Westside Transit Terminal. The BRT line would operate in mixed traffic with traffic signal priority. The BRT line would also serve the existing Glory Road Transfer Center adjacent to the campus of the University of

Texas—El Paso. Ten low-floor, 60-foot articulated compressed natural gas buses would be procured. The city's existing Union Depot facility would be upgraded to accommodate the vehicles. Service would be provided at ten-minute headways during weekday peak periods in 2014, the opening year of the project.

Washington: King County, RapidRide E Line Bus Rapid Transit
King County Metro is proposing the RapidRide E Line, which will connect the cities of Seattle and Shoreline along 11 miles of Aurora Avenue North. In Shoreline, the E Line will connect to Community Transit's Swift bus rapid transit (BRT) line in Snohomish County, effectively creating a continuous 28-mile BRT corridor between Everett Station and downtown Seattle. The RapidRide E Line project includes the cost of creating 6.2 lane-miles of Business Access and Transit (BAT) lanes, construction of 31 stations, implementation of transit signal priority at 20 intersections along the corridor, and purchase of 22 low-floor, low-emission, hybrid buses. This work will complement the existing 7.8 miles of BAT lanes already in the corridor. The project will improve current weekday service to 10-minute peak/15-minute off-peak service, consistent with FTA's standards for corridor-based bus projects. Weekend service will be 15 minutes during the daytime and 30 minutes in the evening.

Washington: King County, RapidRide F Line Bus Rapid Transit
King County Metro (KCM) is proposing the RapidRide F Line, a 10-mile long bus rapid transit (BRT) line. It will be the sixth such line implemented by KCM and will provide connections between the cities of Burien, SeaTac, Tukwila, and Renton, as well as to a commuter rail and light rail hub and three park-and-ride facilities. The RapidRide F Line project includes the cost of constructing nine paired stations and one station at the Tukwila International Boulevard Link Light Rail Station for a total of 19 stations; implementation of transit signal priority at 35 intersections along the corridor, and purchase of 13 low-floor, low-emission, hybrid buses. In addition to these stations, the project will serve 12 enhanced bus stop locations and 20 standard stop locations.

Other Capital Investment Program Funding Recommendations

The President's Budget for FY 2012 includes $400 million for other Section 5309–-eligible purposes. By reserving funding for additional projects in FY 2012, FTA recognizes that a project's advancement does not necessarily coincide with the Federal budget process. Project sponsors can expedite project development as they overcome project uncertainties, address local funding issues, and utilize innovative procurement and delivery practices. Reservation of these funds allows FTA to be poised to provide funding for additional qualified projects. The $400 million in this category consists of the following two types of funding:

- ***Funding for Advanced Project Development - $300 million***
  By reserving $300 million for this category, FTA may provide funding to projects that reach the later stage of project development before the end of FY 2012 but that are not recommended for funding at this time. These projects could include the Regional Connector Transit Corridor in Los Angeles, CA; the Westside Subway Extension in Los

Angeles, CA; the LYNX Blue Line Extension–Northeast Corridor in Charlotte, NC; and the Columbia River Crossing Project in Vancouver, WA.

- ***Funding for Early Project Development - $100 million***
  This category of funding is designated for projects in the early stage of project development. By reserving $100 million for this category, FTA may provide funding to projects that enter into project development before the end of FY 2012.

Project Evaluation and Ratings

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

Tables 2A, 2B, and 2C present the ratings for all projects currently advancing through the project development process. Table 2A is the Summary of FY 2012 Project Ratings; Table 2B is the Detailed Summary of FY 2012 Local Financial Commitment Ratings; and Table 2C is the Detailed Summary of FY2012 Project Justification Ratings. Projects are rated against a number of measures which reflect the project justification and local financial commitment criteria established by SAFETEA-LU.

The FY 2012 project evaluation process does not differ from the process used for the FY 2011 *Annual Report*. *The Evaluation and Rating Process* is available on the FTA Web site at http://www.fta.dot.gov/Capital_Investment_Program_Evaluation_Process_FY2012.

Since publication of the FY 2011 report in February 2010, several New Starts projects have been approved into Preliminary Engineering or Final Design, and several Small Starts projects have been approved into Project Development. These include the following:

New Starts Projects Approved into Final Design

- Denver, CO—Eagle Commuter Rail
- Boston, MA—Assembly Square Station (exempt project)
- St. Paul- Minneapolis, MN—Central Corridor LRT

New Starts Projects Approved into Preliminary Engineering

- Los Angeles, CA—Regional Connector Transit Corridor
- Los Angeles, CA—Westside Subway Extension
- Pawtucket, RI—Pawtucket/Central Falls Commuter Rail Station (exempt project)

Small Starts Projects Approved into Project Development

- Mesa, AZ—Central Mesa LRT Extension
- Fresno, CA—Fresno Area Express Blackstone/Kings Canyon BRT
- Jacksonville, FL—JTA BRT North Corridor
- El Paso, TX—Mesa Corridor BRT
- King County, WA—RapidRide E Line BRT
- King County, WA—RapidRide F Line BRT

In addition, since the publication of the FY 2011 report in February 2010, three project sponsors have withdrawn projects from the program. These include the following:

- Miami, FL—Orange Line Phase 2: North Corridor Metrorail Extension
- Boston, MA—Silver Line Phase III
- Northern New Jersey, NJ—Access to the Region's Core

Table 2A -- Summary of FY 2012 Project Ratings

Phase State, City, Project	Capital Cost (millions)	Financing Costs (millions)	Total Capital Cost (millions)	Total New or Small Starts Funding Requested (millions)	New or Small Starts Funds Share of Capital Costs	Overall Project Rating	Local Financial Commitment Rating	Project Justification Rating
Final Design								
AZ Tucson, Modern Streetcar *	$189.2	$7.4	$196.5	$5.8	3%	**Exempt**	Exempt	Exempt
CA San Francisco, Third Street Light Rail Phase 2 - Central Subway	$1,578.3	$0.0	$1,578.3	$942.2	60%	**Medium-High**	Medium	Medium-High
CO Denver, Eagle Commuter Rail	$1,558.4	$484.8	$2,043.1	$1,030.4	50%	**Medium**	Medium	Medium
CT Hartford, New Britain - Hartford Busway	$560.7	$12.0	$572.7	$275.3	48%	**Medium**	Medium	Medium
CT Stamford, Urban Transitway Phase II *	$48.3	$0.0	$48.3	$24.7	51%	**Exempt**	Exempt	Exempt
DE Wilmington, Wilmington to Newark Commuter Rail Improvements *	$78.4	$0.0	$78.4	$25.0	32%	**Exempt**	Exempt	Exempt
FL Orlando, Central Florida Commuter Rail Transit - Initial Operating Segment	$356.5	$0.8	$357.3	$178.6	50%	**Medium**	Medium	Medium
MA Boston, Assembly Square Station *	$50.7	$0.0	$50.7	$25.0	49%	**Exempt**	Exempt	Exempt
MN St. Paul-Minneapolis, Central Corridor LRT	$940.4	$16.5	$956.9	$474.0	50%	**Medium-High**	Medium-High	Medium
RI Providence, South County Commuter Rail *	$49.2	$0.0	$49.2	$24.9	51%	**Exempt**	Exempt	Exempt
TX Houston, North Corridor LRT	$710.2	$45.8	$756.0	$450.0	60%	**Medium**	Medium	Medium
TX Houston, Southeast Corridor LRT	$767.3	$55.6	$822.9	$450.0	55%	**Medium**	Medium	Medium
Preliminary Engineering								
CA Los Angeles, Regional Connector Transit Corridor	$1,366.1	$0.9	$1,367.0	$819.6	60%	**Medium-High**	Medium	Medium-High
CA Los Angeles, Westside Subway Extension	$5,123.8	$216.3	$5,340.1	$2,063.7	39%	**Medium**	Medium	Medium
CA Sacramento, South Sacramento Corridor Phase 2	$261.9	$8.1	$270.0	$135.0	50%	**Medium**	Medium	Medium
CA San Jose, Silicon Valley Berryessa Extension Project	$2,145.0	$417.9	$2,562.9	$900.0	35%	**Medium**	Medium	Medium
HI Honolulu, High Capacity Transit Corridor Project	$5,057.4	$290.3	$5,347.7	$1,550.0	29%	**Medium**	Medium	Medium
NC Charlotte, LYNX Blue Line Extension - Northeast Corridor	$1,139.2	$40.8	$1,180.0	$590.0	50%	**Medium**	Medium	Medium
OR Portland, Portland-Milwaukie Light Rail Project	$1,228.3	$262.1	$1,490.4	$745.2	50%	**Medium-High**	Medium	Medium-High
RI Pawtucket, Pawtucket/Central Falls Commuter Rail Station *	$53.6	$0.0	$53.6	$25.0	47%	**Exempt**	Exempt	Exempt
TX Houston, University Corridor LRT	$1,326.7	$170.2	$1,496.9	$748.5	50%	**Medium**	Medium	Medium
UT Salt Lake County, Draper Transit Corridor	$187.3	$18.7	$206.0	$123.6	60%	**Medium-High**	Medium-High	Medium
WA Vancouver, Columbia River Crossing Project	$3,510.7	$54.3	$3,565.0	$850.0	24%	**Medium-High**	Medium	Medium-High
Small Starts Project Development								
AZ Mesa, Central Mesa LRT Extension	$190.3	$8.2	$198.5	$75.0	38%	**Medium-High**	Medium-High	Medium
CA Fresno, Fresno Area Express Blackstone/Kings Canyon BRT	$48.2	$0.0	$48.2	$38.6	80%	**Medium**	Medium	Medium
CA Oakland, East Bay BRT	$208.7	$7.4	$216.1	$75.0	35%	**High**	High	Medium-High
CA Riverside, Perris Valley Line	$232.1	$0.0	$232.1	$75.0	32%	**Medium-High**	High	Medium
CA San Bernardino, E Street Corridor sbX BRT	$191.7	$0.0	$191.7	$75.0	39%	**Medium-High**	Medium-High	Medium
CA San Francisco, Van Ness Avenue BRT	$118.5	$0.0	$118.5	$75.0	63%	**Medium-High**	Medium	High
CO Fort Collins, Mason Corridor BRT	$82.0	$0.0	$82.0	$65.6	80%	**Medium**	Medium	Medium
CO Roaring Fork Valley, VelociRFTA BRT	$39.3	$0.0	$39.3	$25.0	64%	**Medium**	Medium	Medium
FL Jacksonville, JTA BRT North Corridor	$21.3	$0.0	$21.3	$17.0	80%	**Medium**	Medium	Medium
MI Grand Rapids, Silver Line BRT	$36.0	$1.0	$37.0	$29.6	80%	**Medium**	Medium	Medium
NY New York City, Nostrand Avenue BRT	$39.2	$0.6	$39.9	$28.4	71%	**Medium-High**	Medium	High
TX Austin, MetroRapid BRT	$47.6	$0.0	$47.6	$38.1	80%	**Medium**	Medium	Medium
TX El Paso, Mesa Corridor BRT	$27.1	$0.0	$27.1	$13.5	50%	**Medium-High**	High	Medium
WA King County, RapidRide E Line BRT	$48.1	$0.0	$48.1	$21.6	45%	**Medium-High**	High	Medium
WA King County, RapidRide F Line BRT	$36.8	$0.0	$36.8	$15.9	43%	**Medium-High**	High	Medium
WA King County, West Seattle BRT (RapidRide)	$28.4	$0.0	$28.4	$21.3	75%	**Medium**	Medium	Medium

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

Table 2B -- Detailed Summary of FY 2012 Local Financial Commitment Ratings

Phase State, City, Project	Local Financial Commitment Summary Rating	Local Financial Commitment Factors									
		New Starts Share		Capital Plan				Operating Plan			
		Rating	New Starts Funding Request (millions $)	Summary Rating	Current Capital Condition Rating	Commitment of Capital Funds Rating	Reasonableness of Estimates and Financial Capacity Rating	Summary Rating	Current Operating Condition Rating	Commitment of Operating Funds Rating	Reasonableness of Estimates and Financial Capacity Rating
Final Design											
AZ Tucson, Modern Streetcar *	**Exempt**	**Exempt**	$5.8	**Exempt**	-	-	-	**Exempt**	-	-	-
CA San Francisco, Third Street Light Rail Phase 2 - Central Subway	**Medium**	**Medium-High**	$942.2	**Medium**	Medium	Medium	Medium-Low	**Medium**	Medium-Low	Medium-High	Medium-Low
CO Denver, Eagle Commuter Rail	**Medium**	**Medium**	$1,030.4	**Medium**	Medium	Medium-High	Medium	**Medium**	Medium	High	Medium-Low
CT Hartford, New Britain - Hartford Busway	**Medium**	**Medium-High**	$275.3	**Medium**	Medium	Medium	Medium-Low	**Medium**	Medium-High	Medium	Medium-Low
CT Stamford, Urban Transitway Phase II *	**Exempt**	**Exempt**	$24.7	**Exempt**	-	-	-	**Exempt**	-	-	-
DE Wilmington, Wilmington to Newark Commuter Rail Improvements *	**Exempt**	**Exempt**	$25.0	**Exempt**	-	-	-	**Exempt**	-	-	-
FL Orlando, Central Florida Commuter Rail Transit - Initial Operating Segment	**Medium**	**Medium**	$178.6	**Medium-High**	Medium-High	High	Medium	**Medium**	Medium-High	Medium-High	Medium-Low
MA Boston, Assembly Square Station *	**Exempt**	**Exempt**	$25.0	**Exempt**	-	-	-	**Exempt**	-	-	-
MN St. Paul-Minneapolis, Central Corridor LRT	**Medium-High**	**Medium**	$474.0	**Medium-High**	Medium-High	High	Medium	**Medium-High**	High	High	Medium
RI Providence, South County Commuter Rail *	**Exempt**	**Exempt**	$24.9	**Exempt**	-	-	-	**Exempt**	-	-	-
TX Houston, North Corridor LRT	**Medium**	**Medium-High**	$450.0	**Medium**	Medium-Low	High	Medium	**Medium**	Medium-Low	High	Medium-Low
TX Houston, Southeast Corridor LRT	**Medium**	**Medium-High**	$450.0	**Medium**	Medium-Low	High	Medium	**Medium**	Medium-Low	High	Medium-Low
Preliminary Engineering											
CA Los Angeles, Regional Connector Transit Corridor	**Medium**	**Medium**	$819.6	**Medium**	Medium	Medium	Medium-Low	**Medium**	Medium	High	Medium-Low
CA Los Angeles, Westside Subway Extension	**Medium**	**Medium-High**	$2,063.7	**Medium**	Medium	Medium-High	Medium-Low	**Medium**	Medium	High	Medium-Low
CA Sacramento, South Sacramento Corridor Phase 2	**Medium**	**Medium**	$135.0	**Medium**	Medium-High	Medium-High	Medium-Low	**Medium**	Medium-Low	High	Medium-Low
CA San Jose, Silicon Valley Berryessa Extension Project	**Medium**	**Medium-High**	$900.0	**Medium**	Medium	High	Medium-Low	**Medium**	Medium	High	Medium-Low
HI Honolulu, High Capacity Transit Corridor Project	**Medium**	**High**	$1,550.0	**Medium**	Medium	High	Low	**Medium**	Medium	High	Medium-Low
NC Charlotte, LYNX Blue Line Extension - Northeast Corridor	**Medium**	**Medium**	$590.0	**Medium-High**	Medium-High	High	Medium	**Medium**	Medium-High	High	Medium-Low
OR Portland, Portland-Milwaukie Light Rail Project	**Medium**	**Medium**	$745.2	**Medium**	Medium-Low	Medium-High	Medium-Low	**Medium-High**	Medium-High	High	Medium
RI Pawtucket, Pawtucket/Central Falls Commuter Rail Station *	**Exempt**	**Exempt**	$25.0	**Exempt**	-	-	-	**Exempt**	-	-	-
TX Houston, University Corridor LRT	**Medium**	**Medium**	$748.5	**Medium**	Medium-Low	Medium	Medium	**Medium**	Medium-Low	High	Medium-Low
UT Salt Lake County, Draper Transit Corridor	**Medium-High**	**Medium**	$123.6	**Medium-High**	Medium	High	Medium	**Medium-High**	High	High	Medium
WA Vancouver, Columbia River Crossing Project	**Medium**	**High**	$850.0	**Medium**	Medium	Medium	Medium-Low	**Medium-High**	Medium-High	Medium-High	Medium
Small Starts Project Development											
AZ Mesa, Central Mesa LRT Extension	**Medium-High**	**Medium-High**	$75.0	**Medium-High**	Medium-High	High	Medium	**Medium-High**	Medium	High	Medium
CA Fresno, Fresno Area Express Blackstone/Kings Canyon BRT	**Medium**	**N/A**	$38.6	**N/A**	-	-	-	**N/A**	-	-	-
CA Oakland, East Bay BRT	**High**	**N/A**	$75.0	**N/A**	-	-	-	**N/A**	-	-	-
CA Riverside, Perris Valley Line	**High**	**N/A**	$75.0	**N/A**	-	-	-	**N/A**	-	-	-
CA San Bernardino, E Street Corridor sbX BRT	**Medium-High**	**Medium-High**	$75.0	**Medium-High**	Medium	High	Medium-High	**Medium-High**	Medium-High	High	Medium
CA San Francisco, Van Ness Avenue BRT	**Medium**	**N/A**	$75.0	**N/A**	-	-	-	**N/A**	-	-	-
CO Fort Collins, Mason Corridor BRT	**Medium**	**Low**	$65.6	**Medium-High**	Medium	High	Medium	**Medium**	Medium	High	Medium-Low
CO Roaring Fork Valley, VelociRFTA BRT	**Medium**	**Low**	$25.0	**Medium-High**	Medium-High	High	Medium-High	**Medium-High**	High	Medium-High	Medium
FL Jacksonville, JTA BRT North Corridor	**Medium**	**N/A**	$17.0	**N/A**	-	-	-	**N/A**	-	-	-
MI Grand Rapids, Silver Line BRT	**Medium**	**N/A**	$29.6	**N/A**	-	-	-	**N/A**	-	-	-
NY New York City, Nostrand Avenue BRT	**Medium**	**N/A**	$28.4	**N/A**	-	-	-	**N/A**	-	-	-
TX Austin, MetroRapid BRT	**Medium**	**N/A**	$38.1	**N/A**	-	-	-	**N/A**	-	-	-
TX El Paso, Mesa Corridor BRT	**High**	**N/A**	$13.5	**N/A**	-	-	-	**N/A**	-	-	-
WA King County, RapidRide E Line BRT	**High**	**N/A**	$21.6	**N/A**	-	-	-	**N/A**	-	-	-
WA King County, RapidRide F Line BRT	**High**	**N/A**	$15.9	**N/A**	-	-	-	**N/A**	-	-	-
WA King County, West Seattle BRT (RapidRide)	**Medium**	**N/A**	$21.3	**N/A**	-	-	-	**N/A**	-	-	-

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

Table 2C -- Detailed Summary of FY 2012 Project Justification Ratings

Phase State, City, Project	Project Justification Summary Rating	Environmental Benefits		Operating Efficiencies			Mobility Improvements				Cost Effectiveness		Economic Development			Land Use Rating
		Rating	EPA Air Quality Designation for Transportation-Related Criteria Pollutants	Rating	System Operating Cost per Psgr. Mile - Baseline Alternative	System Operating Cost per Psgr. Mile - Build Alternative	Rating	User Benefits per Passenger Mile	Transit Dependents Using Project	Transit Dependent User Benefits per Passenger Mile	Rating	Cost per Hour of User Benefit	Summary Rating	Transit-Supportive Plans and Policies Rating	Performance and Impacts of Policies Rating	
Final Design																
AZ Tucson, Modern Streetcar *	**Exempt**	**Exempt**	-	**Exempt**	-	-	**Exempt**	-	-	-	**Exempt**	-	**Exempt**	-	-	**Exempt**
CA San Francisco, Third Street Light Rail Phase 2 - Central Subway	**Medium-High**	**High**	Nonattainment	**Medium**	$0.00	$0.00	**Medium-High**	10.7	6,100	43.8	**Medium**	$23.46	**High**	Medium-High	High	**High**
CO Denver, Eagle Commuter Rail	**Medium**	**High**	Nonattainment	**Medium**	$0.55	$0.52	**Medium**	1.2	3,800	1.4	**Medium**	$21.85	**Medium-High**	Medium-High	Medium-High	**Medium-Low**
CT Hartford, New Britain - Hartford Busway	**Medium**	**High**	Nonattainment	**Medium**	$0.71	$0.62	**Medium**	4.3	5,600	3.7	**Medium**	$24.54	**Medium**	Medium	Medium	**Medium-Low**
CT Stamford, Urban Transitway Phase II *	**Exempt**	**Exempt**	-	**Exempt**	-	-	**Exempt**	-	-	-	**Exempt**	-	**Exempt**	-	-	**Exempt**
DE Wilmington, Wilmington to Newark Commuter Rail Improvements *	**Exempt**	**Exempt**	-	**Exempt**	-	-	**Exempt**	-	-	-	**Exempt**	-	**Exempt**	-	-	**Exempt**
FL Orlando, Central Florida Commuter Rail Transit - Initial Operating Segment	**Medium**	**Medium**	Attainment	**+++**	+++	+++	**Medium-Low**	3.5	1,400	2.9	**Medium-Low**	$29.96	**+++**	+++	+++	**Medium**
MA Boston, Assembly Square Station *	**Exempt**	**Exempt**	-	**Exempt**	-	-	**Exempt**	-	-	-	**Exempt**	-	**Exempt**	-	-	**Exempt**
MN St. Paul-Minneapolis, Central Corridor LRT	**Medium**	**Medium**	Attainment	**Medium**	$0.86	$0.75	**Medium**	2.7	17,800	2.7	**Medium-Low**	$25.81	**High**	High	Medium-High	**Medium-High**
RI Providence, South County Commuter Rail *	**Exempt**	**Exempt**	-	**Exempt**	-	-	**Exempt**	-	-	-	**Exempt**	-	**Exempt**	-	-	**Exempt**
TX Houston, North Corridor LRT	**Medium**	**High**	Nonattainment	**+++**	+++	+++	**Medium-High**	7.1	11,600	7.1	**Medium-High**	$14.80	**+++**	+++	+++	**Medium-Low**
TX Houston, Southeast Corridor LRT	**Medium**	**High**	Nonattainment	**+++**	+++	+++	**Medium**	3.2	14,200	3.2	**Medium**	$22.28	**+++**	+++	+++	**Medium-Low**
Preliminary Engineering																
CA Los Angeles, Regional Connector Transit Corridor	**Medium-High**	**High**	Nonattainment	**Medium**	$0.27	$0.26	**High**	10.6	39,800	12.6	**Medium-High**	$13.68	**Medium-High**	Medium-High	Medium-High	**Medium-High**
CA Los Angeles, Westside Subway Extension	**Medium**	**High**	Nonattainment	**Medium**	$0.26	$0.26	**Medium-High**	4.7	34,500	5.2	**Low**	$31.77	**Medium-High**	Medium-High	Medium-High	**Medium-High**
CA Sacramento, South Sacramento Corridor Phase 2	**Medium**	**High**	Nonattainment	**Medium**	$0.71	$0.69	**Medium-Low**	3.8	1,200	3.7	**Medium**	$17.23	**Medium**	Medium	Medium	**Low**
CA San Jose, Silicon Valley Berryessa Extension Project	**Medium**	**High**	Nonattainment	**Medium**	$0.27	$0.26	**Medium-Low**	0.6	3,400	0.6	**Medium**	$24.10	**Medium-High**	Medium-High	Medium-High	**Medium-Low**
HI Honolulu, High Capacity Transit Corridor Project	**Medium**	**Medium**	Attainment	**Medium**	$0.41	$0.34	**Medium-High**	3.6	18,600	3.1	**Medium**	$16.24	**Medium-High**	Medium	Medium-High	**Medium**
NC Charlotte, LYNX Blue Line Extension - Northeast Corridor	**Medium**	**High**	Nonattainment	**Medium**	$0.77	$0.67	**Medium-High**	5.2	4,700	6.3	**Medium**	$16.01	**Medium-High**	Medium-High	Medium	**Low**
OR Portland, Portland-Milwaukie Light Rail Project	**Medium-High**	**Medium**	Attainment	**Medium**	$0.46	$0.44	**Medium-High**	4.7	4,300	5.1	**Medium**	$24.19	**High**	High	High	**Medium**
RI Pawtucket, Pawtucket/Central Falls Commuter Rail Station *	**Exempt**	**Exempt**	-	**Exempt**	-	-	**Exempt**	-	-	-	**Exempt**	-	**Exempt**	-	-	**Exempt**
TX Houston, University Corridor LRT	**Medium**	**High**	Nonattainment	**Medium**	$0.34	$0.34	**Medium-High**	5.5	20,500	6.5	**Medium**	$19.71	**Medium**	Medium-Low	Medium	**Medium-Low**
UT Salt Lake County, Draper Transit Corridor	**Medium**	**High**	Nonattainment	**Medium**	$0.61	$0.60	**Medium**	5.5	300	11.5	**Medium**	$24.30	**Medium**	Medium-Low	Medium	**Medium-Low**
WA Vancouver, Columbia River Crossing Project	**Medium-High**	**Medium**	Attainment	**Medium**	$0.43	$0.40	**Medium-High**	6.5	2,400	8.5	**Medium**	$21.75	**High**	High	High	**Medium**
Small Starts Project Development																
AZ Mesa, Central Mesa LRT Extension	**Medium**	**N/A**	-	**N/A**	-	-	**N/A**	-	-	-	**Medium**	$19.42	**Medium-High**	Medium-High	Medium-High	**Medium-Low**
CA Fresno, Fresno Area Express Blackstone/Kings Canyon BRT	**Medium**	**N/A**	-	**N/A**	-	-	**N/A**	-	-	-	**Medium**	VSS	**Medium**	VSS	VSS	**Medium**
CA Oakland, East Bay BRT	**Medium-High**	**N/A**	-	**N/A**	-	-	**N/A**	-	-	-	**High**	$12.26	**Medium**	Medium-Low	Medium	**Medium**
CA Riverside, Perris Valley Line	**Medium**	**N/A**	-	**N/A**	-	-	**N/A**	-	-	-	**Medium**	$18.22	**+++**	+++	+++	**Medium-Low**
CA San Bernardino, E Street Corridor sbX BRT	**Medium**	**N/A**	-	**N/A**	-	-	**N/A**	-	-	-	**High**	$12.24	**Medium-Low**	Medium-Low	Medium-Low	**Medium-Low**
CA San Francisco, Van Ness Avenue BRT	**High**	**N/A**	-	**N/A**	-	-	**N/A**	-	-	-	**High**	$5.11	**High**	Medium-High	High	**High**
CO Fort Collins, Mason Corridor BRT	**Medium**	**N/A**	-	**N/A**	-	-	**N/A**	-	-	-	**Medium**	$23.26	**Medium-High**	Medium-High	Medium	**Medium-Low**
CO Roaring Fork Valley, VelociRFTA BRT	**Medium**	**N/A**	-	**N/A**	-	-	**N/A**	-	-	-	**Medium**	VSS	**Medium**	VSS	VSS	**Medium**
FL Jacksonville, JTA BRT North Corridor	**Medium**	**N/A**	-	**N/A**	-	-	**N/A**	-	-	-	**Medium**	VSS	**Medium**	VSS	VSS	**Medium**
MI Grand Rapids, Silver Line BRT	**Medium**	**N/A**	-	**N/A**	-	-	**N/A**	-	-	-	**Medium**	VSS	**Medium**	VSS	VSS	**Medium**
NY New York City, Nostrand Avenue BRT	**High**	**N/A**	-	**N/A**	-	-	**N/A**	-	-	-	**High**	$11.71	**Medium-High**	Medium-High	Medium-High	**High**
TX Austin, MetroRapid BRT	**Medium**	**N/A**	-	**N/A**	-	-	**N/A**	-	-	-	**Medium**	VSS	**Medium**	VSS	VSS	**Medium**
TX El Paso, Mesa Corridor BRT	**Medium**	**N/A**	-	**N/A**	-	-	**N/A**	-	-	-	**Medium**	VSS	**Medium**	VSS	VSS	**Medium**
WA King County, RapidRide E Line BRT	**Medium**	**N/A**	-	**N/A**	-	-	**N/A**	-	-	-	**Medium**	VSS	**Medium**	VSS	VSS	**Medium**
WA King County, RapidRide F Line BRT	**Medium**	**N/A**	-	**N/A**	-	-	**N/A**	-	-	-	**Medium**	VSS	**Medium**	VSS	VSS	**Medium**
WA King County, West Seattle BRT (RapidRide)	**Medium**	**N/A**	-	**N/A**	-	-	**N/A**	-	-	-	**Medium**	VSS	**Medium**	VSS	VSS	**Medium**

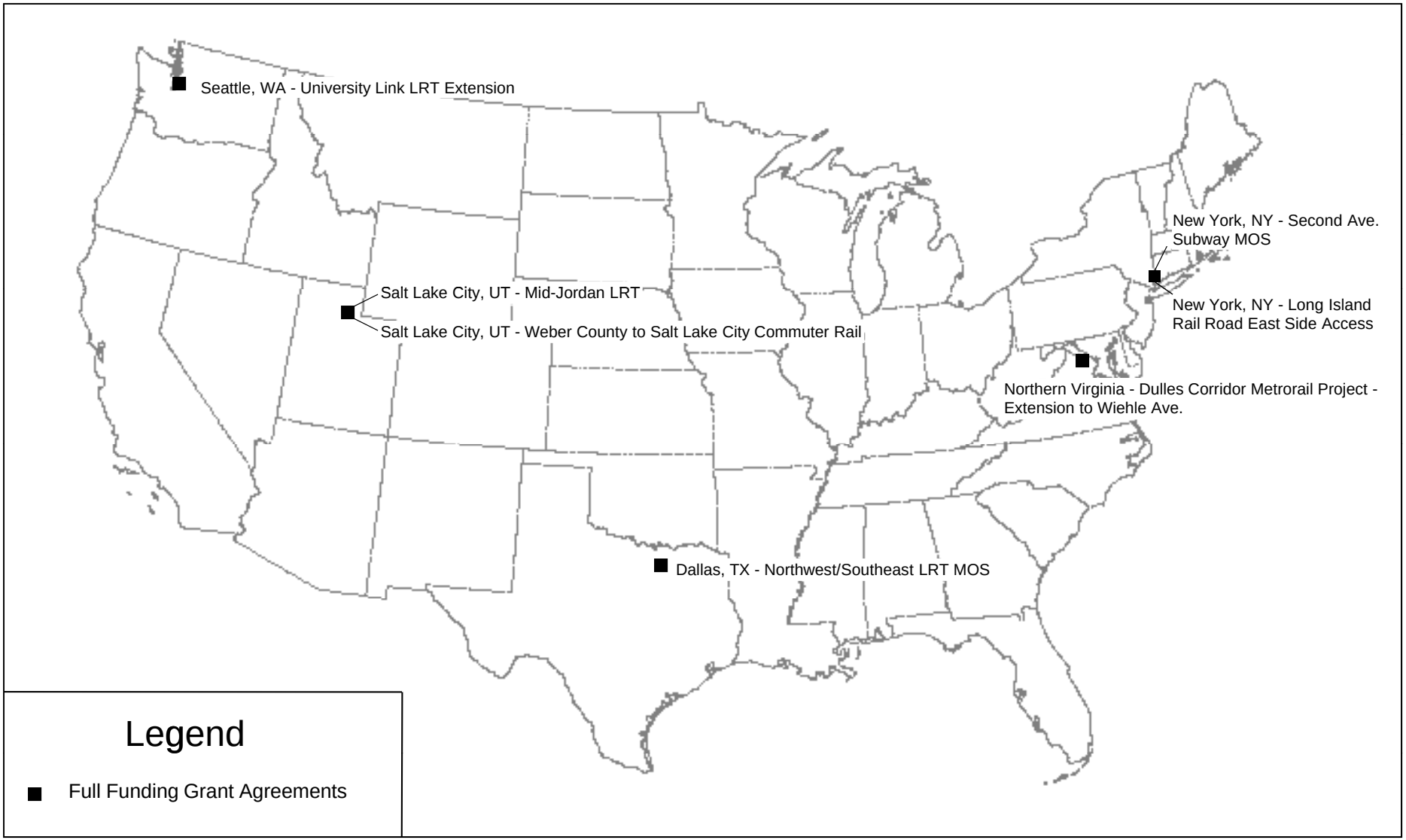
*This project has not been rated; under §5309(e)(8)(A), proposed New Starts projects requiring less th an $25.00 million in §5309 New Starts funding are exempt from the project evaluation and rating proces

"+++" signifies that the revised weighting of the project justification criteria that took effect in July 2009 does not apply to this project. Per FTA's 2006 Final Guidance on New Starts Policies and Procedures, when FTA proceeds with policy/guidance changes, it ensures existing projects far along in the development process are not adversely impact allowing them to continue to be evaluated and rated under the old methodology.

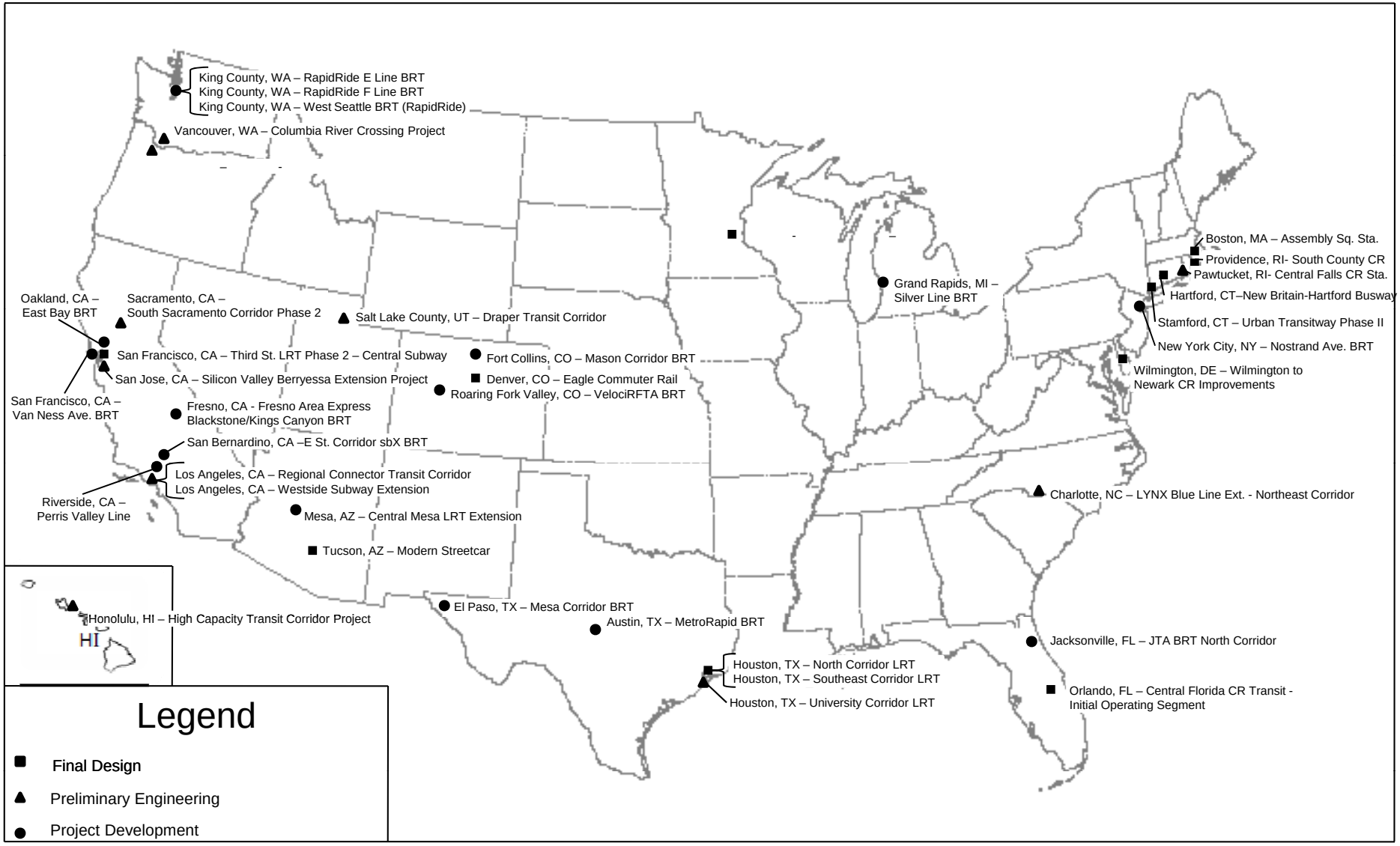
"N/A" signifies that this criterion does not apply to Small Starts projects per the simplified evaluation process specified in SAFETEA-L

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

Existing Full Funding Grant Agreements
FY2012



Project Development, Preliminary Engineering and Final Design
FY 2012



Appendix:
Paul S. Sarbanes Transit in Parks Program

Paul S. Sarbanes Transit in Parks Program

Background

The Paul S. Sarbanes Transit in Parks Program, codified at 49 USC 5320, and formerly known as the Alternative Transportation in Parks and Public Lands Program, funds capital and planning expenses for alternative transportation systems such as as buses, trams and non-motorized facilities in in federally managed parks and public lands. The program is administered by the Federal Transit Administration (FTA) in partnership with the Department of the Interior (DOI) and the U.S. Department of Agriculture's Forest Service. Congress appropriated $26,900,000 to the program in both FY 2009 and FY 2010.

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

Section 5320 stipulates that the Secretary of Transportation annually submit a report on the allocation of Transit in Parks Program funds. The section further stipulates that this report be part of FTA's *Annual Report*. As such, this section of the *Annual Report* describes the project selection process for FY 2009 and FY 2010.
FTA's reauthorization proposal continues this program with some suggested revisions. While FTA will consult with DOI and heads of relevant Federal land management agencies on projects within their jurisdiction, selection of projects to receive program funding would be made at the full discretion of FTA. Cooperative agreements would be made between FTA and Federal land management agencies receiving program funds to conduct technical assistance; form interagency and multidisciplinary teams to develop alternative transportation policies, procedures and coordination; and, develop procedures and criteria relating to the planning, selection and funding of qualified projects and the implementation and oversight of the program of projects. Projects under the program would continue to be exempted from 49 USC 303 (formerly known as Section 4(f) requirements), which "prohibit the use of land of significant publicly owned public parks, recreation areas, wildlife and waterfowl refuges, and land of a historic site for transportation projects unless the Administration determines that there is no feasible and prudent avoidance alternative and that all possible planning to minimize harm has occurred."

Project Evaluation and Funding

As funding requested through the Transit in Parks Program has far exceeded funding availability, FTA staff has worked closely with representatives of federal land management agencies to develop a process that would select the most meritorious projects – strong transportation projects that best meet the unique needs of federal lands. The evaluation criteria were based on (1) demonstration of need, (2) visitor mobility and experience benefits, (3) environmental benefits, and (4) operational efficiency and financial sustainability.

For FY 2009, a total of 80 project proposals were received, totaling $71.5 million. After a competitive evaluation process, 46 projects were selected for a combined total of $24.8 million.

For FY 2010, a total of 73 project proposals were received, totaling $83.1 million. After a competitive evaluation process, 47 projects were selected for a combined total of $27 million. FY 2010 program funding was supplemented with funds previously unallocated or subsequently made available from prior-year appropriations.

Funding awards for FY 2009 and FY 2010 are detailed in Tables 1 and 2, respectively.

Planning vs. Capital Projects
The forty-six alternative transportation projects selected in FY 2009 represent a diverse set of capital and planning projects. Thirty-one are capital projects ($19.9 million) and 15 are planning projects ($4.9 million).

The forty-seven alternative transportation projects selected in FY 2010 also represent a variety of capital and planning projects. Twenty-eight are capital projects ($21.3 million) and 19 are planning projects ($5.7 million).

Distribution by Federal Land Management Agency
As predicted by the August 2001 Department of Transportation (DOT) – Department of Interior (DOI) study on alternative transportation needs in public lands, the National Park Service (NPS) had the highest need for alternative transportation in both FY 2009 and FY 2010 in terms of the number of proposals submitted and amount of funding requested. In addition to the NPS, other agencies that submitted proposals in FY 2009 and FY 2010 included the U.S. Forest Service, U.S. Fish and Wildlife Service, Bureau of Land Management, Bureau of Reclamation, and Army Corps of Engineers.

In FY 2009, projects selected from the National Park Service amounted to $17 million. Projects associated with other agencies received funding as follows: U.S. Forest Service, $5.4 million; U.S. Fish and Wildlife Service, $2.1 million; and the Army Corps of Engineers, $340,000.

For FY 2010, projects associated with the National Park Service received $15.7 million. Projects associated with other agencies received funding as follows: U.S. Forest Service, $6.6 million; U.S. Fish and Wildlife Service, $1.4 million; and the Bureau of Land Management (BLM), $3.3 million. Of the projects awarded to the U.S. Forest Service and BLM, $5.7 million is for joint projects that also involve units of the National Park Service.

Types of Projects
SAFETEA-LU allows a broad range of projects under this program. The types of projects funded in FY 2009 and FY 2010 are consistent with types selected in the past and include: purchase of buses for new transit service, replacement of old buses and trams, installation of accessible bus stops, construction of bicycle and pedestrian pathways, provision of facilities and vehicles for ferry service, rehabilitation of rail facilities, the installation of intelligent transportation system components, and alternative transportation planning studies.

New vs. Existing Systems
The Transit in Parks program provides funding to existing alternative transportation systems, such as for the purchase of replacement vehicles or improved user facilities, as well as funds for planning and capital projects for new systems. In FY 2009, existing systems receiving funding included Yosemite National Park, Cape Cod National Seashore and Cuyahoga Valley National Park. Projects for new alternative transportation systems included Gulf Island National Seashore, Theodore Roosevelt National Park and Deschutes National Forest.

For FY 2010, existing alternative transportation systems receiving funding included those at Inyo National Forest/Devils Postpile National Monument and Acadia National Park. Funding for new systems included ferry service at Salem Maritime National Historic Site and a planning study for future bus service at Rocky Mountain Arsenal National Wildlife Refuge.

Geographic Distribution
Projects receiving funding in FY 2009 are located in 21 states and in all major geographic regions – northeast, south, mid-west, and west. These projects are located in both rural and urban areas. The individual funding amounts ranged from $33,000 to $2.8 million.

Proposals receiving funding in FY 2010 are located in 24 states, all major geographic regions, and both rural and urban areas. Funding amounts ranged from $33,000 to $3.0 million.

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

From the program funds allocated in FY 2008 for technical assistance, research and planning, a small percentage will be used to fund a program of research on alternative transportation in public lands that has been developed by FTA together with DOI and the USFS.

Funding decisions for technical assistance, research and planning activities for FY 2010 have not yet been determined.

Table 1: Allocation of FY 2009 Transit in Parks Program Funds

State	Land Unit	Project Name	Agency	Amount
AK	Sitka National Historic Park	Pedestrian/ Vehicle Traffic Improvements Study	National Park Service	$80,000
AK	Denali National Park and Preserve	Denali Hybrid Bus Project	National Park Service	$435,000
AZ	Grand Canyon National Park	Bus Shelters and Amenities at Tusayan Bus stop	National Park Service	$495,000
CA	Yurok Reservation/Redwood National Park	Park Transit Planning Study	National Park Service	$120,000
CA	Golden Gate National Recreation Area	Bus Stops and Multi-Use Path to Transit at Muir Beach	National Park Service	$460,000
CA	Golden Gate National Recreation Area	Pilot Marin Headlands Shuttle	National Park Service	$405,000
CA	Golden Gate National Recreation Area	Bus Stops Amenities in Marin Headlands and Fort Baker	National Park Service	$145,000
CA	Point Reyes National Seashore	Point Reyes Headlands Shuttle Lease Buses	National Park Service	$47,000
CA	Point Reyes National Seashore	Stops, Wayfinding and Shelters	National Park Service	$296,400
CA	Yosemite National Park	Purchase Three Clean Diesel Buses for YARTS	National Park Service	$1,605,000
CA	Yosemite National Park	Implement Integrated Parkwide Traffic Management System	National Park Service	$1,280,000
CA	Inyo Devils Postpile Monument	Purchase Buses for Transit in Red Meadow and Devils Postpile	Forest Service	$1,600,000
CO	Arapaho-Roosevelt National Forest	Alt. Transp. Study in Arapaho-Roosevelt National Forest	Forest Service	$580,000
FL	Castillo de San Marcos National Monument	Pedestrian and Transit Study	National Park Service	$250,000
FL	Gulf Island National Seashore	Construct Passenger Ferry Dock Facilities at Fort Pickens	National Park Service	$2,800,000
FL	Ding Darling National Wildlife Refuge	"Ding" Darling National Wildlife Refuge Alt. Transp. Planning Study	Fish and Wildlife Service	$900,000
FL	Rivers, Trails and Conservation Assistance Program	River of Grass Greenway Feasibility Study	National Park Service	$1,000,000
IA	Neal Smith National Wildlife Refuge	Complete Plainsman Bicycle/Pedestrian Trail	Fish and Wildlife Service	$564,075
MA	Cape Cod National Seashore	Update 5-Year Cape Cod Public Transportation Plan	National Park Service	$200,000
MA	Cape Cod National Seashore	Purchase Passenger Vans and Bicycle Trailers	National Park Service	$250,000
MA	Lowell National Historic Park	Multi-modal Transportation Infrastructure Improvement	National Park Service	$800,000

Table 1: Allocation of FY 2009 Transit in Parks Program Funds (cont.)

MA	Lowell National Historic Park	Gallagher Transportation Center ADA Pedestrian Access Improv.	National Park Service	$650,000
MA	Parker River National Wildlife Refuge	Alternative Fueled Vehicle Visitor Initiative	Fish and Wildlife Service	$122,300
MA	New Bedford Whaling National Historic Park	Establish Alternative Transportation Shuttle	National Park Service	$440,000
MD	Fort McHenry National Monument	Extension of Baltimore Circulator Service to Fort McHenry	National Park Service	$1,164,000
ME	Acadia National Park	Design and Construct Improvements at Bus Stops	National Park Service	$236,000
ME	Acadia National Park	Update Island Explorer Electronic Departure Signs	National Park Service	$270,000
MT	Gallatin National Forest	The Highway 86 Alternative transportation Study	Forest Service	$279,925
NC	Guilford Courthouse National Military Park	Planning Study to Evaluate a Pilot Partnership Transit System	National Park Service	$100,000
ND	Theodore Roosevelt National Park	Town of Medora Transit Feasibility Study	National Park Service	$100,000
NV	Humboldt-Toiyabe National Forest	Lee Canyon Shuttle Bus System	Forest Service	$327,030
OH	Cuyahoga Valley National Park	Rehab/ Replace Railway Bridges #454, #437 and #443	National Park Service	$970,000
OK	Wichita Mountains National Wildlife Refuge	Bus/Alternative Transportation Replacement Project	Fish and Wildlife Service	$292,000
OR	Dalles Lock and Dam	Alternative Energy Park Shuttle and River Front Multi-use Trail Enhancement	U.S. Army Corps of Engineers	$340,000
OR	Deschutes National Forest	Deschutes National Forest Alternative Transportation Feasibility Study	Forest Service	$367,000
OR	Lewis and Clark National Historic Park	Bus Lease	National Park Service	$33,000
PA	Valley Forge National Historic Park	Test Feasibility of an Alternative Transportation System Shuttle Bus	National Park Service	$237,000
PA	Valley Forge National Historic Park	Construction of "Missing Link" for Multi-use Trail	National Park Service	$966,741
PA	Delaware Water Gap National Recreation Area	Regional Visitor Shuttle Atternative Transportation System Study	National Park Service	$350,000
TN	Great Smoky Mountain National Park	Purchase Fuel Efficient Vehicles and Build Covered Storage	National Park Service	$600,000
UT	Wasatch-Cache National Forest	Purchase Buses and Shelters for Big and Little Cottonwood Canyons	Forest Service	$1,978,832
UT	Wasatch-Cache National Forest	Wasatch Canyon Project For Salt Lake County General Plan Update	Forest Service	$150,000
VA	Presquile National Wildlife Refuge	Study Transportation Alternatives	Fish and Wildlife Service	$200,000
VA	Colonial National Historical Park	Jamestown and Yorktown Pilot Bus Service	National Park Service	$104,270

Table 1: Allocation of FY 2009 Transit in Parks Program Funds (cont.)

WA	Mount Rainier National Park	Park Visitor Shuttle Bus Lease	National Park Service	$110,900
WA	Wenatchee National Forest	Dock Replacement	Forest Service	$100,000

Table 2: Allocation of FY 2010 Transit in Parks Program Funds

State	Land Unit	Project Name	Agency	Amount
AK	Denali National Park and Preserve	Denali Hybrid Bus Project	National Park Service	$246,000
AK	Sitka National Historical Park	Visitor Transportation to Sitka National Historical Park	Forest Service & NPS	$325,000
AZ	Kaibab National Forest and Grand Canyon National Park	Tusayan Multimodal Shuttle and Trail User Parking Lot	Forest Service	$703,200
AZ	Coronado National Forest, Sabino Canyon Rec. Area	Sabino Canyon Recreation Area Trails Enhancement Design and NEPA	Forest Service	$450,000
CA	Inyo N.F. and Devils Postpile N.M.	Sustainable Transit in Reds Meadow and Devils Postpile National Monument	Forest Service & NPS	$2,800,000
CA	Sequoia and Kings Canyon National Parks	Lease Shuttle Buses for the Giant Forest Shuttle System	National Park Service	$240,000
CA	Yosemite National Park	Install ITS and Transit Information Systems in the Southern Part of Yosemite	National Park Service	$495,000
CA	Cabrillo National Monument	Cabrillo Circulator Shuttle	National Park Service	$625,000
CA	Sequoia and Kings Canyon National Parks	Complete Transportation and User Capacity Assessment	National Park Service	$450,000
CA	Sequoia and Kings Canyon National Parks	San Joaquin Valley/Sequoia National Park Gateway Shuttle Link	National Park Service	$660,000
CA	18 National Forests of California	Study of regional transit opportunities for the National Forests of California	Forest Service	$250,000
CO	Rocky Mountain Arsenal National Wildlife Refuge	“Inside the Fence” Transit Feasibility & Planning Study	Fish and Wildlife Service	$400,000
CO	Red Hill Special Recreation Area	Alternative Transportation Feasibility Study	Bureau of Land Management	$160,000
CO	Rocky Mountain National Park	Evaluate new alternative transportation systems integrated with ITS and TDM	National Park Service	$535,000
CO	Rocky Mountain National Park	Planning Study and NEPA Compliance for Alternative Transportation Multi-Use Trail	National Park Service	$240,000

Table 2: Allocation of FY 2010 Transit in Parks Program Funds (cont.)

HI	Kilauea Point NWR, Hanalei NWR, and Hule'ia NWR	Comprehensive Transportation Planning Study	Fish and Wildlife Service	$300,000
MA	Salem Maritime NHS	Passenger boat service between downtown Salem and Bakers Island	National Park Service	$250,000
MA	Boston NHP, Boston Harbor Islands NRA	Bicycle and pedestrian network systems to link to regional transit	National Park Service	$459,000
MA	Thacher Island National Wildlife Refuge	Thacher Island NWR ferry service	Fish and Wildlife Service	$79,042
ME	Acadia National Park	Construct Multi Agency Intermodal Transportation Center	National Park Service	$3,000,000
MI	Sleeping Bear Dunes National Lakeshore	Construction of a 2.5 mile section of the Sleeping Bear Heritage Trail (SBHT)	National Park Service	$1,625,000
MO	Jefferson National Expansion Memorial	Jefferson National Expansion Memorial Bike Connection	National Park Service	$1,000,000
MT	Little Big Horn Battlefield National Monument	Alternative Transportation Feasibility Study & Cost Analysis	National Park Service	$180,000
MT	Gallatin National Forest	Bozeman Area Recreational Access Alternative Transportation Study	Forest Service	$290,000
NM	Kasha-Katuwe National Monument	Tour Shuttle Bus Station for the Kasha-Katuwe Tent Rocks National Monument	National Park Service	$849,000
NV	Red Rock Canyon National Conservation Area	Comprehensive Transportation Planning Study	Bureau of Land Management	$200,000
NY	Gateway NRA – Jamaica Bay Unit – Riis Landing	Riis Landing Breakwater Replacement	National Park Service	$1,500,000
OH	Cuyahoga Valley National Park	Develop a Systematic Rail Transportation Plan for Cuyahoga Valley National Park	National Park Service	$300,000
OH	Cuyahoga Valley National Park	Replace Cuyahoga Valley National Park Scenic Raillroad Knuckle Boom Vehicle	National Park Service	$165,000
OH	Cuyahoga Valley National Park	Purchase Railroad Track Inspection Truck	National Park Service	$65,000
OK	Washita National Wildlife Refuge	Bus Acquisition Project	Fish and Wildlife Service	$130,000
OK	Sequoyah National Wildlife Refuge	Bus/Alternative Transportation Replacement Project	Fish and Wildlife Service	$257,879
OR	Deschutes National Forest	Mt. Bachelor Shuttle bus	Forest Service	$998,700
OR	Lewis and Clark National Historical Park	Lewis and Clark Explorer Shuttle	National Park Service	$33,000
PA	Valley Forge National Historical Park	Trail Connection to Existing ATS at Valley Forge National Historical Park	National Park Service	$250,370
TX	Laguna Atascosa National Wildlife Refuge	Replace Aging Tram and Van and expand interpretive tour program	Fish and Wildlife Service	$230,000

Table 2: Allocation of FY 2010 Transit in Parks Program Funds (cont.)

UT	Zion National Park	Model the Effects of the Current Park Transportation System on Park Resources	National Park Service	$600,000
UT	Arches National Park	Alternative Transportation Feasibility Study, Arches National Park	National Park Service	$180,000
UT	Arches National Park and BLM Moab Field Office	North Moab Recreation Areas Alternative Transportation System	BLM & National Park Service	$2,900,000
UT	Wasatch-Cache National Forest	Replace 3 Canyon Transit Buses and Repair Cottonwood Canyons Park and Ride	Forest Service	$1,120,000
UT	Bryce Canyon National Park	Integrated, Multi-Modal Park Transportation Plan for Bryce Canyon NP	National Park Service	$400,000
UT	Zion National Park	Improve Visitor Information & Wayfinding Systems for the Zion Canyon Shuttle	National Park Service	$250,000
VT	Marsh-Billing-Rockefeller National Historical Park	Pilot Shuttle Bus Program – Year 2	National Park Service	$220,000
WA	Mount Rainier National Park	Lease Paradise Area Shuttle Service Vehicles	National Park Service	$110,500
WA	Mount Rainier National Park	Install Phase I Intelligent Transportation System at Mount Rainier NP	National Park Service	$375,000
WI & IA	Effigy Mounds National Monument	Feasibility study for a trolley bus operation to connect to gateway communities	National Park Service	$55,000
WV	Harpers Ferry National Historical Park	Transit Study for Harpers Ferry NHP	National Park Service	$50,000

Capital Investment Program FY 2012 Evaluation and Rating Process

FY 2012 New Starts and Small Starts Evaluation and Rating Process

This document describes the methodology that the Federal Transit Administration (FTA) uses to evaluate and rate candidate New Starts and Small Starts projects as of July 2010, including FTA's evaluations for the *FY 2012 Annual Report.* FTA has implemented only one change to the evaluation and rating process since the issuance of the *FY 2011 Annual Report:*

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

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

This document is supplemented by two additional documents. *Guidelines and Standards for Assessing Transit-Supportive Land Use* and *Guidelines and Standards for Assessing Local Financial Commitment* provide additional detail on the process FTA uses to evaluate these criteria. These materials are posted on FTA's website under *New Starts Project Planning and Development*: http://www.fta.dot.gov/planning/newstarts/planning_environment_2620.html.

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

I. LEGISLATIVE BACKGROUND

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

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

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

I.A Project Justification Criteria

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

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

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

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

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

- Substantial transit stations,
- Traffic signal priority/pre-emption, to the extent, if any, that there are traffic signals on the corridor,

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

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

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

I.B Local Financial Commitment

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

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

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

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

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

- A reasonable plan to secure funding for the local share of capital costs or sufficient available funds for the local share (all non-Small Starts funding must be committed before receiving a Project Construction Grant Agreement);

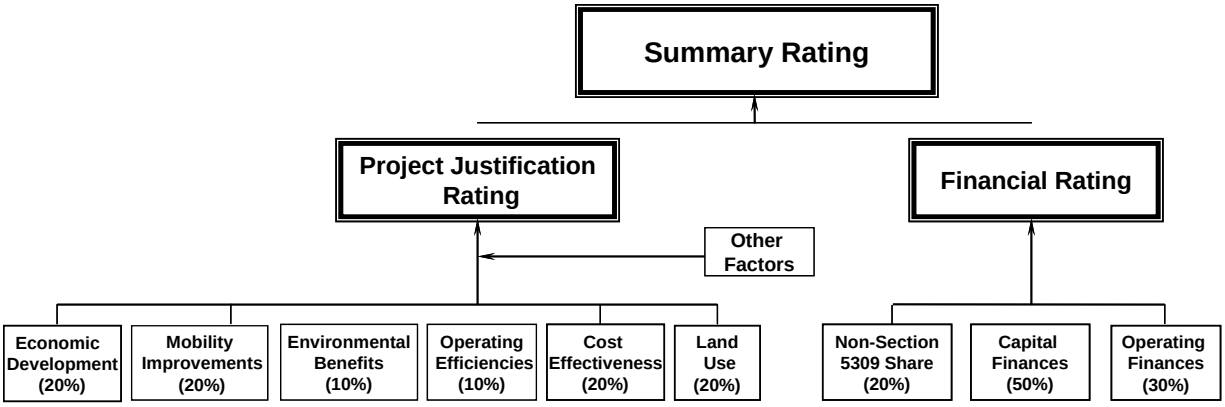
- The additional operating and maintenance cost to the agency of the proposed Small Starts project is less than 5 percent of the agency's system-wide operating budget; and
- The agency is in reasonably good financial condition.

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

I.C The Evaluation Process

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

Figure I-1 New Starts Evaluation Process



I.D Overall Project Ratings

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

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

financial commitment rating of *Medium* yields an overall rating of *Medium-High*) except in the following circumstances:

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

I.E Ratings: An On-going Process

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

II. SUMMARY PROJECT JUSTIFICATION RATING

The following summarizes FTA's process for evaluating the project justification criteria for proposed New Starts and Small Starts projects. In June 2010, FTA initiated a rulemaking to better define and account for the wide range of benefits of major transit investments.

II.A Project Justification Rating

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

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

Criterion	Measures/Categories
Mobility Improvements (New Starts only)	• Number of Transit Trips • User Benefits per Passenger Mile • Number of Transit Dependents Using the Project • Transit Dependent User Benefits per Passenger Mile • Transit Dependents Compared to Share of Transit Dependents in the Region
Environmental Benefits (New Starts only)	• EPA Air Quality Designation

Operating Efficiencies (New Starts only)	• Incremental difference in system-wide operating cost per passenger mile between the build and the baseline alternatives
Cost Effectiveness (New Starts and Small Starts)	• Incremental Cost per Hour of Transportation System User Benefit between the baseline and build alternatives
Transit Supportive Land Use (New Starts and Small Starts)	• Existing Land Use
Economic Development Effects (New Starts and Small Starts)	• Transit Supportive Plans and Policies • Performance and Impacts of Policies

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

For the cost effectiveness criterion, specific dollar breakpoints are defined for *High, Medium-High, Medium, Medium-Low* and *Low* ratings (these breakpoints are presented in *Section II.B*). Transit Supportive Land Use and Economic Development Effects factors are presented in *Section II.C,* decision rules for the environmental benefits criterion are described in *Section II.E,* and consideration of "other factors" is described in *Section II.F*.

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

FTA is working with the transit community to: 1) develop more robust methodologies for measuring economic development effects so as to distinguish them from land use benefits and avoid double counting; and 2) develop more robust measures for environmental benefits. The proposed measures for these criteria in this guidance are intended to be an interim approach. In June 2010, FTA initiated a rulemaking to better define and account for the wide range of benefits of major transit investments, including economic development effects.

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

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

II.B Cost Effectiveness

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

Table II-2 below presents the thresholds FTA will use in FY 2012 for assigning a *High, Medium-High, Medium, Medium-Low* or *Low* cost effectiveness rating for each proposed project. FTA publishes updates to these breakpoints annually to reflect the impact of inflation.

Table II-2 Cost Effectiveness Breakpoints

High	$12.49 and under
Medium-High	$12.50 - $16.49
Medium	$16.50 - $24.99
Medium-Low	$25.00 - $31.49
Low	$31.50 and over

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

When the cost effectiveness breakpoints were initially established in fall 2002 for the FY 2004 *Annual Report*, the most recent data available from the U.S. Census was year 2000. At that time, the median household income reported by the U.S. Census was $42,148. Using 2,000 hours per year as specified in USDOT guidance, the value of time in year 2000 was calculated at $10.54 per hour. However, FTA acknowledged that the time savings for transit users alone did not capture the full range of benefits of major transit projects. Pending improved reliability of the estimates of highway congestion relief, FTA assumed that congestion relief adds about 20 percent to the travel time savings generated by the project. Hence, each hour of transit time savings would represent a total direct benefit of about $12.65 per hour in year 2000 dollars to all

users of the transportation system. Further, indirect benefits (economic development, safety improvements, pollutant reductions, energy savings, etc.) increased that value. Assuming that indirect benefits are approximately equal to the direct transportation benefits, FTA increased the value of each hour of transit travel time by a factor of two to about $25 in year 2000 dollars. FTA used this value to establish the breakpoint between a "Low" and "Medium-Low" rating for cost effectiveness. Since that time, the breakpoints have been inflated annually based on the Gross Domestic Product Index (also known as the GDP deflator), which is an alternative to the consumer price index.

The establishment of the breakpoints described above attempted through broad assumptions to capture the non-mobility related benefits of transit projects. FTA's premise that mobility and non-mobility benefits are exactly equal was necessarily an estimate because of limited and unreliable data then available about non-mobility benefits. Thus, in June 2010, FTA initiated a rulemaking to better define and account for the wide range of benefits of major transit investments. The intent is to better quantify non-mobility benefits so that, if possible, they can be included along with the mobility benefits in the comparison to cost to determine the cost effectiveness of a proposed investment.

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

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

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

Land Use Factors

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

Economic Development Effects Factors

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

II.D Mobility Improvements

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

Number of Transit Trips Using the Project

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

User Benefits per Passenger Mile on the Project

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

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

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

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

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

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

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

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

II.F Other Factors

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

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

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

III. SUMMARY LOCAL FINANCIAL COMMITMENT RATING

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

III.A Local Financial Commitment Rating

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

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

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

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

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

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

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

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

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

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

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

Table III-1 Capital Plan Rating Standards

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

Table III-2 Operating Plan Rating Standards

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

III.B Local Financial Commitment Rating Decision Rules

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

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

IV. RATINGS AND FUNDING RECOMMENDATIONS

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

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

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

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

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

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

Central Mesa LRT Extension
Mesa, Arizona
Project Development
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	Light Rail Transit 3.1 Miles, 4 Stations
Total Capital Cost ($YOE):	$198.49 Million (Includes $8.2 million in finance charges)
Section 5309 Small Starts Share ($YOE):	$75.00 Million (37.8%)
Annual Forecast Year Operating Cost:	$4.70 Million
Opening Year Ridership Forecast (2016):	9,740 Average Weekday Boardings 2,180 Daily New Riders
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium-High

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

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

Project Development History, Status and Next Steps: In November 2004, Maricopa County, where the cities of Phoenix and Mesa are located, approved Proposition 400 to extend an existing county-wide 0.5 percent sales tax for an additional twenty years from 2006 through 2025 to fund transportation improvements including the Central Mesa LRT Extension project. An alternatives analysis for the Central Mesa corridor was initiated in Spring 2007. The Central Mesa LRT Extension was adopted as the Locally Preferred Alternative by the Mesa City Council, METRO and the MAG Board of Directors in September 2009. FTA approved the Central Mesa LRT Extension project into Small Starts project development in July 2010. A draft Environmental Assessment (EA) was issued for public review in November 2010. Completion of the EA process is anticipated in early 2011. METRO anticipates receipt of a Project Construction Grant Agreement in late 2011, construction to begin in late 2012, and the start of revenue operations in early 2016.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 Small Starts	$75.00	37.8%
FHWA Flexible Funds (CMAQ)	$44.65	22.5%
Local:		
Proposition 400 (1/2-cent Sales Tax)	$78.84	39.7%
Total:	**$198.49**	**100.0%**

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

AZ Mesa, Central Mesa LRT Extension
FY2012 Financial Assessment Summary prepared June 2010

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

Central Mesa LRT Extension
Mesa, Arizona
Project Development
(Land Use and Economic Development Rating based upon Information accepted by FTA in July 2010)

LAND USE RATING: Medium-Low

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

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

ECONOMIC DEVELOPMENT RATING: Medium-High

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

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

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

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

CENTRAL MESA LIGHT RAIL TRANSIT EXTENSION

Mesa, Arizona

LEGEND

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

Scale: 0 — 1/4 mile — 1/2 mile

Rev. 09-22-10

Modern Streetcar Project
Tucson, Arizona
Final Design
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	Modern Streetcar 3.9 Miles, 17 Stations
Total Capital Cost ($YOE):	$196.53 Million (Includes $7.4 million in finance charges)
Section 5309 New Starts Share ($YOE):	$5.80 Million (3.0%)
Opening Year Ridership Forecast (2013):	3,600 Average Weekday Boardings

Project Description: The City of Tucson (COT) Department of Transportation proposes to build a Modern Streetcar Project in the downtown Tucson Urban Corridor. Streetcars will operate at grade on surface streets in mixed traffic in most locations, with some reserved right-of-way where available. Track placement will primarily be in the center of shared travel lanes with stations located either in the median or on the outside of roadways. Station platforms will be designed so that they can be used by buses as well as by streetcars, where possible. Streetcars will operate with 10-minute headways during peak periods and 20-minute headways during off-peak periods and on weekends. The project includes the purchase of eight modern streetcar vehicles.

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

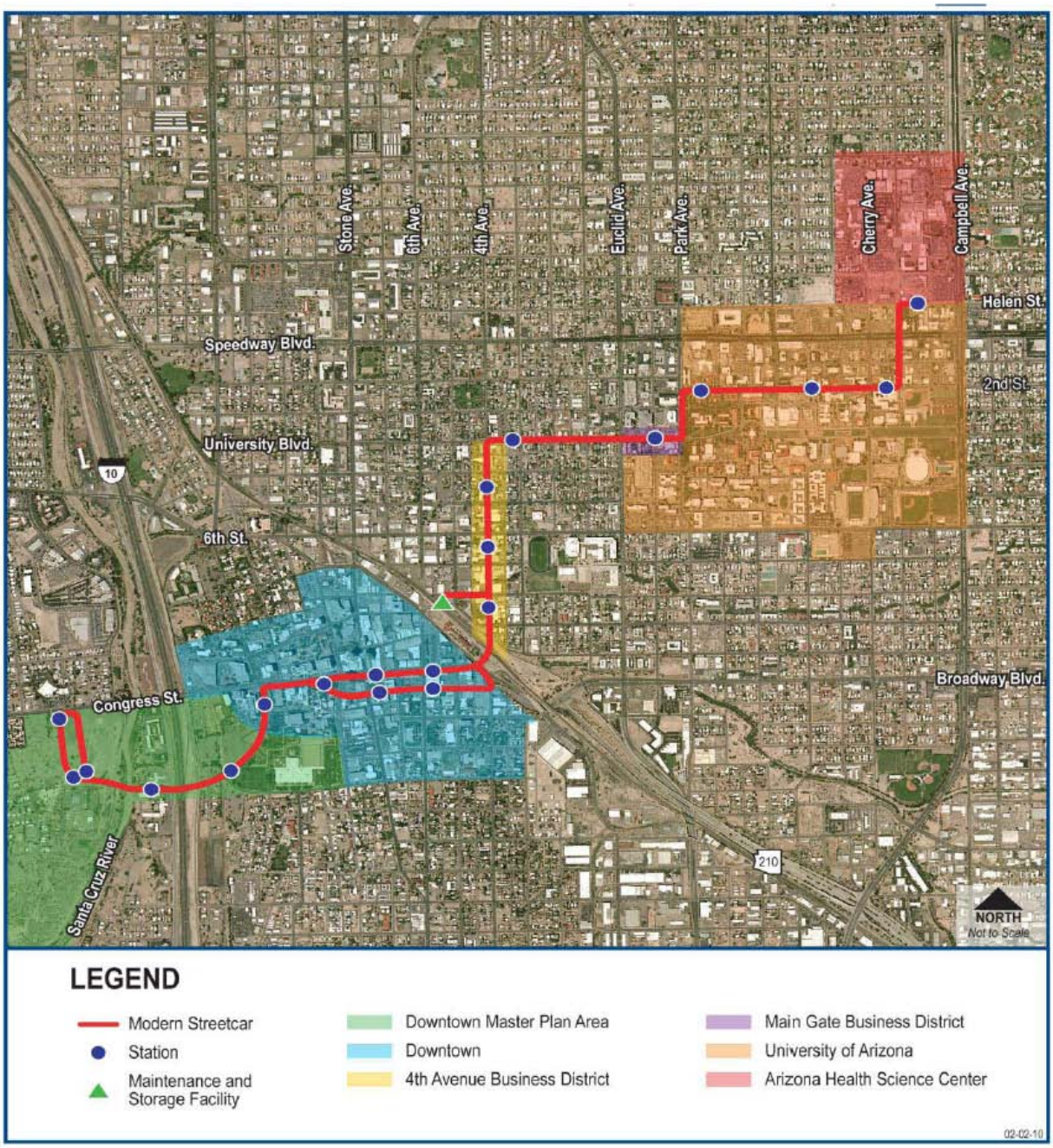
Project Purpose: The Tucson Modern Streetcar would serve many of the city's major activity centers including downtown Tucson, the Rio Nuevo master plan development area, the University of Arizona Tucson campus, the 4th Avenue and University Main Gate business district, and the Arizona Health Sciences Center. Approximately ten percent (86,000) of the region's population currently lives and/or works within walking distance of the proposed streetcar route. The project will serve one of the most transit-dependent areas of the region, including some of the highest concentrations of low-income populations (one-third of corridor residents are below the poverty level) in the region. Three major downtown bus routes can be shortened as a result of the streetcar project, removing 22 buses per hour from congested downtown streets. The streetcar would operate through the University of Arizona's main campus, thus allowing university buses to be reallocated to better serve the larger campus.

Project Development History, Status and Next Steps: FTA approved the Tucson Modern Streetcar project into preliminary engineering as an exempt New Starts project in December 2008. FTA issued a Finding of No Significant Impact (FONSI) in January 2009. FTA approved the project into final design in September 2009. FTA issued a second FONSI in January 2011, which supplements the earlier FONSI of January 2009. COT expects to begin construction of the project in spring 2011, with revenue operations expected in late 2013.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
USDOT Transportation Investment Generating Economic Recovery (TIGER) I Grant	$63.00	32.1%
Section 5309 New Starts	$5.80	3.0%
FHWA Flexible Funds (STP)	$14.15	7.2%
Local:		
Regional Transportation Authority (1/2-cent Sales Tax)	$75.00	38.2%
City of Tucson Secured Debt Financing, Debt Service to Paid by: Section 5309 Bus Capital or FHWA Flexible Funds (STP)	$26.81	13.6%
City of Tucson Water Authority	$8.38	4.3%
Pima County Sewer Authority	$0.19	0.1%
Gadsden Private Development Contribution Agreement	$3.20	1.6%
Total:	**$196.53**	**100.0%**

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

Project Map


Stone Ave.
6th Ave.
4th Ave.
Euclid Ave.
Park Ave.
Cherry Ave.
Campbell Ave.
Helen St.
2nd St.
Speedway Blvd.
University Blvd.
10
6th St.
Congress St.
Broadway Blvd.
210
Santa Cruz River
NORTH
Not to Scale
LEGEND
Modern Streetcar
Station
Maintenance and Storage Facility
Downtown Master Plan Area
Downtown
4th Avenue Business District
Main Gate Business District
University of Arizona
Arizona Health Science Center
02-02-10

Fresno Area Express Blackstone/Kings Canyon BRT
Fresno, California
Project Development
(Based upon information received by FTA in November 2010)

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

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

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

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

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

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

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

Regional Connector Transit Corridor
Los Angeles, California
Preliminary Engineering
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	Light Rail Transit 1.9 Miles, 3 Stations
Total Capital Cost ($YOE):	$1,366.97 Million (Includes $0.9 million in finance charges)
Section 5309 New Starts Share ($YOE):	$819.60 Million (60.0%)
Annual Forecast Year Operating Cost:	$17.82 Million
Ridership Forecast (2035):	88,200 Average Weekday Boardings 17,600 Daily New Riders
Opening Year Ridership Forecast (2019):	76,200 Average Weekday Boardings
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium

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

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

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

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$819.60	60.0%
Regional Improvement Funds (STP)	$2.00	0.1%
State:		
Proposition 1A High Speed Rail Bonds	$114.90	8.4%
Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account	$149.60	10.9%
State of California Letter of No Prejudice Reimbursement Funds	$78.90	5.8%
Local:		
Bonds Backed by Measure R Sales Tax	$160.87	11.8%
Local Agency Funds	$40.90	3.0%
Lease Revenue	$0.20	0.0%
Total:	**$1,366.97**	100.0%

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

CA Los Angeles, Regional Connector Transit Corridor
FY2012 Financial Assessment Summary prepared November 2010

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium**	The New Starts share of the project is 60.0 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium	The average age of LACMTA's bus fleet is 10 years, which is older than the industry average. The most recent bond ratings, issued in 2010, are as follows: Moody's Investors Service A2; Fitch's AA-; and Standard & Poor's Corporation A.
Commitment of Funds (25% of capital plan rating)	Medium	Approximately 18.3 percent of the non-Section 5309 New Starts funds are committed. Proposed sources include: New Starts, Measure R Qualified Transportation Improvement Bonds (QTIBs), state Letter of No Prejudice (LONP) Reimbursement Funds, and other local agency funds.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	Revenue assumptions on the New Starts revenues and sales tax revenues are more optimistic than historical data. The capital cost estimate is optimistic and appears to be understated.
Project Operating Financial Plan (30% of summary financial rating)	**Medium**	
Operating Condition (25% of operating plan rating)	Medium	LACMTA's current ratio of assets to liabilities as reported in its most recent audited financial statement is 4.10. LACMTA has cut service in the past two years.
Commitment of Funds (25% of operating plan rating)	High	More than 85 percent of operating funding is committed, while the remainder is budgeted. The main revenue sources are fare revenues, Propositions A and C funds allocating general funds to transit purposes, Transportation Development Act Article 4 local agency general funds, and Measure R sales tax revenues.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium-Low	Assumed growth in operating expenses, farebox collections, and sales tax revenues are optimistic compared to historical experience. The operating cash flow assumes a balanced budget, with no accrual of an operating surplus or reserve.

Regional Connector Transit Corridor Project
Los Angeles, California
Preliminary Engineering
(Land Use and Economic Development Rating based upon Information accepted by FTA in November 2010)

LAND USE RATING: Medium-High

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

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

ECONOMIC DEVELOPMENT RATING: Medium-High

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

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

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

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

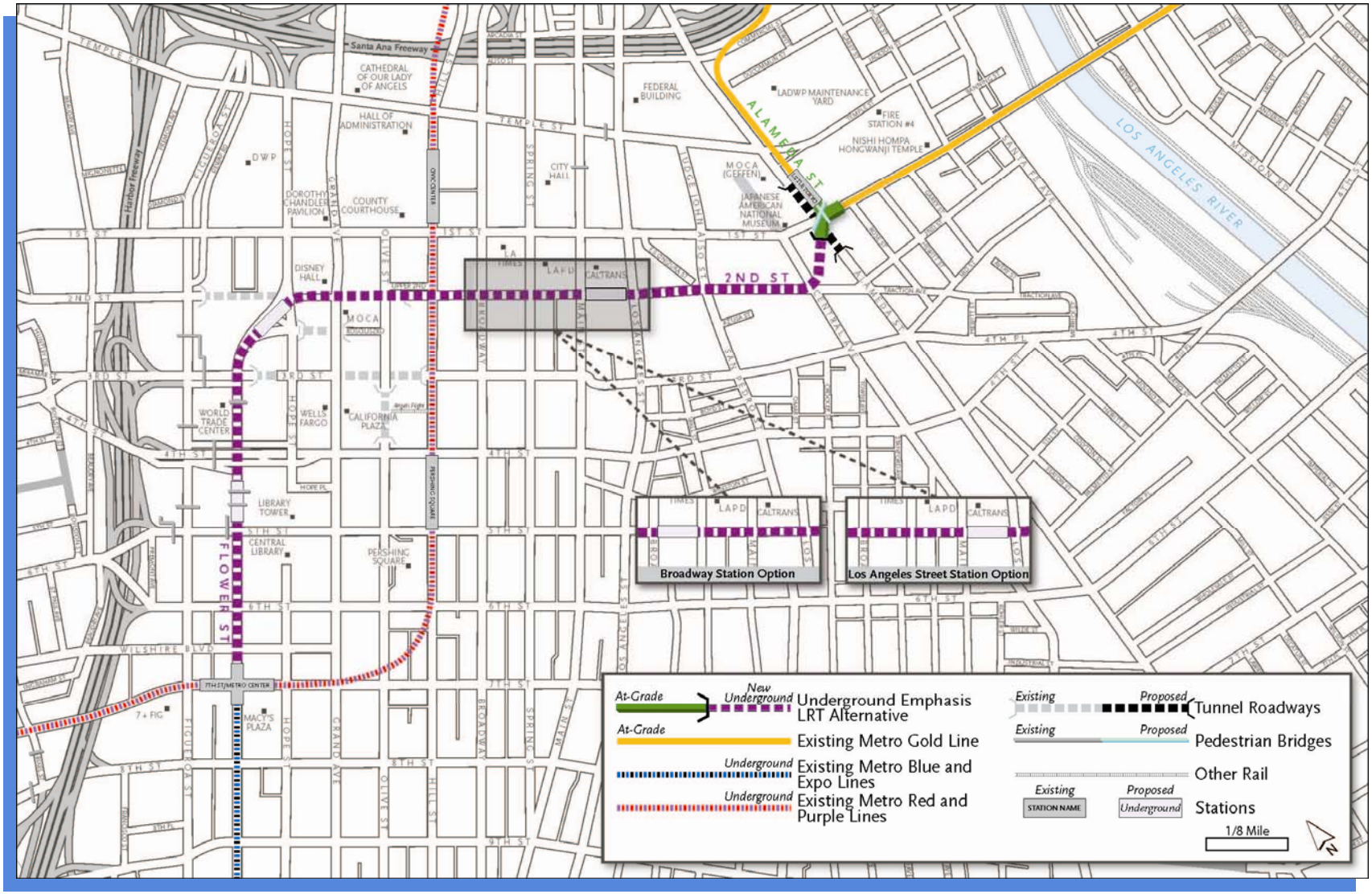


Figure 2-9. Underground Emphasis LRT Alternative

Westside Subway Extension
Los Angeles, California
Preliminary Engineering
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	Heavy Rail Transit 8.9 Miles, 7 Stations
Total Capital Cost ($YOE):	$5,340.08 Million (Includes $216.3 million in finance charges)
Section 5309 New Starts Share ($YOE):	$2,063.72 Million (38.6%)
Annual Forecast Year Operating Cost:	$134.65 Million
Ridership Forecast (2035):	78,700 Average Weekday Boardings 24,300 Daily New Riders
Opening Year Ridership Forecast (2022):	65,600 Average Weekday Boardings
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

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

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

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

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 New Starts	$2,063.72	38.6%
State: State of California Letter of No Prejudice Reimbursement Funds	$73.24	1.4%
Local: Bonds Backed by Measure R Sales Tax Local Agency Funds	 $3,049.76 $153.35	 57.1% 2.9%
Total:	**$5,340.08**	100.0%

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

CA Los Angeles, Westside Subway Extension
FY2012 Financial Assessment Summary prepared November 2010

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium-High**	The New Starts share of the project is 38.6 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium	The average age of LACMTA's bus fleet is 10 years, which is older than the industry average. The most recent bond ratings, issued in 2010, are as follows: Moody's Investors Service A2; Fitch's AA-; and Standard & Poor's Corporation A.
Commitment of Funds (25% of capital plan rating)	Medium-High	Approximately 63 percent of the non-Section 5309 New Starts funds are committed. Sources of funds include Measure R Qualified Transportation Improvement Bonds (QTIBS) and Measure R Transportation Infrastructure Finance And Innovation Act (TIFIA) loan proceeds.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	Revenue assumptions on the New Starts revenues and sales tax revenues are more optimistic than historical data. The capital cost estimate is optimistic and appears to be understated.
Project Operating Financial Plan (30% of summary financial rating)	**Medium**	
Operating Condition (25% of operating plan rating)	Medium	LACMTA's current ratio of assets to liabilities as reported in its most recent audited financial statement is 4.10. LACMTA has cut service in the past two years.
Commitment of Funds (25% of operating plan rating)	High	More than 85 percent of operating funding is committed, while the remainder is budgeted. The main sources are fare revenues and Propositions A and C Revenues.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium-Low	Assumed growth in operating expenses, farebox collections, and sales tax revenues are optimistic compared to historical experience. The operating cash flow assumes a balanced budget, with no accrual of an operating surplus or reserve.

Westside Subway Extension Project
Los Angeles, California
Preliminary Engineering
(Land Use and Economic Development Rating based upon Information accepted by FTA in November 2010)

LAND USE RATING: Medium-High

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

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

ECONOMIC DEVELOPMENT RATING: Medium-High

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

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

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

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

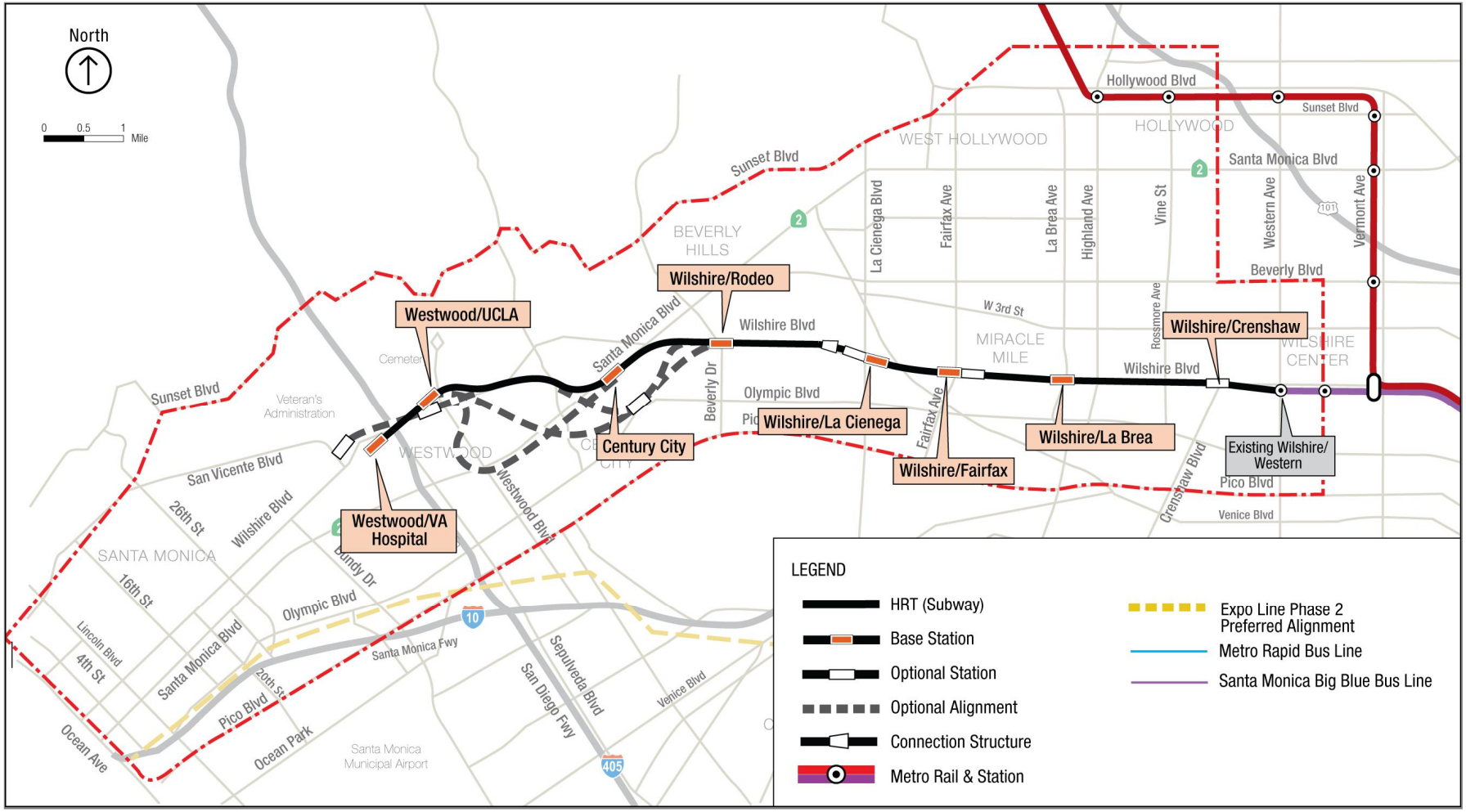


Figure 2-16. Alternative 2—Westwood/Veterans Administration (VA) Hospital Extension

East Bay BRT
Oakland, California
Project Development
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	Bus Rapid Transit
	14.4 Miles, 47 Stations
Total Capital Cost ($YOE):	$216.12 Million (Includes $7.4 million in finance charges)
Section 5309 Small Starts Share ($YOE):	$75.00 Million (34.7%)
Annual Forecast Year Operating Cost:	$5.15 Million
Opening Year Ridership Forecast (2015):	41,700 Average Weekday Boardings
	3,700 Daily New Riders
Overall Project Rating:	High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	High

Project Description: The Alameda-Contra Costa Transit District (AC Transit) is planning the East Bay Bus Rapid Transit (BRT) project, which would operate from downtown Berkeley through downtown Oakland to San Leandro, terminating at the San Leandro Bay Area Rapid Transit (BART) station on the southern end of the alignment. The project includes exclusive transit lanes over approximately 75 percent of the alignment, transit signal priority, real time bus information at stations, and barrier free proof-of-payment fare collection. No vehicles will be procured as part of the project as the service plan can be accommodated with AC Transit's existing fleet. The BRT service will operate every five minutes during peak periods.

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

Project Development History, Status and Next Steps: FTA approved the East Bay BRT project into Small Starts project development in December 2008. In the last year, AC Transit removed dedicated right of way in the City of Berkeley from the project scope in response to local opposition. The project's southern terminus was moved from the BART Bay Fair Station to the BART San Leandro Station, thereby decreasing the project length by 2.5 miles and contributing to a reduction in the capital cost from $234.55 million to $216.12 million. The Final Environmental Impact Statement for the project is expected to be completed in mid 2011, with a Record of Decision following. AC Transit anticipates receiving a Project Construction Grant Agreement in Fall 2011, with revenue operations beginning in late 2015.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 Small Starts	$75.00	34.7%
STIP Funds *	$50.00	23.1%
Section 5309 Bus Discretionary	$2.33	1.1%
Local:		
Regional Measure 2 (Bridge Tolls)	$48.44	22.4%
Alameda County Measure B (Sales Tax)	$10.11	4.7%
Other (local certificates of participation)	$30.20	14.0%
Total:	**$216.12**	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.

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

East Bay BRT
Oakland, California
Project Development
(Land Use and Economic Development Rating based upon Information accepted by FTA in November 2008)

LAND USE RATING: Medium

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

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

ECONOMIC DEVELOPMENT RATING: Medium

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

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

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

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


AC Transit
East Bay BRT Project
Oakland, California
Downtown Berkeley
University
Sather Gate
Dwight
Bancroft/ Durant
Ward
Ashby
Ashby
Alcatraz
59th St
55th St
Temescal
43rd St
40th St
Pill Hill
29th Ave
Koreatown
Uptown
14th St
City Center
Harrison
Madison
14th
2nd Ave
5th Ave
10th Ave
14th Ave
20th Ave
23rd Ave
27th Ave
31st Ave
Fruitvale
39th Ave
High
48th Ave
54th Ave
Seminary
66th Ave
73rd Ave
78th Ave
82nd Ave
87th Ave
94th Ave
98th
98th Ave
104th Ave
Durant
Georgia
Begier
Downtown San Leandro
San Leandro BART
Davis
Airport
Airport
Park
Hegenberger
San Leandro
Bancroft
Foothill
Fruitvale
35th
Carson
Lincoln
Joaquin Miller
Park
Morage
Skyline
Grizzly Peak
Claremont
Tunnel
Shattuck
College
San Pablo
Macarthur
Grand
Grand
Mandela
Webster
Central
High
Doolittle
Marina
Berkeley
Oakland
Alameda
San Leandro
San Leandro Bay
80
880
580
24
13
N
0
1
2
Miles
Legend
BRT Stations
BART Stations
BART Lines
Route of Proposed BRT System
Freeways
Major Streets

Perris Valley Line
Riverside, California
Project Development
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	Commuter Rail 24.4 Miles, 4 Stations
Total Capital Cost ($YOE):	$232.14 Million
Section 5309 Small Starts Share ($YOE):	$75.00 Million (32.3%)
Annual Forecast Year Operating Cost:	$5.79 Million
Opening Year Ridership Forecast (2013):	4,300 Average Weekday Boardings 1,600 Daily New Riders
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The Riverside County Transportation Commission (RCTC), in conjunction with the Southern California Regional Rail Authority, is proposing to construct an extension to the existing Route 91 Metrolink commuter rail line that operates between Los Angeles and downtown Riverside. From Riverside, the project alignment would extend southeast parallel to the Ramona Expressway (I-215), serving the communities of Alessandro, Moreno Valley and Perris. The project includes park-and-ride lots to accommodate approximately 2,200 vehicles. The proposed project would operate with 30-minute headways during the morning and evening peak periods, as well as a single mid-day train, in the anticipated opening year of 2013.

Project Purpose: The Perris Valley Line would improve transit alternatives for commuters in the Interstate 215 and State Route 60 corridors east and south of downtown Riverside, who on average face Southern California's longest commutes. In particular, the project would improve access to the Metrolink system for residents of rapidly growing Perris Valley communities, thereby offering faster connections to employment concentrations in Orange County and Los Angeles as well as key activity centers in western Riverside County.

Project Development History, Status and Next Steps: FTA approved the Perris Valley Line into Small Starts project development in December 2007. The capital cost has changed slightly since 2009, from $232.69 million to $232.14 million. Completion of the environmental review process is anticipated to occur in July 2011, with a Finding of No Significant Impact. RCTC anticipates receipt of a Project Construction Grant Agreement in mid to late 2011.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 Small Starts	$75.00	32.3%
Section 5307 Urbanized Area Formula Funds	$26.16	11.3%
FHWA Flexible Funds (CMAQ)	$7.21	3.1%
FHWA Flexible Funds (STP)	$0.50	0.2%
STIP Funds *	$52.98	22.8%
State:		
Proposition 1B (General Obligation Bonds)	$30.00	12.9%
Local:		
Measure A – Rail Capital Program (Sales Tax)	$40.30	17.4%
Total:	**$232.14**	100.0%

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

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

Perris Valley Line
Riverside, California
Project Development
(Land Use and Economic Development Rating based upon Information accepted by FTA in November 2007)

LAND USE RATING: Medium-Low [1]

Existing Land Use: Low
(One-third of Land Use Rating)

The Existing Land Use rating reflects the population and employment densities within ½-mile of proposed station areas:

- Total employment served in the Perris Valley Line station areas is 10,600. Average population density in station areas is 2,900 persons per square mile.
- The existing Metrolink terminus station in downtown Riverside serves a moderately-sized central business district containing 6,200 jobs and a number of institutional uses. The proposed stations are located in areas that are low-density residential, small scale neighborhood commercial, light industrial and manufacturing land uses. Three station areas are largely undeveloped.

Transit-Supportive Plans and Policies: Medium-Low
(One-third of Land Use Rating)

- One existing and one proposed station area are in traditional downtowns, each of which has a downtown specific plan that is supportive of transit, including creation of a pedestrian "promenade" in downtown Perris.
- Zoning in most areas outside of downtown Riverside is low to medium density. Future land uses in the three largely undeveloped station areas are planned to include commercial and industrial parks and park-and-ride lots.
- The State of California provides funding for transit-oriented development via a competitive grant application process. Visioning efforts have been conducted at the metropolitan (six-county) and county levels, involving multiple stakeholders.
- Some existing state, regional, and local economic and community development programs are available for general use in promoting development, such as tax increment financing, Enterprise Zones, and Assessment Districts; a few examples of their application were noted in downtown Riverside.

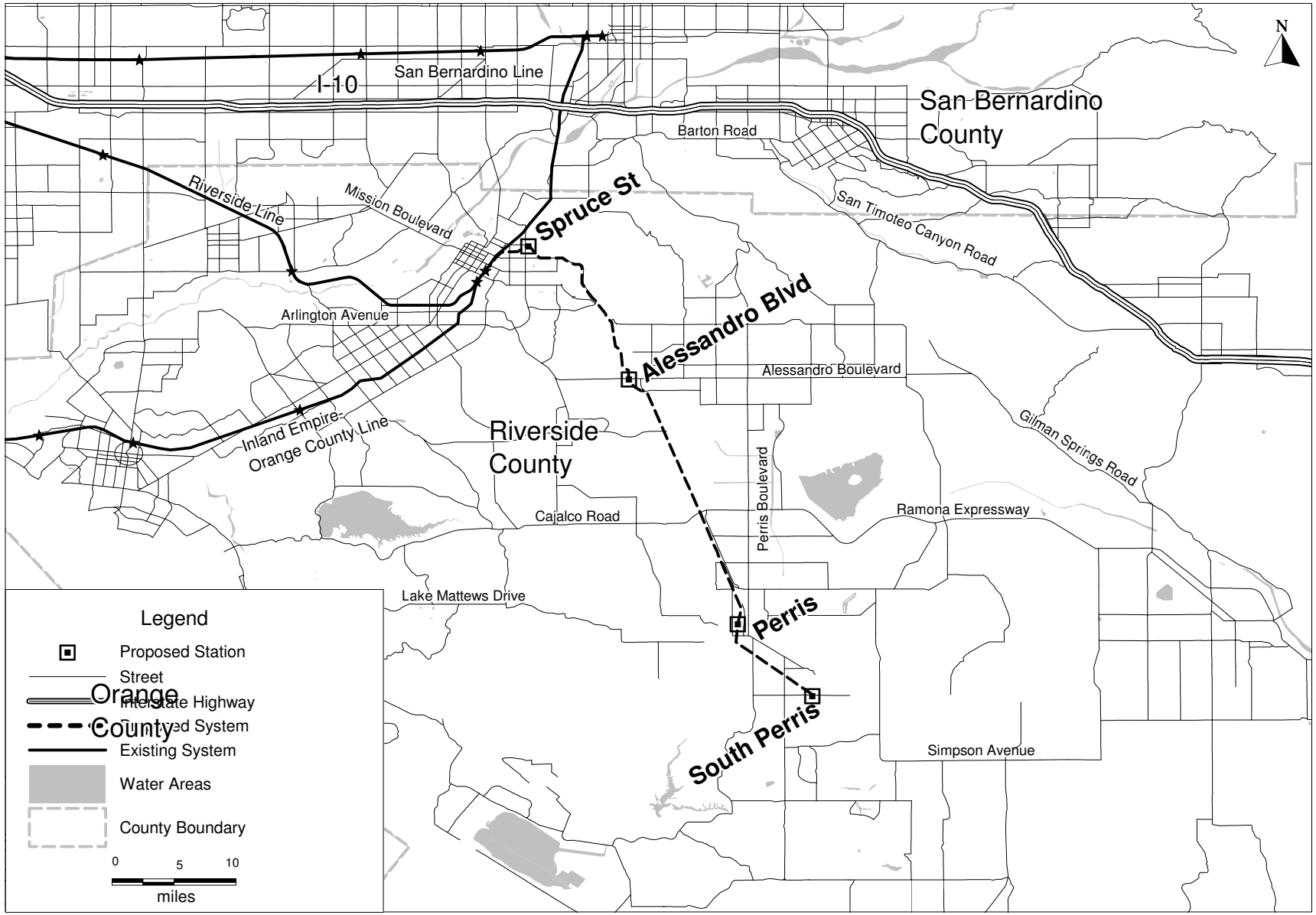
Performance and Impacts of Policies: Medium-Low
(One-third of Land Use Rating)

- Recent examples of transit-supportive development are found along the University Avenue Corridor in Riverside. Two projects to rehabilitate historic buildings have also been completed in the downtown area.
- Some new developments are proposed or underway, including commercial and residential development in downtown Riverside, and commercial development near Spruce Station. However, no evidence was provided suggesting that recent or proposed developments in any of the proposed new station areas are transit-supportive.
- Most station areas include a significant amount of undeveloped land, and high regional and county growth rates support a market for future development (county population is forecast to grow 70 percent between 2000 and 2030).

[1] The revised weighting of the project justification criteria that took effect in July 2009 does not apply to this project. Per FTA's 2006 *Final Guidance on New Starts Policies and Procedures*, when FTA proceeds with policy/guidance changes, it ensures existing projects far along in the development process are not adversely impacted by allowing them to continue to be evaluated and rated under the old methodology. Thus, the two Economic Development factors are considered as part of the Land Use summary rating, as they were prior to July 2009, and Economic Development does not receive a separate rating.

Perris Valley Line

Riverside, California



South Sacramento Corridor Phase 2
Sacramento, California
Preliminary Engineering
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	Light Rail Transit 4.3 Miles, 4 Stations
Total Capital Cost ($YOE):	$270.00 Million (Includes $8.1 million in finance charges)
Section 5309 New Starts Share ($YOE):	$135.00 Million (50.0%)
Annual Forecast Year Operating Cost:	$8.84 Million
Ridership Forecast (2030):	10,000 Average Weekday Boardings 2,500 Daily New Riders
Opening Year Ridership Forecast (2016):	7,400 Average Weekday Boardings
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

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

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

Project Development History, Status and Next Steps: The South Sacramento Corridor was identified as a candidate for a future extension of LRT as early as 1991. Following completion of a Draft Environmental Impact Statement (EIS) in 1995, the RT Board adopted a locally preferred alternative for LRT improvements in the South Sacramento Corridor. In response to funding constraints, RT decided to implement the South Corridor LRT in two phases. A minimum operable segment from downtown Sacramento to Meadowview was advanced first and opened for service in September 2003. Following further refinements of the project scope south and east of Meadowview, and work with local stakeholders to further identify transit-oriented development opportunities in the corridor, RT submitted a request to enter preliminary engineering for the South Corridor Phase 2 project, which was approved in February 2005. A Final EIS was published in October 2008, and a Record of Decision in February 2009. RT initiated a supplemental Environmental Assessment (EA) in December 2010 to address changes in the project alignment and ancillary facilities. The supplemental EA is expected to be completed by May 2011, followed by a request to initiate final design in summer 2011.

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

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

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

CA Sacramento, South Sacramento Corridor Phase 2
FY2012 Financial Assessment Summary November 2010

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium**	The New Starts share of the project is 50.0 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium-High	The average age of the bus fleet is 4.8 years, which is younger than the industry average. The most recent bond ratings, issued in December 2003 and upgraded in April 2010, are as follows: Moody's Investors Service A1.
Commitment of Funds (25% of capital plan rating)	Medium-High	Approximately 90 percent of the non-Section 5309 New Starts funds are committed or budgeted. Sources of funds include Federal Congestion Mitigation and Air Quality Improvement funds, State Traffic Congestion Relief Program funds, State Transportation Improvement Program funds, state Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account funds, state Proposition 1B State and Local Partnership Program funds, State Transit Assistant funds, local Measure A funds, Laguna Community Facilities District funds, Elk Grove/West Vineyard Fee District funds, Vineyard Development Fees and new RT fare revenue bond proceeds from Certificates of Participation.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	Revenue assumptions on the New Starts funding and local match for future projects are more optimistic than historical experience. The capital cost estimate is reasonable for this stage of the project development. The financial plan shows that RT has the financial capacity to cover cost increases or funding shortfalls equal to at least 10 percent of estimated project costs.
Project Operating Financial Plan (30% of summary financial rating)	**Medium**	
Operating Condition (25% of operating plan rating)	Medium-Low	RT's current ratio of assets to liabilities as reported in its most recent audited financial statement is 1.26; however, major service cuts and significantly raised fares were required in the past several years to make up for revenue shortfalls.

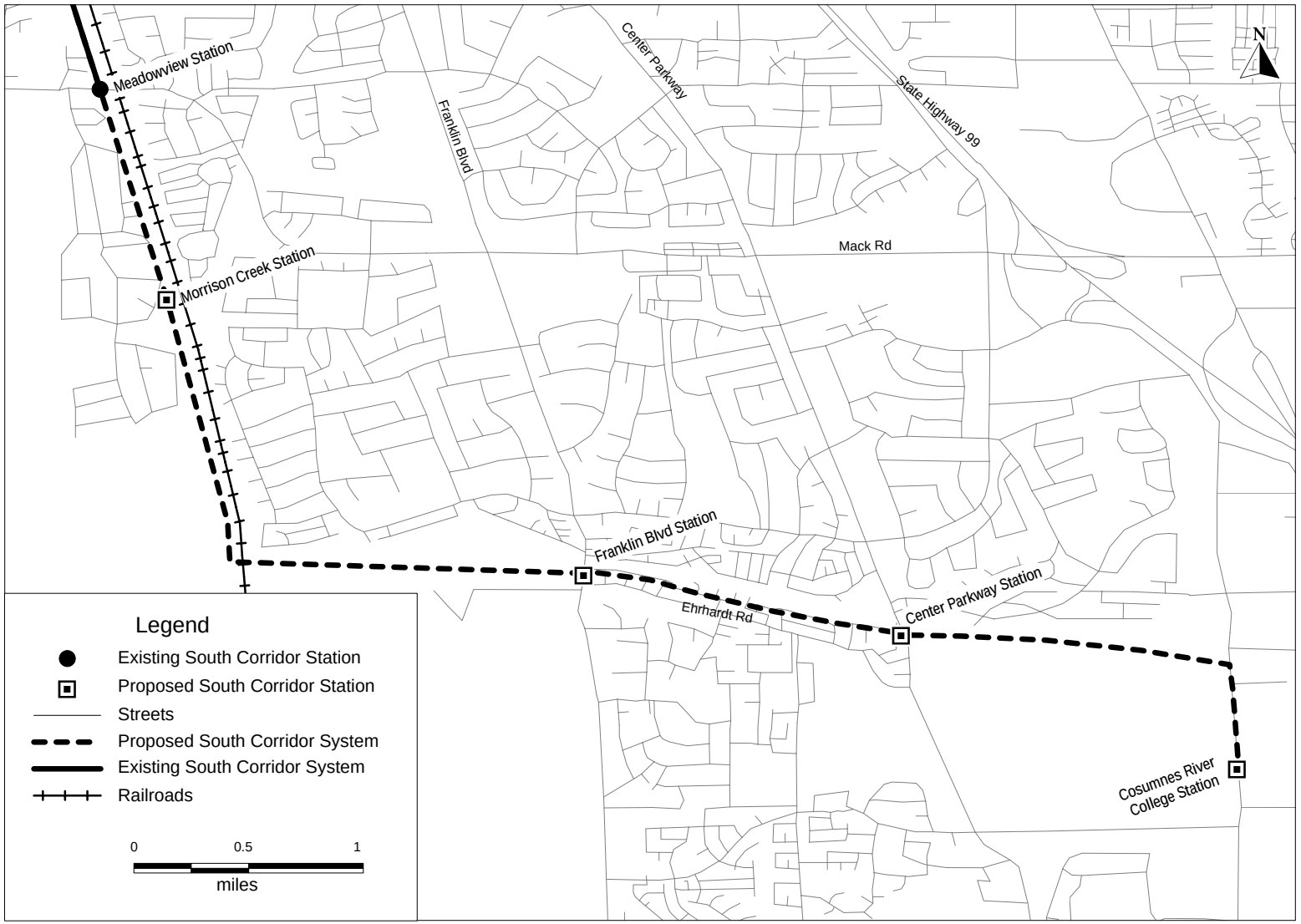
Commitment of Funds (25% of operating plan rating)	High	All operating funding is committed. The main revenue sources are fare revenues, State subsidies, local option taxes (Measure A) and Federal formula and other funds.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium-Low	Assumed growth in operating expenses is optimistic compared to historical experience. Assumed farebox collections and sales tax revenues are consistent with historical experience. Projected cash balances and reserve accounts equal 1.5 months of annual systemwide operating expenses. However, the operating financial plan ends with six years of growing operating deficits.

South Sacramento Corridor Phase 2
Sacramento, California
Preliminary Engineering
(Land Use and Economic Development Rating based upon Information accepted by FTA in November 2008)

LAND USE RATING: Low
The land use rating reflects the population and employment densities within ½-mile of proposed station areas: • Population density within ½-mile of the station areas is approximately 5,100 people per square mile and the total number of employees within ½-mile of the proposed station areas is approximately 1,800. Employment in the Sacramento CBD, to which the project provides a direct connection, is about 105,000. • Regional development is centered around downtown Sacramento, where 40 percent of regional employment is located. The northern end of the South Corridor project serves this area. • The South Corridor LRT Extension would connect Consumnes River College to downtown Sacramento. • There are significant pockets of vacant land in the station areas. Station areas currently have limited pedestrian connectivity, with circuitous pedestrian routes and large lots between adjacent uses and proposed stations. • Parking is generally available in the corridor. Institutional and retail developments are on or adjacent to large parking lots.
ECONOMIC DEVELOPMENT RATING: Medium
Transit-Supportive Plans and Policies: Medium (50 percent of Economic Development Rating)
• The Sacramento Area Council of Governments (SACOG), the metropolitan planning organization, has led a multiyear public-oriented regional visioning process called "Blueprint" to educate the public about smart growth initiatives. The city of Sacramento is beginning to implement policies to encourage infill development. • Two stations highlight renewed commitment to focus development around stations. The plan for College Square development near the proposed CRC station has incorporated neighborhood retail and housing linked by pedestrian pathways and plazas. The proposed Morrison Creek station provides a significant development opportunity. Transit-supportive plans and community plans are being initiated. The light rail project would incorporate new pedestrian bridges and paths to link other corridor stations with existing residential neighborhoods. • The city of Sacramento has adopted transit-oriented overlay zoning, which provides for higher densities near transit stations, a minimum of 0.4 floor area ratio, and 15 dwelling units per acre, that supports transit-oriented uses and design principles. • RT's joint development program has demonstrated progress in recent years. Several requests for proposals are being initiated. Studies for additional projects along the existing South Sacramento Corridor LRT line are currently being performed. Reports of the development review process indicate rejection of some non-transit supportive projects near the proposed stations.
Performance and Impacts of Policies: Medium (50 percent of Economic Development Rating)
• Some impacts of transit-oriented policies are beginning to be demonstrated. The College Square development has incorporated internal pedestrian paths, neighborhood-oriented retail, and housing, and is under construction at the Consumnes River College Station. • Growth is occurring in the general vicinity of the corridor. The proposed Morrison Creek station highlights the strongest potential for linking the proposed investment with new development opportunities planned adjacent to the station.

South Corridor Phase 2

Sacramento, California



E Street Corridor sBX BRT
San Bernardino, California
Project Development
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	Bus Rapid Transit
	15.7 Miles, 16 Stations
Total Capital Cost ($YOE):	$191.71 Million
Section 5309 Small Starts Share ($YOE):	$75.00 Million (39.1%)
Annual Forecast Year Operating Cost:	$4.10 Million
Opening Year Ridership Forecast (2014):	5,600 Average Weekday Boardings
	1,000 Daily New Riders
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium-High

Project Description: Omnitrans, the transit provider in San Bernardino County, and the City of San Bernardino are proposing to construct a bus rapid transit (BRT) project along E Street in San Bernardino. The proposed BRT project would provide a dedicated bus travel lane through the majority of the corridor connecting California State University at San Bernardino (CSUSB), downtown San Bernardino, the City of Loma Linda, the Loma Linda University Medical Center and the VA Hospital, where the project would terminate. The project includes improvements to E Street to accommodate exclusive BRT operations and 14 new low-floor buses. Service would operate at 10-minute headways during weekday peak periods and 15 minute off-peak headways.

Project Purpose: The E Street Corridor sbX Project is intended to provide improved transit service and amenities for a large number of existing transit riders, as well as to attract new riders. Many residents in the corridor have low incomes or are transit-dependent: 27 percent of the population lives below the poverty line and 16 percent of the households in the corridor do not have an automobile. The Corridor is home to about 138,200 people and more than 74,600 jobs. The Omnitrans sbX would improve travel time for existing transit riders in San Bernardino, and serve as the centerpiece for economic development efforts in the region.

Project Development History, Status and Next Steps: The City of San Bernardino began an alternatives analysis in early 2004 to evaluate transportation options in a corridor served by Omnitrans Route 2, the highest performing bus route in the Omnitrans system. Omnitrans considered a variety of transit alternatives to serve the corridor from the CSUSB campus, through downtown San Bernardino, and south to Loma Linda. In December 2005, local stakeholders selected an exclusive guideway BRT as the locally preferred alternative. During 2005 and 2006, Omnitrans worked with local stakeholders to identify funding sources and station locations. FTA approved the project into project development in December 2007, and issued a Finding of No Significant Impact in September 2009. Omnitrans anticipates receiving a Project Construction Grant Agreement during the spring of 2011.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 Small Starts	$75.00	39.1%
FHWA Flexible Funds (CMAQ)	$21.00	11.0%
Section 5307 Urbanized Area Formula Funds	$45.61	23.8%
STIP Funds*	$14.34	7.5%
State:		
Proposition 1B General Obligation Bonds	$10.83	5.6%
Transit Assistance Fund	$5.00	2.6%
Local:		
San Bernardino County Measure I Sales Tax	$5.48	2.9%
Cities of San Bernardino and Loma Linda (Permit Fee Waivers)	$7.10	3.7%
Local Transportation Fund Sales Tax	$6.36	3.3%
Private Developer In-Kind Contributions	$0.98	0.1%
Total:	**$191.71**	100.0%

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

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

CA San Bernardino, E Street Corridor sbX BRT
FY2012 Financial Assessment Summary prepared November 2009

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium-High**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium-High**	The New Starts share of the project is 39.1 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium-High**	
Capital Condition (25% of capital plan rating)	Medium	The average age of Omnitrans' bus fleet is seven years, which is in line with the industry average. Omnitrans has never issued bonds.
Commitment of Funds (25% of capital plan rating)	High	The majority of capital funding is committed. Sources include Federal Section 5307 formula funds, Proposition 1B general obligation bonds, state transit assistance funds, State Transportation Improvement Program funds, local transportation sales tax funds, Measure I sales tax revenues, permit fee waivers from the Cities of San Bernardino and Loma Linda, and private developer in-kind contributions.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-High	Assumptions in the capital plan are in line with historical trends. Measure I sales tax revenue assumptions are more conservative than recent historical experience. The project's cost estimate reflects a high level of design and includes adequate project contingency.
Project Operating Financial Plan (30% of summary financial rating)	**Medium-High**	
Operating Condition (25% of operating plan rating)	Medium-High	Omnitrans' current ratio of assets to liabilities as reported in its most recent audited financial statement is 2.3. Omnitrans is in good operating condition, with positive cash balances in 2007 and 2008.
Commitment of Funds (25% of operating plan rating)	High	All operating funds are committed. Sources include local transportation funds, Measure I sales tax revenues, fare revenues, and advertising and investment income.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium	Operating cost assumptions are consistent with historical trends. Fare revenue assumptions are optimistic compared to historical experience. Other operating revenue assumptions including state and local subsidies are in line with historical trends.

E Street Corridor sbX BRT

San Bernardino, California

Project Development

(Land Use and Economic Development Rating based upon Information accepted by FTA in November 2007)

LAND USE RATING: Medium-Low

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

- Total employment served by all stations along the BRT project is 37,000, including the small downtowns of San Bernardino and Loma Linda which contain approximately 8,500 and 2,300 jobs respectively. The average population density for all station areas is 4,400 persons per square mile. Parking is generally available for free or at low cost.
- The proposed project corridor traverses the most intensively developed portions of the Cities of San Bernardino and Loma Linda and the San Bernardino Valley. Land uses and densities are varied along the corridor, and include two major university and medical campuses, low to medium density residential development, the historic downtown core of San Bernardino, and office complexes surrounded by surface parking. Most of the corridor is pedestrian-accessible, with sidewalks, signalized crossings, and amenities such as street trees and landscaping.

ECONOMIC DEVELOPMENT RATING: Medium-Low

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

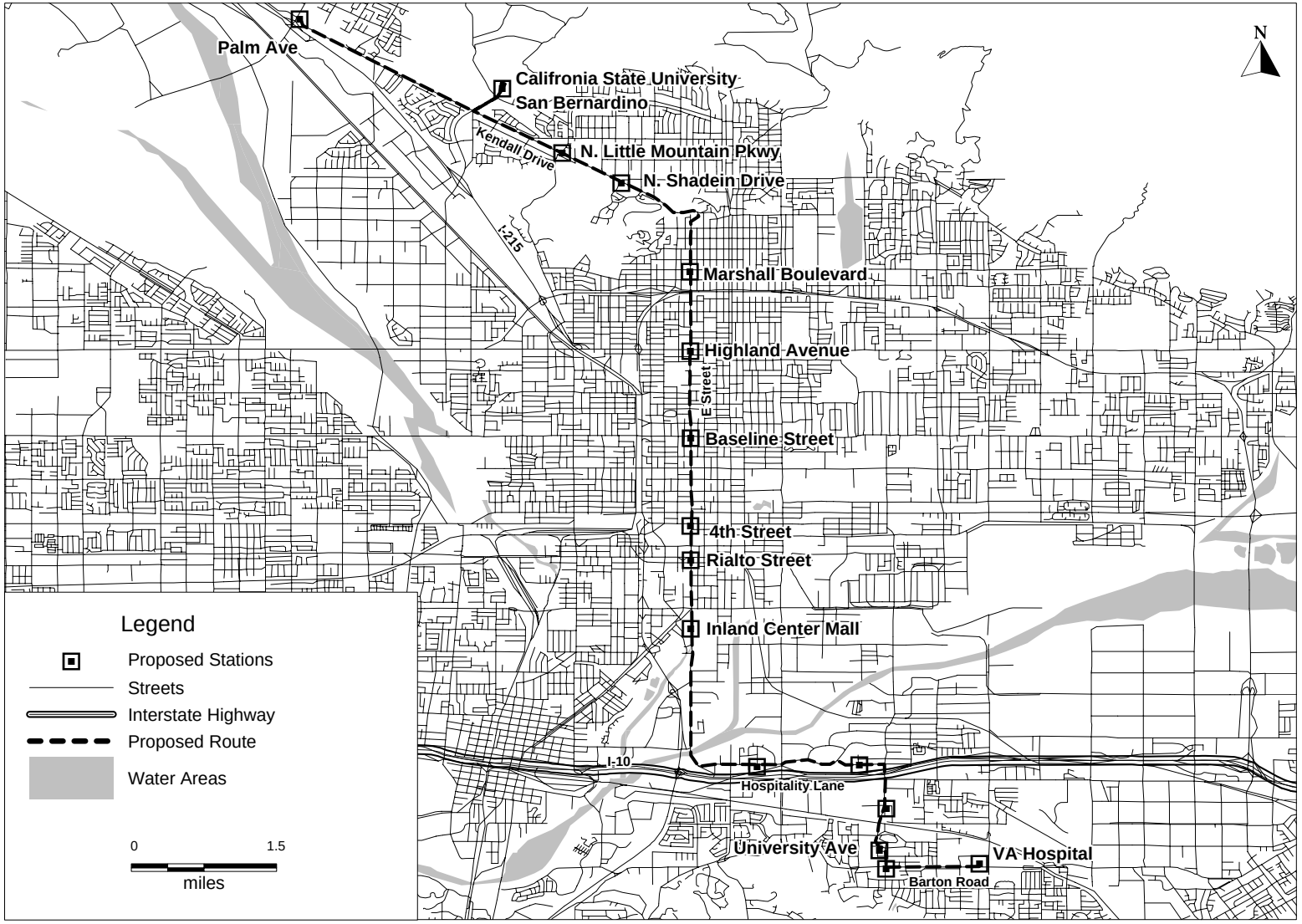
- During the E Street Corridor planning process, Omnitrans worked closely with the cities and corridor stakeholders to locate the stations at major existing activity centers or in areas with potential for transit-supportive uses. In addition, the LPA report includes transit-supportive land use guidelines as well as conceptual plans for six station areas.
- San Bernardino adopted a new general plan in 2005 which includes transit-supportive principles, including mixed-use development and incentives for pedestrian amenities and shared parking. In general, the highest densities of development are targeted towards the sbX corridor. Loma Linda has drafted a general plan with transit-supportive principles.
- Some commercial zoning categories allow mixing of uses. Both cities in the corridor are developing revised zoning regulations consistent with their general plan updates.
- The City of San Bernardino has incentives in its General Plan, such as density bonuses, to promote transit supportive uses and design. Nearly all of the proposed stations are in areas in which tax increment financing and other development incentives can be utilized. However, no examples were provided of the application of these incentives to leverage transit-supportive development.

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

- While several recent examples of transit-supportive development have occurred in the Southern California region, none were noted within the E Street Corridor. A major mixed-use redevelopment project is planned for the site of an aging mall in downtown San Bernardino and a proposed intermodal transit center will include joint development opportunities.
- A large portion of the proposed station areas (4,000 acres) lies within designated redevelopment areas. Commercial or institutional buildout of these areas could result in close to 30 million square feet and over 45,000 housing units of new development. Portions of Riverside and San Bernardino Counties are expected to add more than one million residents in the next 20 years, seeing the greatest percentage of growth in population for period 2000 to 2025 in the Southern California region. However, to date, there is little evidence that local growth is transit-supportive.

E Street Corridor sbX BRT

San Bernardino, California



Third Street Light Rail Phase 2 – Central Subway
San Francisco, California
Final Design
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	Light Rail Transit 1.7 Miles, 4 Stations
Total Capital Cost ($YOE):	$1,578.30 Million
Section 5309 New Starts Share ($YOE):	$942.20 Million (59.7%)
Annual Forecast Year Operating Cost:	$15.21 Million
Ridership Forecast (2030):	35,100 Average Weekday Boardings 5,000 Daily New Riders
Opening Year Ridership Forecast (2016):	24,900 Average Weekday Boardings
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium

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

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

Project Development History, Status and Next Steps: FTA approved the Central Subway project into preliminary engineering in July 2002. Since then, SFMTA modified the project alignment and examined alternative tunneling scenarios. A Draft Environmental Impact Statement (EIS) on the Central Subway project was issued in September 2007, and a Final EIS in September 2008. FTA issued the Record of Decision for the project in November 2008. FTA approved the Central Subway project into final design in January 2010. SFMTA is completing final design and working with local stakeholders to commit all of the non-Federal funding needed for the project. SFMTA anticipates receiving a Full Funding Grant Agreement in the fall of 2011.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$942.20	59.7%
FHWA Flexible Funds (CMAQ)	$6.03	0.4%
State:		
Proposition 1A State High-Speed Rail Funds	$27.09	1.7%
Proposition 1B State Infrastructure Bond Funds	$240.00	15.2%
Transportation Congestion Relief Program	$14.00	0.9%
Regional Transportation Improvement Program	$88.00	5.6%
Local:		
Proposition 1B State Infrastructure Bond Funds/Proposition K Sales Tax Funds	$123.98	7.9%
SFMTA Operating and Parking Revenues	$137.01	8.7%
Total:	**$1,578.30**	100.0%

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

CA San Francisco, Third Street Light Rail Phase 2 - Central Subway
FY2012 Financial Assessment Summary prepared November 2010

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium-High**	Division H of the Consolidated Appropriations Act, 2005, permits SFMTA to use non-New Starts funds expended for the Third Street LRT project as match to the Central Subway. Therefore, the rating assigned reflects the legislative language which lowers the New Starts share to 42.7 percent of the total costs of the combined Third Street/Central Subway project ($2,220.6 million).
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium	The average age of the San Francisco Municipal Railway's (MUNI's) vehicle fleet is 6.8 years for bus, 10.7 years for trolleys and 10.2 years for LRVs, which is in-line with the industry average. The City has not issued bonds on behalf of the San Francisco Municipal Transportation Agency (SFMTA) within the past two years. However, the City had ratings of Aa3 (Moody's), AA (Standard & Poor's) and AA- (Fitch) on the most recent prior bonds issued on SFMTA's behalf.
Commitment of Funds (25% of capital plan rating)	Medium	Approximately 65 percent of the non-Section 5309 New Starts funds are committed or budgeted. Sources of funds include: FHWA Congestion Mitigation and Air Quality funds, annual legislative appropriations from the state, Regional Transportation Improvement Program (RTIP) funds, Traffic Congestion Relief (TCRP) funds, Proposition 1B Bond funds, Proposition 1A High-Speed Rail funds, Proposition K sales taxes, and SFMTA operating and parking revenues.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	Growth rates for New Starts revenues, Section 5307 formula funds, and Section 5309 Bus/Alternative Fuels are assumed to be higher than historical growth rates. The capital cost estimate is considered reasonable. SFMTA needs to develop a plan to cover cost increases or funding shortfalls equal to at least 10 percent of estimated project costs.
Project Operating Financial Plan (30% of summary financial rating)	**Medium**	
Operating Condition (25% of operating plan rating)	Medium-Low	SFMTA's current ratio of assets to liabilities as reported in the most recent audited financial statement is 1.50. SFMTA has historically maintained balanced budgets but has made significant service cuts to balance the operating budgets in recent years.

Commitment of Funds (25% of operating plan rating)	Medium-High	More than 75 percent of operating funding is committed or budgeted. The main revenue sources are passenger revenues, parking tax revenues, General Fund revenues, state transit assistance funds, state sales taxes, and gas sales taxes.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium-Low	Assumed growth in operating expenses is optimistic compared to historical experience. Assumed growth in sales tax revenues is consistent with historical experience. The financial plan shows projected cash balances and reserve accounts representing at least three months of budgeted operating and maintenance costs for 12 of the 20 years in the cash flow projection.

Third Street Light Rail Phase 2 – Central Subway
San Francisco, California
Final Design
(Land Use and Economic Development Rating based upon Information accepted by FTA in November 2008)

LAND USE RATING: High

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

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

ECONOMIC DEVELOPMENT RATING: High

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

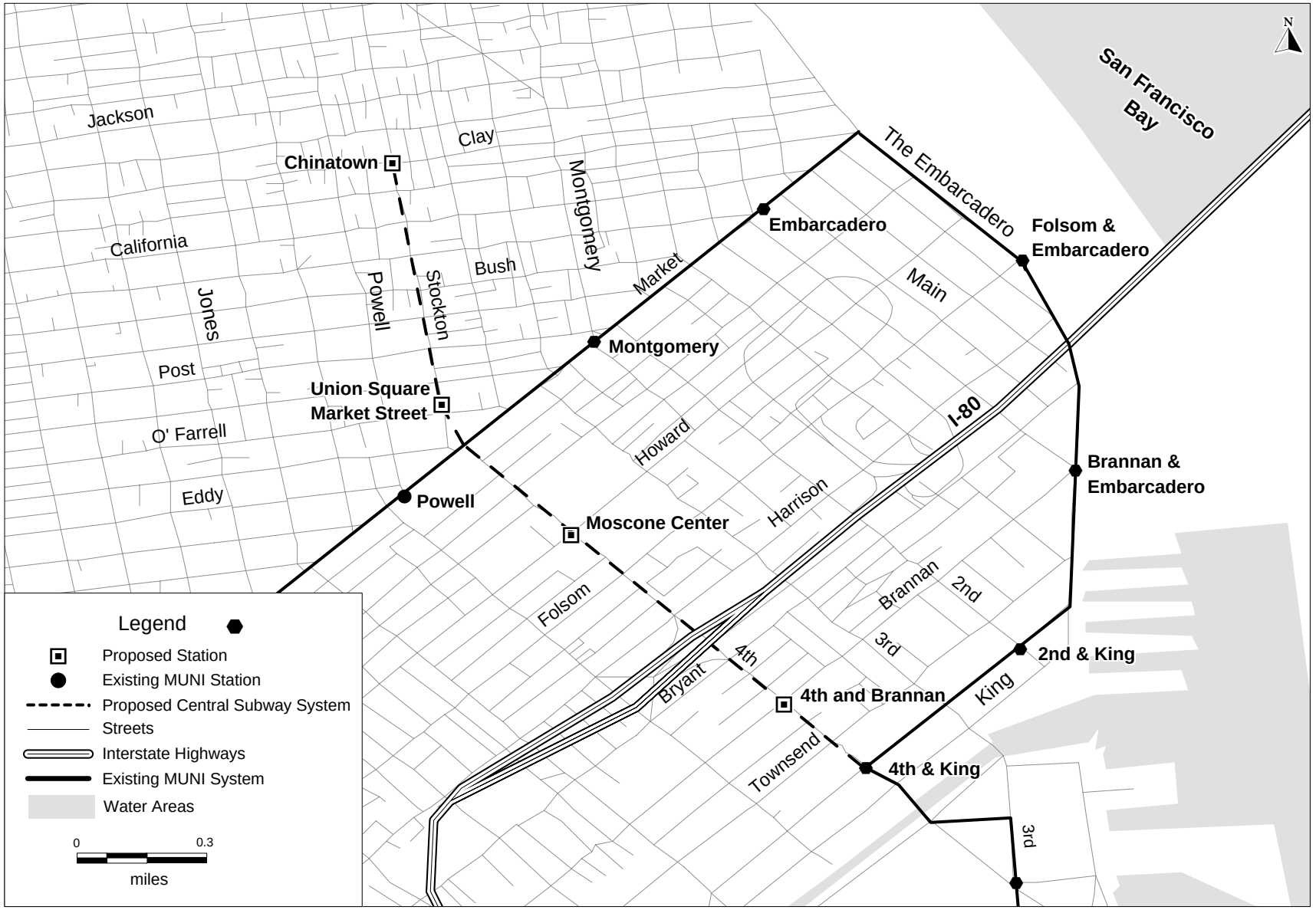
- While the San Francisco Bay region has a number of physical and topographical constraints to growth, it does not have a unified or enforceable growth management policy.
- San Francisco's General Plan has long encouraged higher-density and transit-oriented development. Additional planning initiatives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

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

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

Central Subway LRT

San Francisco, California



Van Ness Avenue BRT
San Francisco, California
Project Development
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	Bus Rapid Transit 2.0 Miles, 9 Stations
Total Capital Cost ($YOE):	$118.49 Million
Section 5309 Small Starts Share ($YOE):	$75.00 Million (63.3%)
Annual Forecast Year Operating Cost:	$27.00 Million
Opening Year Ridership Forecast (2014):	52,400 Average Weekday Boardings 1,600 Daily New Riders
Overall Project Rating:	Medium-High
Project Justification Rating:	High
Local Financial Commitment Rating:	Medium

Project Description: The San Francisco County Transportation Authority (SFCTA) is proposing to implement an exclusive guideway bus rapid transit (BRT) facility on Van Ness Avenue. The system would be operated by the San Francisco Municipal Transportation Agency (SFMTA). The dedicated transit lanes would originate at the intersection of Van Ness Avenue and Mission Street and extend north to Union Street near Fort Mason and the Fisherman's Wharf. In addition to guideway construction, the Van Ness Avenue BRT project includes traffic signal pre-emption, pedestrian crossings and 60 new vehicles. Service would operate at five-minute headways during weekday peak periods in 2014, the anticipated opening year of the project.

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

Project Development History, Status and Next Steps: FTA approved the Van Ness Avenue BRT project into project development in December 2007. In July 2008, the San Francisco Metropolitan Planning Commission adopted a new long range plan that identified the Van Ness BRT as a Small Starts priority project for the region. Between its 2009 and 2010 submittals, SFCTA refined the project's capital cost, resulting in a slight decrease from $118.60 million to $118.49 million. A Draft Environmental Impact Statement (EIS) is anticipated to be published in early 2011, followed by publication of the Final EIS in late 2011, and receipt of a Record of Decision in early 2012.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 Small Starts	$75.00	63.3%
Local: Proposition K Sales Tax Bay Area Climate Initiatives Safe Routes to Transit and Development Impact Fees	$20.46 $5.00 $18.03	17.3% 4.2% 15.2%
Total:	**$118.49**	100.0%

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

Van Ness Avenue BRT
San Francisco, California
Project Development
(Land Use and Economic Development Rating based upon Information accepted by FTA in November 2007)

LAND USE RATING: High

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

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

ECONOMIC DEVELOPMENT RATING: High

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

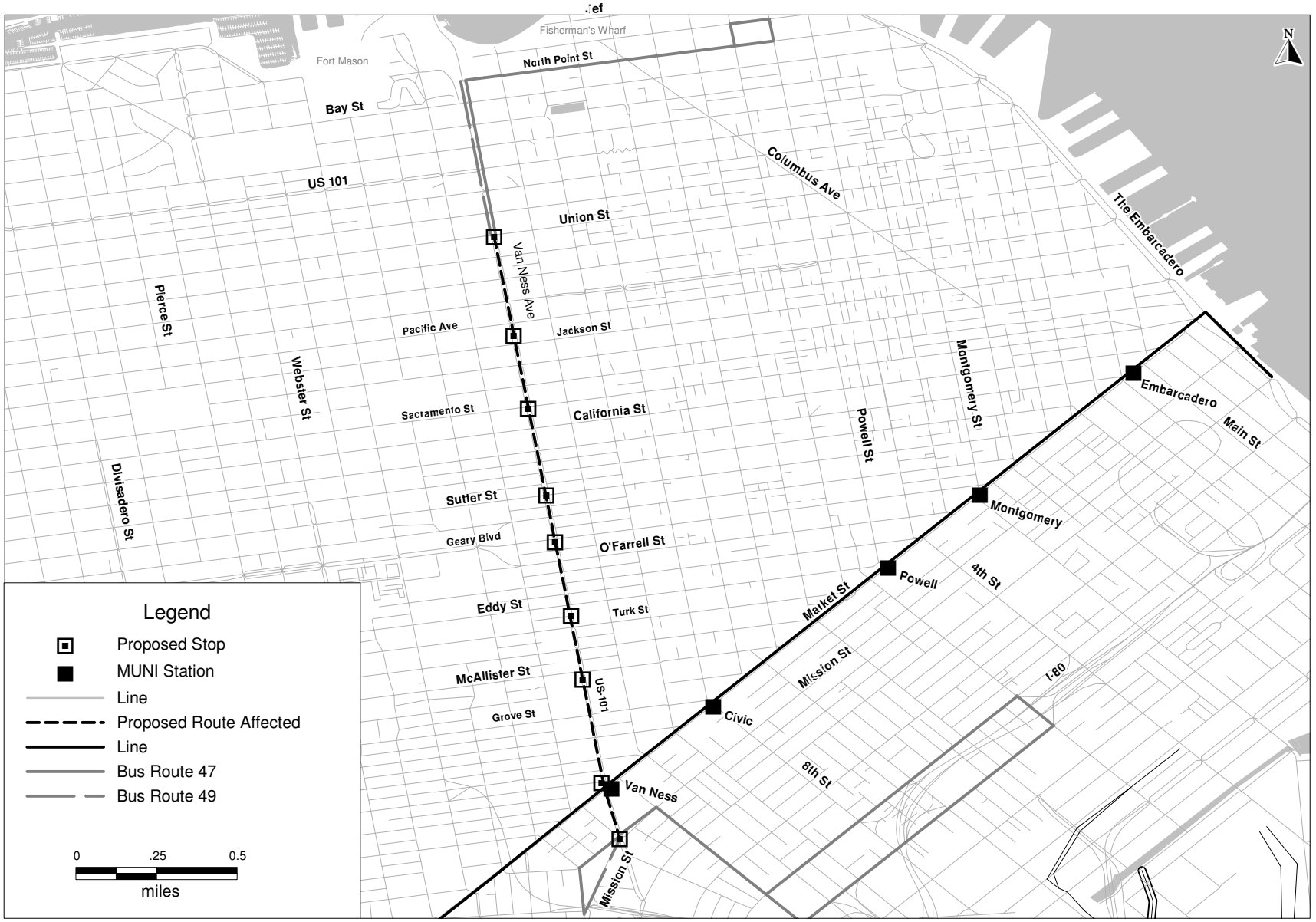
- While the city and entire Bay Area have a number of physical constraints to growth such as topographical limitations, it does not have a unified or enforceable growth management policy.
- San Francisco's General Plan has long encouraged higher-density and transit-oriented development. The city is undertaking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

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

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

Van Ness Avenue BRT

San Francisco, California



Silicon Valley Berryessa Extension Project
San Jose, California
Preliminary Engineering
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	Heavy Rail Transit 10.2 Miles, 2 Stations
Total Capital Cost ($YOE):	$2,562.93 Million (Includes $417.9 million in finance charges)
Section 5309 New Starts Share ($YOE):	$900.00 Million (35.1%)
Annual Forecast Year Operating Cost:	$60.01 Million
Ridership Forecast (2035):	46,700 Average Weekday Boardings 13,000 Daily New Riders
Opening Year Ridership Forecast (2018):	22,500 Average Weekday Boardings
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

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

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

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

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

FTA approved the SVBX into preliminary engineering in December 2009. A Final Environmental Impact Statement was completed and a Record of Decision for the project was issued in June 2010. The project is expected to enter final design in early 2011. VTA expects to begin construction on the project in early 2012, and begin revenue operations in mid-2018.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 New Starts	$900.00	35.1%
State: Transportation Congestion Relief Program (Gasoline Tax)	$250.97	9.8%
Local: Measure A (1/2-cent Sales Tax)	$1,411.96	55.1%
Total:	**$2,562.93**	**100.0%**

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

CA San Jose, Silicon Valley Berryessa Extension Project
FY2012 Financial Assessment Summary prepared November 2010

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium-High**	The New Starts share of the project is 35.1 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium	The average age of VTA's bus fleet is 9.1 years, which is older than the industry average. The most recent bond ratings, issued in June 2010, are as follows: Moody's Investors Service Aa2, Fitch's AA, and Standard & Poor's Corporation AA+.
Commitment of Funds (25% of capital plan rating)	High	All (100 percent) of the non-Section 5309 New Starts funds are committed. Sources of funds include current revenues from the Measure A local sales tax, debt secured by the Measure A tax, and State of California Traffic Congestion Relief Program funds.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	Revenue assumptions are slightly optimistic compared to historical data for Federal Fixed Guideway Modernization funds and sales tax revenues. The capital cost estimate of the project is considered reasonable for the current level of project development. VTA has the financial capacity to cover cost increases or funding shortfalls equal to at least 10 percent of estimated project costs.
Project Operating Financial Plan (30% of summary financial rating)	**Medium**	
Operating Condition (25% of operating plan rating)	Medium	VTA's ratio of current assets to current liabilities as reported in its most recent audited financial statement is 2.6. However, VTA has incurred operating deficits the past two years, and has reduced service and increased fares, among other actions, to bring revenues and expenses into balance.

Commitment of Funds (25% of operating plan rating)	High	More than 96 percent of operating funding is committed, while the remainder is planned. Funding sources include sales tax revenues, operating assistance from the State of California, and passenger revenues.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium-Low	Assumed growth in operating expenses is appropriate compared to historical experience. Assumed farebox collections and sales tax revenues are optimistic compared with historical experience.

Silicon Valley Berryessa Extension
San Jose, California
Preliminary Engineering
(Land Use and Economic Development Rating based upon Information accepted by FTA in November 2010)

LAND USE RATING: Medium-Low
The land use rating reflects the population and employment densities within ½-mile of proposed station areas: • In 2005, station area population density was 4,279 persons per square mile. In 2005, station area employment was 10,634 and the San Francisco Central Business District (CBD) employment was 287,248. • Existing land use consists of industrial, parking, low-density residential, the Great Mall and the San Jose Flea Market. There are a few areas with high residential density. Neither station area is pedestrian friendly due to high volume roads, noise, discontinuous or nonexistent sidewalks and a general lack of pedestrian amenities. There appears to be an ample supply of free parking.
ECONOMIC DEVELOPMENT RATING: Medium-High
Transit-Supportive Plans and Policies: Medium-High (50 percent of Economic Development Rating)
• BART has adopted strong policies tying rail system expansion to transit supportive land use policies. Adopted in 1999, and updated in 2003, the policies encourage transit oriented development (TOD) around existing and proposed rail stations. Other board policy statements have expressed an advocacy role for BART in promoting region wide transit supportive initiatives. Several BART plans and policies complement the regional plans and policies. • The *Silicon Valley Rapid Transit SVRT Station Areas Vision Plan* (VTA 2008) was developed with participation from cities, local officials, and community members to create a shared vision that accommodates BART station facilities and supporting TOD plans. The *Santa Clara General Plan—Charting a Course for Santa Clara County's Future: 1995-2010*, The City of Milpitas General Plan (April 2002 update), and a general plan update entitled *Envision San Jose 2040* all support development in the corridor and station areas. VTA is required, and continues, to plan and design consistent with BART Facilities Standards. • The San Jose General Plan allows for establishing TOD corridors and BART station area nodes. TOD is to be promoted in designated special strategy areas, which typically are centered on exiting or planned light rail, major bus, and BART stations. The plan identifies Berryessa, Santa Clara Street/28th Street (near the proposed Alum Rock BART Station), and downtown San Jose as BART station nodes. The purpose of designating BART station nodes well in advance of any approval of an extension is to direct transit-oriented and pedestrian friendly development near stations. Development types can range from high density residential to mixed-use to high intensity office/commercial. The greatest densities should be adjacent to a station, with overall TOD densities at minimum 20 units per acre and 55 units per acre if possible. The Milpitas General Plan also designates TOD Overlay Zones. • MTC administers discretionary grant programs that support local governments in developing housing near transit stations and conducting station-area planning efforts. The program awarded $750,000 in 2008 for a study of the San Jose Diridon Station area, which would initially be connected to the SVBX by Bus Rapid Transit service and may eventually be served directly as part of a later extension of the SVBX.
Performance and Impacts of Policies: Medium-High (50 percent of Economic Development Rating)
• More than 7,437 transit oriented development housing units have been constructed between 1990 and 2009 within the SVBX corridor along designated transit routes and identified transit nodes. • Within the SVBX corridor, approximately 2,700 residential units, 415,000 square feet of office space, and 239,000 square feet of retail space could be built near the Milpitas Station; and 2,900 residential units, 180,000 square feet of office space, and 93,000 square feet of retail space could be built near the Berryessa Station. Thus far, development has advanced more rapidly near Milpitas Station, though redevelopment plans have been approved for a large tract near Berryessa Station.

BART Silicon Valley Extension
Santa Clara County, California

Warm Springs

FREMONT

N

SANTA CLARA COUNTY LINE

Miles

1.25

2.5

5

MILPITAS

Milpitas

680

880

101

SAN JOSE

Berryessa

Santa Clara University

HP Pavilion

SANTA CLARA

280

LEGEND

- Warm Springs BART Station
- SVRT BART Station with Park N Ride Facilities
- BART System
- SVBX
- BART Warm Springs Extension
- Caltrain
- ACE/Capitol Corridor
- VTA Lightrail

0810-6498 BSV-SCCC Rev. 092110

Eagle Commuter Rail
Denver, Colorado
Final Design
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	Electrified Commuter Rail 30.2 Miles, 13 Stations
Total Capital Cost ($YOE):	$2,043.14 Million (includes $484.8 million in finance charges)
Section 5309 New Starts Share ($YOE):	$1,030.45 Million (50.4%)
Annual Forecast Year Operating Cost:	$115.00 Million
Ridership Forecast (2030):	57,500 Average Weekday Boardings 15,100 Daily New Riders
Opening Year Ridership Forecast (2016):	37,700 Average Weekday Boardings
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Denver Regional Transportation District (RTD) is planning the East and Gold Line Enterprise (Eagle) Commuter Rail project, which consists of two lines: the East Corridor from Denver International Airport to downtown Denver at Denver Union Station and the Gold Line from Denver Union Station westward to Ward Road in Wheat Ridge. Six stations would be constructed in the East Corridor and seven along the Gold Line. Forty-four electric multiple unit vehicles would be purchased. When completed, the Eagle Commuter Rail project would connect Downtown Denver with the communities of Adams, Arvada and Wheat Ridge to the west and North Park Hill, Stapleton, Aurora/Fitzsimons, Montebello, Gateway and Denver International Airport to the east. Service is proposed to operate every 15 minutes in each direction on both lines all day.

Project Purpose: The East Corridor contains a limited number of transportation thoroughfares in the east-west direction with Interstate 70 being the primary thoroughfare. Existing arterial streets traveling through the corridor are not continuous, making local bus service connecting all consecutive neighborhoods infeasible. The East Corridor project will provide an additional transportation option in the corridor. Currently there is also a lack of continuous street connections between the Gold Line corridor and downtown Denver, resulting in traffic using north-south arterials and Interstates 70 and 25 to access downtown Denver. Travel time by transit is currently 20 minutes by express bus on I-70 and I-25 from Ward Road to downtown Denver; however, this time can vary by as much as eight minutes due to congestion. Other major east to west arterials do not provide, and are not planned to provide, direct connections into downtown over the next 20 years. The Gold Line is intended to provide direct, fast and frequent service as a convenient alternative to automobile use.

Project Development History, Status and Next Steps: The East Corridor and Gold Line were approved into preliminary engineering in April 2009 as separate projects. Both projects received Records of Decision in November 2009 and approval to enter final design in April 2010. Because RTD will be managing the East Corridor and Gold Line as a single project, FTA agreed to consider them for a single Full Funding Grant Agreement (FFGA) as the Eagle Commuter Rail project. RTD is utilizing a design-build-finance-operate-maintain project delivery method for the project. A Concessionaire Team composed of engineering, construction, construction management, financial advisors and vehicle firms are designing and constructing the project, helping to finance the project, and providing an equity stake. RTD anticipates receiving an FFGA in May 2011.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$1,030.45	50.4%
FHWA Flexible Funds (CMAQ)	$62.10	3.0%
Local:		
Bond Proceeds	$48.24	2.4%
Sales & Use Tax	$374.25	18.3%
Concessionaire Financing-Private Equity and Debt	$487.81	23.9%
Contributions from the City of Aurora, City & County of Denver, Adams County, Jefferson County, City of Arvada, City of Wheat Ridge	$40.30	2.0%
Total:	**$2,043.14**	100.0%

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

CO Denver, Eagle Commuter Rail
FY2012 Financial Assessment Summary prepared November 2010

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium**	The New Starts share of the project is 50.4 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium	The average age of RTD's bus fleet is 6.7 years, in line with the industry average. The most recent bond ratings, issued in 2010, are as follows: Moody's Investors Service Aa2, Fitch's AA and Standard & Poor's Corporation AA+.
Commitment of Funds (25% of capital plan rating)	Medium-High	Almost 90 percent of the non-Section 5309 New Starts funds are committed. Sources of funds include FHWA Congestion Mitigation and Air Quality Improvement (CMAQ) funds, sales and use tax revenues, bond proceeds, other local funds, and concessionaire financing-private equity and debt.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	Revenue assumptions around the FHWA Congestion Mitigation and Air Quality Improvement (CMAQ) funds, sales and use tax revenues, bond proceeds, other local funds, and concessionaire financing-private equity and debt are consistent with historical data. 5309 New Starts funding is optimistic between 2010 and 2017. The capital cost estimate is considered reasonable. The financial plan shows that RTD has the financial capacity to cover cost increases or funding shortfalls up to nine percent of estimated project costs.
Project Operating Financial Plan (30% of summary financial rating)	**Medium**	
Operating Condition (25% of operating plan rating)	Medium	RTD's current ratio of assets to liabilities as reported in its most recent audited financial statement is 2.3, but it has made minor service cutbacks the last two years.
Commitment of Funds (25% of operating plan rating)	High	100 percent of operating funding is committed. The main sources are fare revenue and sales and use tax revenue.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium-Low	Assumed growth in operating expenses is optimistic compared to historical experience. Assumed farebox collections and sales tax revenues are consistent with historical experience.

Eagle Commuter Rail
Denver, Colorado
Final Design
(Land Use and Economic Development Rating based upon Information accepted by FTA in November 2009)

LAND USE RATING: Medium-Low

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

East Line

- Existing land uses in the new station areas include primarily industrial with some residential and commercial uses. Average population density across new station areas is 1,100 persons per square mile. Total employment served is 121,400 (including 102,700 in the Denver CBD). In the CBD, the ratio of parking spaces to employees is 0.44. Parking costs average $7 per day in the Denver CBD, and generally parking is free and available in other station areas except Denver International Airport (DIA) where parking costs $9 to $27 per day.
- Pedestrian facilities are present in the established neighborhoods in the two station areas closest to the Denver CBD but few sidewalks exist in other station areas. Despite its proximity to the Stapleton Airport traditional neighborhood redevelopment area, a recently-developed shopping center in the Central Park Station area is largely auto-oriented with low-rise buildings and large parking lots.

Gold Line

- Average population density in the Gold Line Station areas is 2,400 persons per square mile. Total employment served is 114,900 (including 102,700 in the Denver CBD. In the Denver CBD, the ratio of parking spaces to employees is 0.44, and generally parking is free and available in other station areas.
- Existing land uses in station areas include primarily industrial with some areas of low- to moderate-density, single-family residential and commercial uses. Pedestrian facilities are limited, except in the few established residential neighborhoods and the Olde Town Arvada existing historic town center.

ECONOMIC DEVELOPMENT RATING: Medium-High

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

East Line

- Land use in the East Corridor is controlled by the City and County of Denver and City of Aurora. Area plans exist for half the station areas, and planning is underway for the other proposed stations. The current area and sub-area plans generally encourage increased development and transit-oriented projects. Multiple regional plans support increasing density in urban centers, and Denver Union Station (DUS) is undergoing development into a mixed-use transportation hub with 1.3 million sq. ft. of development planned.
- Existing zoning at the stations closest to the CBD allows low to moderate density of seven to15 units per acre. Denver has established several residential and commercial mixed-use zones, as well as a Transit-Mixed Use zone (T-MU-30). An area zoned T-MU-30, permitting FAR of 5.0 and parking reductions of 25 percent, is at the core of the DUS area, and the Central Park and 40th/Airport Station areas include some mixed-use zones. The City of Aurora has established zoning with a maximum FAR for the core of a city center subarea of 1.4, and is providing guidance on transit-oriented character.

Gold Line

- Land use in the Gold Line corridor is controlled by the City and County of Denver, Adams County, City of Arvada, and City of Wheat Ridge. Neighborhood transit-oriented development (TOD) plans have been completed or are underway for each of the seven station areas, and will serve as the basis for rezoning and other improvements. All current area and sub-area community land use plans contain objectives that explicitly support the transit project and that generally encourage transit-oriented projects, pedestrian orientation, and dense, mixed-use patterns of development.
- Multiple regional plans support increasing density in urban centers, and Denver Union Station is undergoing development into a mixed-use transportation hub with 1.3 million square feet of new development planned. Incentives to promote corridor development under consideration include density bonuses, reduced parking requirements, tax-increment financing, and urban renewal districts.
- Existing zoning ordinances permit low to moderate density residential development, ranging from 6 to 20 units per acre. Denver has established a Transit-Mixed Use zone permitting a floor area ratio of 5.0 and parking reductions of 25 percent, which is at the core of the DUS area. In each of the jurisdictions, rezoning efforts have been initiated or are planned to support station area planning efforts, which will include higher-density and mixed-use districts and improved transit-oriented character.

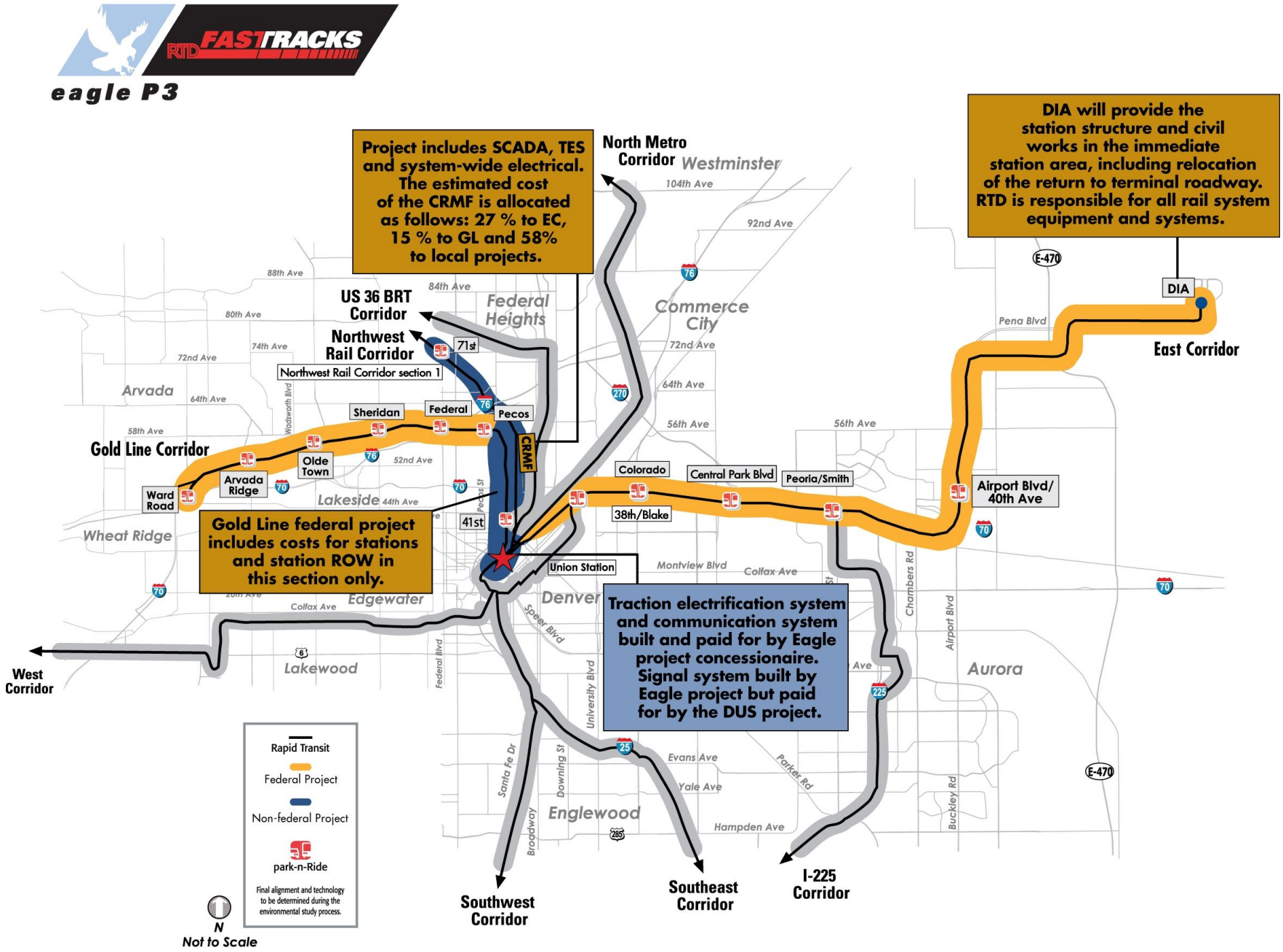
Performance and Impacts of Policies: Medium-High
(50 percent of Economic Development Rating)

East Line

- Extensive development has occurred in the past decade near DUS, and examples of TOD are increasing in other existing station areas in the region. Development opportunities at the 40th/40th and Colorado Stations are primarily infill or adaptive reuse projects, and several residential and retail projects have been proposed at the 40th/40th Station.
- Three station areas in the corridor have significant undeveloped or underutilized land (Central Park, Peoria, and 40th/Airport). Large-scale redevelopment plans of more than 4,000 acres each, including residential and commercial development, are planned and underway in the areas that include the Central Park and 40th/Airport Stations. The stations also benefit from proximity to freeways which may aid marketability.
- DIA is forecast to add significant employment and more than double the number of enplanements by 2030.

Gold Line

- In three of the proposed station areas along the Gold Line Corridor, new residential and retail development and redevelopment has recently been completed.
- Significant opportunities for development and redevelopment exist at four station areas with 50 percent or more undeveloped or underutilized land (Pecos, Federal, Arvada Ridge, and Ward). Limitations exist at the Pecos Station area that falls within historical landfill areas so new development would require mitigation. The three other stations in the corridor have more potential for infill development and less vacant land. They also benefit from proximity to freeways which may aid marketability. Improved connections between established residential areas in the Sheridan and 38th Station areas may support transit demand, although the 38th Street Station area is bisected by rail yards with only one current pedestrian connection.


RTD FASTTRACKS
eagle P3
Project includes SCADA, TES and system-wide electrical. The estimated cost of the CRMF is allocated as follows: 27 % to EC, 15 % to GL and 58% to local projects.
DIA will provide the station structure and civil works in the immediate station area, including relocation of the return to terminal roadway. RTD is responsible for all rail system equipment and systems.
North Metro Corridor
US 36 BRT Corridor
Northwest Rail Corridor
Northwest Rail Corridor section 1
Gold Line Corridor
East Corridor
West Corridor
Southwest Corridor
Southeast Corridor
I-225 Corridor
Gold Line federal project includes costs for stations and station ROW in this section only.
Traction electrification system and communication system built and paid for by Eagle project concessionaire. Signal system built by Eagle project but paid for by the DUS project.
Westminster
Federal Heights
Commerce City
Arvada
Wheat Ridge
Lakeside
Edgewater
Lakewood
Denver
Aurora
Englewood
DIA
71st
Sheridan
Federal
Pecos
CRMF
Olde Town
Arvada Ridge
Ward Road
41st
Union Station
Colorado
Central Park Blvd
Peoria/Smith
38th/Blake
Airport Blvd/ 40th Ave
104th Ave
92nd Ave
88th Ave
84th Ave
80th Ave
74th Ave
72nd Ave
64th Ave
58th Ave
56th Ave
52nd Ave
44th Ave
Colfax Ave
Montview Blvd
Pena Blvd
Evans Ave
Yale Ave
Hampden Ave
Parker Rd
Chambers Rd
Airport Blvd
Buckley Rd
Wadsworth Blvd
Federal Blvd
Speer Blvd
University Blvd
Broadway
Downing St
Santa Fe Dr
Rapid Transit
Federal Project
Non-federal Project
park-n-Ride
Final alignment and technology to be determined during the environmental study process.
N
Not to Scale

Mason Corridor BRT
Fort Collins, Colorado
Project Development
(Based upon information received by FTA in November 2009)

Summary Description	
Proposed Project:	Bus Rapid Transit 5.0 Miles, 8 Stations and 4 Stops
Total Capital Cost ($YOE):	$81.98 Million
Section 5309 Small Starts Share ($YOE):	$65.58 Million (80.0%)
Annual Forecast Year Operating Cost:	$1.62 Million
Opening Year Ridership Forecast (2010):	3,900 Average Weekday Boardings
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The City of Fort Collins, Colorado, is proposing a bus rapid transit (BRT) system extending from Maple Street in downtown Fort Collins to Harmony Road. The "Mason Express" or "MAX" right of way is parallel to, and a few hundred feet west of, College Avenue, the city's primary north-south arterial, and adjacent to Burlington Northern Santa Fe railway tracks. MAX would operate at grade in mixed traffic from the existing North Transit Center 1.2 miles to the northern edge of Colorado State University and continue in a 3.8-mile exclusive right of way to the proposed South Transit Center. Service would operate at ten-minute peak frequencies. The project includes construction of the South Transit Center, traffic signal priority in general purpose lanes, a bus guideway facility, modifications to the existing Downtown Transit Center, 250 park-and-ride spaces, unique MAX project branding, and five new low-floor vehicles.

Project Purpose: South College Avenue is the main thoroughfare in the City of Fort Collins. It connects downtown to destinations south. This thoroughfare is experiencing increasing traffic congestion, while also serving as a route for many existing bus services that are regularly delayed. The MAX BRT project will improve transit travel times and reliability by using an exclusive guideway for over half of its alignment. The guideway will parallel South College Avenue, thus providing a faster alternative to current bus services offered today.

Project Development History, Status and Next Steps: The BRT project is the result of a citizens' initiative begun in 1996 that produced the Mason Street Transportation Corridor Master Plan in January 1999. BRT was selected as the locally preferred alternative in October 2000. The project was approved into New Starts preliminary engineering in 2001, but dropped out in 2005 when a series of local ballot initiatives failed. With the infusion of capital from the Colorado Department of Transportation in 2007, the City of Fort Collins sought to advance the project as a Small Start. FTA approved the project into Small Starts project development in December 2007. An Environmental Assessment for the project was initiated in August 2002, which resulted in a Finding of No Significant Impact issued in 2008. The City anticipated receiving a Project Construction Grant Agreement (PCGA) by fall 2010; however, design refinements and completion of third party agreements have delayed the project schedule. A new schedule anticipates receipt of a PCGA in October 2011.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 Small Starts	$65.58	80.0%
State: Senate Bill 1 State Funding	$8.56	10.4%
Local: City of Fort Collins General Fund In-Kind Contribution	$6.04 $1.20	7.4% 1.5%
Private: Downtown Development Authority	$0.60	0.7%
Total:	**$81.98**	100.0%

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

CO Fort Collins, Mason Corridor BRT
FY2012 Financial Assessment Summary prepared November 2009

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Low**	The Small Starts share of the project is 80.0 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium-High**	
Capital Condition (25% of capital plan rating)	Medium	The average age of Transfort's bus fleet is 10.6 years, which is older than the industry average. The City of Fort Collins' good bond ratings, which were issued in 2007, are as follows: Moody's Investor Service Aa2 and Fitch AA.
Commitment of Funds (25% of capital plan rating)	High	All non-Small Starts funding is committed. Sources of funding include state Senate Bill 1 funding, local general funds, a land contribution from the City, and funding from the Downtown Development Authority.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium	City General Fund assumptions in the capital plan are consistent with historical experience. Other capital revenue sources are assumed to be one time grants. The capital cost estimate is considered reasonable for this phase of project development.
Project Operating Financial Plan (30% of summary financial rating)	**Medium**	
Operating Condition (25% of operating plan rating)	Medium	Fort Collins' current ratio of assets to liabilities is 2.73 in the most recent audited financial statements.
Commitment of Funds (25% of operating plan rating)	High	All operating funding is committed. Funding sources include fare revenues, City General Fund revenues, Section 5307 formula funds, and advertising revenues.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium-Low	Assumptions about growth in operating and maintenance costs are optimistic compared to historical experience. Operating revenue assumptions are reasonable compared to historical trends.

Mason Corridor BRT
Fort Collins, Colorado
Project Development
(Land Use and Economic Development Rating based upon Information accepted by FTA in November 2007)

LAND USE RATING: Medium-Low

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

- Population density within the corridor is approximately 3,100 persons per square mile and employment density within the corridor is approximately 4,800 employees per square mile, both of which reflect poor transit-supportive conditions. Only 25,000 jobs are located within ½ mile of proposed station areas.
- There are provisions for the disabled, such as ramps and curb cuts, throughout the corridor. The city identified missing sidewalks, arterial crossing conflicts and other pedestrian conflicts as part of the update to the Transportation Master Plan completed in 2004, and is working to obtain local, State and Federal grants to complete the projects.

ECONOMIC DEVELOPMENT RATING: Medium-High

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

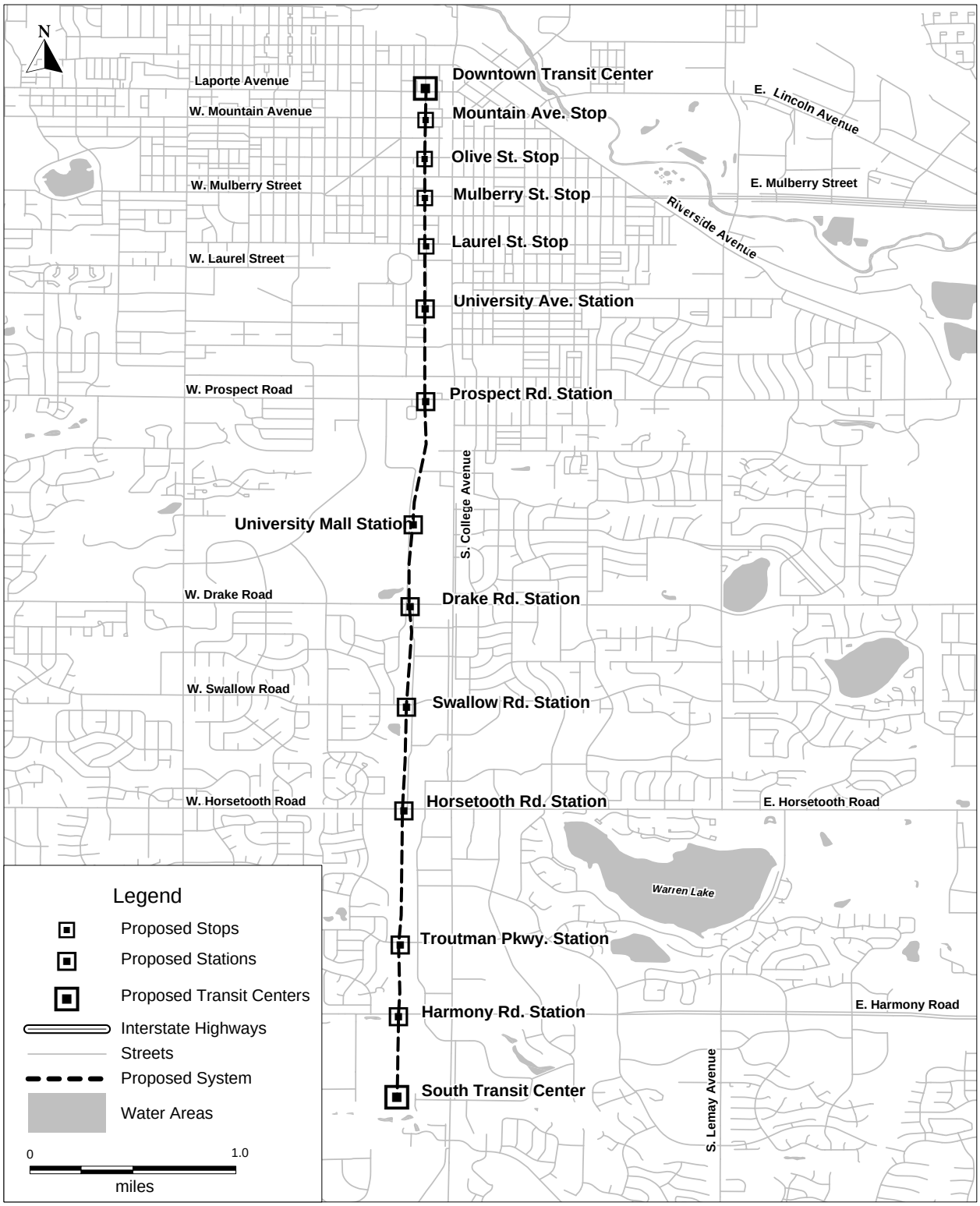
- The Plan for the Area Between Loveland and Fort Collins, a policy document adopted by the Cities of Fort Collins and Loveland and Larimer County, calls for a community separator area between the cities that would be kept rural rather than absorb urban development. Agreements with Larimer County have extended the growth area boundaries beyond the city limits and into the county to govern the development occurring there. Other nearby municipalities are also cooperating with the City.
- Policies in the City Plan stipulate that higher intensities of development will be located in major transit station areas, such as those in the MTC. The land use code has specific requirements regarding residential, commercial, mixed-use and institutional land use intended to promote transit- and pedestrian-friendly design. The City of Fort Collins has adopted parking-related requirements for both autos and bicycles throughout the city. Maximum parking space requirements have been established for all non-residential land uses, but there are no minimum parking space requirements.
- The zoning code is structured to create communities, not just to manage individual development projects. Station areas comprise one type of community to which appropriate parts of the code are being applied. One ongoing effort of local land use planning is an analysis of current zoning and land use regulations at station areas to determine if any changes are needed to make the areas more conducive to transit-oriented development.
- Members of the development community, the Fort Collins Downtown Development Authority, the Chamber of Commerce, the Fort Collins Economic Development Corporation, and the Visitors Bureau, as well as property and business owners, have been involved in creating the city's and MTC's plans.

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

- Under the transit-supportive City Plan and implementation-related zoning ordinances, several major city and county buildings have been constructed to create the Downtown Civic Center. Forthcoming projects include a mixed office, retail, and residential medium-high density development on a vacant parcel adjacent to the north end of the MTC. The South Transit Center agreement has been completed and the city now owns the property.
- In 2004, an examination of infrastructure needs provided an assessment of all the properties along the corridor with regard to their potential for redevelopment. The result showed a significant number of properties that had good redevelopment potential under the existing zoning. Even more redevelopment would be expected with future transit-supportive zoning changes.

Mason Corridor BRT

Fort Collins, Colorado



VelociRFTA Bus Rapid Transit
Roaring Fork Valley, Colorado
Project Development
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	Bus Rapid Transit 38.8 Miles, 9 Stations
Total Capital Cost ($YOE):	$39.28 Million
Section 5309 Small Starts Share ($YOE):	$24.97 Million (63.6%)
Annual Forecast Year Operating Cost:	$6.95 Million
Opening Year Ridership Forecast (2013):	3,700 Average Weekday Boardings
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Roaring Fork Transportation Authority (RFTA) is planning a bus rapid transit (BRT) line from Aspen to Glenwood Springs. When completed, the project is expected to provide faster transit service connecting the communities of Aspen, Snowmass Village, Woody Creek, Basalt, El Jebel, Carbondale and Glenwood Springs. A total of 255 park-and-ride spaces would be constructed as part of the project and 18 low-floor buses would be purchased to augment the existing fleet.

Project Purpose: The Roaring Fork Valley contains several communities connected by a single transportation corridor, State Highway 82 (SH 82). SH 82 is the only continuous roadway serving these communities. Growth in the corridor has increased transit demand between Aspen, Glenwood Springs and all communities in between. Congestion on SH 82 is expected to increase, which would further degrade current transit services. The project would use existing high-occupancy vehicle lanes and traffic signal priority to provide faster, more reliable transit service, and would include branded stations and vehicles.

Project Development History, Status and Next Steps: Previous studies in the corridor include a Corridor Investment Study in 2003, and a re-evaluation of the State Highway 82/Entrance to Aspen Final Environmental Impact Statement and Record of Decision in 2007. The locally preferred alternative (LPA) was selected in 2003. An alternatives analysis to refine the LPA was completed in 2008. The project was adopted as part of the 2030 Statewide Plan in 2008, and is included in the financially constrained State Transportation Improvement Program. The project was approved into Small Starts project development in December 2008. A Finding of No Significant Impact was approved in November 2010. RFTA anticipated receipt of a construction grant in February 2011; however, delays in FY 2011 appropriations will delay the construction grant award.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 Small Starts	$24.97	63.6%
Local: Sales tax revenues	$14.31	36.4%
Total:	**$39.28**	100.0%

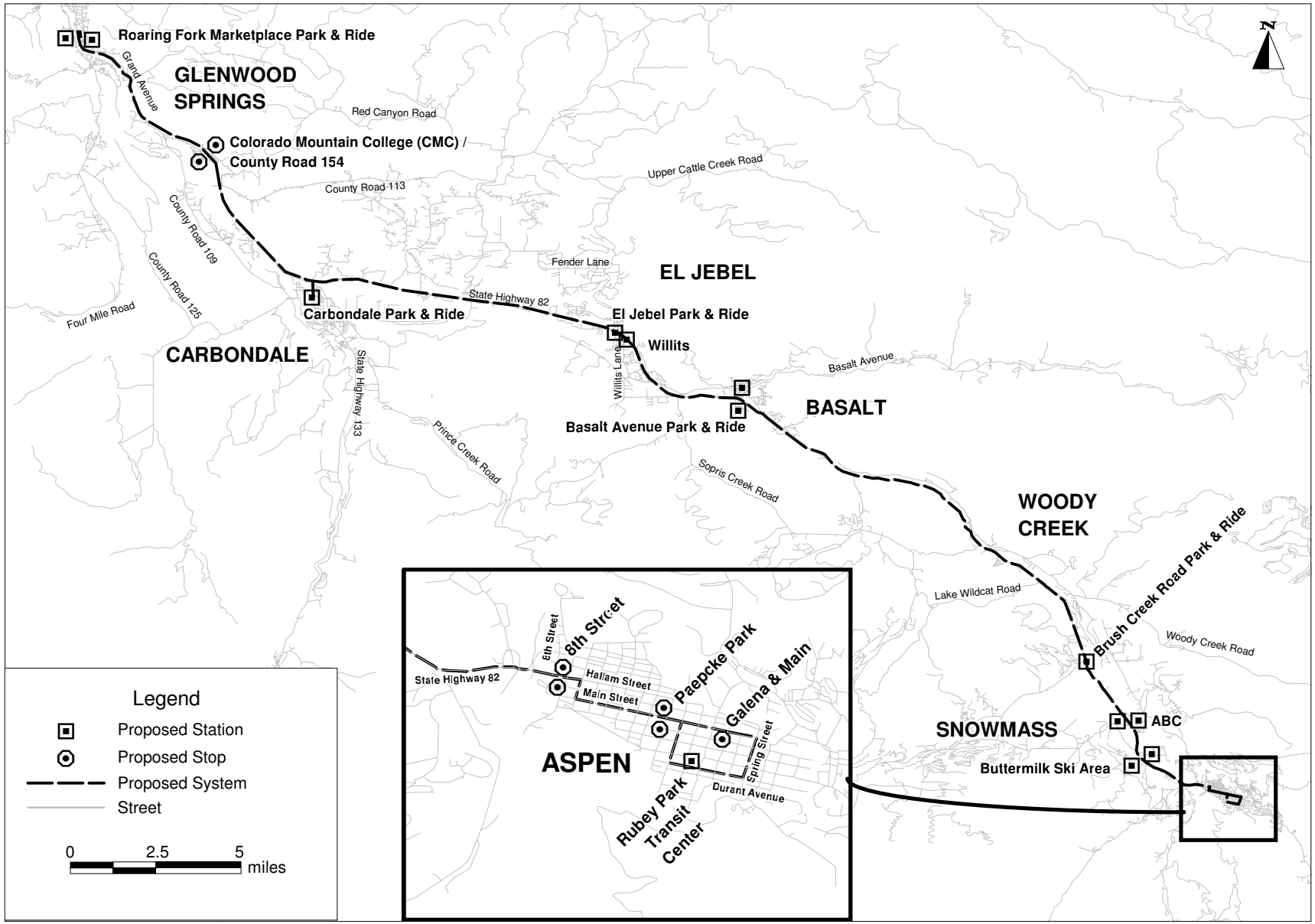
NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

CO Roaring Fork Valley, VelociRFTA BRT
FY2012 Financial Assessment Summary prepared November 2010

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Low**	The Small Starts share of the project is 63.6 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium-High**	
Capital Condition (25% of capital plan rating)	Medium-High	The average age of the bus fleet is 6.9 years, in line with the industry average. The most recent bond ratings, issued in 2009, are as follows: Standard & Poor's Corporation AA-.
Commitment of Funds (25% of capital plan rating)	High	All of the non-Section 5309 Small Starts funds are committed. Sources of funds include sales tax revenue bonds and Build America Bonds previously issued in 2009.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-High	Revenue assumptions are consistent with historical data. The capital cost estimate is considered reasonable. The financial plan shows that the project sponsor has the financial capacity to cover cost increases or funding shortfalls of at least 25 percent of estimated project costs.
Project Operating Financial Plan (30% of summary financial rating)	**Medium-High**	
Operating Condition (25% of operating plan rating)	High	Roaring Fork's current ratio of current assets to current liabilities as reported in its most recent audited financial statement is 7.05. There are no operating cash shortfalls in the past several years and there have been minimal service cutbacks due to productivity improvements and national trends resulting in reduced tourism.
Commitment of Funds (25% of operating plan rating)	Medium-High	Over 70 percent of operating funding is committed, while the remainder is budgeted. The main revenue sources are Section 5309 and 5311 formula funds, local sales tax bond proceeds, service contracts, and operating revenues.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium	Assumed growth in operating expenses is appropriate compared to historical experience. Assumed farebox collections are optimistic and sales tax revenues are appropriate with historical experience. Projected cash balances and reserve account are approximately 50 percent of annual system-wide operating expenses.

BRT Project

Roaring Fork Valley, Colorado



New Britain – Hartford Busway
Hartford, Connecticut
Final Design
(Based upon information received by FTA in November 2009)

Summary Description	
Proposed Project:	Bus Rapid Transit 9.4 Miles, 11 Stations
Total Capital Cost ($YOE):	$572.69 Million (includes $12.0 million in finance charges)
Section 5309 New Starts Share ($YOE):	$275.30 Million (48.1%)
Annual Forecast Year Operating Cost:	$22.06 Million
Ridership Forecast (2030):	16,300 Average Weekday Boardings 4,900 Daily New Riders
Opening Year Ridership Forecast (2013):	13,400 Average Weekday Boardings
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

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

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

Project Development History, Status and Next Steps: The 1994 regional transportation plan prepared by the Capitol Region Council of Governments identified the I-84 corridor west of Hartford as one of the metropolitan area's high priority corridors. A major investment study in the corridor was completed in 1999, which resulted in the selection of a BRT system between New Britain and Hartford as the locally preferred alternative. FTA approved the New Britain-Hartford Busway into preliminary engineering in January 2000. The project received a Record of Decision in March 2002. To address changes in the project scope since issuance of the ROD, two re-evaluations of the Final Environmental Impact Statement were conducted in June 2006 and September 2008. FTA approved final design for the project in October 2006. The project sponsor is currently completing final design in preparation for a Full Funding Grant Agreement (FFGA) in 2011. Before an FFGA will be considered for the project, ConnDOT must provide a financial plan to FTA that addresses future funding shortfalls in the State Transportation Fund.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$275.30	48.1%
Section 5307 Urbanized Area Formula Funds	$18.20	3.2%
Section 5309 Fixed Guideway Modernization Funds	$21.18	3.7%
Section 5309 Bus Discretionary	$25.92	4.5%
FHWA Flexible Funds (CMAQ and STP)	$112.75	19.7%
FHWA NHS Funds	$6.00	1.0%
State:		
State Transportation Fund	$113.34	19.8%
Total:	**$572.69**	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.

CT Hartford, New Britain - Hartford Busway
FY2011 Financial Assessment Summary prepared November 2009

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium-High**	The New Starts share of the project is 48.1 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium	The average age of ConnDOT's Statewide bus fleet is 7.6 years, while the average age of the Hartford Division's bus fleet is 6.5 years, which is in line with the industry average. ConnDOT's special tax obligation bond ratings, issued in January 2009, are as follows: Moody's Investors Service A1, Standard & Poor's AA, and Fitch AA-. There have been no service reductions.
Commitment of Funds (25% of capital plan rating)	Medium	Approximately 51 percent of non-New Starts funding is committed or budgeted. Federal funding sources include Section 5307 Formula funds, Section 5309 Fixed Guideway Modernization funds, Section 5309 Bus Discretionary funds, flexible funds including CMAQ and STP, and FHWA National Highway System funds. State funding sources include revenues from the State Transportation Fund and funds committed in Public Act 06-136.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	While assumptions regarding federal funding are reasonable, growth in state funding sources assumed in the plan are more optimistic than historical experiences. The project's financial plan shows annual deficits in the State Transportation Fund beginning in 2010, and a negative fund balance beginning in 2014. Although the Legislature is compelled to maintain a minimum positive fund balance for a rolling five-year horizon, the financial plan does not describe any means by which these deficits would be eliminated. The capital cost estimate of the project is considered reasonable.
Project Operating Financial Plan (30% of summary financial rating)	**Medium**	
Operating Condition (25% of operating plan rating)	Medium-High	The current ratio of assets to liabilities as reported for the Special Transportation Fund in its most recent audited financial statement is 5.6. ConnDOT has a history of being able to draw funds as required from the State Transportation Fund. ConnDOT has increased service in recent years

Commitment of Funds (25% of operating plan rating)	Medium	Less than 50 percent of operating funding is committed. Most of the "planned" sources of funds derive from the State Transportation Fund, which cannot be committed more than a year in advance.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium-Low	The operating plan is based on optimistic assumptions regarding growth in operating subsidies and passenger revenues. The project's financial plan shows annual deficits in the State Transportation Fund beginning in 2010, and a negative fund balance beginning in 2014. Historically, the State has acted to balance the State Transportation Fund.

New Britain – Hartford Busway
Hartford, Connecticut
Final Design
(Land Use and Economic Development Rating based upon Information accepted by FTA in November 2008)

LAND USE RATING: Medium-Low

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

- Population density within ½-mile of the station areas is approximately 5,645 people per square mile and employment in project station areas is approximately 81,000 jobs.
- The project serves four jurisdictions between the downtown areas of Hartford and New Britain. Intermediate stations serve residential neighborhoods of varying urban and suburban character, with low to medium densities, as well as a mix of auto-oriented commercial and industrial development and undeveloped land. The busway is in a transportation corridor and the stations are adjacent to I-84, additional major roadways, Amtrak right-of-way, and large, formerly industrial buildings.
- Parking rates are in the medium range in downtown Hartford and New Britain, while parking is free and generally available at other stations.

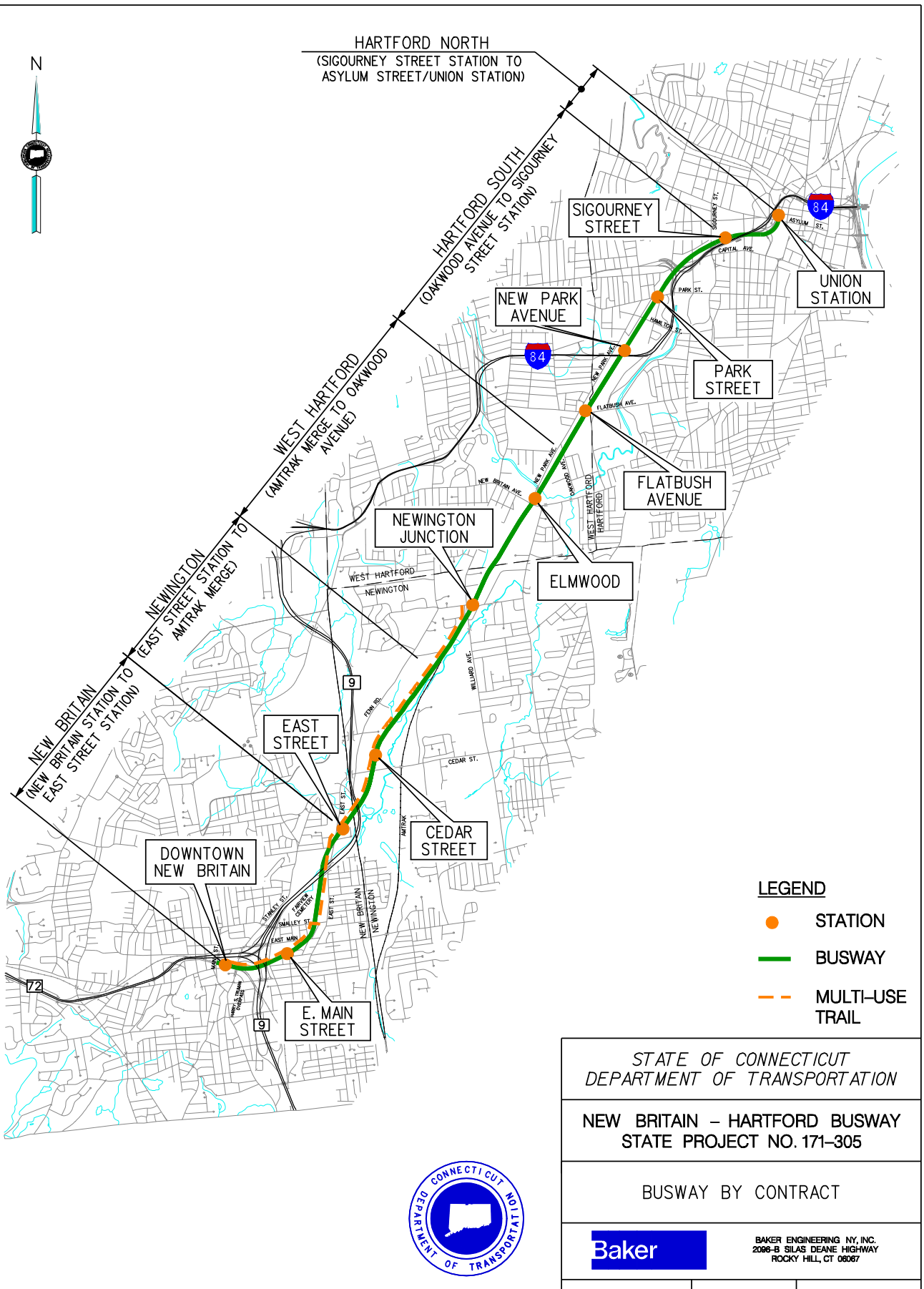
ECONOMIC DEVELOPMENT RATING: Medium

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

- The State of Connecticut has passed a series of laws and enacted policies and programs supporting growth management, including most recently the provision of funding for a pilot transit-oriented development (TOD) program, to which the Cities of Hartford and New Britain are applying for grants. This program was created in support of state legislation passed previously requiring designation of areas for compact, transit accessible, pedestrian-oriented mixed use development. A rigorous land use planning effort, the *New Britain-Hartford Station Planning Project,* was conducted for the busway and has produced conceptual transit-oriented station area plans, although implementation is largely still pending. The City of Hartford is implementing significant infrastructure improvements to enhance the pedestrian environment.
- Progress in implementing plans is most evident in recent zoning changes designed to promote TOD. The Town of West Hartford has adopted a Special Development District Designation, which provides bonus floor area for buildings close to transit terminals, and the City of Hartford has implemented an Industrial Residential Overlay District, allowing the conversion of industrial space to residential and mixed uses. New Britain is in the process of rezoning its downtown to allow increased densities and development with transit-supportive characteristics, including reducing parking requirements.

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

- Significant redevelopment is under way in downtown Hartford, reflecting recovery from a long period of economic decline. Major components have been completed of the 30-acre Adriaen's Landing site project, which includes a new Connecticut Convention Center, Downtown Marriott Hotel, an entertainment district, residential development, and the Connecticut Center for Science and Exploration.
- Multiple development projects are either recently completed or under construction in downtown Hartford station areas and the rehabilitation of industrial buildings in the Parkville Station area is proceeding.
- A substantial increase in employment and more modest but solid population growth are projected in station areas and the rating for total employment served by the system will increase from low to medium-low by 2030, as a result of projected growth.


N
HARTFORD NORTH
(SIGOURNEY STREET STATION TO
ASYLUM STREET/UNION STATION)
HARTFORD SOUTH
(OAKWOOD AVENUE TO SIGOURNEY
STREET STATION)
WEST HARTFORD
(AMTRAK MERGE TO OAKWOOD
AVENUE)
NEWINGTON
(EAST STREET STATION TO
AMTRAK MERGE)
NEW BRITAIN
(NEW BRITAIN STATION TO
EAST STREET STATION)
SIGOURNEY STREET
UNION STATION
NEW PARK AVENUE
PARK STREET
FLATBUSH AVENUE
NEWINGTON JUNCTION
ELMWOOD
EAST STREET
CEDAR STREET
DOWNTOWN NEW BRITAIN
E. MAIN STREET
84
9
72
LEGEND
STATION
BUSWAY
MULTI-USE TRAIL
STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
NEW BRITAIN – HARTFORD BUSWAY
STATE PROJECT NO. 171-305
BUSWAY BY CONTRACT
Baker
BAKER ENGINEERING NY, INC.
2098-B SILAS DEANE HIGHWAY
ROCKY HILL, CT 06067
JANUARY 2006
N.T.S.

Urban Transitway Phase II
Stamford, Connecticut
Final Design
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	Busway/HOV Extension 3,000 Feet
Total Capital Cost ($YOE):	$48.31 Million
Section 5309 New Starts Share ($YOE):	$24.72 Million (51.2%)
Ridership Forecast:	Not Available

Project Description: The City of Stamford, Connecticut proposes to extend Phase I of its Urban Transitway, currently in operation, along Myrtle Avenue to US Route 1. The facility would include dedicated bus-priority/High Occupancy Vehicle (HOV) lanes, bikeways, sidewalks, and landscaping. Signal priority would be provided at intersections for local and commuter bus priority. Bus stops on the transitway would include real-time passenger information displays. Dedicated lanes would be for the exclusive use of buses and other HOVs seven days a week on a 24-hour basis. The new facility would accommodate direct access to Connecticut Transit's (CTTransit) Stamford bus maintenance facility. The city and CTTransit are committed to providing regular service along the complete transitway at peak-hour headways of 10 minutes or less, stopping at high-amenity bus stops.

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

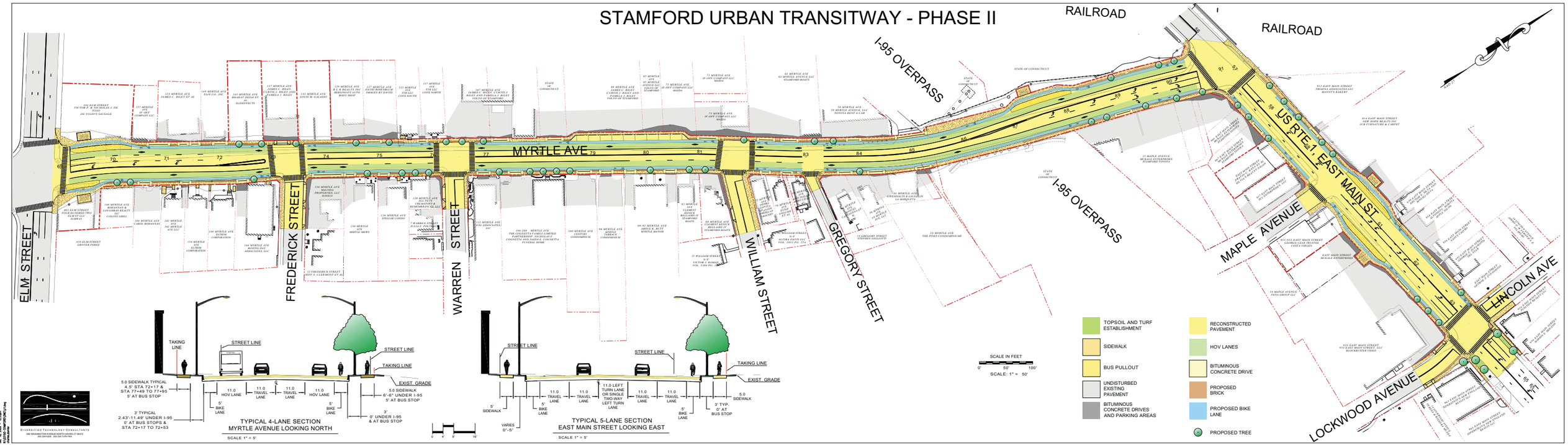
Project Purpose: The Phase II Urban Transitway would extend the benefits of Phase I, relieving congestion on local streets and providing fast, direct bus rapid transit-like levels of service to the Stamford Intermodal Transportation Center, a Metro-North and Amtrak multimodal rail station. As with the Phase I transitway, dedicated bus-priority/HOV lanes and signal priority treatment on the Phase II transitway would reduce average trip time and improve the reliability of bus schedules. Direct access to CTTransit's maintenance facility from the transitway would reduce deadhead operation of buses and improve overall system operating efficiency.

Project Development History, Status and Next Steps: FTA approved the Urban Transitway Phase II project into preliminary engineering as an exempt New Starts project in May 2006, and into final design in November 2007. FTA issued a Finding of No Significant Impact in September 2006. The City of Stamford is now conducting right-of-way acquisition and completing final design. Construction of the Phase II transitway is expected to begin in fall 2011, with revenue operation expected to begin in spring 2014.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$24.72	51.2%
Section 5309 Bus Discretionary	$8.80	18.2%
FHWA ITS Earmark	$0.93	1.9%
EPA Brownfields	$0.16	0.3%
Local:		
City of Stamford General Fund	$13.70	28.4%
Total:	**$48.31**	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.

STAMFORD URBAN TRANSITWAY - PHASE II



Wilmington to Newark Commuter Rail Improvements
Wilmington, Delaware
Final Design
(Based upon information received by FTA in November 2010)

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

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

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

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

Project Development History, Status and Next Steps: FTA approved the Wilmington to Newark Commuter Rail Improvements project into preliminary engineering as an exempt New Starts project in April 2004. FTA agreed the project qualified as a Categorical Exclusion for environmental review in September 2006. FTA approved entry into final design in February 2007. In August 2009, $7.6 million was obligated for acquisition of two 2-car passenger train sets which are expected for delivery in November 2011. DTC anticipates beginning construction on track improvements in early 2011, with completion in 2013.

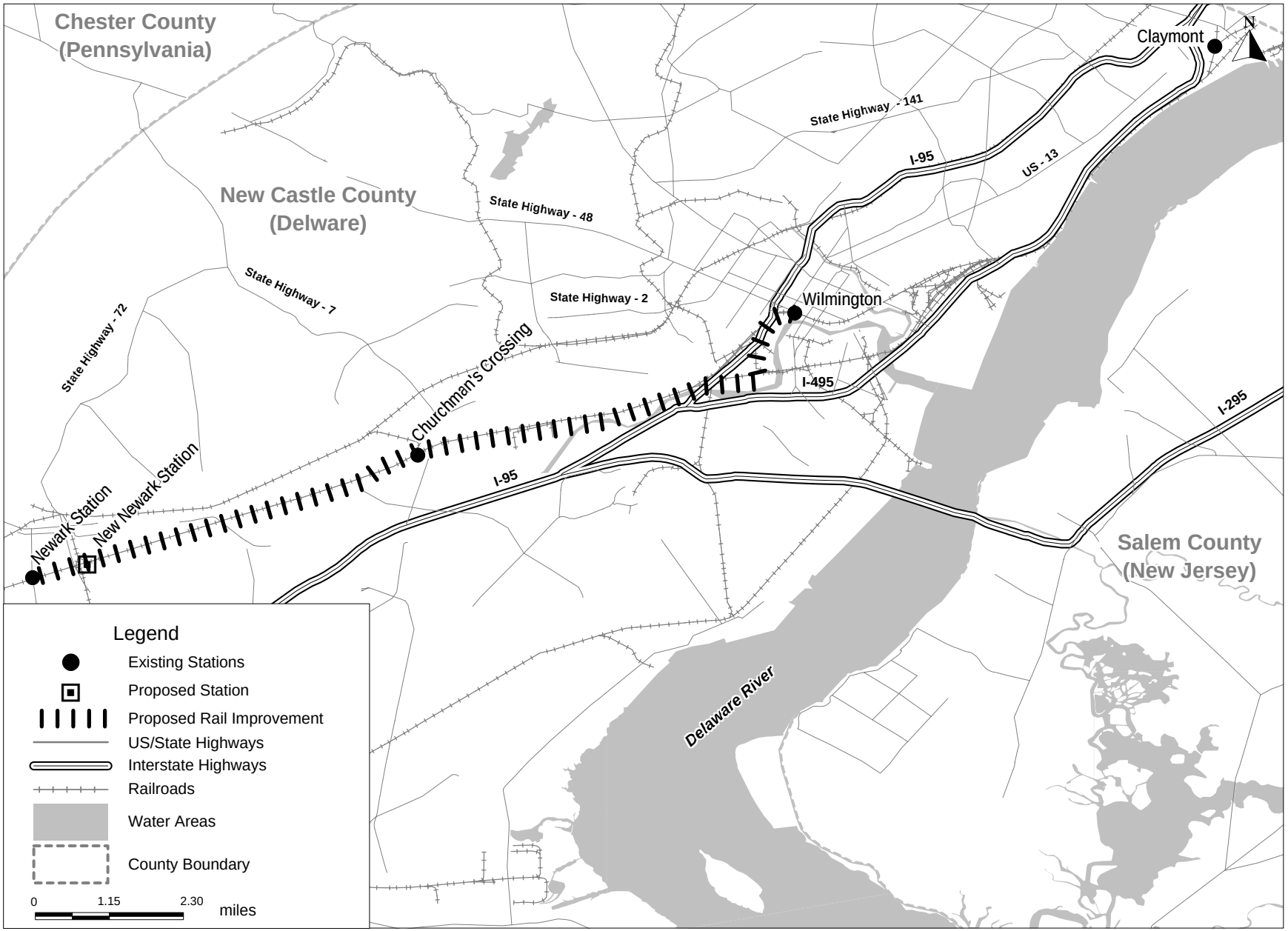
In October 2010, the Wilmington Area Planning Council received notice of a U.S. Department of Transportation Transportation Investment Generating Economic Recovery (TIGER) II planning grant to reconsider the location and design of the Newark rail station. Further development of final design for the station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

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$24.99	31.9%
FHWA Section 117	$4.92	6.3%
FHWA Section 1702	$5.00	6.4%
Section 5309 Fixed Guideway Modernization	$3.98	5.1%
State:		
Delaware State Transportation Trust Fund	$39.53	50.4%
Total:	**$78.42**	**100.0%**

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

Wilmington to Newark Commuter Rail Improvements

Wilmington, Delaware



JTA BRT North Corridor
Jacksonville, Florida
Project Development
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	Bus Rapid Transit 9.3 Miles, 13 Stations
Total Capital Cost ($YOE):	$21.30 Million
Section 5309 Small Starts Share ($YOE):	$17.04 Million (80.0%)
Annual Forecast Year Operating Cost:	$2.44 Million
Opening Year Ridership Forecast (2013):	4,600 Average Weekday Boardings
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Jacksonville Transportation Authority (JTA) is proposing a 9.28-mile bus rapid transit (BRT) line running north of downtown Jacksonville to Interstate 295. The project connects to the BRT Phase 1 Downtown project currently underway and includes transit signal priority, the purchase of eight low-floor, branded, diesel-hybrid vehicles and construction of stations with a real-time passenger information system, a security system, and off-board fare collection. Service would operate seven days a week, with 10-minute headways during peak periods and 15-minute headways during off-peak periods.

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

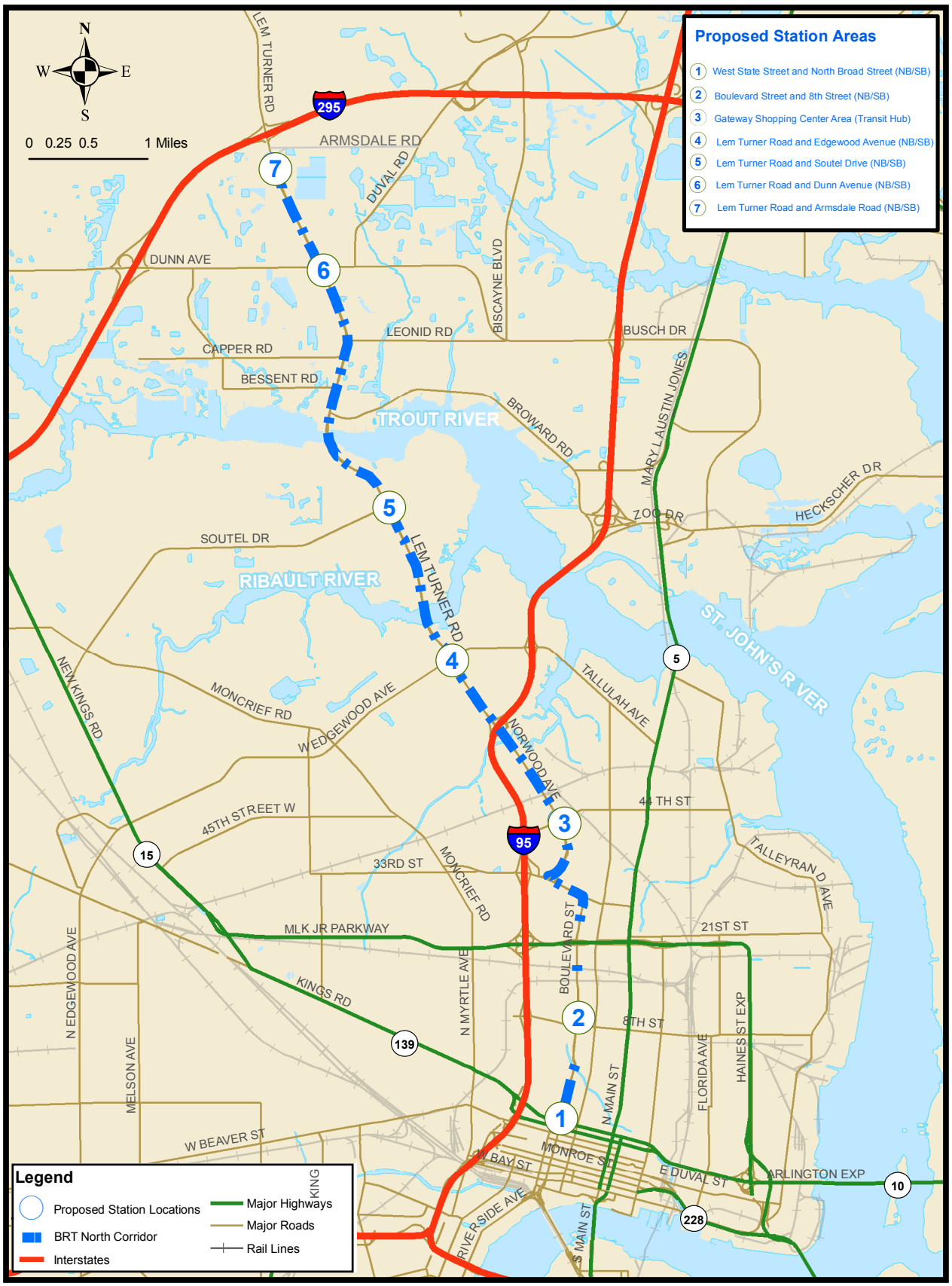
Project Development History, Status and Next Steps: FTA approved the BRT North Corridor project into project development as a Very Small Start in December 2010. During 2011, JTA plans to initiate preliminary engineering activities in the corridor and complete the Environmental Assessment for the project. JTA anticipates a construction grant in mid-2012, start of construction in November 2012, and start of revenue operations in December 2013.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 Small Starts	$17.04	80.0%
State: Florida New Starts Transit Program	$2.13	10.0%
Local: JTA Local Discretionary Funds	$2.13	10.0%
Total:	**$21.30**	100.0%

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

Project Site Map

Bus Rapid Transit North Corridor Project
Jacksonville, Florida



JACKSONVILLE TRANSPORTATION AUTHORITY

Central Florida Commuter Rail Transit – Initial Operating Segment
Orlando, Florida
Final Design
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	Commuter Rail 32 Miles, 12 Stations
Total Capital Cost ($YOE):	$357.27 Million (includes $0.8 million in finance charges)
Section 5309 New Starts Share ($YOE):	$178.64 Million (50.0%)
Annual Forecast Year Operating Cost:	$42.07 Million
Ridership Forecast (2030):	7,400 Average Weekday Boardings 3,700 Daily New Riders
Opening Year Ridership Forecast (2013):	4,300 Average Weekday Boardings
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

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

Project Purpose: The CFCRT runs parallel to Interstate 4 (I-4) and US 17-92, the region's primary north-south travel routes and the location of much of the region's population and employment. I-4 is scheduled for reconstruction, and the proposed project is intended to serve as a congestion mitigation measure, as well as more broadly provide a high capacity transit alternative to north-south travel in the corridor.

Project Development History, Status and Next Steps: FDOT completed an alternatives analysis on a 61-mile corridor in May 2004. An Environmental Assessment (EA) was prepared for the entire 61-mile corridor in May 2006, with a Finding of No Significant Impact (FONSI) signed by FTA in April 2007. A 54-mile, 15-station project Locally Preferred Alternative was approved into preliminary engineering (PE) in March 2007. A Supplemental EA was prepared to assess the potential impacts of several project scope changes and to include a general analysis of the environmental impacts of moving freight from the CSX "A" Line to the "S" Line. FTA approved and signed the Supplemental EA in May 2008, and an addendum to the FONSI was issued by FTA in July 2008. During PE, FDOT decided to pursue entry into final design for only the current 32-mile, 12-station project, which was approved into final design in August 2008. A second Supplemental EA was prepared to assess a change in vehicle technology from diesel multiple units to locomotives and passenger cars and to assess changes to several stations. FTA approved and signed the Supplemental EA in April 2010, and an addendum to the FONSI was issued in September 2010. FDOT is currently completing final design in preparation for a Full Funding Grant Agreement in mid-2011.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 New Starts	$178.64	50.0%
State: Florida New Starts Transit Program State Transportation Trust Fund	$89.32	25.0%
Local: Volusia County State Infrastructure Bank Loan Seminole County Sales Tax Funds City of Orlando State Infrastructure Bank Loan Orange County General Funds	$6.60 $45.56 $13.47 $23.68	1.8% 12.8% 3.8% 6.6%
Total:	**$357.27**	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.

FL Orlando, Central Florida Commuter Rail Transit - Initial Operating Segment
FY2012 Financial Assessment Summary prepared November 2010

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium**	The New Starts share of the project is 50.0 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium-High**	
Capital Condition (25% of capital plan rating)	Medium-High	The Florida Department of Transportation (FDOT) does not have a bus fleet. FDOT's General Obligation bonds are rated as follows: Standard & Poor's Corporation A+, Moody's Investor Service Aa2, and Fitch AA-.
Commitment of Funds (25% of capital plan rating)	High	All of the non-New Starts funding is committed or budgeted. The non-New Starts share will be covered by state transportation trust funds and funds from Volusia, Seminole, and Orange counties and the City of Orlando.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium	Assumptions in the capital plan are consistent with historical experience. The current capital project cost estimate is considered reasonable. The financial plan shows that FDOT has the financial capacity to cover cost increases or funding shortfalls up to 25 percent of estimated project costs.
Project Operating Financial Plan (30% of summary financial rating)	**Medium**	
Operating Condition (25% of operating plan rating)	Medium-High	FDOT's current ratio of assets to liabilities as reported for the State's Transportation Fund in its most recent audited financial statement was 1.7.
Commitment of Funds (25% of operating plan rating)	Medium-High	The majority of operating funding is committed. For the initial seven years of operation, FDOT will fund all operating subsidies through its Strategic Intermodal System program using revenues from the State Transportation Trust Fund. Thereafter, operating subsidies will be provided by Volusia, Seminole, and Orange counties and the City of Orlando.

O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium-Low	The assumed growth in operating and maintenance expenses is comparable to historical rates for the region. Projected farebox recovery appears optimistic. The financial plan assumes a balanced operating budget each year, with no accrual of an operating surplus or reserve.

Central Florida Commuter Rail Transit – Initial Operating Segment
Orlando, Florida
Final Design
(Land Use and Economic Development Rating based upon Information accepted by FTA November 2008)

LAND USE RATING: Medium [1]

Existing Land Use: Medium-Low
(One-third of Land Use Rating)

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

- Population density within ½-mile of the station areas is approximately 2,130 persons per square mile. The project has approximately 78,700 jobs within ½-mile of the proposed stations. The project provides direct service to the central business district (CBD), which contains approximately 729,700 jobs.
- The stations in the City of Orlando and Winter Park can be considered destination stations, with significant levels of development within walking distance and a pedestrian-friendly character. Development levels within walking distance of the remaining suburban stations are low and land use is highly auto-oriented.
- Parking supplies in the corridor are high, even at stations within the City of Orlando, although parking rates at garages in downtown are high.

Transit-Supportive Plans and Policies: Medium
(One-third of Land Use Rating)

- The State of Florida Growth Management Act (SB 360) establishes growth management laws to ensure critical transportation infrastructure and services are in place to accommodate future urban growth and redevelopment. The act promotes regional planning through an incentive program and provides funding for transportation investments that support growth management.
- The City of Orlando's downtown redevelopment plan coordinates transportation and other public infrastructure improvements with private development, embodies "new urbanism" as a guiding principle, and emphasizes mixed land use, pedestrian connectivity, strong neighborhoods, and transit. The only other community along the corridor that has a specific development plan for the station area is Lake Mary, where a master plan has been developed for a small suburban town center. The comprehensive plans for several other corridor communities identify sections of the station areas for development at higher densities, with a varying degree of transit-supportive characteristics.
- Zoning in the downtown Orlando and Winter Park station areas requires higher development densities and transit-supportive character, including mixed uses and pedestrian-friendly design. Several other municipalities in the corridor have zoning provisions allowing reduced parking in activity centers or areas with high levels of transit service.
- Many efforts have been made to reach out to stakeholders. The project sponsor has coordinated station planning and design with major property and facility owners in station areas, including hospitals and utility companies.

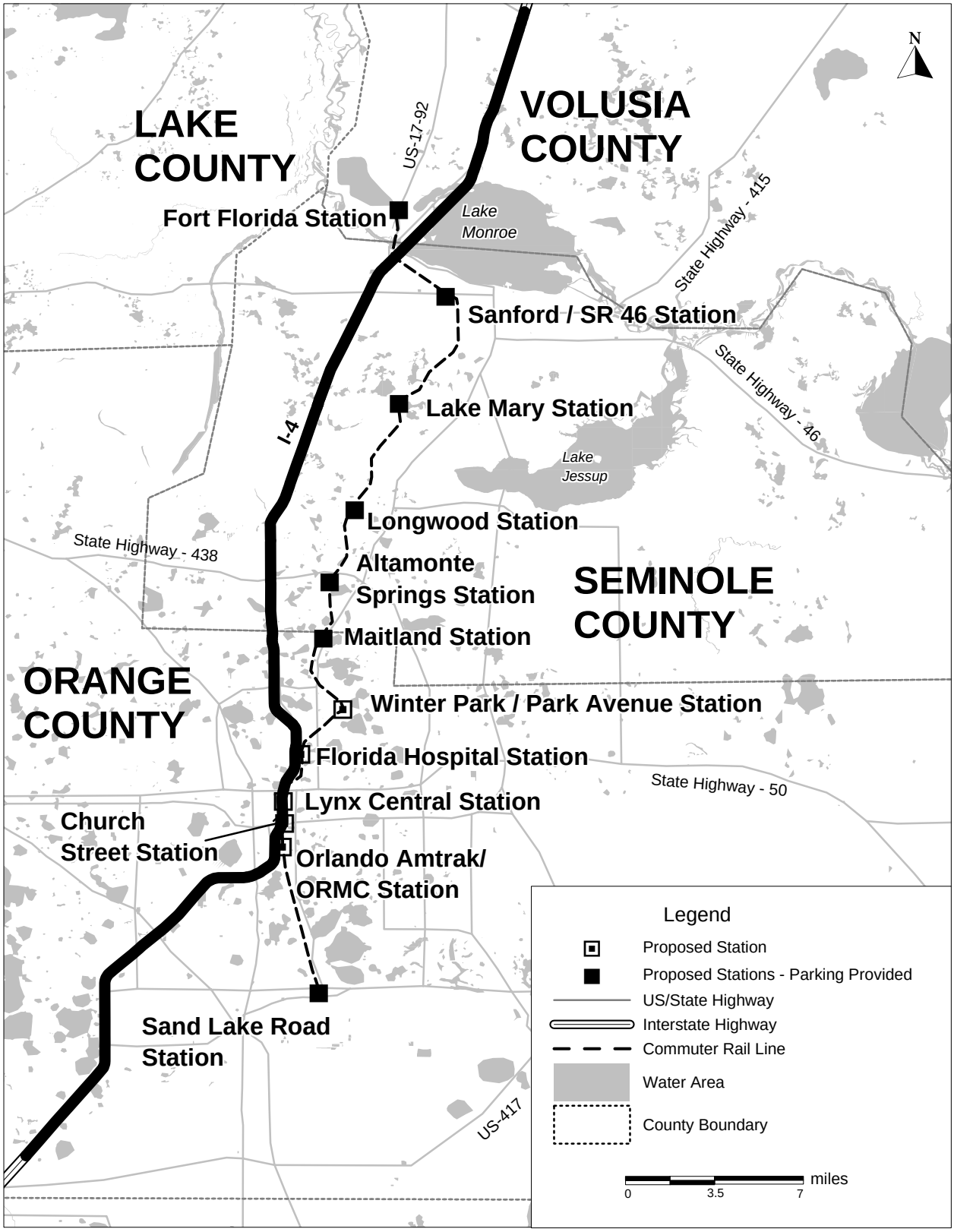
Performance and Impacts of Policies: Medium
(One-third of Land Use Rating)

- Major redevelopment is occurring in downtown Orlando. Although they are subject to the policies incorporated in the downtown revitalization plan, many of the projects and proposals include substantial new parking supplies and thus are not strongly transit-supportive.
- Transit-supportive development at stations beyond Orlando and Winter Park has been minimal.

[1] The revised weighting of the project justification criteria that took effect in July 2009 does not apply to this project. Per FTA's 2006 *Final Guidance on New Starts Policies and Procedures*, once a project has been approved into final design, the project is not subject to any changes in New Starts policy, guidance, and procedures. Thus, the two Economic Development factors are considered as part of the Land Use summary rating, as they were prior to July 2009, and Economic Development does not receive a separate rating.

Central Florida Commuter Rail Transit - Initial Operating Segment

Orlando, Florida



High Capacity Transit Corridor Project
Honolulu, Hawaii
Preliminary Engineering
(Based upon information received by FTA in November 2009)

Summary Description	
Proposed Project:	Elevated rail line with 3rd-rail electrification 20.1 Miles, 21 Stations
Total Capital Cost ($YOE):	$5,347.68 Million (Includes $290.3 million in finance charges)
Section 5309 New Starts Share ($YOE):	$1,550.00 Million (29.0%)
Annual Forecast Year Operating Cost:	$125.92 Million
Ridership Forecast (2030):	116,000 Average Weekday Boardings 64,000 Daily New Riders
Opening Year Ridership Forecast (2019):	97,000 Average Weekday Boardings
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

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

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

Project Development History, Status and Next Steps: The City completed an alternatives analysis for the corridor in November 2006, and identified an elevated fixed-guideway as a starter project with future extensions both east and west. In May 2007, the Oahu Metropolitan Planning Organization amended the transportation plan for Oahu to include this initial project. In April 2008, the City chose steel-wheel-on-steel-rail as the technology and, in November 2008, a Draft Environmental Impact Statement (EIS) was issued for the project. FTA approved the project into preliminary engineering in October 2009. A Final EIS was issued in June 2010, and a Record of Decision was issued in January 2011. The City's schedule anticipates entry into final design in August 2011, receipt a Full Funding Grant Agreement in 2012, and the start of revenue operations in 2019.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$1,550.00	29.0%
Section 5307 Urbanized Area Formula Funds	$300.72	5.6%
American Recovery and Reinvestment Act	$4.00	0.1%
State/Local:		
General Excise Tax (GET)	$3,492.96	65.3%
Total:	**$5,347.68**	100.0%

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

HI Honolulu, High Capacity Transit Corridor Project
FY2011 Financial Assessment Summary prepared September 2009

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**High**	The New Starts share of the project is 29.0 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium	The average age of the City's bus fleet is 9.2 years, which is older than the industry average. The City's good general obligation bond ratings, which were issued in 2009, are as follows: Moody's Investors Service Aa2, Standard & Poor's Corporation AA, and Fitch AA.
Commitment of Funds (25% of capital plan rating)	High	Approximately 91 percent of non-New Starts funding is committed. Federal sources include Section 5307 Formula funds and funds from the American Recovery and Reinvestment Act. Local funds derive from the general excise tax (GET).
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Low	Assumptions regarding growth in GET revenues and Section 5309 bus discretionary funds are optimistic compared to historical experience. Financing costs appear to be understated. The capital cost estimate is considered reasonable. The financial plan show the City has little ability to address funding shortfalls or cost increases. The GET surcharge revenues that will be applied to project-related debt service provide very slim coverage.
Project Operating Financial Plan (30% of summary financial rating)	**Medium**	
Operating Condition (25% of operating plan rating)	Medium	Financial reporting for the operation of transit services by the City of Honolulu is reported in the City's Public Transportation System Fund. The current ratio of assets to liabilities for that fund as reported in its most recent audited financial statements is 1.32. The City has no recent service cutbacks.
Commitment of Funds (25% of operating plan rating)	High	All operating funds are considered committed, including Federal formula funds, fare revenues and other operating income, and subsidies from the City's General Fund and Highway Fund.

O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium-Low	Assumptions regarding state operating subsidies and growth in rail unit operating costs and bus and paratransit operating costs are optimistic compared to historical experience. The operating cash flow assumes a balanced budget, with no accrual of an operating surplus or reserve.

High Capacity Transit Corridor Project
Honolulu, Hawaii
Preliminary Engineering
(Land Use and Economic Development Rating based upon Information accepted by FTA in November 2008)

LAND USE RATING: Medium

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

- Average population density across all station areas is 8,300 persons per square mile. Total employment served is at least 164,000 (including 48,000 in the central business district (CBD).)
- Ranging from west to east, existing land uses in the station areas typically include open, agricultural land; low-density, single-family residential; moderate-density, multi-family residential; light-commercial and harbor front industrial; high-density commercial and retail, and moderate-density, mixed-use retail and residential.
- Pedestrian facilities in the corridor's station areas are non-existent in the undeveloped western end of the corridor, but generally improve towards the east. Many station areas suffer from wide arterial streets, considerable surface parking, disconnected residential subdivisions, and segregated development patterns. The corridor's eastern areas have adequate pedestrian infrastructure and better pedestrian amenities and design.
- Parking is scarce and expensive in the CBD, but generally free and available in most other areas.

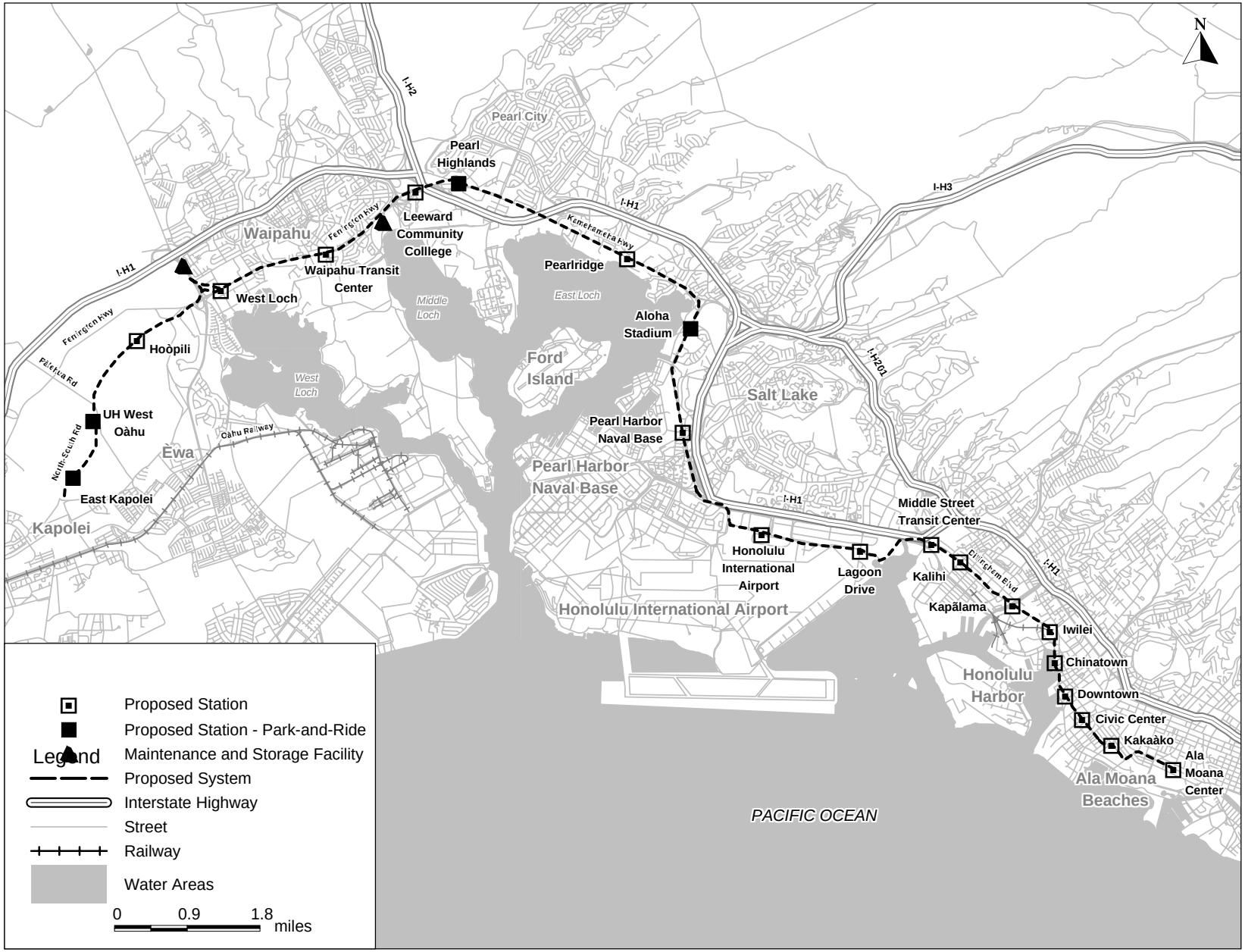
ECONOMIC DEVELOPMENT RATING: Medium-High

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

- Land use in the corridor is controlled by only two entities – the State of Hawaii and the City and County of Honolulu. Honolulu has specifically sought to concentrate new development in the Honolulu primary urban center and to establish a secondary urban area to the east in the community of Kapolei, at the eastern end of the proposed alignment. City and state-developed regional and subarea plans that cover the corridor include urban growth boundaries with strong protections for agricultural and preserved land outside these boundaries. The majority of the developable urban area was built up in the 1940s to 1960s and has been redeveloped since.
- All current area and sub-area community land use plans contain objectives that explicitly support the project and that generally encourage transit-oriented projects, pedestrian orientation, and dense, mixed-use patterns of development. Neighborhood transit-oriented development (TOD) plans are being developed for each of the station areas, and will serve as the basis for rezoning and other improvements.
- In 2006, the City Council of Honolulu amended its *Revised Ordinances* to define a *Transit-Oriented Development Ordinance*. The ordinance is intended to guide development in and around transit stations and is currently under development by the city.
- Existing zoning statutes allow for relatively high commercial and residential densities and relatively low parking requirements compared to most suburban areas in the U.S., and in some cases allow for mixed-use development. Some planned-unit developments and special districts have provisions for pedestrian amenities, but for the most part pedestrian-oriented design requirements and guidelines are not included in existing zoning regulations.
- Of the several comprehensive plans covering corridor communities, only the initial TOD Ordinance definition in the *Revised Ordinances* proposes incentives to explicitly promote transit-oriented development, including the use of floor area ratio bonuses, shared parking requirements, and reductions in external trips. Honolulu is currently engaged in a TOD planning process for the proposed station areas to develop more detailed plans and amendments to zoning ordinances to implement land use policies and encourage appropriate development.

Honolulu High-Capacity Transit Corridor Project

Honolulu, Hawaii



Assembly Square Station
Boston, Massachusetts
Final Design
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	1 Heavy Rail Station
Total Capital Cost ($YOE):	$50.71 Million
Section 5309 New Starts Share ($YOE):	$24.99 Million (49.3%)
Ridership Forecast (2030):	5,000 Average Weekday Boardings

Project Description: The Massachusetts Bay Transportation Authority (MBTA) proposes to build a new Assembly Square Station on the MBTA heavy rail Orange Line between the existing Sullivan Square and Wellington stations in the City of Somerville, Massachusetts. The new station would be elevated on existing retained fill. This center platform station would be 410 feet long with two entrances. The MBTA Orange Line provides approximately five-minute headways during peak periods, eight-minute headways during mid-days, and 13-minute headways during evenings and late-night service. No additional rail cars would be needed to provide service to this new station.

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

Project Purpose: Assembly Square Station would serve an adjacent 65-acre mixed-use transit oriented development consisting of approximately 2,100 residential units, 1.75 million square feet of office space and one million square feet of retail space. The Assembly Square redevelopment project is expected to generate approximately 45,000 vehicle trips per day. The goal of this station project is to divert as many of those trips to transit as possible.

Project Development History, Status and Next Steps: FTA approved the Assembly Square Station project into preliminary engineering as an exempt New Starts project in September 2008 and issued a Categorical Exclusion for environmental clearance of the project in April 2009. FTA approved the project into final design in October 2010. MBTA expects to begin construction in early 2011, and to begin station operation in early 2014.

Locally Proposed Financial Plan		
Sources of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$24.99	49.3%
FHWA Flexible Funds (CMAQ or STP)	$10.72	21.1%
Local:		
Private Developer Contribution	$15.00	29.6%
Total:	**$50.71**	**100.0%**

N

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

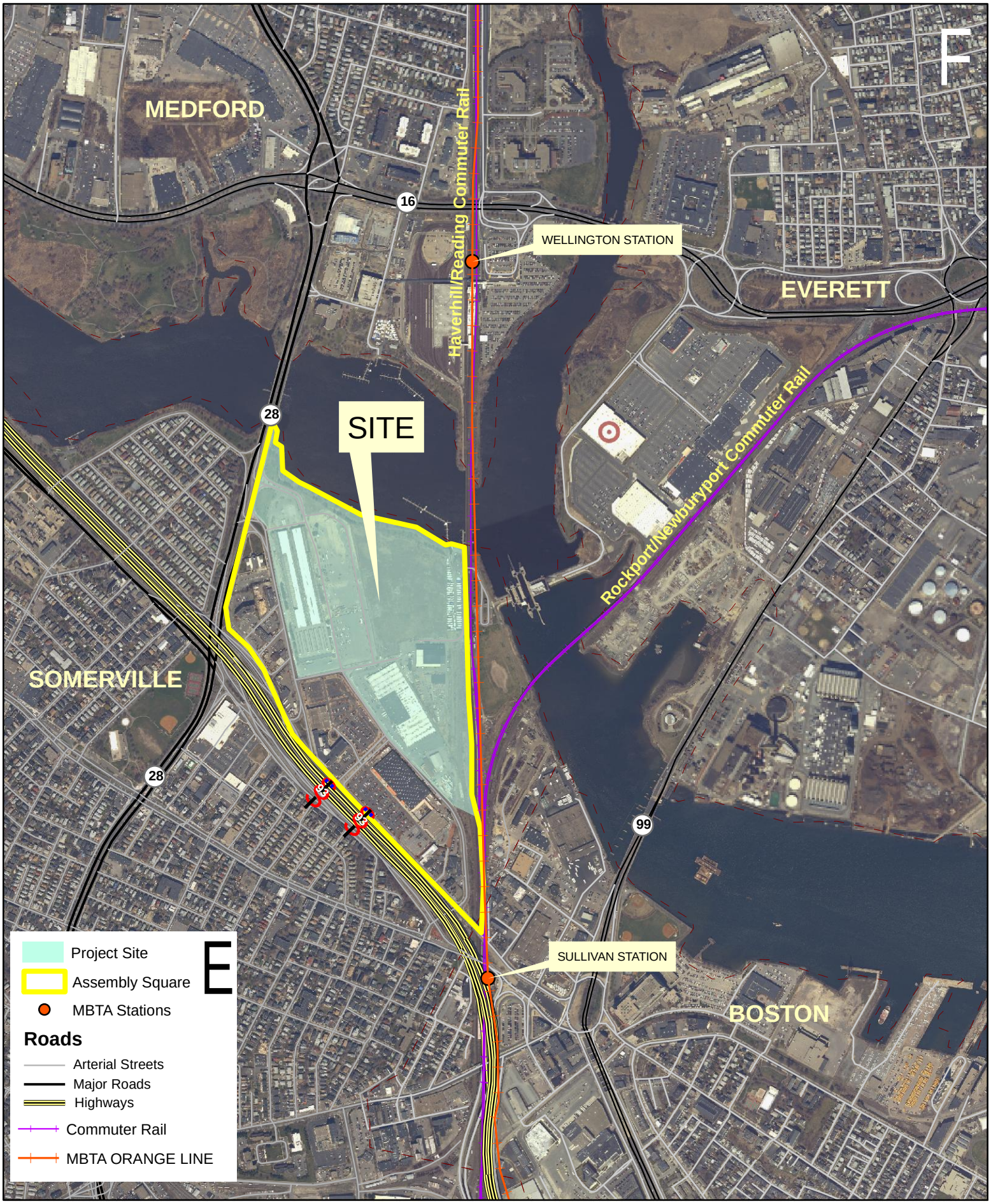


Figure 1
Site Locus Map
Assembly Square, Somerville, MA

Silver Line BRT
Grand Rapids, Michigan
Project Development
(Based upon information received by FTA in December 2010)

Summary Description	
Proposed Project:	Bus Rapid Transit 9.8 Miles, 19 Stations
Total Capital Cost ($YOE):	$37.00 Million (Includes $1.0 million in finance charges)
Section 5309 Small Starts Share ($YOE):	$29.60 Million (80.0%)
Annual Forecast Year Operating Cost:	$2.40 Million
Opening Year Ridership Forecast (2013):	7,200 Average Weekday Boardings 1,300 Daily New Riders
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Interurban Transit Partnership (*The Rapid*) is proposing to implement bus rapid transit (BRT) along Division Avenue from the Grand Rapids central business district (CBD) to 60th Street/Division Avenue. The project includes real-time passenger information at stations, transit signal priority, off-board fare collection and the purchase of ten hybrid-fueled, low-floor branded vehicles. An existing bus maintenance facility would also be expanded to accommodate the BRT vehicles. The proposed service would operate with 10-minute headways during peak periods and 15-minute headways during weekday off-peak periods.

Project Purpose: Current auto travel times for US 131, which parallels Division Avenue, are unstable. High levels of congestion toward the CBD are recurring and exacerbated by breakdowns, accidents, weather incidents, or construction. *The Rapid's* existing local bus route on Division Avenue is the busiest non-university route in the system. Current transit travel times from 54th Street to Wealthy Street range between 25 and 30 minutes during peak periods. The BRT line would significantly reduce transit travel times during peak periods. Overall, the BRT line would improve transit travel times and reliability for both existing and new transit riders traveling from residential areas along Division Avenue to major employment and educational venues in the CBD.

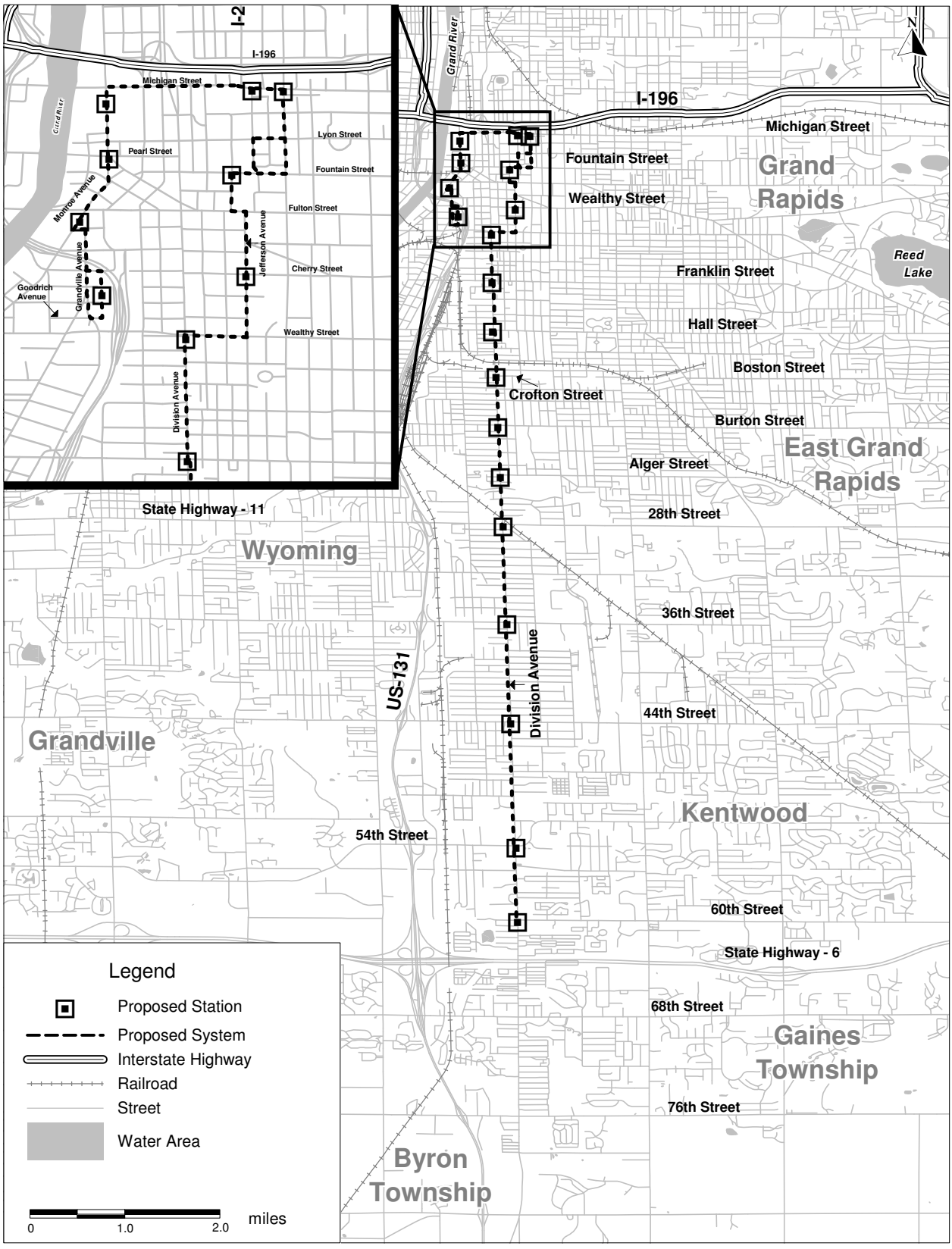
Project Development History, Status and Next Steps: In January 2007, *The Rapid* completed an alternatives analysis. BRT was selected as the locally preferred alternative (LPA). The LPA was included in the region's financially-constrained long-range transportation plan in April 2007. FTA approved the project into project development as a Very Small Start in December 2007. An Environmental Assessment is scheduled for completion in January 2011. A Finding of No Significant Impact is anticipated in March 2011.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 Small Starts	$29.60	80.0%
State: Comprehensive Transportation Fund Appropriation	$7.40	20.0%
Total:	**$37.00**	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.

Division Avenue BRT

Grand Rapids, Michigan



Central Corridor LRT
St. Paul-Minneapolis, Minnesota
Final Design
(Based upon information received by FTA in December 2010)

Summary Description	
Proposed Project:	Light Rail Transit 11 Miles, 18 Stations
Total Capital Cost ($YOE):	$956.90 Million (includes $16.5 million in finance charges)
Section 5309 New Starts Share ($YOE):	$473.95 Million (49.5%)
Annual Forecast Year Operating Cost:	$40.39 Million
Ridership Forecast (2030):	40,900 Average Weekday Boardings 6,000 Daily New Riders
Opening Year Ridership Forecast (2014):	32,400 Average Weekday Boardings
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium-High

Project Description: The Metropolitan Council (MC), in cooperation with the Ramsey and Hennepin Counties Regional Rail Authorities (RCRRA and HCRRA), proposes to construct a double-track light rail transit (LRT) line that would link the downtowns of St. Paul and Minneapolis. The LRT line would also serve a number of major activity centers, including the University of Minnesota-Minneapolis, the State Capitol, and major event venues (Target Center and Metrodome). From Minneapolis, the LRT line would share 1.2 miles of existing track with the Hiawatha LRT line before turning east in its own right of way across the Mississippi River on the existing Washington Avenue Bridge to St. Paul, following University Avenue to the State Capitol area, and terminating at the Union Depot in downtown St. Paul. The MC intends to procure 31 light rail vehicles that would operate at 7.5-minute peak period headways. A vehicle maintenance facility would be constructed in St. Paul.

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

Project Development History, Status and Next Steps: The RCRRA completed an alternatives analysis/Draft Environmental Impact Statement (EIS) in April 2006. FTA approved the Central Corridor project into preliminary engineering in December 2006. The MC then examined several alternative alignments through the University of Minnesota, including at-grade and tunnel options. A supplemental DEIS was issued in July 2008. A Final EIS that recommended an at-grade LRT route through the University's main campus was issued in June 2009, and a Record of Decision was in August 2009. In January 2010, in response to local community concerns, FTA and the MC issued a supplemental Environmental Assessment that evaluated the impacts of adding three infill stations to the project. In February 2010, FTA issued a Finding of No Significant Impact for the three infill stations. In May 2010, FTA approved the project into final design. The MC anticipates receiving a Full Funding Grant Agreement in Spring 2011.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$473.95	49.5%
FHWA Flexible Funds (CMAQ)	$4.50	0.5%
State:		
Minnesota Legislature (General Obligation Bonds)	$91.54	9.6%
Metropolitan Council	$2.58	0.3%
Local:		
Counties Transit Improvement Board (sales tax)	$283.95	29.7%
Ramsey County Regional Railroad Authority (property tax)	$66.41	6.9%
Hennepin County Regional Railroad Authority (property tax)	$28.23	3.0%
City of St. Paul Transit Improvement Fund	$5.20	0.5%
Central Corridor Funders Collaborative (private donations)	$0.50	0.1%
Total:	**$956.90**	100.0%

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

MN St. Paul-Minneapolis, Central Corridor LRT
FY2012 Financial Assessment Summary prepared November 2010

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium-High**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium**	The New Starts share of the project is 49.5 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium-High**	
Capital Condition (25% of capital plan rating)	Medium-High	The average age of the bus fleet is 7.7 years, which is consistent with the industry average. The very good bond ratings, which were issued in 2010, are: Moody's Investors Service Aa1, Fitch's Rating AAA and Standard & Poor's Corporation AAA.
Commitment of Funds (25% of capital plan rating)	High	All of the non-Section 5309 New Starts funds are committed. Sources of funds include Congestion Mitigation and Air Quality Improvement (CMAQ) funds, General Obligation bond revenues from the State, dedicated sales tax and sales tax bond revenues from the Counties Transit Improvement Board (CTIB), property tax bond revenues from the Ramsey County Regional Railroad Authority (RCRRA) and Hennepin County Regional Railroad Authority (HCRRA), capital improvement bonds, City of St. Paul Transit Improvement Fund, and a grant from Central Corridor Funders Collaborative (CCFC).
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium	Revenue assumptions are consistent or somewhat optimistic with historical data, including State General Obligation bonds, CTIB property tax bond revenues, and revenues from the local regional rail authorities. The capital cost estimate is considered reasonable. The financial plan demonstrates that Met Council, the State of Minnesota, CTIB, and the county railroad authorities have funding sources and debt capacity available to fund project cost overruns and Federal funding delays equal to at least 10 percent of the capital cost estimate.
Project Operating Financial Plan (30% of summary financial rating)	**Medium-High**	
Operating Condition (25% of operating plan rating)	High	The Metropolitan Council's current ratio of current assets to current liabilities as reported in its most recent audited financial statement is 2.64.

Commitment of Funds (25% of operating plan rating)	High	Over 80 percent of operating funding is committed, while the remainder is budgeted. The main revenue sources are fares, motor vehicle sales tax revenues, State/local operating assistance and other transit-related revenue.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium	Assumptions regarding growth in operating and maintenance costs are slightly optimistic compared to historical experience. Assumptions regarding growth in farebox revenues, motor vehicle sales tax revenues, and projected inflation are consistent with historical experience. Projected cash balances and reserve account are greater than 12.5 percent of annual system-wide operating expenses.

Central Corridor LRT
St. Paul-Minneapolis, Minnesota
Final Design
(Land Use and Economic Development Rating based upon Information accepted by FTA November 2008)

LAND USE RATING: Medium-High

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

- Population density is approximately 8,600 people per square mile in the corridor, and total employment in project station areas is approximately 280,100 jobs. In 2000, employment in the Minneapolis CBD was 146,500 and is expected to increase to 193,600 by 2030. CBD employment in St. Paul was estimated at 47,500 and is anticipated to increase to 77,900 by 2030. The corridor serves the region's largest job centers including the Minneapolis and St. Paul CBDs, Target Center, State Capitol complex, and the University of Minnesota-St. Paul, among others.
- In both CBDs, virtually all streets are fully equipped with curb cuts and Americans with Disabilities Act compliant sidewalks. Most major streets, including those with bridges, include pedestrian accommodations. The majority of major streets also have designated bicycle and pedestrian lanes.

ECONOMIC DEVELOPMENT RATING: High

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

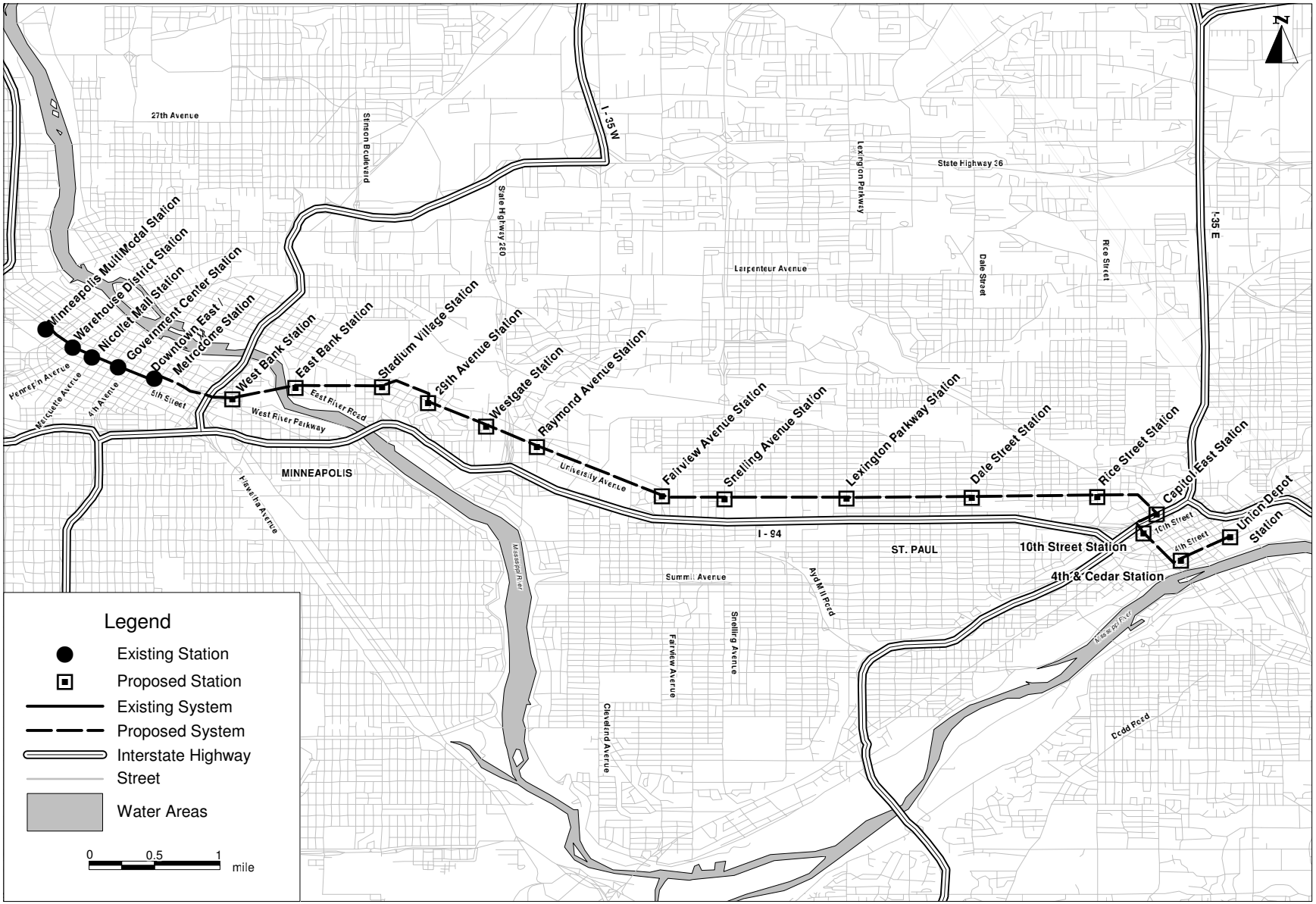
- Throughout the corridor numerous station area, small area, and neighborhood plans have been adopted and contain numerous growth management strategies as a result of the 2030 Regional Development Framework Plan.
- Established regional growth boundaries (known locally as urban service boundaries), including regional investments in programs such as Livable Communities, have helped to encourage investment in higher intensity, mixed-use transit-supportive land development.
- The adopted Regional Development and Transportation Plan, the Regional Transit-Oriented Development (TOD) Handbook, the Metropolitan Council's land use grant program, and the LRT/Land Use Coordination process all support increased corridor and station area development, including pedestrian facilities and transit-friendly character.
- Numerous regulatory and financial incentives also promote transit-supportive development throughout the corridor.

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

- There are numerous projects planned or under construction in the station areas, including mixed uses and urban villages that include increased housing densities and other transit-supportive elements.
- In 2002 a study was completed that assessed the potential for redevelopment within a ¼-mile of each proposed station area along the corridor. The report detailed redevelopment and infill development opportunities station by station. The findings revealed that the majority of planned station areas have strong TOD potential.

Central Corridor LRT

St. Paul-Minneapolis, Minnesota



LYNX Blue Line Extension - Northeast Corridor
Charlotte, North Carolina
Preliminary Engineering
(Based upon information received by FTA in November 2009)

Summary Description	
Proposed Project:	Light Rail Transit 10.6 Miles, 13 Stations
Total Capital Cost ($YOE):	$1,180.03 Million (incl. $40.8 million in finance charges)
Section 5309 New Starts Share ($YOE):	$590.02 Million (50.0%)
Annual Forecast Year Operating Cost:	$20.14 Million
Ridership Forecast (2030):	23,800 Average Weekday Boardings 12,900 Daily New Riders
Opening Year Ridership Forecast (2019):	17,561 Average Weekday Boardings
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Charlotte Area Transit System (CATS) is proposing the construction of a light rail transit (LRT) line that would extend from Uptown Charlotte, the region's central business district (CBD), northeast to the US 29 interchange with Interstate 485 (I-485) near the University of North Carolina-Charlotte (UNCC). The inner segment of the proposed line follows active Norfolk Southern and North Carolina Railroad right-of-way while the outer part follows US 29 (North Tryon Street), before leaving US 29 right-of-way to proceed to and through the campus of UNCC. The LYNX Blue Line Extension - Northeast Corridor project includes seven park-and-ride lots that would provide a total of 4,500 spaces. Peak period light rail service along the Northeast Corridor would initially operate at 7.5 minute frequencies.

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

Project Development History, Status and Next Steps: FTA approved the project into preliminary engineering in November 2007. CATS did not submit updated project information to FTA in 2010, but the project continues to progress through preliminary engineering and environmental review. Due to diminished local sales tax projections, CATS is evaluating scope changes to reduce the project's capital cost, including a shortened alignment and fewer stations. During 2011, finalization of the project scope and completion of the Final Environmental Impact Statement are expected.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 New Starts	$590.02	50.0%
State: State Full Funding Grant Agreement	$295.00	25.0%
Local: ½ Cent Sales Tax	$295.00	25.0%
Total:	**$1,180.03**	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.

NC Charlotte, LYNX Blue Line Extension - Northeast Corridor
FY2011 Financial Assessment Summary prepared November 2009

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium**	The New Starts share of the project is 50.0 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium-High**	
Capital Condition (25% of capital plan rating)	Medium-High	The average age of CATS' fixed route bus fleet is 6.8 years, which is in line with the industry average. The City of Charlotte's good bond ratings, which were issued in 2008, are as follows: Standard & Poor's Corporation AA-, Moody's Investor Service Aa2, and Fitch AA.
Commitment of Funds (25% of capital plan rating)	High	Fifty percent of the non-New Starts share of funding for the project will come from the existing and committed ½-cent sales tax dedicated to transit. The remaining non-New Starts funds are expected to come from a North Carolina Department of Transportation (NCDOT) State Full Funding Grant Agreement, which is considered planned.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium	Sales tax revenue growth rate assumptions are in line with historical experience. The capital cost estimate is considered reasonable.
Project Operating Financial Plan (30% of summary financial rating)	**Medium**	
Operating Condition (25% of operating plan rating)	Medium-High	CATS' current ratio of assets to liabilities as reported in a recent audited financial statement is excellent at 10.4. CATS is reducing bus service in FY 2010 due to recent economic conditions and less than anticipated sales tax revenue collections.
Commitment of Funds (25% of operating plan rating)	High	The funds needed to operate and maintain CATS' systemwide operating costs are 100 percent committed. The systemwide operating plan includes funding from NCDOT, the half-cent sales tax, fare revenue, and other operating revenue.

O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium-Low	Assumptions about growth in operating costs are optimistic compared to historical experience. Farebox recovery is assumed to improve significantly over time due to assumed frequent fare increases as approved in a policy adopted by CATS' Board. The project's financial plan shows significant ending cash balances exceeding six months of system-wide operating expenses.

LYNX Blue Line Extension - Northeast Corridor
Charlotte, North Carolina
Preliminary Engineering
(Land Use and Economic Development Rating based upon Information accepted by FTA in November 2007)

LAND USE RATING: Low

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

- There are 59,000 employees in the Charlotte CBD, a total of 76,000 jobs served, and average station area population densities of 2,300 persons per square mile. UNCC, with an enrollment of 21,500 students, represents a major trip generator.
- The CBD has a compact, high-density commercial core and a considerable amount of new residential development, as well as vacant land and parking lots awaiting development. Four stations abut industrial areas and rail yards on one side, and older, gridded residential neighborhoods of moderate densities (primarily single-family) on the other. The remaining stations are generally low-density and suburban in character. Pedestrian accessibility is generally poor as many street frontages lack sidewalks and many intersections lack marked and signalized crossings. Ample surface parking is generally provided.

ECONOMIC DEVELOPMENT RATING: Medium-High

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

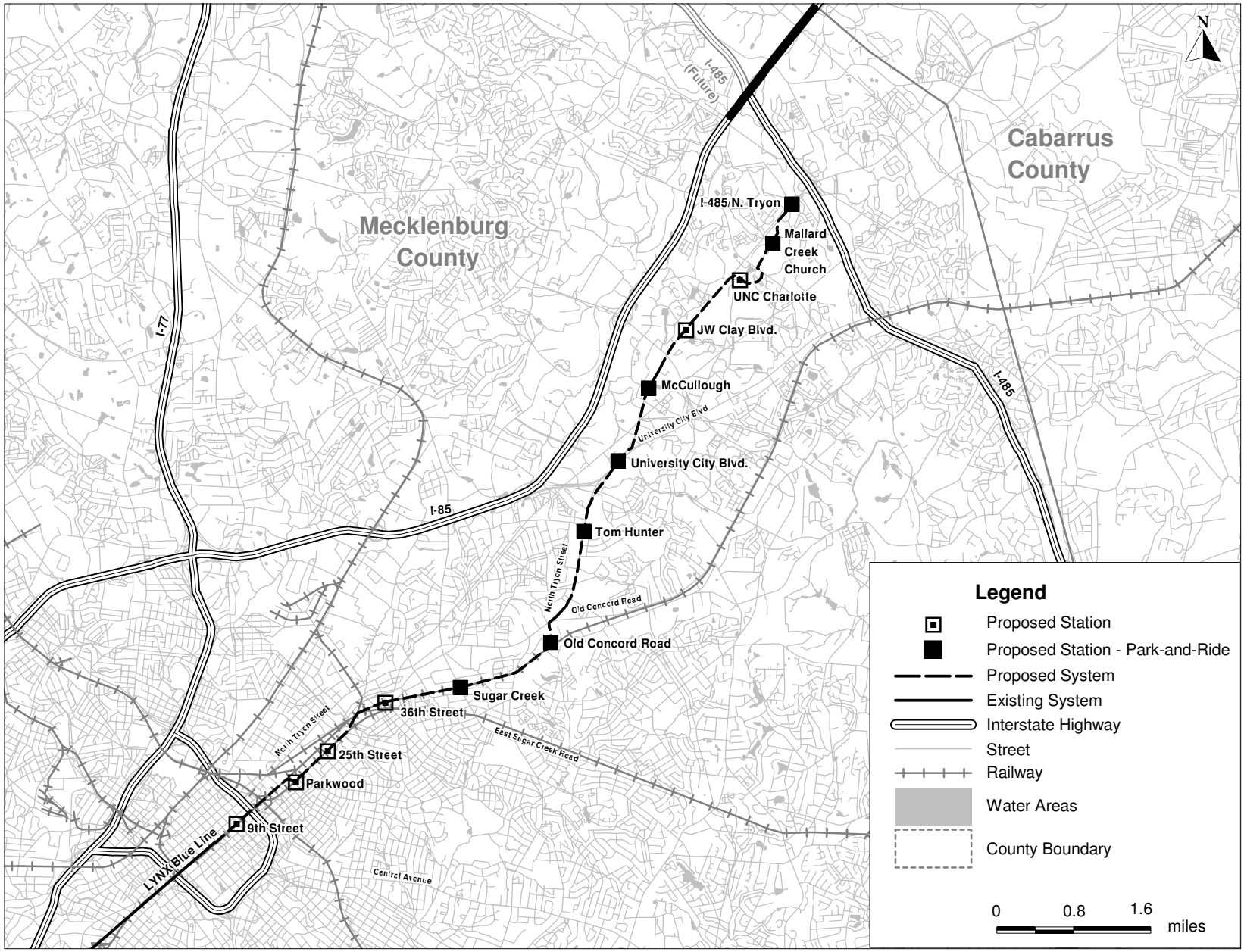
- In the mid-1990s, the City of Charlotte and Mecklenburg County endorsed a regional growth strategy entitled "Centers and Corridors," which is designed to increase development density in five growth corridors served by fixed guideway transit and target most commercial and multi-family development to these corridors. The city and county have developed more specific development policies to support these plans, including minimum densities and pedestrian-friendly design guidelines for station areas.
- Draft Station Area Concepts have been completed for 12 of the 14 station areas in the Northeast Corridor and will serve as an interim step towards developing more detailed station area plans. With the exception of some existing single-family neighborhoods, these plans will require high density transit-supportive development, including minimum densities consistent with regional policies (15 to 20 dwelling units per acre and 0.5 to 0.75 floor area ratio or FAR).
- Existing zoning varies widely. Mixed-use districts allowing high densities and including pedestrian design requirements encompass most of the CBD. Other zoning includes a mix of single family, multi-family at 17 to 22 units per acre, and commercial development with maximum FARs from 0.5 to 1.0.
- In 2003, the Charlotte City Council adopted three transit oriented development (TOD) districts that allow mixed-use development, require minimum densities, and have reduced minimum setbacks, parking requirements, and pedestrian design requirements.
- The city has allocated $50 million for South Corridor LRT station area infrastructure improvements and will request a similar program of improvements for the Northeast Corridor Light Rail Project. Other tools to support TOD include funds for acquisition of land and affordable housing, gap financing, project-specific planning assistance, and a streamlined development review process.

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

- The Charlotte CBD has seen a considerable amount of residential as well as commercial development in recent years. In the South Corridor, the pace of development has been slow but is accelerating with $300 million in projects completed and over $1.5 million proposed in station areas outside of Uptown.
- Strong regional growth is forecast (75 percent by 2030) and a market analysis for the Northeast Corridor suggested that just over 5,000 acres (84 percent of station area land) had the potential for redevelopment. Current market conditions in most Northeast Corridor station areas are relatively weak, however, and barriers exist that appear to limit development potential in the near term.

Northeast Corridor Light Rail Project

Charlotte, North Carolina



Long Island Rail Road East Side Access

New York, New York

(November 2010)

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

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

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

Status

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

Major tunneling construction and cavern excavation has progressed slower than expected in Manhattan, but is currently still on schedule in Queens. Overall, major surface construction in Manhattan and in Queens is progressing slower than expected. In 2010, FTA estimated that the project will likely cost $1.769 billion more than initially anticipated and will be delivered some 52 months later than scheduled. MTA maintains that it can deliver the project sooner and at lower costs. These significant cost increases are due to several factors including commodity price increases of 2006-2008, the unusually active construction market in New York City, long vacancies of key MTA project management positions, and lengthy delays due to changes in design and procurement strategies. MTA and FTA have agreed to an Enterprise Level Project Execution Plan with more robust project management processes that account for risk and result in open, transparent, informed decisions being made at the appropriate level of management.

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

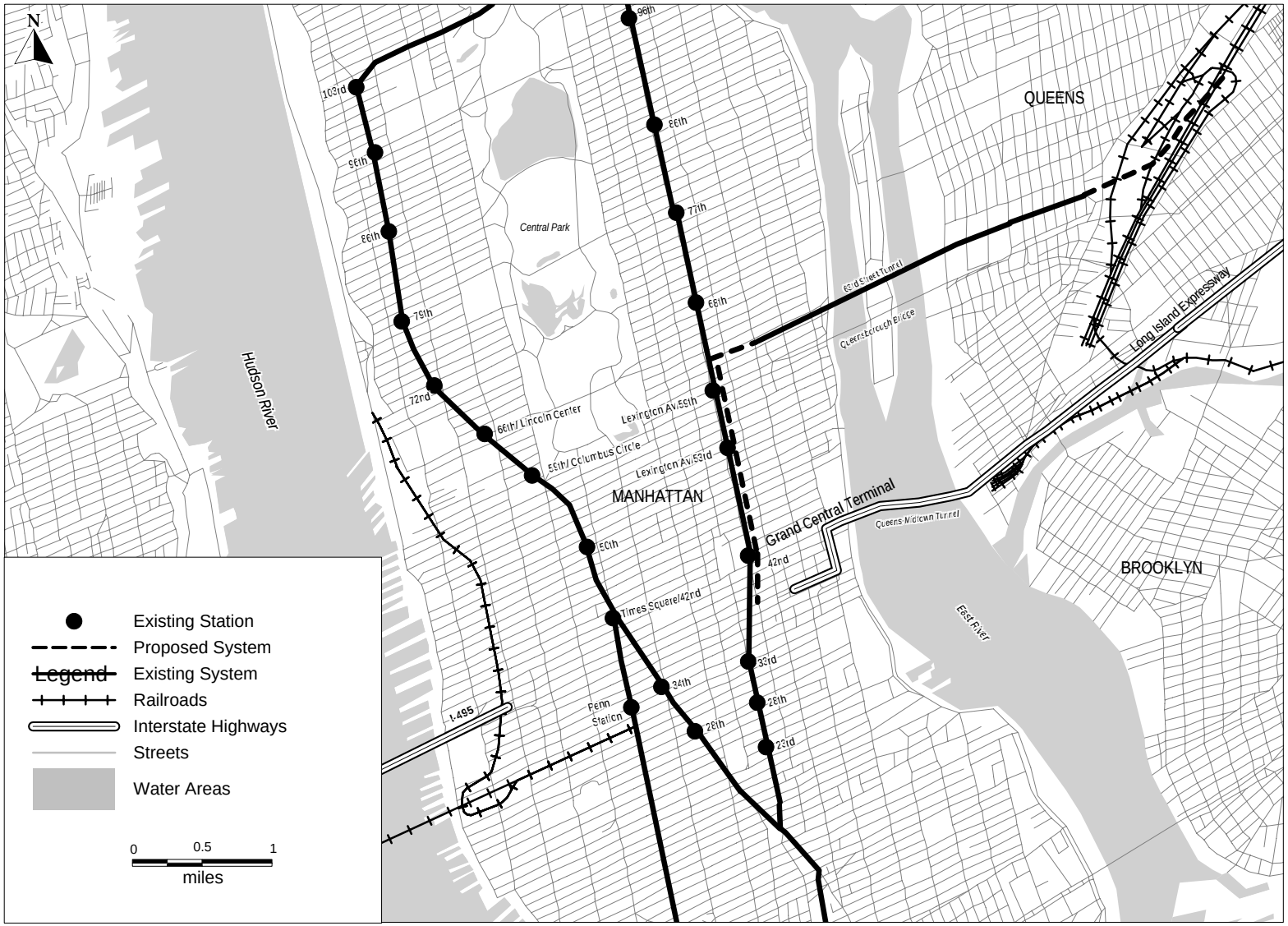
SAFETEA-LU Section 3043(b)(20) authorized the LIRR East Side Access project for final design and construction. A total of $1,748.27 million in Section 5309 funds has been appropriated for the project. This includes $1,508.52 million in Congressional appropriations received through FY 2010, $195.41 million in Capital Investment Grant (New Starts) funds provided under the American Recovery and Reinvestment Act, and $44.34 million in additional FY10 New Starts resources allocated by FTA.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts Flexible Funds (CMAQ) Section 5309 Fixed Guideway Modernization Funds Section 5307 Urbanized Area Formula Funds	 $2,632.11 $11.20 $22.98 $16.26	 $1,748.27 million in total appropriations for the project. This includes $195.41 million in ARRA funds and $44.34 million in additional FY10 New Starts resources allocated by FTA.
State: State Transportation Bond Act of 2005	 $450.00	
Local: MTA Dedicated Sources (bonds, surplus toll revenues, etc.) MTA Operating Budget	 $3,217.35 $1,036.10	
TOTAL	**$7,386.00**	

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

Long Island Rail Road East Side Access

New York, New York



Nostrand Avenue BRT
New York, New York
Project Development
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	Bus Rapid Transit 9.3 Miles, 14 Stations
Total Capital Cost ($YOE):	$39.87 Million (Includes $0.6 million in finance charges)
Section 5309 Small Starts Share ($YOE):	$28.40 Million (71.2%)
Annual Forecast Year Operating Cost:	$6.12 Million
Opening Year Ridership Forecast (2016):	17,000 Average Weekday Boardings
Overall Project Rating:	Medium-High
Project Justification Rating:	High
Local Financial Commitment Rating:	Medium

Project Description: The New York City Department of Transportation (NYCDOT), in cooperation with the Metropolitan Transportation Authority – New York City Transit (MTA-NYCT), is proposing to construct bus rapid transit (BRT) along Nostrand Avenue from Sheepshead Bay to the Williamsburg Bridge in Brooklyn. The project includes marking five miles of exclusive BRT lanes, implementing transit signal priority, and constructing bus lane curb extensions that allow buses to load passengers without leaving the travel lane. Service would operate from 5:30 a.m. to 10:00 p.m. on weekdays, with three-minute headways during peak periods and seven-minute headways during off-peak periods.

Project Purpose: The Nostrand Avenue BRT project would provide fast and reliable bus service along a key north-south route in Brooklyn, connecting densely populated residential areas with multiple subway lines, bus routes and shopping areas, as well as two colleges and two major hospitals. Presently, traffic congestion in the corridor combined with heavy passenger volumes at key stops results in long boarding times and slow and unreliable bus service. The project would improve service in the corridor by offering higher frequencies, exclusive BRT lanes along a portion of the alignment, and off-vehicle fare collection, which would reduce travel time and improve schedule reliability. The project would improve service for riders of the existing B44 Limited service and attract additional riders who currently avoid bus service due to slow speeds and a lack of reliability.

Project Development History, Status and Next Steps: In October 2006, NYCDOT selected Nostrand Avenue BRT as one of five New York City "BRT Demonstration Corridors" – one corridor in each borough – for implementation. The project was adopted into the New York Metropolitan Transportation Council's fiscally-constrained long-range regional transportation plan in December 2008. FTA approved the project into Small Starts project development in February 2009. A Documented Categorical Exclusion was approved in November 2010. NYCDOT anticipates receiving a Project Construction Grant Agreement in fall 2011.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 Small Starts	$28.40	71.2%
Section 5309 Bus Discretionary	$0.43	1.1%
FHWA Flexible Funds (CMAQ)	$1.79	4.5%
Local:		
MTA-NYCT Bonds, Other Cash and Capital Funds	$0.95	2.4%
MTA-NYCT Operating Budget	$0.17	0.4%
NYC Income, Sales and Property Taxes	$5.56	13.9%
NYC Other Revenues	$2.57	6.4%
Total:	**$39.87**	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.

Nostrand Avenue BRT
New York City, New York
Project Development
(Land Use and Economic Development Rating based upon Information accepted by FTA in November 2008)

LAND USE RATING: High

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

- Total employment served by the BRT project (within a ½ mile radius of stations) is 116,600, but hundreds of thousands of additional jobs can be reached through a subway transfer to the Brooklyn and Manhattan central business districts. Population served is 536,600 at an average density of 49,900 persons per square mile.
- The Nostrand Avenue BRT corridor runs north-south through Brooklyn and consists mostly of mixed-use development including three- to six-story multiple dwellings with retail or other commercial uses located on the ground floor, with greater commercial activity located at a number of key nodes. The corridor also has a number of educational and medical institutions. The corridor is designed to accommodate pedestrians, with sidewalks, pedestrian signals, and other pedestrian amenities located throughout. Parking is typically on-street, with parking meters located in the commercial districts.

ECONOMIC DEVELOPMENT RATING: Medium-High

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

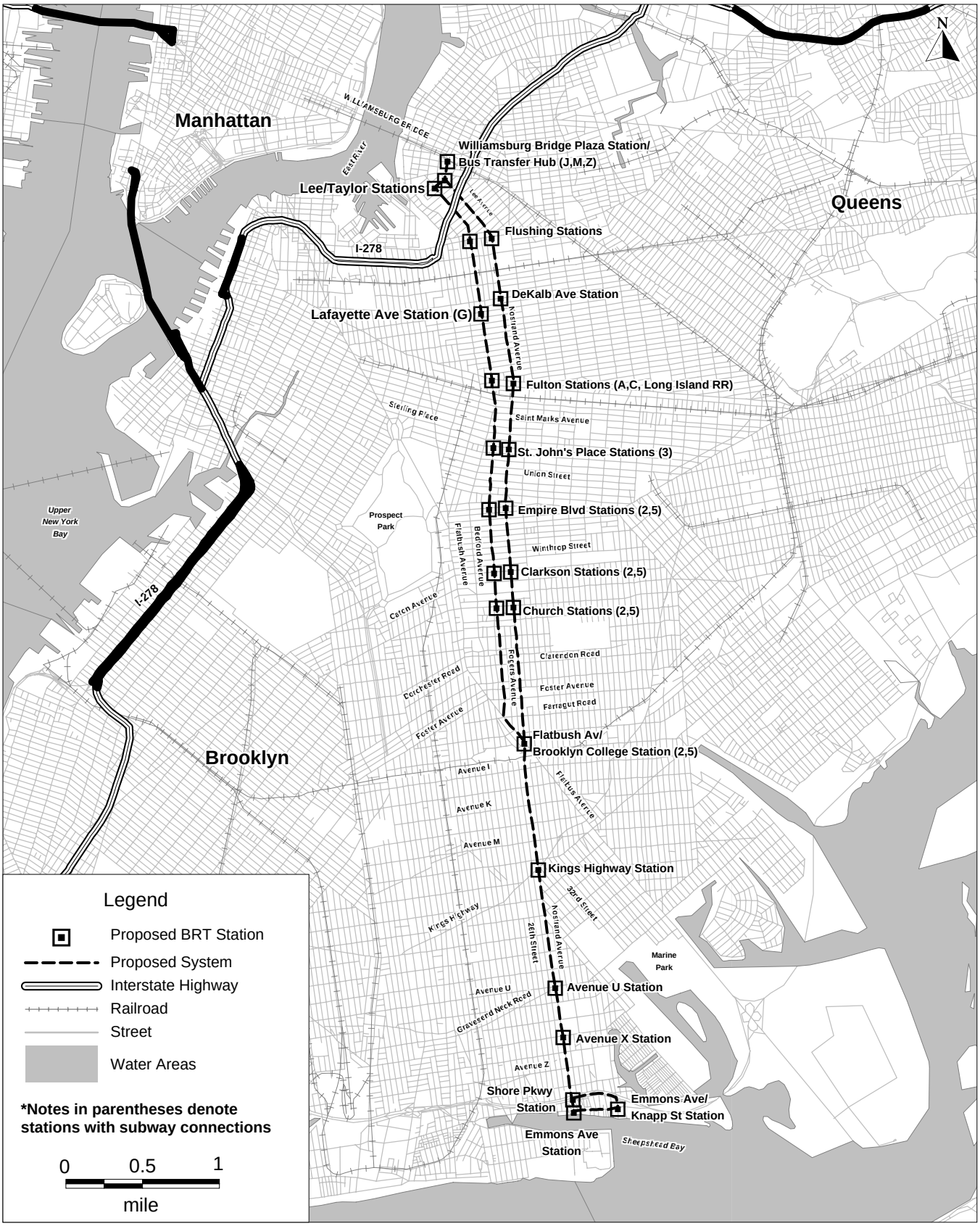
- PlaNYC, adopted in April 2007, is a plan for the sustainability of New York City, outlining the 25- year vision for the city and setting priorities for the refurbishment of city infrastructure. One of the main objectives of the plan is to create healthier and more transit-accessible communities by unlocking the potential of unrealized housing capacity, underutilized and unfinished parks, and contaminated land. The plan's rezoning strategy identifies primary avenues and boulevards near transportation hubs whose width and access to transit enable them to support additional density. PlaNYC aims to fully restore and enhance the Brooklyn transit network (stations and transit lines) to a state of good repair, including making pedestrian improvements in the vicinity of stations.
- Transit-supportive corridor or station area planning activities have not been explicitly undertaken for the Nostrand Avenue corridor. However, zoning for the corridor is already highly transit-supportive as evidenced by the scale and character of existing development. Parking requirements are extremely low. In addition, there have been three significant recent planning and rezoning efforts affecting neighborhoods in the corridor: These efforts are directed at preserving existing neighborhood scale and character while allowing opportunities for residential and commercial growth as appropriate. Commercial district overlays throughout the corridor allow mixed-use development.
- Some general economic development tools are available through the city, but these have seen relatively little application in the corridor given the limited development opportunities. The city assisted with land assembly on a recent shopping center.

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

- For the most part, land within the corridor was developed decades or even more than a century ago in a strongly transit-supportive manner and there is little opportunity for new construction or redevelopment. However, there are two recent significant developments along the corridor: a 300,000 square foot shopping center adjacent to the planned Flatbush Ave/Brooklyn College BRT Station, in a single three-story building with no surface parking; and a condominium-apartment building (43 apartments in a four-story structure) three blocks from the planned southern terminus of the BRT route.
- Most available land consists of small properties scattered across the corridor, making land assembly into large parcels difficult. The greatest concentration of vacant land is near the Flushing Avenue Station in a light manufacturing area. This area is not currently targeted for rezoning, but the strong residential real estate market in New York City in recent years has led to the rezoning of some manufacturing areas to allow residential use, and rapid subsequent redevelopment.

Nostrand Avenue BRT

New York, New York



Second Avenue Subway Phase I

New York, New York

(November 2010)

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

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

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

Status

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

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

significant cost increases are due in part to the commodity price increases of 2006-2008, the unusually active construction market in New York City, key MTA project management positions that remained vacant for months, and lengthy delays due to changes in design and procurement strategies. MTA and FTA have agreed to an Enterprise Level Project Execution Plan with a more robust project management process to account for risk and result in open, transparent, informed decisions being made at the appropriate level of management.

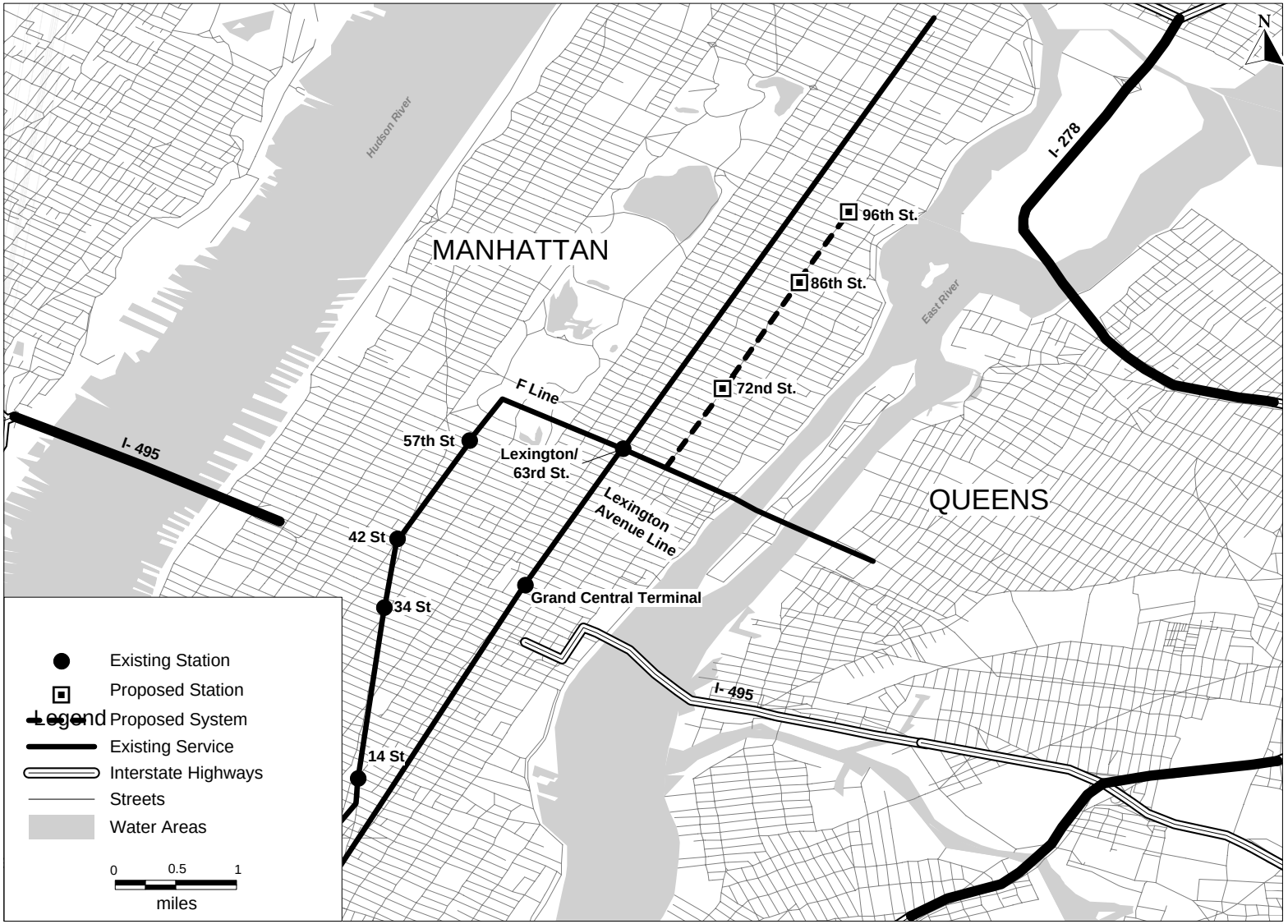
A total of $792.87 million in Section 5309 funds has been appropriated for the project. This includes $673.33 million in Congressional appropriations received through FY 2010, $78.87 million in Capital Investment Grant (New Starts) funds provided under the American Recovery and Reinvestment Act, and $40.67 million in additional FY10 New Starts resources allocated by FTA.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts Section 5307 Other FHWA Flexible Funds (CMAQ)	 $1,300.00 $2.46 $48.23	$792.87 million in total appropriations for the project. This includes $78.87 million in ARRA funds and $40.67 million in additional FY10 New Starts resources allocated by FTA.
State: State Transportation Bond Act of 2005	$450.00	
Local: MTA Dedicated Sources (bonds, surplus toll revenues, etc.) MTA Operating Budget (finance costs)	$2,249.31 $816.61	
TOTAL	**$4,866.61**	

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

Second Avenue Subway Phase I

New York, New York



Portland-Milwaukie Light Rail Project
Portland, Oregon
Preliminary Engineering
(Based upon information received by FTA in December 2010)

Summary Description	
Proposed Project:	Light Rail Transit 7.3 Miles, 10 Stations
Total Capital Cost ($YOE):	$1,490.35 Million (incl. $262.1 million in finance charges)
Section 5309 New Starts Share ($YOE):	$745.18 Million (50.0%)
Annual Forecast Year Operating Cost:	$13.04 Million
Ridership Forecast (2030):	22,800 Average Weekday Boardings 9,300 Daily New Riders
Opening Year Ridership Forecast (2015):	17,000 Average Weekday Boardings
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium

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

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

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

anticipates final design approval in March 2011, receipt of a Full Funding Grant Agreement during 2012, and start of revenue operations in September 2015.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$745.18	50.0%
FHWA Flexible Funds (STP & CMAQ)-GARVEE Bonds	$109.75	7.4%
State:		
Oregon Department of Transportation Lottery Bond Proceeds	$250.00	16.8%
Local:		
City of Portland	$30.00	2.0%
Clackamas County	$25.00	1.7%
City of Milwaukie	$5.00	0.3%
TriMet Payroll Tax Bonds	$40.00	2.7%
Combined Interest Income from Project Contributors	$174.25	11.7%
Portland Metro Nature in Neighborhoods Grant Program	$0.35	0.0%
Unspecified Local Match	$54.17	3.6%
In-Kind Contributions	$56.66	3.7%
Total:	**$1,490.35**	100.0%

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

OR Portland, Portland-Milwaukie Light Rail Project
FY2012 Financial Assessment Summary prepared October 2010

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium**	The New Starts share of the project is 50.0 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium-Low	The average age of Tri-County Metropolitan Transportation District of Oregon (TriMet's) bus fleet is 12.2 years, which is older than the industry average. The most recent bond ratings, issued in 2009, are as follows: Moody's Investors Service Aa3 and Standard & Poor's Corporation AAA.
Commitment of Funds (25% of capital plan rating)	Medium-High	Nearly 92 percent of the non-Section 5309 New Starts funds are committed. Sources of funds include GARVEE bond proceeds, Congestion Mitigation and Air Quality Improvement (CMAQ) funds, Surface Transportation Program (STP) funds, Oregon Department of Transportation (ODOT) lottery bond funds, in-kind property donations, TriMet payroll tax bonds, City of Milwaukie funds, City of Portland funds, Clackamas County funds, Combined Interest Income from Project Contributors, Portland Metro Nature in Neighborhoods Grant Program, and other to-be-determined state and local funds
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	Revenue assumptions from the 5309 New Starts funds, GARVEE bond proceeds, Congestion Mitigation and Air Quality Improvement (CMAQ) funds, Surface Transportation Program (STP) funds, Oregon Department of Transportation (ODOT) lottery bond funds, in-kind property donations, TriMet payroll tax bonds, City of Milwaukie funds, City of Portland funds, Clackamas County funds, Combined Interest Income from Project Contributors, Portland Metro Nature in Neighborhoods Grant Program, are comparable to historical experience. The capital cost is considered reasonable for this stage of project development. The financial plan does not adequately address how capital cost overruns or funding shortfalls could be addressed.

Project Operating Financial Plan (30% of summary financial rating)	**Medium-High**	
Operating Condition (25% of operating plan rating)	Medium-High	TriMet's current ratio of assets to liabilities as reported in its most recent audited financial statement is 1.44.
Commitment of Funds (25% of operating plan rating)	High	All operating funding is committed. Funding sources include passenger revenue, local payroll and self-employment taxes, state payments in-lieu-of payroll tax receipts, advertising revenues, cigarette tax revenues, Section 5307 Formula funds, Section 5309 Fixed Guideway Modernization funds, CMAQ funds, Job Access and Reverse Commute funds, and New Freedom funds.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium	Assumed growth in operating expenses is appropriate or conservative compared to historical experience. Assumed farebox collections and sales tax revenues are in line with historical experience. Projected cash balances and reserve account equal 16.4 percent of annual system-wide operating expenses.

Portland-Milwaukie Light Rail Project
Portland, Oregon
Preliminary Engineering
(Land Use and Economic Development Rating based upon Information accepted by FTA in November 2009)

LAND USE RATING: Medium

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

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

ECONOMIC DEVELOPMENT RATING: High

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

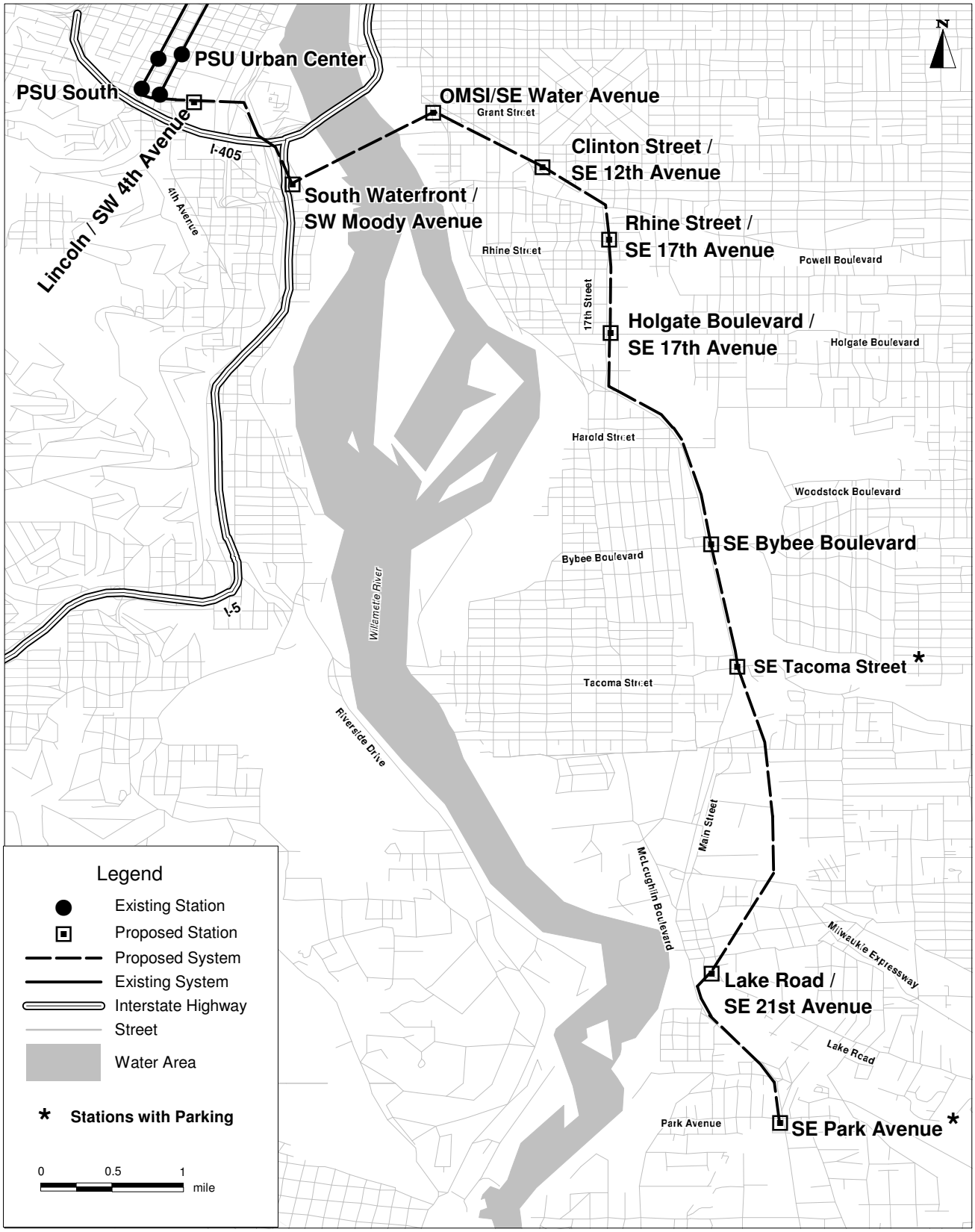
- Oregon's comprehensive planning system has been in place for more than 30 years. Land use laws play a major role in determining how cities and regions grow. Metro's Urban Growth Management Functional Plan requires that cities and counties define minimum densities for all residential zones, with typical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

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

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

Portland-Milwaukie LRT

Portland, Oregon



Pawtucket/Central Falls Commuter Rail Station
Pawtucket, Rhode Island
Preliminary Engineering
(Based upon information received by FTA in November 2010)

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

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

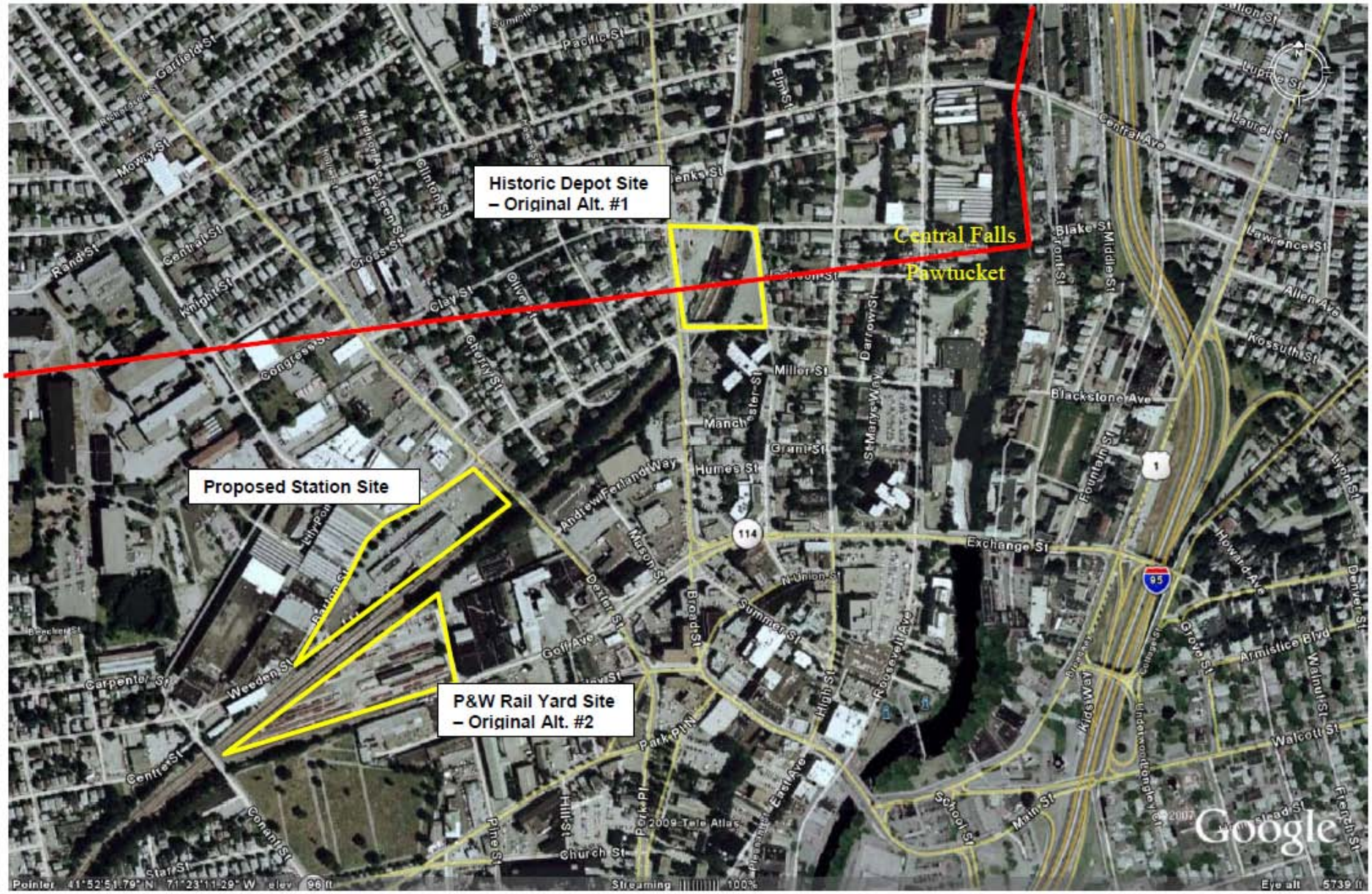
Because the proposed New Starts share is less than $25 million, the project is exempt from the New Starts criteria and is thus not subject to FTA's evaluation and rating (49 USC 5309(e)(1)(B)).

Project Purpose: The cities of Pawtucket and Central Falls believe that restoration of commuter rail service on the existing route would benefit residents by increasing mobility and access to economic activities and the cities by improving environmental quality and encouraging economic growth.

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

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

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



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

South County Commuter Rail
Providence, Rhode Island
Final Design
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	Commuter Rail Extension 20 Miles, 1 Station
Total Capital Cost ($YOE):	$49.15 Million
Section 5309 New Starts Share ($YOE):	$24.90 Million (50.7%)
Ridership Forecast (2025):	3,500 Average Weekday Boardings

Project Description: The Rhode Island Department of Transportation (RIDOT) proposes to extend commuter rail service along the Northeast Corridor from Providence to Wickford Junction/North Kingston in the South County region of the state. This section of the Northeast Corridor is currently used only for Amtrak and freight operations; therefore, the extension of commuter rail service represents a new passenger service in the corridor.

The proposed project includes a new station, a new 1,000-car parking garage, and a mainline interlocking at Wickford Junction. Eight of the existing 15 commuter rail trains operating between Providence and Boston today (Monday through Friday) are proposed to be extended to serve this project. The Massachusetts Bay Transportation Authority has been identified as the service operator for this commuter rail service extension.

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

Project Purpose: RIDOT has identified the need to extend commuter rail service to meet demand for travel in the South County area. More specifically, the locally stated goals of the transit improvement are to reduce congestion, improve safety, and provide intermodal connections in the Interstate 95 and Route 1/Route 4 corridors; provide needed intermodal connections to T.F. Green Airport via RIDOT's Warwick Intermodal Station; support RIDOT's ongoing commitment to maintain and improve the existing highway and rail infrastructure rather than invest in additional roadway capacity; and support the State's objectives of using transportation to attain regional economic development goals by providing opportunities to attract new commercial development, including the Warwick Station Redevelopment District at T.F. Green Airport.

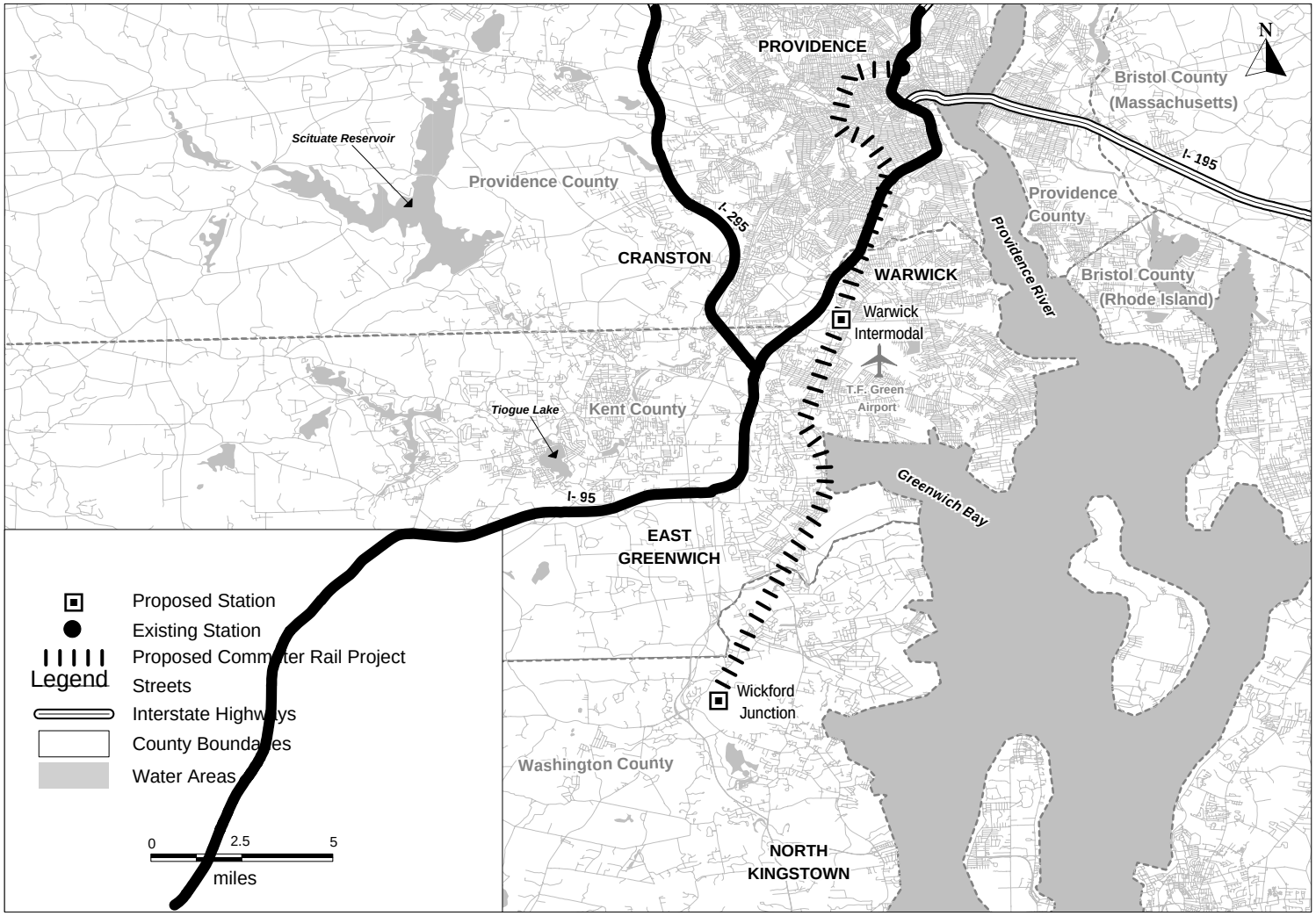
Project Development History, Status and Next Steps: FTA approved the South County Commuter Rail project into preliminary engineering as an exempt New Starts project in March 2004, and into final design in August 2007. A design/build contract for the project was awarded in August 2010. Construction began in September 2010. RIDOT anticipates revenue operations to begin in April 2012.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$24.90	50.7%
FHWA Flexible Funds (CMAQ)	$3.00	6.1%
FHWA FY 2006 Approp. for South County Commuter Rail	$3.96	8.1%
Section 5309 Fixed Guideway Modernization	$7.45	15.2%
State:		
Commuter Rail Bonds	$7.00	14.2%
Highway Bonds to Match CMAQ	$2.84	5.8%
Total:	**$49.15**	**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.

South County Commuter Rail

Providence, Rhode Island



MetroRapid BRT
Austin, Texas
Project Development
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	Bus Rapid Transit 37.5 Miles, 35 Stations
Total Capital Cost ($YOE):	$47.62 Million
Section 5309 Small Starts Share ($YOE):	$38.10 Million (80.0%)
Annual Forecast Year Operating Cost:	$1.82 Million
Opening Year Ridership Forecast (2013):	20,300 Average Weekday Boardings
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Capital Metropolitan Transportation Authority (CMTA) proposes to construct a bus rapid transit (BRT) system along two interconnected corridors: the 21-mile North Lamar/South Congress Corridor and the 16.5-mile Burnet/South Lamar Corridor. The North Lamar/South Congress Corridor extends from the North Interstate Highway 35 park-and-ride lot at Tech Ridge to the planned South IH-35 Transit Center. The Burnet-South Lamar Corridor extends from St. David's North Austin Medical Center to 38th Street at West Avenue near the Medical Center. The BRT lines would share a three-mile segment in central Austin between 38th Street, north of the University of Texas-Austin, and Cesar Chavez Street at the southern end of downtown Austin.

The project includes a real-time passenger information system, traffic signal priority and the purchase of 40 low-floor, multi-door, branded vehicles. Several BRT stations would also link with CMTA's locally-funded commuter rail line. The BRT system would operate via existing arterial streets and would parallel the region's main highways that serve central Austin: I-35 to the east and Loop-1 to the west. The service would operate with ten-minute headways during peak periods and 15-minute headways during off-peak periods. An existing bus maintenance facility would accommodate the BRT vehicles.

Project Purpose: Austin's rapid population and employment growth have contributed to considerable increases in traffic congestion during peak periods, resulting not only in a decline in mobility, but in air quality as well. Travel demand continues to outpace the region's ability to add vehicle capacity to the highway system. The goals of the BRT project are to provide a reliable transit mode that offers competitive travel times and has the capacity and flexibility to penetrate and serve core activity centers, substantially reduce travel time, and provide transit service that is consistent with regional transportation plans. A key objective of the proposed BRT service is to reduce travel time by 20 percent relative to existing bus service (local and limited stop); this would be achieved through traffic signal prioritization and limited stops.

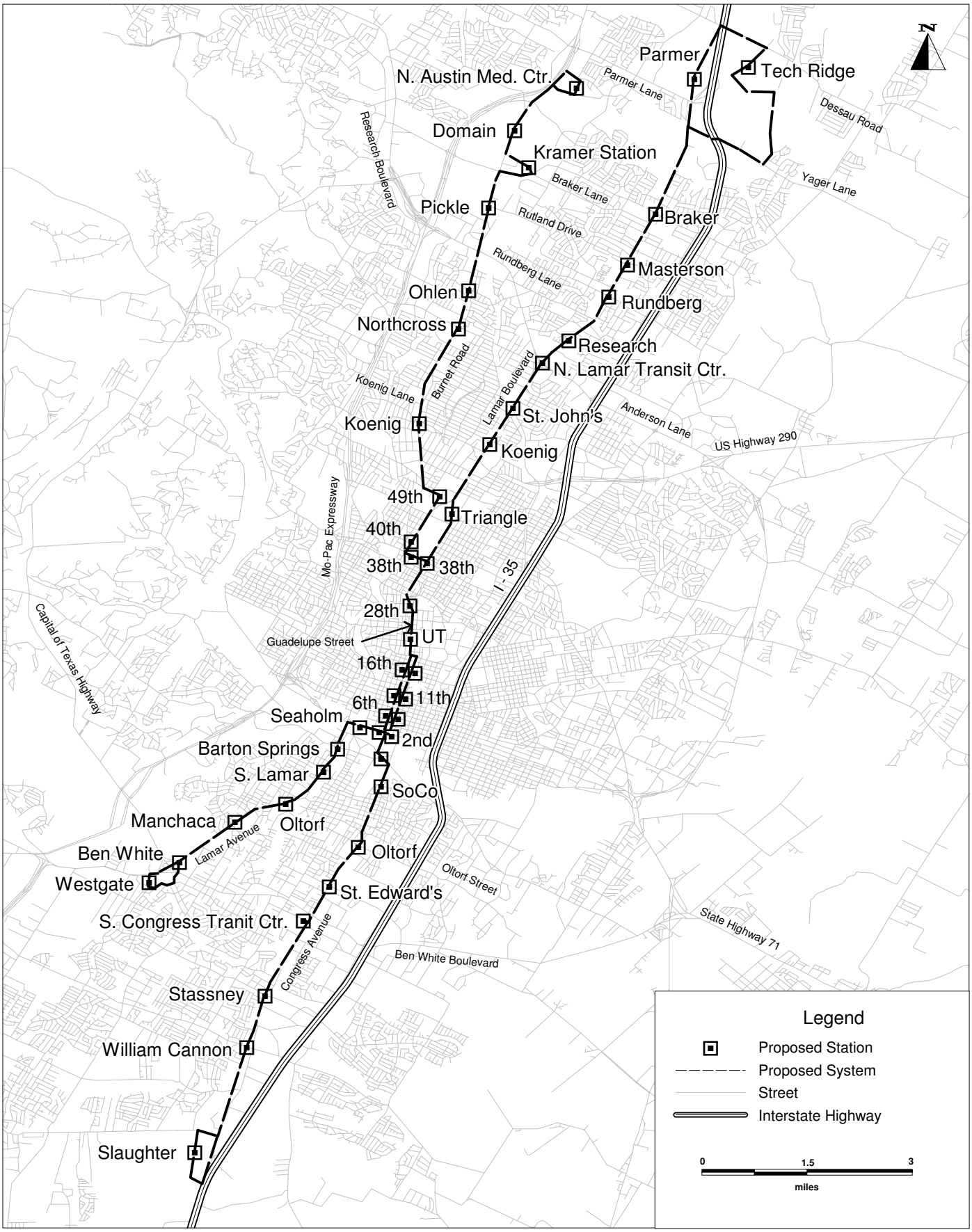
Project Development History, Status and Next Steps: A simplified alternatives analysis was completed in summer 2008. FTA approved the MetroRapid BRT project into project development as a Very Small Start in February 2009. FTA issued a Categorical Exclusion in March 2009. A Project Construction Grant Agreement is anticipated in mid-2011. Revenue operations are scheduled to begin in August 2013.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 Small Starts	$38.10	80.0%
Local: Dedicated Sales Tax	$9.52	20.0%
Total:	**$47.62**	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.

MetroRapid BRT

Austin, Texas



Northwest / Southeast LRT MOS

Dallas, Texas

(November 2010)

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

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

Status

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

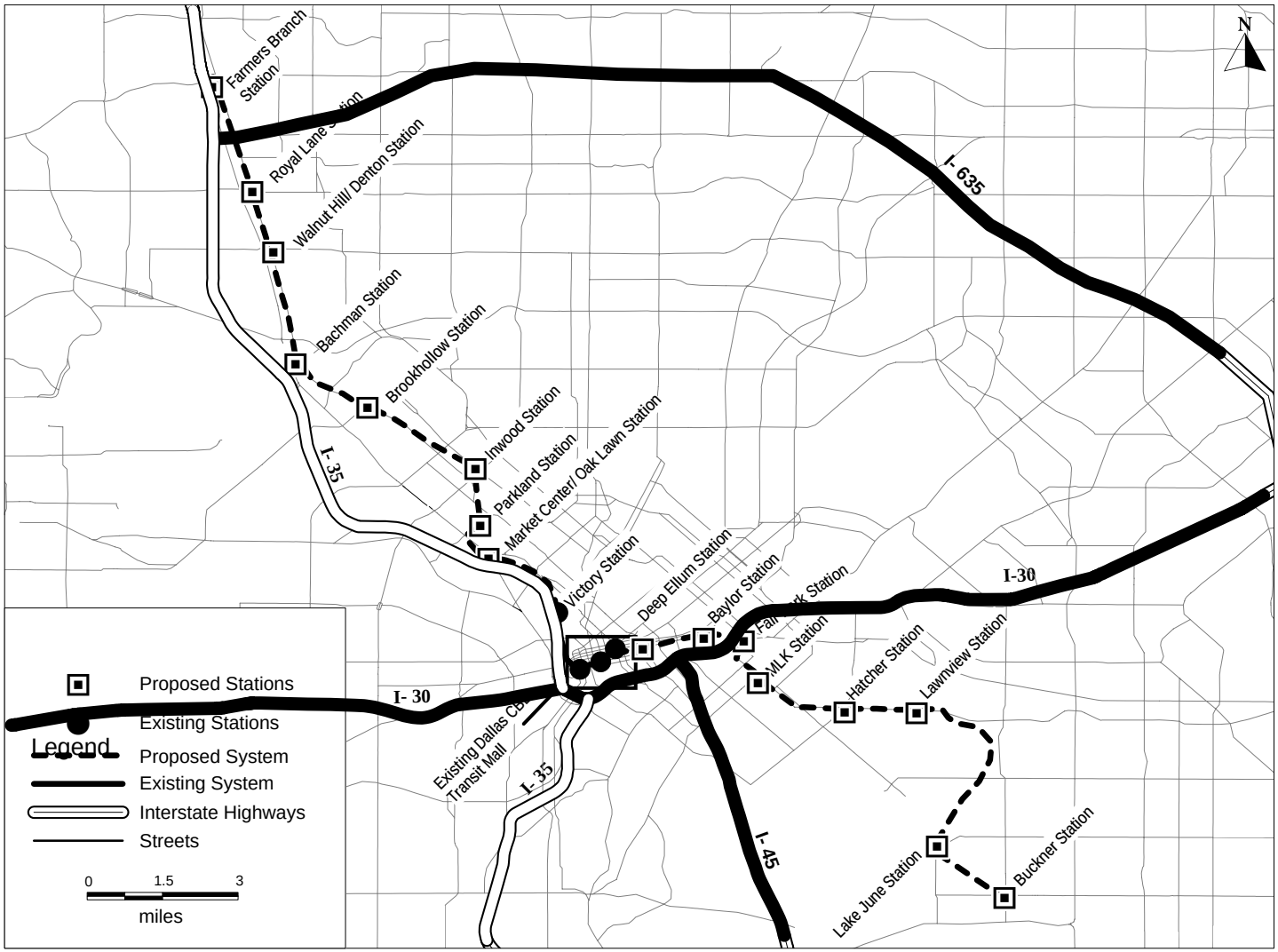
SAFETEA-LU Section 3043(b)(5) authorized the Northwest-Southeast LRT for final design and construction. A total of $453.11 million in Section 5309 funds has been appropriated for the project. This includes $356.94 million in Congressional appropriations received through FY 2010, $78.39 million in Capital Investment Grant (New Starts) funds provided under the American Recovery and Reinvestment Act, and $17.79 million in additional FY10 New Starts resources allocated by FTA.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts	$700.00	$453.11 million in total appropriations for the project. This includes $78.39 million in ARRA allocations in FY 2009 and $17.79 million in additional FY10 New Starts resources allocated by FTA.
Local: Sales Tax Revenue	$706.22	
TOTAL	**$1,406.22**	

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

Northwest / Southeast LRT MOS

Dallas, Texas



Mesa Corridor BRT
El Paso, Texas
Project Development
(Based upon information received by FTA in December 2010)

Summary Description	
Proposed Project:	Bus Rapid Transit 8.6 Miles, 13 Stations
Total Capital Cost ($YOE):	$27.08 Million
Section 5309 Small Starts Share ($YOE):	$13.54 Million (50.0%)
Annual Forecast Year Operating Cost:	$3.29 Million
Opening Year Ridership Forecast (2015):	11,900 Average Weekday Boardings 2,400 Daily New Riders
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The City of El Paso proposes to build a bus rapid transit (BRT) line that would extend northwest along Mesa Street from the current Downtown Transit Terminal near the Paso del Norte International Bridge and terminate at the new Westside Transit Terminal. The BRT line would operate in mixed traffic with traffic signal priority. The BRT line would also serve the existing Glory Road Transfer Center adjacent to the campus of the University of Texas-El Paso. Ten low-floor, 60-foot articulated compressed natural gas buses would be procured. The City's existing Union Depot facility would be upgraded to accommodate the vehicles. Service would be provided at ten-minute headways during weekday peak periods.

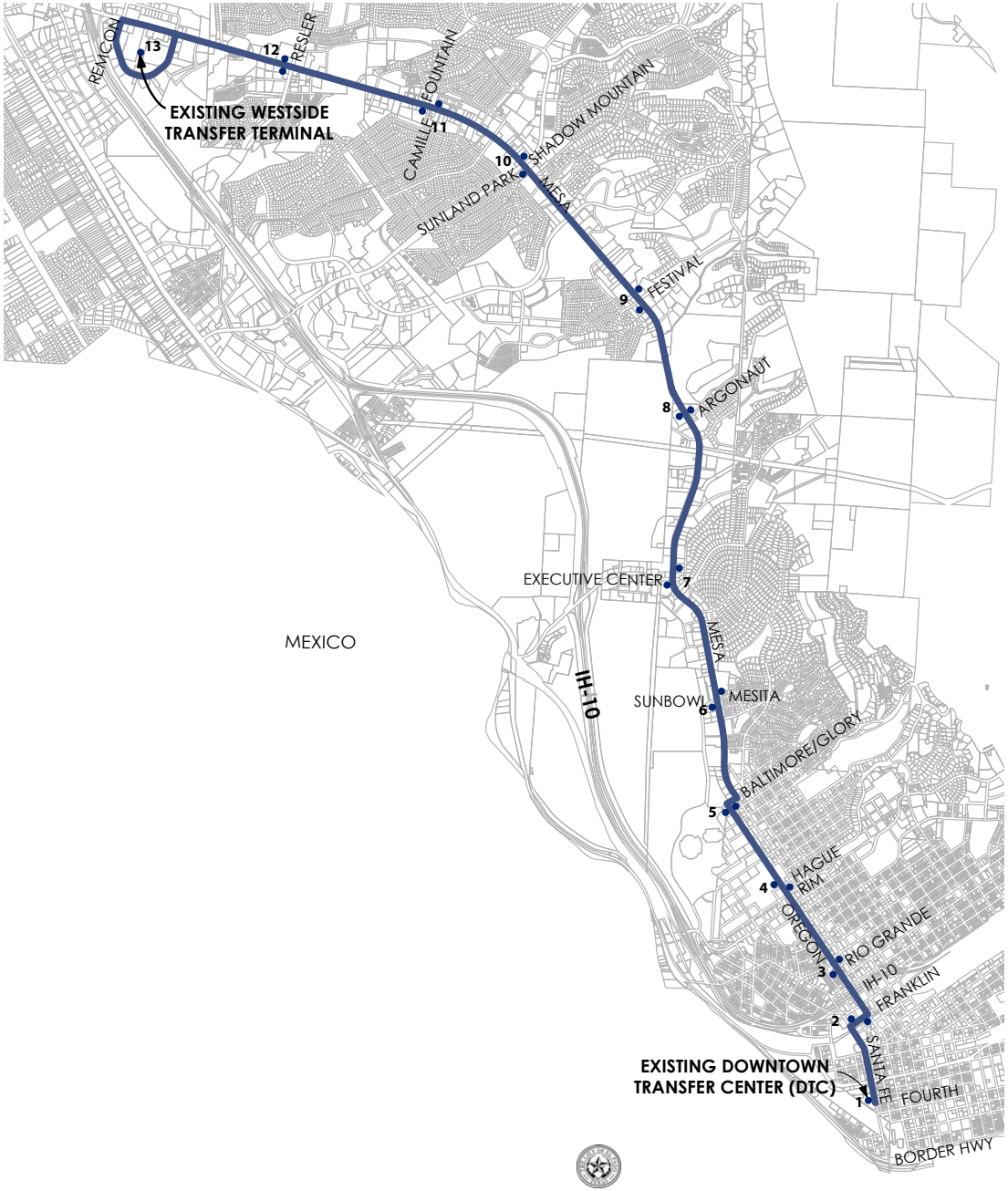
Project Purpose: Population and employment growth in El Paso, Texas and Ciudad Juarez, Mexico, including growth of international commuters, military personnel, and a highly transit-dependent population, have increased the need for improved transit services in the Mesa Corridor. Due to a constrained right-of-way and rising traffic volumes, roadway congestion in the Mesa Corridor is increasing. The BRT project would increase the frequency, reliability, and attractiveness of transit service along Mesa Street through off-vehicle fare collection (which reduces bus dwell times and speeds boarding and alighting), real-time arrival displays at stations, and automatic vehicle locators.

Project Development History, Status and Next Steps: The Mesa Corridor was included in the region's financially-constrained long-range transportation plan (*TransBorder 2035 Metropolitan Transportation Plan*) in November 2007. In November 2008, the City of El Paso initiated an alternatives analysis in the Mesa Corridor. BRT was selected as the locally preferred alternative in July 2010. FTA approved the Mesa Corridor into project development as a Very Small Start in December 2010. FTA is working with the City to complete the environmental review process for the BRT project, which is anticipated to be completed by spring 2011. Revenue operations are scheduled to begin in April 2014.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 Small Starts FHWA Flexible Funds (CMAQ)	 $13.54 $2.00	 50.0% 7.4%
State: Texas Department of Transportation	$6.12	22.6%
Local: City of El Paso Bonds	$5.42	20.0%
Total:	**$27.08**	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.

MESA CORRIDOR BRT
STATION LOCATIONS



North Corridor LRT
Houston, Texas
Final Design
(Based upon information received by FTA in August 2009)

Summary Description	
Proposed Project:	Light Rail Transit 5.2 Miles, 8 Stations
Total Capital Cost ($YOE):	$756.00 Million (includes $45.8 million in finance charges)
Section 5309 New Starts Share ($YOE):	$450.00 Million (59.5%)
Annual Forecast Year Operating Cost:	$7.69 Million
Ridership Forecast (2030):	29,000 Average Weekday Boardings 7,500 Daily New Riders
Opening Year Ridership Forecast (2013):	17,400 Average Weekday Boardings
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Metropolitan Transit Authority of Harris County (METRO) is proposing to construct a light rail transit (LRT) line from the existing University of Houston-Downtown station in the Houston central business district (CBD) to the Northline Mall Transit Center. The LRT line would operate in semi-exclusive guideway with limited mixed traffic operations. The majority of the LRT line would operate at-grade (4.1 miles), an additional 0.86 miles would be elevated to avoid two freight railroads (the Southern Pacific Railroad and the Burlington-Northern Santa Fe Railway), and the remaining 0.3 miles would be in retained fill. The project includes the purchase of 24 light rail vehicles. Service would operate every six minutes during peak and off peak periods, including weekends, and would interline with the existing METRO Rail Red Line in the CBD. No parking spaces would be built as part of the project. The project would be the first operable segment of an LRT line that METRO plans to eventually extend to George Bush Intercontinental Airport.

Project Purpose: The corridor runs parallel to and immediately east of Interstate 45. Due to poor local roadway connectivity within the corridor, current bus service is subject to congested conditions and cannot provide reasonable travel time savings or serve the current and forecasted demand for transit. Compared to current local bus service, the LRT line would offer faster service to core activity centers and would provide a one-seat ride into the Houston CBD from the city's transit-dependent northern areas. The corridor links four academic institutions and a major retail development (Northline Mall). The two largest job markets in the Houston region – downtown Houston and the Texas Medical Center – draw large numbers of North Corridor residents.

Project Development History, Status and Next Steps: FTA approved the project into preliminary engineering in March 2008. FTA and METRO completed a supplemental Final Environmental Impact Statement in May 2008. FTA issued a Record of Decision in July 2008. The project was approved into final design in August 2009.

METRO will use an innovative project delivery method whereby a Facility Provider, comprised of a team of engineering, construction, construction management and vehicle manufacturing firms, will complete design, finalize the construction phasing approach, and expedite construction of several rapid transit lines throughout Houston. The Facility Provider will also be responsible for operation and maintenance of the proposed LRT line.

In September 2010, following an investigation of METRO's light rail vehicle (LRV) procurement plan, FTA found that METRO violated Federal Buy America and procurement rules and directed METRO to develop a new plan for LRV procurement. METRO is complying with FTA's directive and plans to provide FTA with an updated New Starts submission by March 2011. Thus, the rating described herein reflects conditions as of August 2009, when the project was approved into final design.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 New Starts	$450.00	59.5%
Local: METRO Dedicated Sales Tax	$306.00	40.5%
Total:	**$756.00**	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.

TX Houston, North Corridor LRT
FY2011 Financial Assessment Summary prepared November 2009

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium-High**	The New Starts share of the project is 59.5 percent. Section 3043(h)(1) in SAFETEA-LU states, "for the purpose of calculating the non-Federal share of the net project cost of any new fixed guideway capital project currently included in the Advanced Transit Program ("Metro Solutions Plan") sponsored by the Metropolitan Transit Authority of Harris County, Texas, the Secretary shall include $324,000,000 in State and local funds expended for the design and construction of the Red Line Light Rail Transit system that operates in Harris County, Texas." METRO has decided to apply $162 million of its contribution to the Red Line as credit toward the North Corridor LRT project. Application of the credit allowed for in the legislative language lowers the New Starts share to approximately 49 percent. The credit increases the share rating from *Medium* to *Medium-High*.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium-Low	The average age of METRO's bus fleet is 8.8 years, which is slightly older than the industry average. METRO has not issued debt. Therefore, no bond ratings have been published.
Commitment of Funds (25% of capital plan rating)	High	METRO's sales tax revenues, which are existing and committed, will cover the entire non-New Starts share of the North Corridor light rail transit project.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium	Assumptions on sales tax growth, inflation, and Federal funding are reasonable compared to historical experience. The capital cost estimate is reasonable.
Project Operating Financial Plan (30% of summary financial rating)	**Medium**	
Operating Condition (25% of operating plan rating)	Medium-Low	METRO's current ratio of assets to liabilities, as reported in its most recent audited financial statements, was just over 1.0 in financial year 2008. METRO's transit services have increased in the last five years.
Commitment of Funds (25% of operating plan rating)	High	Over 75 percent of operating funding, including fare revenues, sales tax revenues, operating grants, miscellaneous revenue (advertising and ID card fees), and interest income, is committed.

O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium-Low	Projections of growth in operating and maintenance costs and farebox revenues are optimistic compared to historical experience. The financial plan shows projected cash balances exceeding 25 percent of annual operating costs.

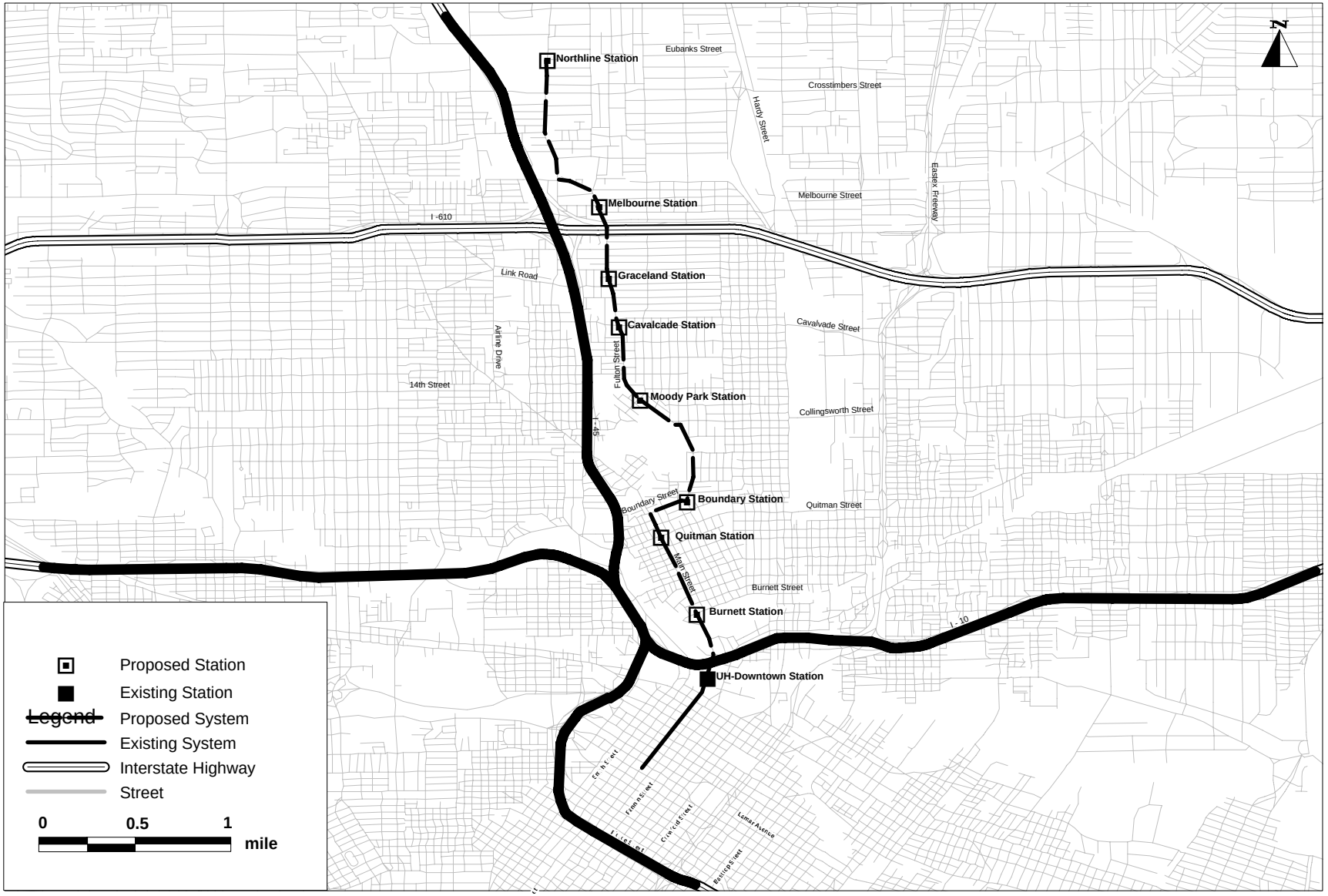
North Corridor LRT
Houston, Texas
Final Design
(Land Use and Economic Development Rating based upon Information accepted by FTA November 2008)

LAND USE RATING: Medium-Low [1]
Existing Land Use: Medium-Low (One-third of Land Use Rating)
The land use rating reflects the population and employment densities within ½-mile of proposed station areas. • The North Corridor is characterized by low-density commercial, light industrial, and mixed residential development laid out on a grid pattern of streets. Auto-oriented commercial uses generally line the major roadways. Population densities are low to moderate, averaging 6,400 people per square mile. • There are significant numbers of vacant parcels as well as underutilized properties. Pedestrian access is hindered by drainage ditches, wide streets, a lack of curb cuts, expansive parking lots, and a lack of sidewalks in many residential neighborhoods. A large mall is at the northern terminus while underused industrial buildings and an abandoned rail yard slated for redevelopment are at the southern end of the corridor. • A total of 12,600 jobs are located in proximity to the proposed stations, while an estimated 130,000 jobs are directly served in the Houston CBD.
Transit-Supportive Plans and Policies: Medium-Low (One-third of Land Use Rating)
• Limited efforts have been made at regional planning and growth management. In 2005 the Houston-Galveston Area Council (H-GAC) joined with the citizen-led Blueprint Houston to undertake Envision Houston Region, an initiative designed to create a regional "vision" for the future growth of the area. The results informed the long-range transportation plan update, but have not led to further implementation activities to shape regional land use patterns. • Some station area planning activities have been initiated. METRO is undertaking a Station Area Work Program to address barriers to station area development, tools to leverage development, and policies for the development of each station area. The City of Houston is developing an Urban Corridor Planning Ordinance, which will provide a planning framework for development in high capacity transit corridors and in specific station areas. METRO established a joint development/transit-oriented development (TOD) program that will initiate specific development projects. • The City of Houston is not zoned. However, private deed restrictions are often used for both residential and commercial land development to ensure that standards for land use are maintained. While covenants will guide the development of future major projects in the North Corridor such as the Hardy/Near Northside reinvestment zone, most neighborhoods in the North Corridor currently lack such covenants. Existing neighborhood plans show some support for TOD, but do not identify implementation mechanisms aside from financing infrastructure improvements.
Performance and Impacts of Policies: Medium (One-third of Land Use Rating)
• Local officials believe the existing Main Street LRT / Red Line, which opened in January 2004, has been a catalyst for residential and commercial development in the city's downtown and Midtown areas. However, aside from some scattered townhouse development there is no evidence to date of transit-supportive development in the North Corridor. • The Hardy Rail Yards redevelopment site just north of downtown is proposed for a major transit-supportive, high-density, mixed-use development. Vacant and underutilized lots throughout the corridor provide additional development potential, if land use policies and market forces can be aligned.

[1] The revised weighting of the project justification criteria that took effect in July 2009 does not apply to this project. Per FTA's 2006 *Final Guidance on New Starts Policies and Procedures*, once a project has been approved into final design, the project is not subject to any changes in New Starts policy, guidance, and procedures. Thus, the two Economic Development factors are considered as part of the Land Use summary rating, as they were prior to July 2009, and Economic Development does not receive a separate rating.

North Corridor LRT

Houston, Texas



Southeast Corridor LRT
Houston, Texas
Final Design
(Based upon information received by FTA in August 2009)

Summary Description	
Proposed Project:	Light Rail Transit 6.5 Miles, 10 Stations
Total Capital Cost ($YOE):	$822.91 Million (includes $55.6 million in finance charges)
Section 5309 New Starts Share ($YOE):	$450.00 Million (54.7%)
Annual Forecast Year Operating Cost:	$12.50 Million
Ridership Forecast (2030):	28,700 Average Weekday Boardings 4,500 Daily New Riders
Opening Year Ridership Forecast (2013):	17,200 Average Weekday Boardings
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Metropolitan Transit Authority of Harris County (METRO) is proposing to construct a light rail transit (LRT) line from the Houston central business district (CBD) to the Palm Center in the vicinity of Martin Luther King, Jr. Boulevard/Griggs Road. The proposed LRT line would operate in semi-exclusive guideway with limited mixed traffic operations. The majority of the LRT line would operate at-grade (6.42 miles), while the remaining 0.14 miles would be elevated to avoid existing waterways. The project includes the purchase of 29 light rail vehicles and construction of a storage/wash facility. Service would operate every six minutes during peak and off peak periods, including weekends, and would provide a transfer to the existing METRO Rail Red Line via the existing Main Street Square station in the CBD. No parking spaces would be built as part of the project. The proposed Palm Center terminus would be adjacent to METRO's existing Southeast Transit Center, which includes a 1,100-space park-and-ride lot. The project would be the first operable segment of an LRT line that METRO plans to eventually extend to Hobby Airport.

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

Project Development History, Status and Next Steps: FTA approved the project into preliminary engineering in March 2008. FTA and METRO completed a supplemental Final Environmental Impact Statement in May 2008. FTA issued an environmental Record of Decision in July 2008. The project was approved into final design in August 2009.

METRO will use an innovative project delivery method whereby a Facility Provider, comprised of a team of engineering, construction, construction management and vehicle manufacturing firms, will complete design, finalize the construction phasing approach, and expedite construction of several rapid transit lines throughout Houston. The Facility Provider will also be responsible for operation and maintenance of the proposed LRT line.

In September 2010, following an investigation of METRO's light rail vehicle (LRV) procurement plan, FTA found that METRO violated Federal Buy America and procurement rules and directed METRO to develop a new plan for LRV procurement. METRO is complying with FTA's directive and plans to provide FTA with an updated New Starts submission by March 2011. Thus, the rating described herein reflects conditions as of August 2009, when the project was approved into final design.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 New Starts	$450.00	54.7%
Local: METRO Dedicated Sales Tax	$372.91	45.3%
Total:	**$822.91**	100.0%

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

TX Houston, Southeast Corridor LRT
FY2011 Financial Assessment Summary prepared November 2009

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium-High**	Section 3043(h)(1) in SAFETEA-LU states, "for the purpose of calculating the non-Federal share of the net project cost of any new fixed guideway capital project currently included in the Advanced Transit Program ("Metro Solutions Plan") sponsored by the Metropolitan Transit Authority of Harris County, Texas, the Secretary shall include $324,000,000 in State and local funds expended for the design and construction of the Red Line Light Rail Transit system that operates in Harris County, Texas." METRO has decided to apply $162 million of its contribution to the Red Line as credit toward the Southeast Corridor LRT project. Application of the credit allowed for in the legislative language lowers the New Starts share to approximately 49 percent. The credit increases the share rating from *Medium* to *Medium-High*.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium-Low	The average age of METRO's bus fleet is 8.8 years, which is slightly older than the industry average. METRO has no outstanding debt. Therefore, no bond ratings have been issued.
Commitment of Funds (25% of capital plan rating)	High	METRO's sales tax revenues, which are existing and committed, will cover the entire non-New Starts share of the first minimum operable segment of the Southeast Corridor LRT project.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium	Assumptions on sales tax growth, inflation, and Federal funding are reasonable compared to historical experience. The capital cost estimate is reasonable.
Project Operating Financial Plan (30% of summary financial rating)	**Medium**	
Operating Condition (25% of operating plan rating)	Medium-Low	METRO's current ratio of assets to liabilities, as reported in its most recent audited financial statements, was just over 1.0 in FY 2008. METRO's transit services have increased in the last five years.
Commitment of Funds (25% of operating plan rating)	High	Over 75 percent of operating funding, including fare revenues, sales tax revenues, operating grants, miscellaneous revenue (advertising and ID card fees), and interest income, is committed.

O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium-Low	Projections of growth in operating and maintenance costs and farebox revenues are optimistic compared to historical experience. The financial plan shows projected cash balances exceeding 25 percent of annual operating costs.

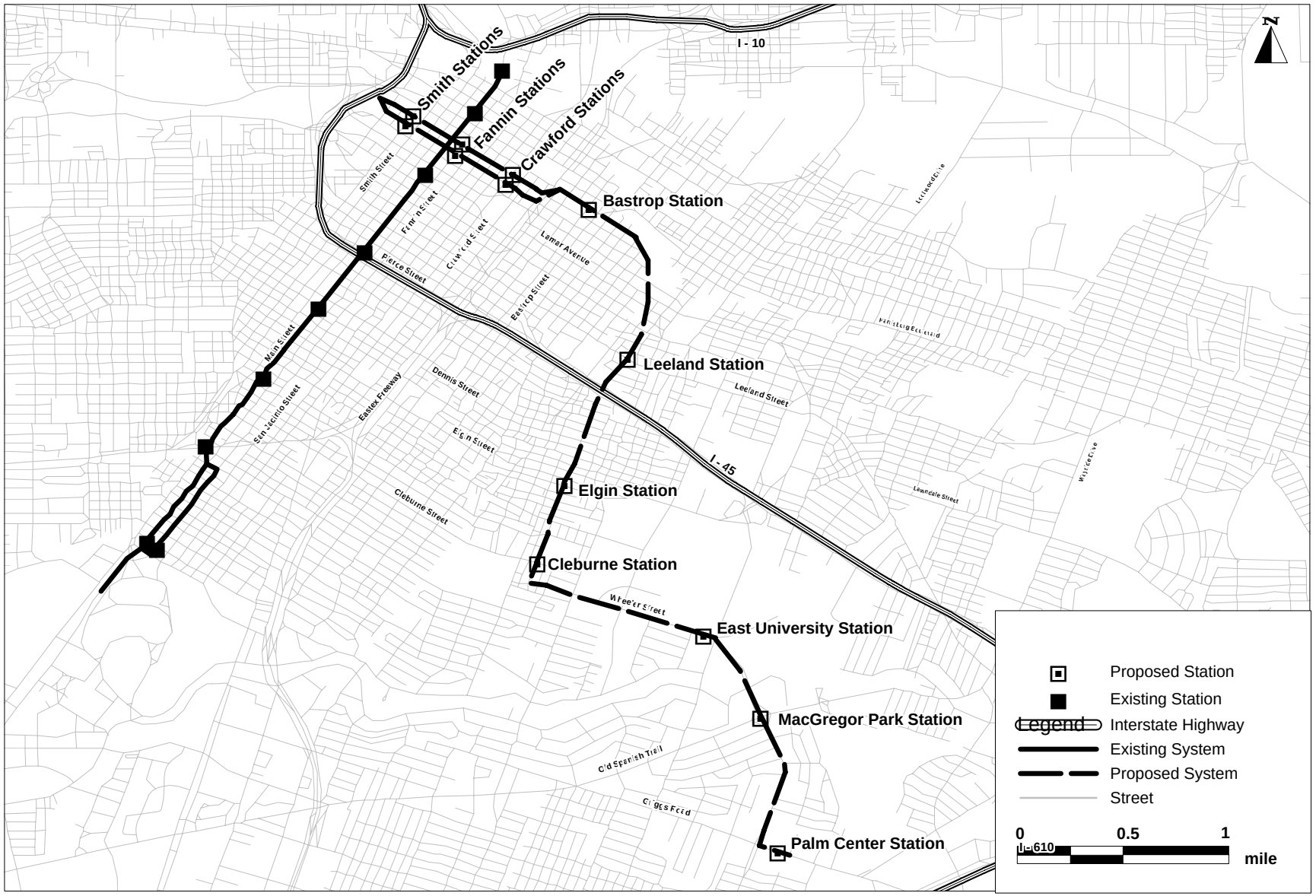
Southeast Corridor LRT
Houston, Texas
Final Design
(Land Use and Economic Development Rating based upon Information accepted by FTA November 2008)

LAND USE RATING: Medium-Low [1]
Existing Land Use: Medium-Low (One-third of Land Use Rating)
The land use rating reflects the population and employment densities within ½-mile of proposed station areas. • Outside of the high-density CBD, most of the Southeast Corridor is characterized by low-density commercial, light industrial, and mixed residential development laid out on a grid pattern of streets. • Pedestrian access is hindered by drainage ditches, wide streets, a lack of curb cuts, expansive parking lots, and in some cases, missing sidewalks. Two universities are present, with many of their athletic facilities, housing and academic buildings within a half mile of the proposed alignment. • Station area population densities rate "low" by FTA benchmarks, averaging 3,200 persons per square mile. A total of 150,000 jobs are located in proximity to the corridor's stations, mostly in the Houston CBD, which has a total employment of 130,000.
Transit-Supportive Plans and Policies: Medium-Low (One-third of Land Use Rating)
• Limited efforts have been made at regional planning and growth management. In 2005 the Houston-Galveston Area Council (local metropolitan planning organization) joined with the citizen-led Blueprint Houston to undertake Envision Houston Region, an initiative designed to create a regional "vision" for the future growth of the area. The results informed the long-range transportation plan update but have not led to further implementation activities to shape regional land use patterns. • Some station area planning activities have been initiated. METRO is undertaking a Station Area Work Program to address barriers to station area development, tools to leverage development, and policy for the development of each station area. The City of Houston is developing an Urban Corridor Planning Ordinance, which will provide a planning framework for development in high capacity transit corridors and in specific station areas. METRO has established a joint development/transit-oriented development program that will initiate specific development projects. • The City of Houston is not zoned. Private deed restrictions are often used for both residential and commercial land development to ensure that standards for land use are maintained, but many of the neighborhoods in the Southeast Corridor lack such covenants. Plans for two Tax Increment Reinvestment Zones in the corridor include design guidelines to promote a more densely developed, pedestrian-friendly, walkable environment, but do not identify implementation mechanisms aside from financing infrastructure improvements.
Performance and Impacts of Policies: Medium (One-third of Land Use Rating)
• Local officials believe the existing Red Line, which opened in January 2004, has been a catalyst for residential and commercial development in the city's downtown and Midtown areas. However, aside from a significant amount of townhouse development just east of the CBD there is no evidence to date of transit-supportive development in the Southeast Corridor. • Strong growth is forecast for the corridor and small and large vacant and underutilized lots throughout the corridor provide additional development potential, if land use policies and market forces can be aligned.

[1] The revised weighting of the project justification criteria that took effect in July 2009 does not apply to this project. Per FTA's 2006 *Final Guidance on New Starts Policies and Procedures*, once a project has been approved into final design, the project is not subject to any changes in New Starts policy, guidance, and procedures. Thus, the two Economic Development factors are considered as part of the Land Use summary rating, as they were prior to July 2009, and Economic Development does not receive a separate rating.

Southeast Corridor LRT

Houston, Texas



Draper Transit Corridor
Draper, Utah
Preliminary Engineering
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	Light Rail Transit 3.8 Miles, 3 Stations
Total Capital Cost ($YOE):	$206.03 Million (includes $18.7 million in finance charges)
Section 5309 New Starts Share ($YOE):	$123.62 Million (60.0%)
Annual Forecast Year Operating Cost:	$4.70 Million
Ridership Forecast (2030):	6,800 Average Weekday Boardings 1,600 Daily New Riders
Opening Year Ridership Forecast (2013):	3,600 Average Weekday Boardings
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium-High

Project Description: Utah Transit Authority (UTA) proposes to construct the Draper Transit Corridor light rail transit (LRT) extension to the existing North-South TRAX LRT line. The project would operate primarily in existing and abandoned railroad rights-of-way between the City of Sandy and the City of Draper and run parallel to Interstate 15 (I-15), the primary transportation link between Salt Lake City, the University of Utah, Murray, Sandy, and Draper. The project includes the procurement of five new light rail vehicles and construction of three stations with park-and-ride lots totaling 1,400 spaces.

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

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

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 New Starts	$123.62	60.0%
Local: UTA Local Sales Tax In Kind Contribution	$79.73 $2.68	38.7% 1.3%
Total:	**$206.03**	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.

UT Salt Lake County, Draper Transit Corridor
FY2012 Financial Assessment Summary prepared October 2010

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium-High**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium**	The New Starts share of the project is 60.0 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium-High**	
Capital Condition (25% of capital plan rating)	Medium	The average age of UTA's bus fleet is 7.7 years, which is in-line with the industry average. UTA's most recent bond ratings, issued in May 2009, are as follows: Moody's Investors Service (Aa3), Fitch's (AA), and Standard & Poor's Corporation (AAA).
Commitment of Funds (25% of capital plan rating)	High	All of the non-Section 5309 New Starts funds are committed. Sources of funds include UTA dedicated sales taxes and in-kind contributions.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium	Revenue assumptions are consistent with historical data. The capital cost estimate is considered reasonable. The financial plan shows that UTA has the financial capacity to cover cost increases or funding shortfalls equal to at least 12.5 percent of estimated project costs.
Project Operating Financial Plan (30% of summary financial rating)	**Medium-High**	
Operating Condition (25% of operating plan rating)	High	UTA's current ratio of assets to liabilities as reported in its most recent audited financial statement is 4.46.
Commitment of Funds (25% of operating plan rating)	High	More than 75 percent of operating and maintenance funding is committed. Funding sources include farebox revenues, local sales tax revenues, Section 5307 formula funds, Section 5309 fixed guideway modernization funds, advertising income, joint development revenues, interest income, and other operating income.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium	Assumed growth in operating expenses and fare box collections are consistent with historical experience. Assumed growth in sales tax revenues is conservative compared to historical experience.

Draper Transit Corridor
Salt Lake County, Utah
Preliminary Engineering
(Land Use and Economic Development Rating based upon Information accepted by FTA in November 2009)

LAND USE RATING: Medium-Low

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

- Existing land use along the corridor is primarily suburban residential. This consists of single-family homes, suburban strip malls, and what remains of an agricultural past. Buildings are typically setback from the roadway or sidewalk, and in some instances there are no pedestrian facilities available. There are two station locations where land surrounding the proposed station sites is currently undeveloped.
- Average population density at proposed station areas is 6,500 persons per square mile. Total employment served is 62,862 (including 57,905 in the Salt Lake City Central Business District [CBD]). In the CBD, the ratio of parking spaces to employees is 0.55, and generally parking is free and available in other station areas.

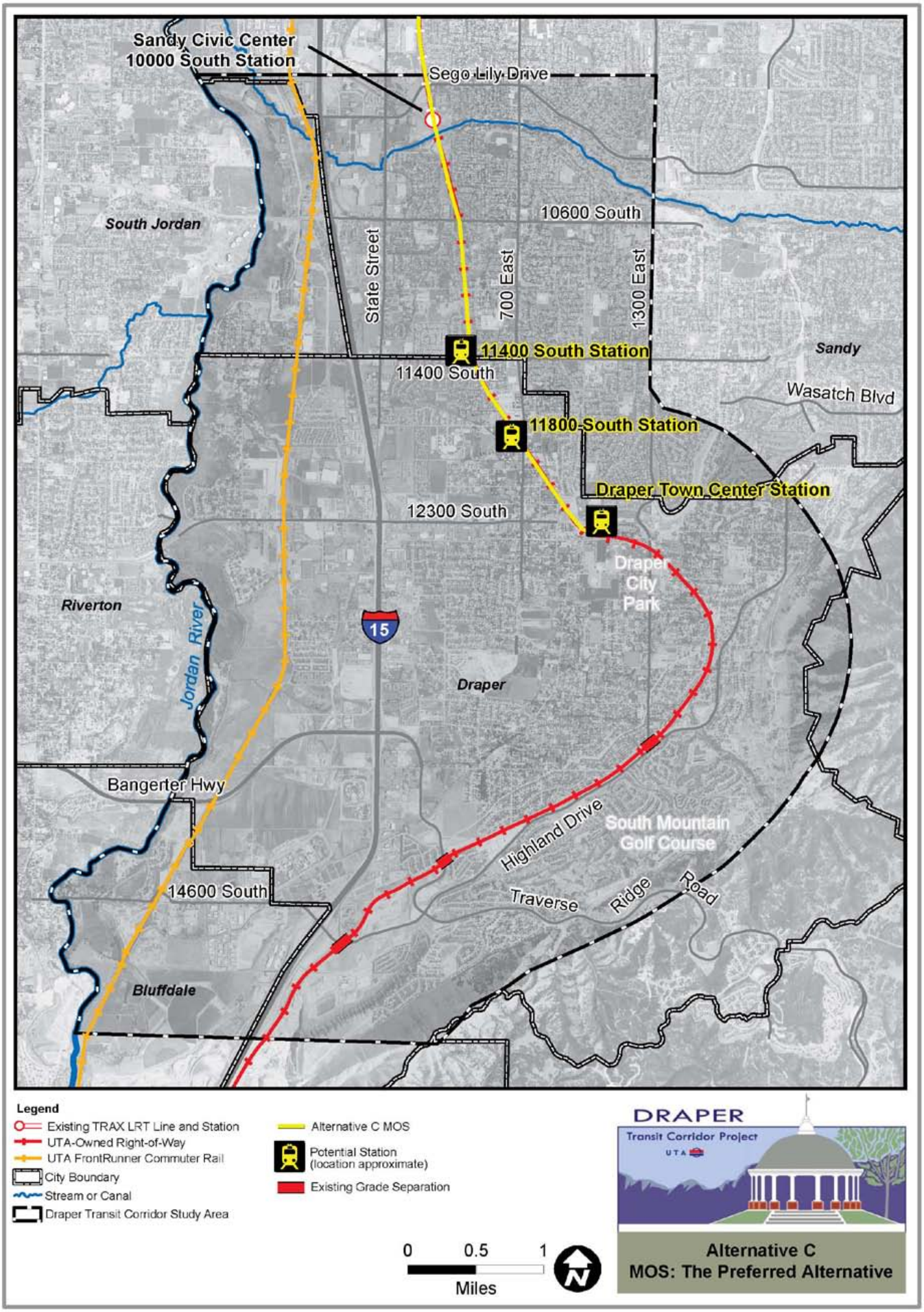
ECONOMIC DEVELOPMENT RATING: Medium

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

- The region has placed a lot of emphasis on growth management and land conservation but has yet to realize its effects on actual growth. The Wasatch Front Regional Council and Envision Utah have both created documents that discuss strategies focused on growth management and land conservation, including possible implementation strategies. These strategies focus on increasing the transit options available, promoting redevelopment of existing developed land, and increasing density where appropriate. All of the regional localities have endorsed these strategies, but have not taken steps to create policies that would implement the strategies.
- The Draper Town Center area has received a special land use classification that is focused on promoting development centered on transit. The Draper planning commission and city council have held joint work sessions on transit-oriented development (TOD). These officials anticipate further changes to the city's development code to encourage appropriate land uses around transit stations.
- Existing zoning ordinances throughout the corridor permit low to moderate density residential development. Both the City of Draper and the City of Sandy have added zoning ordinances that allows for higher density mixed-use development at the Town Center and Civic Center transit station sites respectively. The other station sites along the alignment did not have zoning changes and will retain the low-density suburban residential character currently in place.
- A study examining the feasibility of TOD at the Draper Town Center found that the existing zoning ordinance would only allow for 12 dwelling units per acre after the required parking for the station had been sited. The study concluded that the zoning ordinance should be revised to allow for more density to make development more economically feasible for a private developer.

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

- There are a number of developments currently being constructed in Salt Lake City along both existing TRAX light rail lines and extensions. For example, Gateway, which is developed along the existing TRAX line in Downtown Salt Lake City is a 30 acre mixed use development containing 684,000 square feet of retail space and 152 residences located in a 12 story tower. City Creek Center is another mixed use project under construction in Downtown adjacent to the existing light rail, developing up to 324,000 square feet of retail and 700 residences in high rise towers. Daybreak, which is a mixed use project being developed along a TRAX extension, will have 1.6 million square feet of retail, 2.6 million square feet of office space and 20,000 residences clustered around three stations.
- While there are some stations where expanded development may be difficult because of existing residential neighborhoods, other locations have land that could be potentially developed. The Sandy Civic Center Station, the 11800 South Station and the Draper Town Center Station all have land that could be developed in the future. These sites could begin as park-and-ride lots, and be redeveloped into mixed-use development once conditions support such a development.


Sandy Civic Center
10000 South Station
Sego Lily Drive
South Jordan
10600 South
State Street
700 East
1300 East
11400 South Station
11400 South
Sandy
Wasatch Blvd
11800 South Station
Draper Town Center Station
12300 South
Draper City Park
Riverton
15
Jordan River
Draper
Bangerter Hwy
Highland Drive
South Mountain Golf Course
14600 South
Traverse Ridge Road
Bluffdale
Legend
Existing TRAX LRT Line and Station
UTA-Owned Right-of-Way
UTA FrontRunner Commuter Rail
City Boundary
Stream or Canal
Draper Transit Corridor Study Area
Alternative C MOS
Potential Station (location approximate)
Existing Grade Separation
0
0.5
1
Miles
DRAPER
Transit Corridor Project
UTA
Alternative C
MOS: The Preferred Alternative

Mid-Jordan LRT

Salt Lake City, Utah

(November 2010)

The Mid-Jordan LRT is a 10.6-mile southwestern extension of the Utah Transit Authority's (UTA) TRAX light rail transit (LRT) system. The project will operate largely on existing Bingham Branch Line rail right-of-way (ROW) purchased from the Union Pacific Railroad in September 2002. The Mid-Jordan LRT alignment would serve the growing suburban communities of Midvale and West Jordan, as well as the planned Kennecott Daybreak Development near the project terminus at South Jordan. The project scope includes nine new stations, 3,035 park-and-ride spaces, and 28 low-floor light rail vehicles. Service would operate daily between 5:00 a.m. and 12:00 a.m. with 15-minute headways during both peak and off-peak periods, and one additional train will be deployed during the peak hour. Mid-Jordan LRT service would interline with UTA's existing Sandy/Salt Lake TRAX Line at the existing Fashion Place West station, providing a direct connection to the Salt Lake City central business district and the University of Utah. The project is expected to serve 9,500 average weekday boardings in 2030.

The total project cost under the Full Funding Grant Agreement (FFGA) is $535.37 million. The Section 5309 New Starts funding share is $428.29 million.

Status

The Mid-Jordan Corridor was identified in the December 2000 South Salt Lake County Transit Corridors Analysis as a prime candidate for improved transit service. A Draft Environmental Impact Statement (EIS) was completed in July 2005. FTA approved the Mid-Jordan LRT project into preliminary engineering in May 2007. The Final EIS was signed in July 2007, and the environmental Record of Decision was issued in September 2007. The project was approved into final design in April 2008. Under a Letter of No Prejudice (LONP), UTA began construction in August 2008. A second LONP was provided in October 2008. The two LONPs granted authority to expend up to $35.89 million while maintaining eligibility of the expenses for later reimbursement, and were liquidated upon FFGA execution. UTA and FTA entered into an FFGA in January 2009, with revenue operations scheduled for December 2011. Construction began May 15, 2008 and is ongoing. The project is progressing ahead of schedule, and could open for revenue service as early as August 2011.

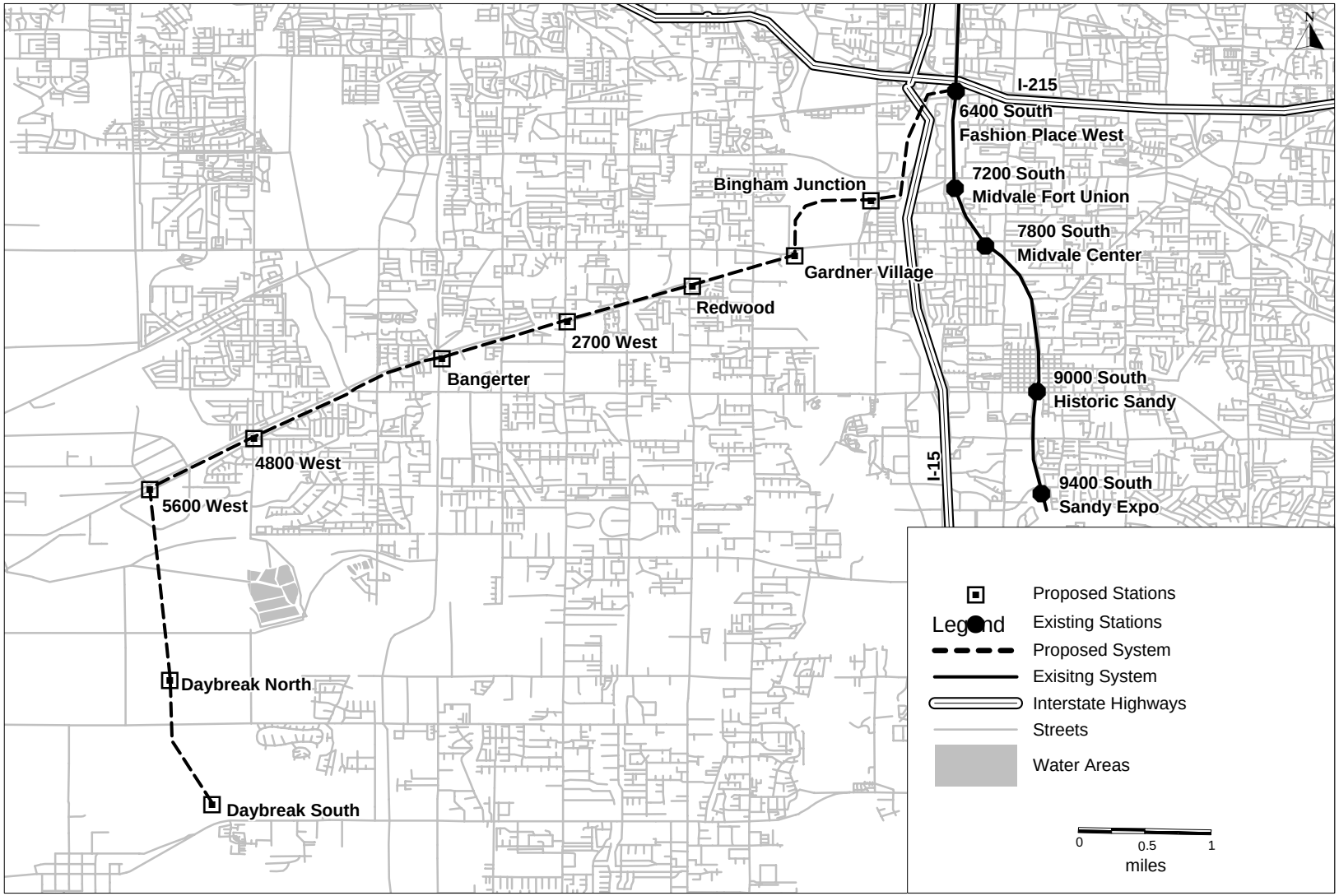
SAFETEA-LU Section 3043(c)(214) authorized the West Jordan LRT Extension (now known as Mid-Jordan LRT Extension) for final design and construction. A total of $249.40 million in Section 5309 funds has been appropriated for the project. This includes $137.89 million in Congressional appropriations received through FY 2010, $90.89 million in Capital Investment Grant (New Starts) funds provided under the American Recovery and Reinvestment Act, and $20.62 million in additional FY10 New Starts resources allocated by FTA.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts	$428.29	$249.40 million in total appropriations for the project. This includes $90.89 million in ARRA funds and $20.62 million in additional FY10 New Starts resources allocated by FTA.
Local: Sales Tax Revenues Right-of-Way purchased by UTA	$80.10 $26.98	
TOTAL	**$535.37**	

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

Mid - Jordan LRT

Salt Lake City, Utah



Weber County to Salt Lake City Commuter Rail

Salt Lake City, Utah

(November 2010)

The Utah Transit Authority (UTA) is constructing a 44-mile Weber County to Salt Lake City Commuter Rail project. The project includes eight stations to serve the areas of Pleasant View, Ogden, Roy, Clearfield, Layton, Farmington, Woods Cross and downtown Salt Lake City. The commuter rail line will operate within an existing railroad corridor parallel to Interstate 15 (I-15), utilizing right-of-way previously acquired by UTA under a rail corridor preservation plan with certain facilities already in place. Approximately 6,300 park-and-ride spaces will be built at project stations to expand the transit catchment area beyond the immediate corridor. Bus and light rail transit connections are intended to provide further service to other travel markets, including Weber State University, Hill Air Force Base, Freeport Center, the University of Utah, the Medical Center, and to the areas of Sandy and Draper in the southern part of Salt Lake City. The commuter rail project will operate at 20-minute headways during peak periods. The Weber County to Salt Lake City Commuter Rail project is the northern segment of a planned commuter rail system extending south of Salt Lake City to Provo. The project is expected to serve 11,800 average weekday boardings in 2025.

The total project cost under the Full Funding Grant Agreement (FFGA) is $611.68 million. The Section 5309 New Starts funding share is $489.35 million.

Status

The commuter rail project is a part of a local multimodal transportation "shared solution" strategy proposed in several studies developed since the 1980s to meet projected travel demand in the I-15 corridor. Completed in January 2002, the *Inter-Regional Corridor Alternatives Analysis* considered a number of transit alternatives for the project corridor, and identified commuter rail as the locally preferred alternative. The project was approved for entry into preliminary engineering in December 2003. A Draft EIS was completed in April 2004. A Final EIS was published in February 2005, and a NEPA Record of Decision was issued in April 2005. The project was approved into final design in June 2005. On June 16, 2006, FTA and UTA entered into an FFGA, with revenue operations scheduled for September 2008. The project began revenue operations between Salt Lake City and Ogden on April 26, 2008, and full revenue operation to Pleasant View in September 26, 2008.

SAFETEA-LU Section 3043(b)(30) authorized the Weber County to Salt Lake City Commuter Rail for final design and construction. A total of $357.30 million in Section 5309 funds has been appropriated for the project. This includes $340.80 million in Congressional appropriations received through FY 2010 and $16.50 million in additional FY10 New Starts resources allocated by FTA.

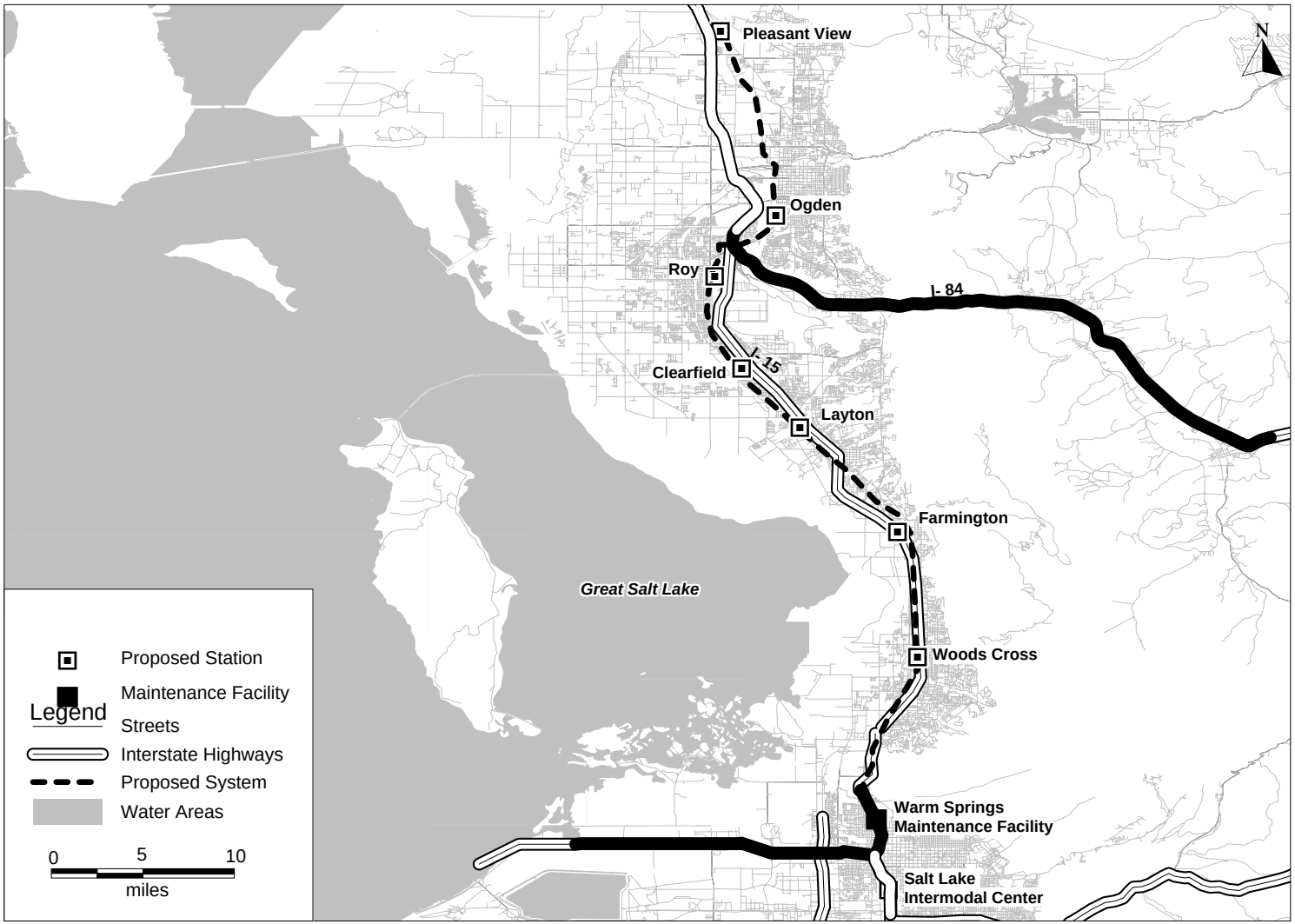
Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts	$489.35	$357.30 million appropriated for the project. This includes $16.50 million in additional FY10 New Starts resources allocated by FTA.
Local: Sales Tax Revenues Right-of-Way	 $82.33 $40.00	
TOTAL	**$611.68**	

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

Division H of the Consolidated Appropriations Act, 2005, permits UTA to count completed and future highway and transit expenditures to meet the local financial share requirements for the Weber County to Salt Lake City Commuter Rail project. UTA's latest financial plan does not fully utilize the provisions contained in the Act, proposing instead an 80 percent share of New Starts funding matched by the value of project ROW and local revenues.

Weber County to Salt Lake City Commuter Rail

Salt Lake City, Utah



Dulles Corridor Metrorail Project – Extension to Wiehle Avenue

Northern Virginia

(November 2010)

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

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

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

Status

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

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

In March 2006, the Commonwealth of Virginia accepted the MWAA proposal to assume control of the Dulles Toll Road and responsibility for construction of the project. Such authority is intended to enable MWAA to accelerate implementation of not only the Metrorail Extension to Wiehle Avenue but the full LPA using Dulles Toll Road revenues. In February 2006, Fairfax County requested that the Metrorail alignment along Route 7 be shifted from the south side to the median, so that a boulevard-type roadway could be constructed. An Environmental Assessment addressing this proposed change was published in February 2006. After a public hearing in March 2006, FTA issued an amended ROD in November 2006. The Project was formally transferred from DRPT to MWAA in July 2007. FTA approved the Project into final design in May 2008. The Dulles Toll Road was transferred from the Virginia Department of Transportation (VDOT) to MWAA in November 2008. MWAA and FTA executed an FFGA in March 2009, with revenue operations scheduled for December 2014. Construction has begun along the entire 11.7-mile alignment consisting of utility relocation, tunneling and elevated structure work. Construction is progressing with the costs well within budget and the estimated completion nine months ahead of the FFGA schedule.

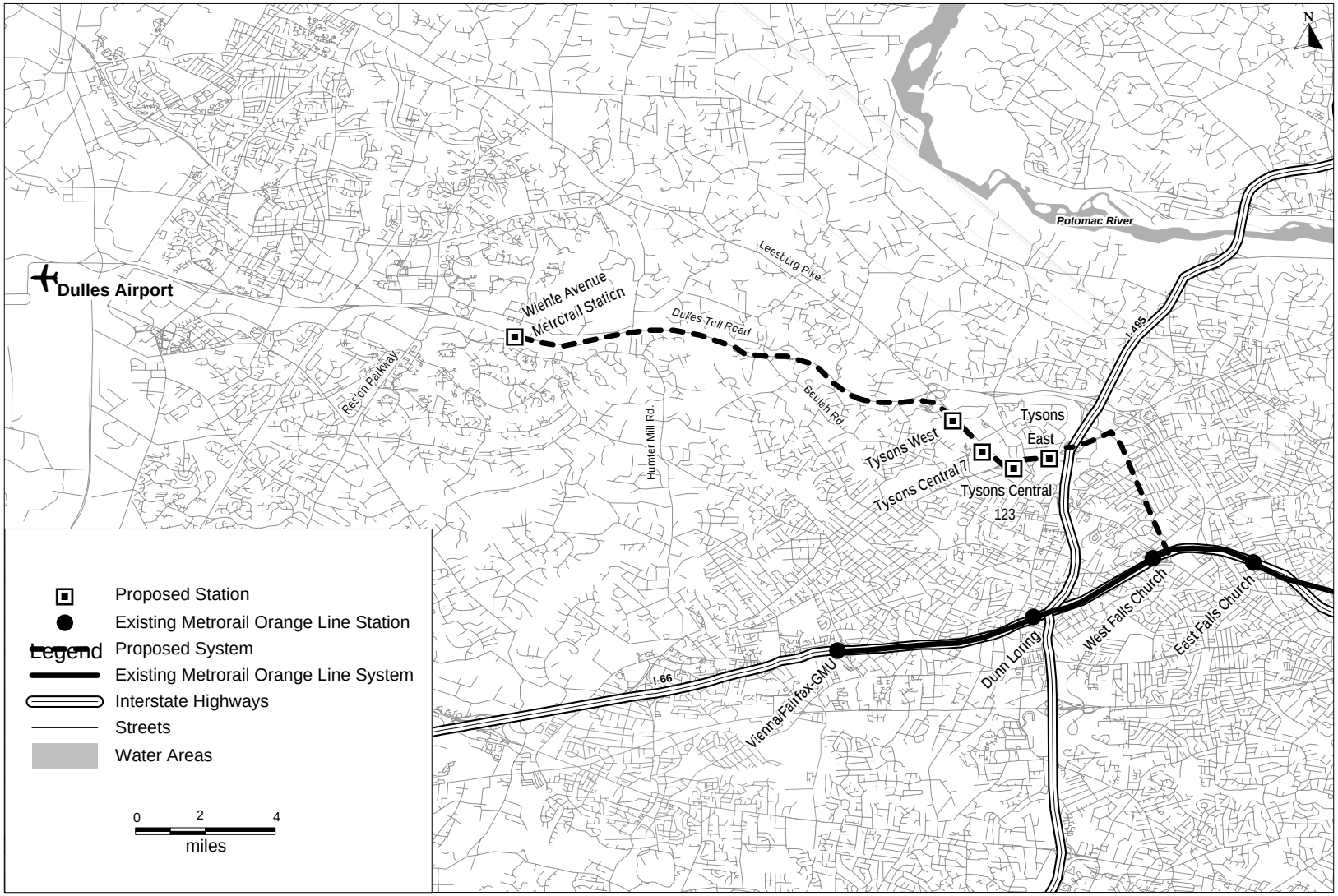
SAFETEA-LU Section 3043(b)(23) authorized the Dulles Corridor Metrorail Project for final design and construction. A total of $424.28 million in Section 5309 funds has been appropriated for the project. This includes $327.22 million in Congressional appropriations received through FY 2010, $77.26 million in Capital Investment Grant (New Starts) funds provided under the American Recovery and Reinvestment Act, and $19.80 million in additional FY10 New Starts resources allocated by FTA.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal:		
Section 5309 New Starts	$900.00	$424.28 million in total appropriations for the project. This includes $77.26 million in ARRA funds and $19.80 million in additional FY10 New Starts resources allocated by FTA.
FHWA Flexible Funds (STP)	$75.00	
State:		
Virginia Transportation Act 2000	$51.70	
Commonwealth Transportation Board Bonds	$125.00	
Local:		
Dulles Toll Road Revenues and Bond Proceeds	$1,467.02	
Fairfax County Transportation Improvement District	$523.75	
TOTAL	**$3,142.47**	

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

Dulles Corridor Metrorail Project - Extension to Wiehle Avenue

Northern Virginia



King County, RapidRide E Line BRT
Seattle, Washington
Project Development
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	Bus Rapid Transit 11.0 Miles, 31 Stations
Total Capital Cost ($YOE):	$48.09 Million
Section 5309 Small Starts Share ($YOE):	$21.63 Million (45.0%)
Annual Forecast Year Operating Cost:	$5.40 Million
Opening Year Ridership Forecast (2013):	6,200 Average Weekday Boardings
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: King County Metro (KCM) is planning the RapidRide E Line, which would connect the cities of Seattle and Shoreline along Aurora Avenue North. In Shoreline, the project would connect to Community Transit's Swift bus rapid transit (BRT) line in Snohomish County, effectively creating a continuous 28-mile BRT corridor between Everett Station and downtown Seattle. The project includes the creation of 6.2 lane-miles of Business Access and Transit (BAT) lanes, implementation of transit signal priority at 20 intersections along the corridor, and purchase of 22 low-floor, low-emission, hybrid buses. This work would complement the existing 7.8 miles of BAT lanes already in the corridor. The project would improve current weekday service to 10-minute peak/15-minute off-peak service. Weekend service would be 15 minutes during the daytime and 30 minutes in the evening.

Project Purpose: The RapidRide E Line would replace Route 358, the third highest ridership route in KCM's system that currently provides service along Aurora Avenue North. Transit usage in the corridor currently totals 17,400 daily passenger boardings. Transit vehicles are regularly slowed by general congestion and transit users frequently face an unfriendly pedestrian environment. The RapidRide E Line project would address these concerns by implementing speed and reliability improvements, and by improving transit users' experience on board and at stops and stations.

Project Development History, Status and Next Steps: KCM began an alternatives analysis in early 2010 that was completed in September 2010. In May 2010, the project was adopted into the Puget Sound Regional Council's fiscally constrained long range transportation plan, Transportation 2040. In November 2010, FTA approved a documented categorical exclusion. FTA approved the RapidRide E Line into project development as a Very Small Start in December 2010. KCM anticipates receiving a construction grant in 2011, with start of revenue operations in 2013.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 Small Starts	$21.63	45.0%
FHWA Flexible Funds (CMAQ)	$1.30	2.7%
Local:		
Metropolitan-County Sales and Use Tax	$11.08	23.0%
Metropolitan-County Property Tax	$11.08	23.0%
City of Seattle Property Tax	$1.80	3.7%
City of Shoreline General Fund	$1.20	2.5%
Total:	**$48.09**	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
E Line
Aurora Village Transit Center
Shoreline P&R
SHORELINE
FREMONT
QUEEN ANNE
Woodland Park
Green Lake
Lake Union
Aurora Ave N
5th Ave NE
Greenwood Ave N
Roosevelt Way N
Holman Rd NW
Stone Way N
Broad St
N 200th St
N 195th St
N 192nd St
N 185th St
N 180th St
N 175th St
N 170th St
N 165th St
N 160th St
N 155th St
N 152nd St
N 145th St
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N 105th St
N 100th St
N 95th St
N 90th St
N 85th St
N 82nd St
NW 80th St
N 75th St
N 68th St
N 63rd St
NW Market St
N 45th St
N 40th St
Galer St
Mercer St
Denny Way
ROUTING AND STOPS TO BE DETERMINED
LEGEND
RapidRide Route E Line
Other Metro transit service
RapidRide station stop
Other RapidRide stop
Wireless Transit Signal Priority
Business Access & Transit (BAT) Lanes
New
Existing
0 0.25 0.5 0.75 1
Miles
N
The information included on this map has been compiled by King County Staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.
Map produced by King County Department of Transportation, Transit Division, Service Development Section, Service Planning Group, Flanagc: c:\ELine_RoutesStopsSignals
March 8, 2010
King County

King County, RapidRide F Line BRT
Seattle, Washington
Project Development
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	Bus Rapid Transit 10.0 Miles, 19 Stations
Total Capital Cost ($YOE):	$36.80 Million
Section 5309 Small Starts Share ($YOE):	$15.88 Million (43.2%)
Annual Forecast Year Operating Cost:	$5.40 Million
Opening Year Ridership Forecast (2013):	7,400 Average Weekday Boardings
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

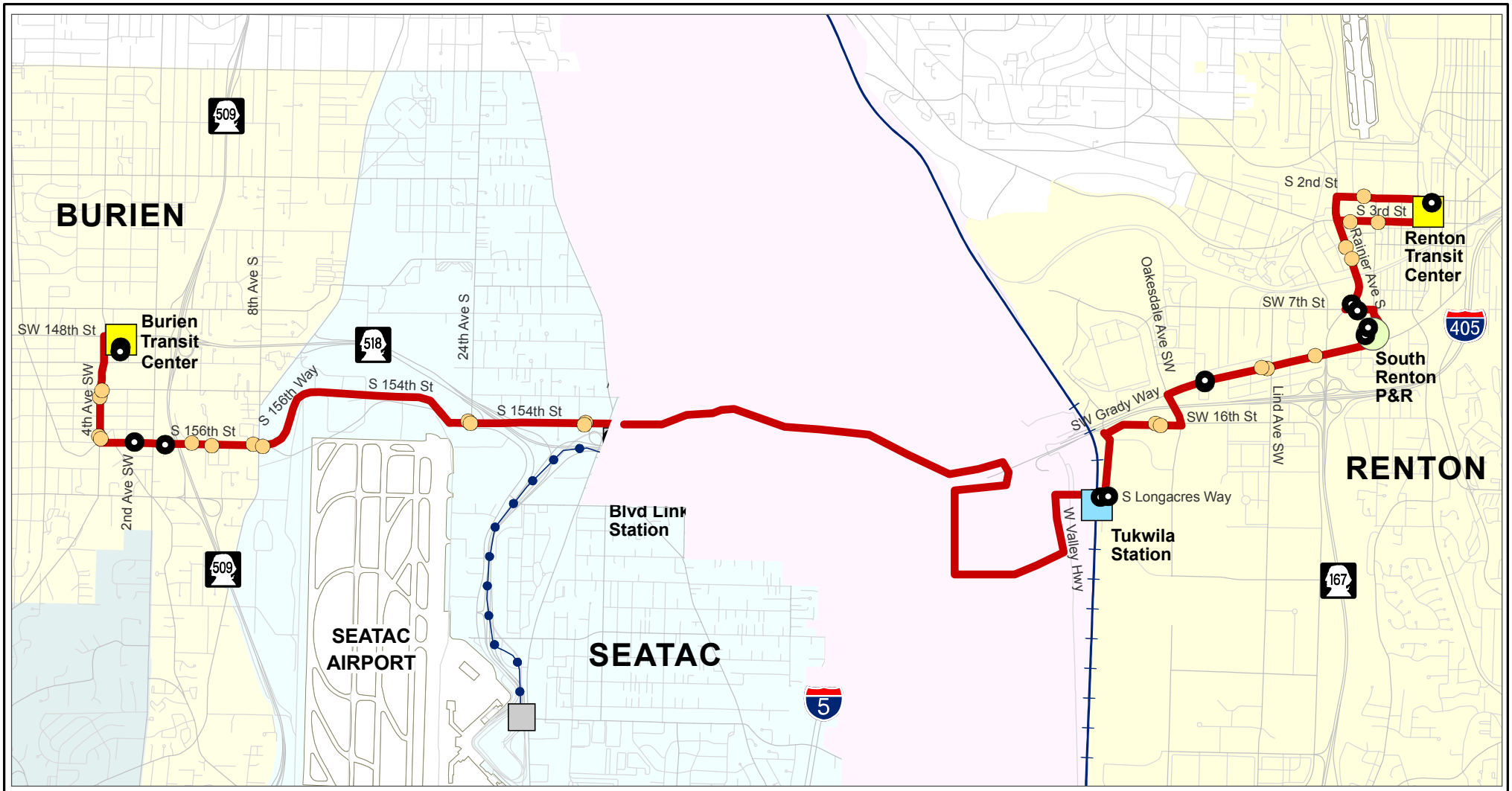
Project Description: King County Metro (KCM) is planning the RapidRide F Line bus rapid transit (BRT) line. It would be the sixth such line implemented by KCM and would provide connections between the cities of Burien, SeaTac, Tukwila and Renton, as well as to a commuter rail and light rail hub and three park-and-ride facilities. The RapidRide F Line project includes implementation of transit signal priority at 35 intersections and purchase of 13 low-floor, low-emission, hybrid buses. In addition to new stations, the RapidRide F Line would serve 12 enhanced bus stop locations and 20 standard stop locations.

Project Purpose: The RapidRide F Line project would replace Route 140, which provides over 640,000 trips annually. Transit vehicles are regularly slowed by general congestion and transit users frequently face an unfriendly pedestrian environment. The RapidRide F Line project would address these concerns by implementing speed and reliability improvements, and by improving transit users' experience on board and at stops and stations. Through the implementation of transit signal priority and other improvements, KCM estimates that bus service would be 12 percent faster, saving an estimated seven minutes per trip.

Project Development History, Status and Next Steps: KCM began an alternatives analysis in early 2010 that was completed in September 2010. In May 2010, the project was adopted into the Puget Sound Regional Council's fiscally constrained long range transportation plan. In September 2010, FTA approved a documented categorical exclusion for the project. FTA approved the RapidRide F Line into project development as a Very Small Start in December 2010. KCM anticipates receiving a construction grant in 2011, with start of revenue operations in 2013.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 Small Starts	$15.88	43.2%
FHWA Flexible Funds (CMAQ)	$0.65	1.8%
Local:		
Metropolitan-County Sales and Use Tax	$9.44	25.7%
Metropolitan-County Property Tax	$9.45	25.7%
City of Tukwila Capital Improvement Budget	$1.38	3.8%
Total:	**$36.80**	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.



Proposed *RapidRide* F Line Burien/Renton

LEGEND

- Proposed *RapidRide* F Line
- Potential *RapidRide* Stops
  - Station Stop
  - Other Stop
- Transit Center
- Permanent Park&Ride
- Link Light Rail & Station
- Sounder Commuter Rail & Station

0 0.25 0.5 Miles

N

Map produced by King County Department of Transportation, Transit Division, Service Development Section, Service Planning Group
Flanagc: c:\FLine_routeandstops
February 10, 2010

King County

King County, West Seattle BRT (RapidRide)
Seattle, Washington
Project Development
(Based upon information received by FTA in November 2009)

Summary Description	
Proposed Project:	Bus Rapid Transit 12.0 Miles, 12 Station Pairs
Total Capital Cost ($YOE):	$28.37 Million
Section 5309 Small Starts Share ($YOE):	$21.27 Million (75.0%)
Annual Forecast Year Operating Cost:	$9.00 Million
Opening Year Ridership Forecast (2013):	3,500 Average Weekday Boardings
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: King County Metro (KCM) proposes to construct a bus rapid transit (BRT) line from Westwood Village in West Seattle to the central business district in downtown Seattle. The project includes traffic signal priority, transit bypass lanes and the purchase of 15 low-floor, branded, diesel-hybrid vehicles. The proposed service will operate with 10-minute headways during peak hours and 15-minute headways during non-peak hours.

Project Purpose: The purpose of the West Seattle BRT project is to improve bus service in the corridor by offering a high amenity, high frequency service that reduces travel time, improves schedule reliability, and enhances rider comfort. In the Puget Sound region, general purpose traffic congestion is a major issue, creating backups and slowing travel in areas with limited access points, such as West Seattle. West Seattle RapidRide would improve access to downtown Seattle's 150,000 jobs and enhance service to many intermediate destinations such as the Fauntleroy Ferry Terminal, and shopping and business districts at West Seattle Junction and California Avenue SW. Route 54 and the Route 54 express are the primary existing transit services in the proposed corridor. There are over 3,500 boardings each weekday on these routes and 6,700 riders on other routes within one-half mile of the West Seattle RapidRide corridor. Implementation of transit lanes (that allow other vehicles making right turns to access businesses), off-vehicle fare collection, transit queue jump signals and transit signal priority would reduce transit travel times. Improved station amenities, including real time arrival information, larger, lighted shelters, and well-designed buses would improve the quality of service provided.

Project Development History, Status and Next Steps: KCM adopted a six-year Transit Development Plan that included strategies to pursue BRT in the West Seattle corridor in 2002. In 2006, County voters approved a sales tax increase of 0.1 percent to fund "Transit Now" initiatives, which included the West Seattle BRT project. The Puget Sound Regional Council, the region's metropolitan planning organization, included the project in the "Destination 2030" financially constrained long-range transportation plan in 2009. In August 2009, FTA determined the project qualified as a Class II documented categorical exclusion. FTA approved the RapidRide E Line into project development in December 2009. KCM anticipates receiving a construction grant in 2011, with start of revenue operations in 2012.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 Small Starts	$21.27	75.0%
Local: Dedicated Sales and Use Tax	$7.09	25.0%
Total:	**$28.37**	100.0%

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

West Seattle BRT

King County, Washington

University Link LRT Extension

Seattle, Washington

(November 2010)

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

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

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

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

Status

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

Sound Transit redefined the project as an "Initial Segment" from Westlake Station in the Downtown Seattle Transit Tunnel south to Tukwila, which was constructed under an FFGA executed by FTA in October 2003, which was later amended in August 2008 to include a 1.7-mile extension to SeaTac International Airport. Sound Transit completed a Supplemental Draft EIS for the North Link segment in December 2003, and the Sound Transit Board selected the 3.1-mile University Link Extension as the first phase in August 2005. FTA issued a limited-scope Supplemental Draft EIS in October 2005 to address changes in the preferred alternative, including an alternative route through the University of Washington. FTA approved the project into preliminary engineering in December 2005. FTA issued a Final EIS in April 2006 and Record of Decision in June 2006. FTA approved the project into final design in December 2006. Sound Transit and FTA executed an FFGA in January 2009, with revenue operations scheduled for April 2017. Right of way acquisitions are essentially completed, as is the excavation of the Capitol Hill and University Station areas. Construction of the twin-bored tunnel is scheduled to begin in spring/summer 2011.

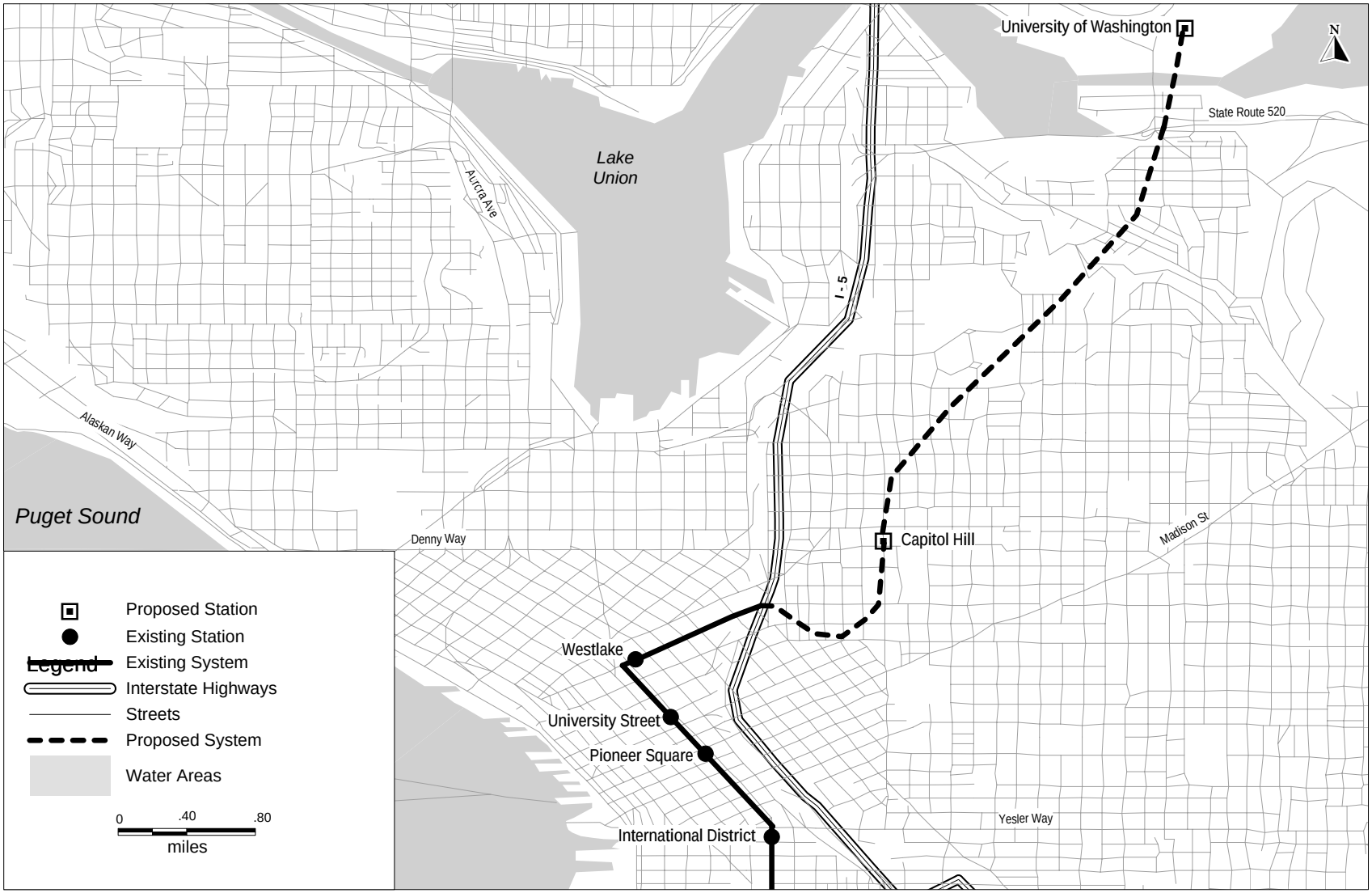
SAFETEA-LU Section 3043(c)(231) authorized the University Link LRT Extension for final design and construction. A total of $295.29 million in Section 5309 funds has been appropriated for the project. This includes $228.60 million in Congressional appropriations received through FY 2010, $44.00 million in Capital Investment Grant (New Starts) funds provided under the American Recovery and Reinvestment Act, and $22.69 million in additional FY10 New Starts resources allocated by FTA.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal:		
Section 5309 New Starts	$813.00	$295.29 million in total appropriations for the project. This includes $44.00 million in ARRA funds and $22.69 million in additional FY10 New Starts resources allocated by FTA.
FHWA Flexible Funds (CMAQ)	$9.00	
Section 5309 Fixed Guideway Modernization	$3.00	
Local:		
Bond Proceeds, Local Option Tax Revenues, Sales of Excess ROW	$1,122.68	
TOTAL	**$1,947.68**	

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

University Link LRT Extension

Seattle, Washington



Columbia River Crossing Project
Vancouver, Washington
Preliminary Engineering
(Based upon information received by FTA in December 2010)

Summary Description	
Proposed Project:	Light Rail Transit 2.9 Miles, 5 Stations
Total Capital Cost ($YOE):	$3,565.02 Million (includes $54.3 million in finance charges)
Section 5309 New Starts Share ($YOE):	$850.00 Million (23.8%)
Annual Forecast Year Operating Cost:	$8.02 Million
Ridership Forecast (2030):	21,400 Average Weekday Boardings 4,400 Daily New Riders
Opening Year Ridership Forecast (2019):	13,700 Average Weekday Boardings
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium

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

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

Project Development History, Status and Next Steps: FTA approved the Columbia River Crossing project into preliminary engineering in December 2009. Publication of the Final Environmental Impact Statement is anticipated in August 2011, and issuance of the Record of Decision in October 2011. WSDOT anticipates receiving approval to enter final design in February 2012, a Full Funding Grant Agreement during 2013, and start of revenue operations in 2019.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$850.00	23.8%
FHWA Discretionary Funds: Existing Combined Funds from OR and WA	$18.57	0.5%
FHWA Projects of National and Regional Significance Funding Program	$400.00	11.2%
State:		
Oregon DOT Existing Funds	$24.30	0.7%
Washington State DOT Existing Funds	$13.30	0.4%
Oregon DOT Anticipated Legislative Funds	$450.00	12.6%
Washington State DOT Anticipated Legislative Funds	$450.00	12.6%
Local:		
Anticipated Toll Bond Proceeds from Interstate 5	$1,358.84	38.1%
Total:	**$3,565.02**	100.0%

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

WA Vancouver, Columbia River Crossing Project
FY2012 Financial Assessment Summary prepared December 2010

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**High**	The New Starts share of the project is 24.0 percent. This percentage reflects Section 173 of the Transportation, Housing and Urban Development Appropriations Act of 2010, which directs FTA to base the New Starts share and New Starts share rating for interstate, multi-modal projects located in an Interstate highway corridor on the unified finance plan for the multi-modal project rather than only on the transit element of the plan. Furthermore, Section 173 directs FTA to base the project justification rating on the transit element of the plan.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium	The average age of the Tri-County Metropolitan Transportation District of Oregon's (TriMet) bus fleet is 12.2 years, which is older than the industry average. The most recent TriMet bond ratings, issued in 2009, are as follows: Moody's Investors Service Aa3 and Standard & Poor's Corporation AAA. The average age of the Clark County Public Transportation Benefit District Area (C-TRAN) bus fleet is 6.5 years old, which is in-line with the industry average. C-TRAN has not issued debt and does not have a credit rating. The most recent Oregon Department of Transportation (ODOT) bond ratings, issued in 2010, are as follows: Moody's Investors Service Aa3 and Standard & Poor's Corporation AA+. The most recent Washington State Department of Transportation (WSDOT) bond ratings, issued in 2010, are as follows: Moody's Investors Service Aa1 and Standard & Poor's Corporation AA+.
Commitment of Funds (25% of capital plan rating)	Medium	Less than 5 percent of the non-Section 5309 New Starts funds are committed. Sources of funds include Federal discretionary highway funds, ODOT and WSDOT state funds, and toll bond proceeds.

Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	WSDOT's capital cost assumptions for the light rail element are consistent with TriMet's historical experience. TriMet revenue assumptions are consistent with historical data. TriMet and WSDOT need to develop plans to cover cost increases or funding shortfalls equal to at least 10 percent of the estimated project costs. C-TRAN revenue assumptions are consistent with historical.
Project Operating Financial Plan (30% of summary financial rating)	**Medium-High**	
Operating Condition (25% of operating plan rating)	Medium-High	TriMet's current ratio of assets to liabilities as reported in its most recent audited financial statement is 1.44. C-TRAN's current ratio of assets to liabilities as reported in its most recent audited financial statement is 9.9.
Commitment of Funds (25% of operating plan rating)	Medium-High	All of TriMet's operating funding is committed. The main revenue sources are passenger revenue, local payroll and self-employment taxes, state payments in-lieu-of payroll tax receipts, advertising revenues, cigarette tax revenues, Section 5307 Urbanized Area Formula Program, Section 5309 Fixed Guideway Modernization funds, CMAQ funds, Job Access and Reverse Commute funds, and New Freedom funds. None of C-TRAN's operating funding is committed. The main revenue sources are passenger revenue, existing local sales taxes and planned local sales tax increments.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium	Assumed growth in TriMet operating expenses is appropriate or conservative compared to historical experience. Assumed TriMet farebox collections and sales tax revenues are consistent with historical experience. Projected TriMet cash balances and reserve accounts are 16.4 percent of annual system-wide operating expenses. Assumed growth in C-TRAN operating expenses is appropriate compared to historical experience. Assumed C-TRAN farebox collections and sales tax revenues are optimistic compared to historical experience. Projected cash balances and reserve accounts are 51 percent of annual system-wide operating expenses.

Columbia River Crossing Project
Vancouver, Washington
Preliminary Engineering
(Land Use and Economic Development Rating based upon Information accepted by FTA in November 2009)

LAND USE RATING: Medium

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

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

ECONOMIC DEVELOPMENT RATING: High

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

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

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

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


Burnt Bridge Creek
39TH
KAUFFMAN
VANCOUVER
33RD
ST JOHNS BLVD
FOURTH PLAIN BLVD
LINCOLN
MAIN ST
SIMPSON
Fourth Plain Interchange
MCLOUGHLIN BLVD
17TH ST
15TH ST
13TH ST
WASHINGTON ST
BROADWAY ST
20TH
MCLOUGHLIN BLVD
Mill Plain Interchange
EVERGREEN
8TH ST
E RESERVE ST
MILL PLAIN BLVD
SR 14/City Center Interchange
E 5TH ST
COLUMBIA HOUSE BLVD
SE COLUMBIA WAY
HAYDEN ISLAND
Hayden Island Interchange
N JANTZEN AVE
N MARINE DR
Expo Center
Marine Drive/Bridgeton Interchange
N MARINE DR
UNION
NE 33RD AVE
33RD
PORTLAND
MARTIN LUTHER KING JR
Columbia Slough
N COLUMBIA BLVD
Highway Improvements
Existing Highway and Bridge
Proposed Light Rail Alignment
Proposed Light Rail Station
Existing MAX Yellow Line
Proposed Park and Ride
Interchange Improvements