Annual Report on Funding Recommendations

Fiscal Year 2014
Capital Investment Grant Program

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

2013

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Table of Contents

Tables and Maps

Project Profiles Fiscal Year 2014

Introduction

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

The Capital Investment Grant Program

The Capital Investment Grant Program outlined in 49 USC 5309, most recently authorized in July 2012 by the Moving Ahead for Progress in the 21st Century Act[1] (MAP-21), is the Federal Government's primary financial resource for supporting major transit capital projects that are locally planned, implemented, and operated. The majority of the projects are fixed-guideway transit projects, meaning they use or occupy a separate right-of-way such as rails, catenaries, or exclusive bus lanes. This includes rapid rail, light rail, commuter rail, and bus rapid transit (BRT). However, ferry projects and corridor-based BRT projects that do not use an exclusive bus lane but have other characteristics similar to rail transit service are also eligible. The program has helped to make possible dozens of new or extended transit systems across the country. These public transportation investments, in turn, have improved the mobility of millions of Americans, provided alternatives to congested roadways, and fostered the development of safer, more livable communities.

Under the previous authorizing statute — the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) — the Capital Investment Grant Program included two categories of eligible projects referred to as New Starts and Small Starts. New Starts projects were required to complete an Alternatives Analysis and go through three steps called Preliminary Engineering, Final Design, and Construction. Small Starts projects were required to complete an Alternatives Analysis and go through two steps called Project Development and Construction.

MAP-21 changed the Capital Investment Grant Program to include three categories of eligible projects, referred to as New Starts, Core Capacity, and Small Starts. It also streamlined the number of steps in the project development and funding process. Lastly, MAP-21 eliminated the exemption from the evaluation and rating that existed for projects seeking less than $25 million in Capital Investment Grant Program funding. Although SAFETEA-LU had eliminated the exemption, it did so only once a Final Rule implementing Small Starts was completed.

With regard to streamlining, MAP-21 eliminated Alternatives Analysis as a stand-alone requirement under the Capital Investment Grant Program and instead, it relies on the evaluation of alternatives that occurs during the planning and environmental review processes. New Starts and Core Capacity projects go through three steps - Project Development, Engineering, and Construction. Small Starts projects go through two steps - Project Development and Construction. New Starts projects are defined as those whose sponsors request $75 million or

[1] The mandate for the *Annual Report* (49 USC 5309(o)(1)) is a continuation of the detailed reporting requirement established by the Transportation Equity Act for the 21st Century (TEA-21) in 1998, reauthorized by SAFETEA-LU in August 2005, and reauthorized by MAP-21 in July 2012. MAP-21 made changes to the Capital Investment Grant Program, including the creation of the Core Capacity program.

more in Capital Investment Grant Program funds or have an anticipated total capital cost of $250 million or more (49 USC 5309(d)). Core Capacity projects are defined as substantial corridor based investments in an existing fixed-guideway system that will increase capacity in the corridor by not less than10 percent (49 USC 5309(a)(2)). Small Starts projects are defined as those whose sponsors request less than $75 million in Capital Investment Program funds and have an anticipated total capital cost of less than $250 million (49 USC 5309(h)). All projects must be evaluated and rated on a set of statutorily defined project justification and local financial commitment criteria and receive and maintain at least a "Medium" overall rating to advance through the various steps to be eligible for funding.

This Report provides general information about the Capital Investment Grant Program, including the guidelines that the United States Department of Transportation (DOT) uses to make funding recommendations for proposed projects in the development pipeline and for projects currently in construction. Table 1 identifies the Fiscal Year (FY) 2014 funding amount recommended for individual projects, with information on each project's cost and funding history. Tables 2A, 2B, and 2C provide the results of the evaluation and rating of the projects.

Information Available on the FTA Web Site

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

General Commitment Guidelines for Capital Investment Projects

- Any project recommended for a Full Funding Grant Agreement (FFGA) or Small Starts Grant Agreement (SSGA) should meet the project justification, local financial commitment, and process criteria established in Section 5309, and should be consistent with Executive Order 12893, *Principles for Federal Infrastructure Investments*, issued January 26, 1994.
- To the extent that funds can be obligated in the coming fiscal year under existing FFGAs and SSGAs, these commitments should be honored before any new funding recommendations are made.
- The FFGA or SSGA defines the project including its cost, scope, schedule, and level of service; commits to a maximum level of annual and total Capital Investment Grant Program financial assistance (subject to Congressional appropriation); establishes the terms and conditions of Federal financial participation; defines the period of time for completion of the project, and helps FTA and the project sponsor manage the project in accordance with Federal law. Upon completion of an FFGA or SSGA, the Section 5309 funding commitment has been fulfilled. Additional Section 5309 funding will not be recommended. Any additional costs beyond the scope of the commitment outlined in the FFGA or SSGA are the responsibility of the project sponsor. FTA works closely with project sponsors to identify and implement strategies for containing capital costs at the level indicated in the FFGA or SSGA at the time it was signed.

- Initial planning efforts conducted prior to entry into the first phase of the process are not eligible for Section 5309 funding under MAP-21, but funding may be provided through grants under the Section 5303 Metropolitan Planning Program, the Section 5307 Urbanized Area Formula Program, or Title 23 "flexible funding."
- Firm funding commitments, embodied in FFGAs or SSGAs, will not be made until the project sponsor has demonstrated that its project is ready for such an agreement, i.e., the project's development and design have progressed to the point where its scope, costs, benefits, and impacts are considered firm and final.
- Funding should be provided to the most qualified projects to allow them to proceed through the process on a reasonable schedule, to the extent that funds can be obligated to such projects in the upcoming fiscal year.
- Funding recommendations will be based on the results of the project evaluation process and resulting project justification, local financial commitment, overall project ratings, and considerations such as project readiness and the availability of funds.
- FTA encourages project sponsors to provide an overmatch as a means of funding more projects and leveraging State and local financial resources, as well as other Federal financial resources.

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

Table 1 - FY 2014 Funding for Capital Investment Program

Project	Rating	Total Project Cost	5309 Request	Funds Appropriated/ Allocated Through FY12 (including ARRA and FY12 Bus & Bus Facilities)	FY13 Appropriations	FY14 Budget Recommendations
Totals by Phase						
Existing New Starts Full Funding Grant Agreements						$ 1,684,756,393
Recommended New Starts Full Funding Grant Agreements						$ 195,000,000
Other New Starts Projects						$ -
Core Capacity Projects						$ 120,000,000
Existing Small Starts Project Construction Grant Agreements						$ 25,085,791
Recommended Small Starts Construction Grant Agreements and Small Starts Grants						$ 87,836,137
Oversight Activities						$ 19,814,720
GRAND TOTAL						**$ 2,132,493,041**
Existing New Starts Full Funding Grant Agreements - Projects Under Construction or Open for Service						
CA Sacramento, South Sacramento Corridor Phase 2	FFGA	$ 270,000,000	$ 135,000,000	$ 89,340,000	$ 43,153,697	$ 2,506,303
CA San Francisco, Third Street Light Rail Phase 2 - Central Subway	FFGA	$ 1,578,300,000	$ 942,200,000	$ 177,415,484	$ 141,766,415	$ 150,000,000
CA San Jose, Silicon Valley Berryessa Extension Project	FFGA	$ 2,230,021,971	$ 900,000,000	$ 110,819,008	$ 141,766,415	$ 150,000,000
CO Denver, Eagle Commuter Rail	FFGA	$ 2,043,143,000	$ 1,030,449,000	$ 225,420,000	$ 141,766,415	$ 150,000,000
CT Hartford, New Britain - Hartford Busway	FFGA	$ 567,053,000	$ 275,300,000	$ 99,152,232	$ 55,492,972	$ 58,715,923
FL Orlando, Central Florida Commuter Rail Transit -- Initial Op Segment	FFGA	$ 357,225,011	$ 178,612,505	$ 148,531,855	$ 25,885,271	$ 4,195,379
HI Honolulu, High Capacity Transit Corridor Project	FFGA	$ 5,121,693,163	$ 1,550,000,000	$ 319,990,000	$ 236,277,358	$ 250,000,000
MN St. Paul-Minneapolis, Central Corridor LRT	FFGA	$ 956,900,000	$ 473,950,000	$ 173,319,225	$ 93,040,064	$ 98,443,694
NC Charlotte, LYNX Blue Line Extension - Northeast Corridor	FFGA	$ 1,160,084,496	$ 580,042,248	$ 39,650,000	$ 66,157,660	$ 100,000,000
NY New York, Long Island Rail Road East Side Access	FFGA	$ 7,386,003,583	$ 2,632,113,826	$ 2,166,692,338	$ 203,198,528	$ 215,000,000
NY New York, Second Avenue Subway Phase I	FFGA	$ 4,866,614,468	$ 1,300,000,000	$ 1,176,615,379	$ 106,578,687	$ 14,640,127
OR Portland, Portland-Milwaukie Light Rail Project	FFGA	$ 1,490,350,173	$ 745,175,087	$ 85,000,000	$ 94,510,943	$ 100,000,000
TX Dallas, Northwest/Southeast LRT MOS	FFGA	$ 1,406,215,977	$ 700,000,000	$ 620,969,431	$ 70,303,715	$ 8,726,854
TX Houston, North Corridor LRT	FFGA	$ 756,008,000	$ 450,000,000	$ 261,841,000	$ 94,510,943	$ 88,264,057
TX Houston, Southeast Corridor LRT	FFGA	$ 822,919,000	$ 450,000,000	$ 261,841,000	$ 94,510,943	$ 88,264,057
VA Northern VA, Dulles Corridor Metrorail Project Extension to Wiehle Ave.	FFGA	$ 3,142,471,634	$ 900,000,000	$ 611,114,364	$ 90,730,505	$ 96,000,000
WA Seattle, University Link LRT Extension	FFGA	$ 1,947,682,000	$ 813,000,000	$ 509,364,000	$ 103,962,037	$ 110,000,000
Total Existing New Starts Full Funding Grant Agreements		**$ 36,296,326,476**	**$ 14,172,027,266**	**$ 7,187,543,316**	**$ 1,803,612,569**	**$ 1,684,756,393**
Existing Small Starts Construction Grant Agreements - Projects Under Construction						
AZ Mesa, Central Mesa LRT Extension	SSGA	$ 199,010,443	$ 74,999,999	$ 35,481,000	$ 18,902,189	$ 20,616,810
MI Grand Rapids, Silver Line BRT	SSGA	$ 39,857,022	$ 18,997,674	$ 13,481,943	$ 13,934,693	$ 4,468,981
Existing Small Starts Construction Grants		**$ 238,867,465**	**$ 93,997,673**	**$ 48,962,943**	**$ 32,836,882**	**$ 25,085,791**
Recommended New Starts Projects for FFGAs						
CA Los Angeles, Regional Connector Transit Corridor	Medium-High	$ 1,366,293,948	$ 669,900,000	$ -	$ -	$ 65,000,000
CA Los Angeles, Westside Subway Extension	Medium-High	$ 2,839,716,323	$ 1,250,000,000	$ -	$ -	$ 65,000,000
WA Vancouver, Columbia River Crossing Project	Medium-High	$ 2,796,908,975	$ 850,000,000	$ -	$ -	$ 65,000,000
Total Recommended New Starts Projects for FFGAs		**$ 7,002,919,246**	**$ 2,769,900,000**	**$ -**	**$ -**	**$ 195,000,000**
Core Capacity Projects						
		$ -	**$ -**	**$ -**	**$ -**	**$ 120,000,000**
Recommended Small Starts Projects for SSGAs						
CA Fresno, Fresno Area Express Blackstone/Kings Canyon BRT	Medium	$ 47,236,281	$ 37,789,025	$ 17,800,000	$ -	$ 10,000,000
FL Jacksonville, JTA BRT North Corridor	Medium	$ 33,481,576	$ 26,785,261	$ 7,710,400	$ -	$ 19,074,600
FL Jacksonville, JTA BRT Southeast Corridor	Medium	$ 23,877,039	$ 19,100,923	$ -	$ -	$ 19,101,000
OR Eugene, West Eugene EmX Extension	Medium	$ 95,567,321	$ 74,999,999	$ -	$ -	$ 24,423,479
TX El Paso, Dyer Corridor BRT	Medium	$ 35,901,050	$ 20,400,000	$ -	$ -	$ 15,237,058
Total Small Starts		**$ 236,063,268**	**$ 179,075,208**	**$ 25,510,400**	**$ -**	**$ 87,836,137**

The FY 2014 Funding Allocations and Recommendations

FTA is recommending a total appropriation of $1,981.47 million in Section 5309 Capital Investment Grant Program funds in FY 2014. Additionally, FTA anticipates using $151.02 million in prior years' unallocated and unobligated funds from the Bus and Bus Discretionary Program, the Alternatives Analysis Program, and the Capital Investment Grant Program to help fund the program needs in FY 2014. This would bring the total FY 2014 Capital Investment Grant Program funding level to $2,132.49 million.

FTA recommends the $2,132.49 million be distributed as follows:

- $ 1,684.76 million for existing FFGAs
- $ 25.09 million to existing SSGAs
- $ 195.00 million to proposed FFGAs
- $ 120.00 million for Core Capacity projects
- $ 87.84 million to proposed SSGAs
- $ 19.81 million for management and oversight (1% of the FY14 5309 funding level.)

Project Evaluation and Ratings

The projects included in this report are the culmination of an evaluation and rating process specified in statute. Similar to SAFETEA-LU, MAP-21 establishes a five-point rating scale for candidate Capital Investment projects: *High*, *Medium-High*, *Medium*, *Medium-Low*, and *Low*. To advance in the process toward a funding recommendation, a project must be rated *Medium* or higher overall and must continue to be rated *Medium* or higher to be eligible for consideration for a funding recommendation in the President's Budget. Project funding is subject to Congressional appropriation, and is obligated when the grantee can satisfy FTA that the proposed project scope, cost estimate, and budget are firm and reliable; and local funding commitments are in place or are expected to be in place at the time of a construction grant agreement.

MAP-21 made significant changes to the Capital Investment Grant Program evaluation and rating criteria. Projects are still rated against a number of measures for project justification and local financial commitment. For New Starts projects, MAP-21 eliminated the operating efficiencies criterion under project justification and replaced it with a congestion relief criterion. Additionally, MAP-21 specified that the cost effectiveness criterion under project justification should be measured as cost per trip. For Small Starts projects, MAP-21 increased the number of project justification criteria from three to six (the same six as under New Starts). However, MAP-21 also specified that for Small Starts projects the project justification criteria shall be considered in relation to a no-action alternative and that the rating shall be based on an evaluation of the benefits of the project as compared to the Federal assistance to be provided. Federal assistance includes not only the funding from the Capital Investment Grant Program assumed but from any other Federal source as well.

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.

Projects can be expected to continue to change as they progress through the development process. Hence, the ratings for projects that have not yet been recommended for FFGAs or SSGAs should not be construed as statements about the ultimate ratings of those projects. Rather, the ratings provide assessments of the projects' strengths and weaknesses at the time they were rated.

Tables 2A, 2B, and 2C present the ratings for all projects currently advancing through the process. Table 2A is the Summary of FY 2014 Project Ratings; Table 2B is the Detailed Summary of FY 2014 Local Financial Commitment Ratings; and Table 2C is the Detailed Summary of FY2014 Project Justification Ratings.

Since publication of the FY 2013 *Annual Report* in February 2012, several New and Small Starts projects received construction grant agreements. In addition, several projects have been approved into preliminary engineering, final design, or Small Starts project development (prior to passage of MAP-21) or project development (after passage of MAP-21). These include the following:

New Starts Projects that Received Full Funding Grant Agreements

- Charlotte, NC –LYNX Blue Line Extension - Northeast Corridor
- Honolulu, HI – High Capacity Transit Corridor Project
- Portland, OR – Portland-Milwaukie Light Rail Project
- San Jose, CA – Silicon Valley Berryessa Extension Project
- Sacramento, CA – South Sacramento Corridor Phase 2
- San Francisco, CA – Third Street Light Rail Phase 2 – Central Subway

Small Starts Projects that Received Small Starts Grant Agreements

- Fort Collins, CO – Mason Street BRT
- Grand Rapids, MI – Silver Line BRT
- Mesa, AZ – Central Mesa Light Rail Extension
- New York, NY – Nostrand Avenue BRT

New Starts Projects Approved into Final Design under SAFETEA-LU

- Charlotte, NC –LYNX Blue Line Extension - Northeast Corridor
- Sacramento, CA – South Sacramento Corridor Phase 2

New Starts Projects Approved into Preliminary Engineering under SAFETEA-LU

- Cambridge to Medford, MA – Green Line Extension
- Fort Worth, TX – TEX Rail

New Starts Projects Approved into Project Development under MAP-21

- Denver, CO – Southeast Corridor

Small Starts Projects Approved into Project Development under MAP-21

- Columbus, OH – Northeast Corridor BRT
- El Paso, TX – Montana Corridor BRT
- Fort Lauderdale, FL – Wave Streetcar
- Lansing, MI – Michigan/Grand River BRT
- Provo, UT – Provo-Orem
- Tempe, AZ – Tempe Streetcar
- Vancouver, WA – Fourth Plain BRT

Table 2A -- Summary of FY 2014 Project Ratings

Phase State, City, Project	Capital Cost (millions)	Financing Costs (millions)	Total Capital Cost (millions)	Total New or Small Starts Funding Request (millions)	New or Small Starts Funds Share of Capital Costs	Overall Project Rating	Local Financial Commitment Rating	Project Justification Rating
New Starts Engineering								
CA Los Angeles, Regional Connector Transit Corridor	$1,342.5	$23.8	$1,366.3	$669.9	49.0%	**Medium-High**	Medium	Medium-High
CA Los Angeles, Westside Subway Extension - Section 1	$2,310.0	$529.7	$2,839.7	$1,250.0	44.0%	**Medium-High**	Medium	Medium-High
FL Orlando, SunRail Phase 2 South	$184.8	$0.2	$185.0	$92.5	50.0%	**Medium-High**	Medium-High	Medium
MA Cambridge to Medford, Green Line Extension	$1,115.8	$218.8	$1,334.6	$557.1	41.7%	**Medium**	Medium	Medium
TX Houston, University Corridor LRT	$1,461.6	$101.5	$1,563.1	$781.5	50.0%	**Medium**	Medium	Medium
WA Vancouver, Columbia River Crossing Project	$2,730.0	$66.9	$2,796.9	$850.0	30.4%	**Medium-High**	Medium	Medium-High
New Starts Project Development								
CA San Diego, Mid-Coast Corridor Transit Project	$1,641.2	$343.5	$1,984.7	$980.4	49.4%	**Medium-High**	Medium-High	Medium
CO Denver, Southeast Extension	$210.7	$0.0	$210.7	$92.0	43.7%	†	†	†
MD Baltimore, Red Line	$2,574.8	$0.0	$2,574.8	$1,250.0	48.5%	**Medium-High**	Medium	Medium-High
MD Maryland National Capital Purple Line	$2,151.7	$0.0	$2,151.7	$1,053.0	48.9%	**Medium**	Medium	Medium
MN Minneapolis, Southwest LRT	$1,220.5	$30.0	$1,250.5	$625.2	50.0%	**Medium**	Medium	Medium
TX Fort Worth, TEX Rail	$840.9	$118.3	$959.1	$479.6	50.0%	**Medium**	Medium	Medium
Small Starts Project Development								
AZ Tempe, Tempe Streetcar	$124.7	$4.7	$129.3	$56.0	43.3%	†	†	†
CA Fresno, Fresno Area Express Blackstone/Kings Canyon BRT	$47.2	$0.0	$47.2	$37.8	80.0%	**Medium**	Medium	Medium
CA Oakland, East Bay BRT	$173.1	$4.8	$177.9	$75.0	42.2%	**Medium-High**	High	Medium
CA San Francisco, Van Ness Avenue BRT	$125.6	$0.0	$125.6	$75.0	59.7%	**Medium-High**	Medium	Medium-High
FL Fort Lauderdale, Wave Streetcar	$140.2	$2.4	$142.6	$49.7	34.8%	†	†	†
FL Jacksonville, JTA BRT North Corridor	$33.5	$0.0	$33.5	$26.8	80.0%	**Medium**	Medium	Medium
FL Jacksonville, BRT Southeast Corridor	$23.9	$0.0	$23.9	$19.1	80.0%	**Medium**	Medium	Medium
MI Lansing, Michigan/Grand River BRT	$215.4	$0.0	$215.4	$75.0	34.8%	†	†	†
OH Columbus, COTA Northeast Corridor BRT Project	$39.4	$0.0	$39.4	$31.5	80.0%	†	†	†
OR Eugene, West Eugene EmX Extension	$95.6	$0.0	$95.6	$75.0	78.5%	**Medium**	Medium	Medium
TX El Paso, Dyer Corridor BRT	$35.9	$0.0	$35.9	$20.4	56.8%	**Medium**	Medium	Medium
TX El Paso, Montana Corridor BRT	$43.4	$0.0	$43.4	$25.7	59.4%	†	†	†
UT Provo-Orem, Provo-Orem Bus Rapid Transit	$146.4	$13.0	$159.4	$75.0	47.1%	†	†	†
WA Vancouver, C-TRAN Fourth Plain Bus Rapid Transit	$49.3	$0.0	$49.3	$39.4	80.0%	†	†	†

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

Table 2B -- Detailed Summary of FY 2014 Local Financial Commitment Ratings

Phase State, City, Project	Local Financial Commitment Summary Rating	Local Financial Commitment Factors									
		New or Small Starts Share		Capital Plan				Operating Plan			
		Rating	Section 5309 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
New Starts Engineering											
CA Los Angeles, Regional Connector Transit Corridor	**Medium**	**Medium-High**	$669.9	**Medium**	Medium	Medium-High	Medium-Low	**Medium-High**	High	High	Medium-Low
CA Los Angeles, Westside Subway Extension - Section 1	**Medium**	**Medium-High**	$1,250.0	**Medium**	Medium	Medium-High	Medium-Low	**Medium-High**	High	High	Medium-Low
FL Orlando, SunRail Phase 2 South	**Medium-High**	**Medium**	$92.5	**Medium-High**	High	High	Medium	**Medium-High**	Medium-High	High	Medium
MA Cambridge to Medford, Green Line Extension	**Medium**	**Medium-High**	$557.1	**Medium**	Medium	High	Medium-Low	**Medium**	Low	Medium	Medium
TX Houston, University Corridor LRT	**Medium**	**Medium**	$781.5	**Medium**	Medium-Low	Medium	Medium	**Medium**	Medium-Low	High	Medium-Low
WA Vancouver, Columbia River Crossing Project	**Medium**	**High**	$850.0	**Medium**	Medium	Medium	Medium-Low	**Medium-High**	High	Medium-High	Medium-High
New Starts Project Development											
CA San Diego, Mid-Coast Corridor Transit Project	**Medium-High**	**Medium-High**	$980.4	**Medium-High**	High	High	Medium	**Medium-High**	High	High	Medium
CO Denver, Southeast Extension	†	†	$92.0	†	†	†	†	†	†	†	†
MD Baltimore, Red Line	**Medium**	**Medium-High**	$1,250.0	**Medium**	Medium-High	Medium	Medium-Low	**Medium**	Medium	High	Medium-Low
MD Maryland National Capital Purple Line	**Medium**	**Medium-High**	$1,053.0	**Medium**	Medium-High	Medium	Medium-Low	**Medium**	Medium	High	Medium-Low
MN Minneapolis, Southwest LRT	**Medium**	**Medium**	$625.2	**Medium**	Medium-High	Medium	Medium	**Medium-High**	High	High	Medium
TX Fort Worth, TEX Rail	**Medium**	**Medium**	$479.6	**Medium**	Medium-Low	High	Medium	**Medium-High**	High	High	Medium
Small Starts Project Development											
AZ Tempe, Tempe Streetcar	†	†	$56.0	†	†	†	†	†	†	†	†
CA Fresno, Fresno Area Express Blackstone/Kings Canyon BRT	**Medium**	**N/A**	$37.8	**N/A**				**N/A**			
CA Oakland, East Bay BRT	**High**	**N/A**	$75.0	**N/A**				**N/A**			
CA San Francisco, Van Ness Avenue BRT	**Medium**	**N/A**	$75.0	**N/A**				**N/A**			
FL Fort Lauderdale, Wave Streetcar	†	†	$49.7	†	†	†	†	†	†	†	†
FL Jacksonville, JTA BRT North Corridor	**Medium**	**N/A**	$26.8	**N/A**				**N/A**			
FL Jacksonville, BRT Southeast Corridor	**Medium**	**N/A**	$19.1	**N/A**				**N/A**			
MI Lansing, Michigan/Grand River BRT	†	†	$75.0	†	†	†	†	†	†	†	†
OH Columbus, COTA Northeast Corridor BRT Project	†	†	$31.5	†	†	†	†	†	†	†	†
OR Eugene, West Eugene EmX Extension	**Medium**	**N/A**	$75.0	**N/A**				**N/A**			
TX El Paso, Dyer Corridor BRT	**Medium**	**N/A**	$20.4	**N/A**				**N/A**			
TX El Paso, Montana Corridor BRT	†	†	$25.7	†	†	†	†	†	†	†	†
UT Provo-Orem, Provo-Orem Bus Rapid Transit	†	†	$75.0	†	†	†	†	†	†	†	†
WA Vancouver, C-TRAN Fourth Plain Bus Rapid Transit	†	†	$39.4	†	†	†	†	†	†	†	†

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

"N/A" signifies that this criterion does not apply to qualifying Small Starts projects per the simplified financial evaluation process specified in FTA's Small Starts Interim guidance.

Table 2C -- Detailed Summary of FY 2014 Project Justification Ratings

Phase State, City, Project	Project Justification Summary Rating	Environmental Benefits Rating	Mobility Improvements Rating	Congestion Relief Rating	Cost Effectiveness Rating *	Economic Development Rating	Land Use Rating
New Starts Engineering							
CA Los Angeles, Regional Connector Transit Corridor	**Medium-High**	High	High	+++	High	Medium-High	Medium-High
CA Los Angeles, Westside Subway Extension - Section 1	**Medium-High**	High	Medium-High	+++	Medium	Medium-High	Medium-High
^ FL Orlando, SunRail Phase 2 South	**Medium**	Medium	Medium-Low	N/A	Medium	Medium	Medium-Low
^ MA Cambridge to Medford, Green Line Extension	**Medium**	High	Medium	N/A	Medium-Low	Medium-High	Medium-High
^ TX Houston, University Corridor LRT	**Medium**	High	Medium-High	N/A	Medium	Medium	Medium-Low
WA Vancouver, Columbia River Crossing Project	**Medium-High**	Medium	Medium-High	+++	Medium	High	Medium
New Starts Project Development							
CA San Diego, Mid-Coast Corridor Transit Project	**Medium**	High	Medium	+++	Medium	Medium-High	Medium
CO Denver, Southeast Extension	†	†	†	†	†	†	†
MD Baltimore, Red Line	**Medium-High**	High	Medium-High	+++	Medium-Low	Medium-High	Medium-High
MD Maryland National Capital Purple Line	**Medium**	High	Medium-High	+++	Medium-Low	Medium-High	Medium
^ MN Minneapolis, Southwest LRT	**Medium**	Medium	Medium	N/A	Medium-Low	Medium-High	Medium
TX Fort Worth, TEX Rail	**Medium**	High	Medium-Low	+++	Low	Medium-High	Medium-Low
Small Starts Project Development							
AZ Tempe, Tempe Streetcar	†	†	†	†	†	†	†
CA Fresno, Fresno Area Express Blackstone/Kings Canyon BRT	**Medium**	+++	+++	+++	Medium	Medium	Medium
CA Oakland, East Bay BRT	**Medium**	+++	+++	+++	High	Medium	Medium
CA San Francisco, Van Ness Avenue BRT	**Medium-High**	+++	+++	+++	High	High	High
FL Fort Lauderdale, Wave Streetcar	†	†	†	†	†	†	†
^ FL Jacksonville, JTA BRT North Corridor	**Medium**	N/A	N/A	N/A	Medium	Medium	Medium
^ FL Jacksonville, BRT Southeast Corridor	**Medium**	N/A	N/A	N/A	Medium	Medium	Medium
MI Lansing, Michigan/Grand River BRT	†	†	†	†	†	†	†
OH Columbus, COTA Northeast Corridor BRT Project	†	†	†	†	†	†	†
^ OR Eugene, West Eugene EmX Extension	**Medium**	N/A	N/A	N/A	High	Medium	Low
TX El Paso, Dyer Corridor BRT	**Medium**	+++	+++	+++	Medium	Medium	Medium
TX El Paso, Montana Corridor BRT	†	†	†	†	†	†	†
UT Provo-Orem, Provo-Orem Bus Rapid Transit	†	†	†	†	†	†	†
WA Vancouver, C-TRAN Fourth Plain Bus Rapid Transit	†	†	†	†	†	†	†

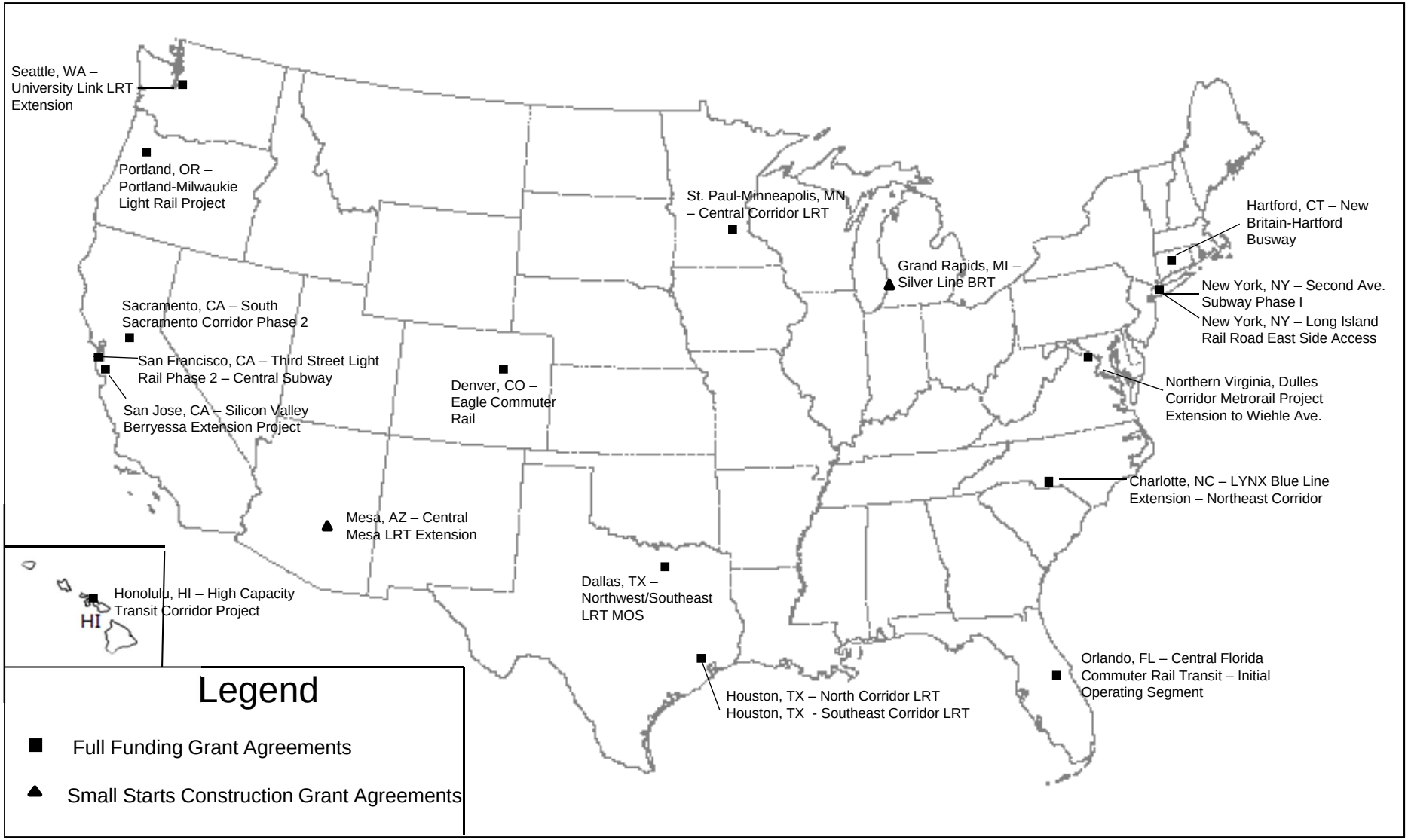
* For New Starts projects, ratings are based on the project cost per trip, per § 5309(d)(2)(A)(iii). For Small Starts projects, ratings are based on the Federal share of the project cost per trip, per § 5309(h)(6).

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

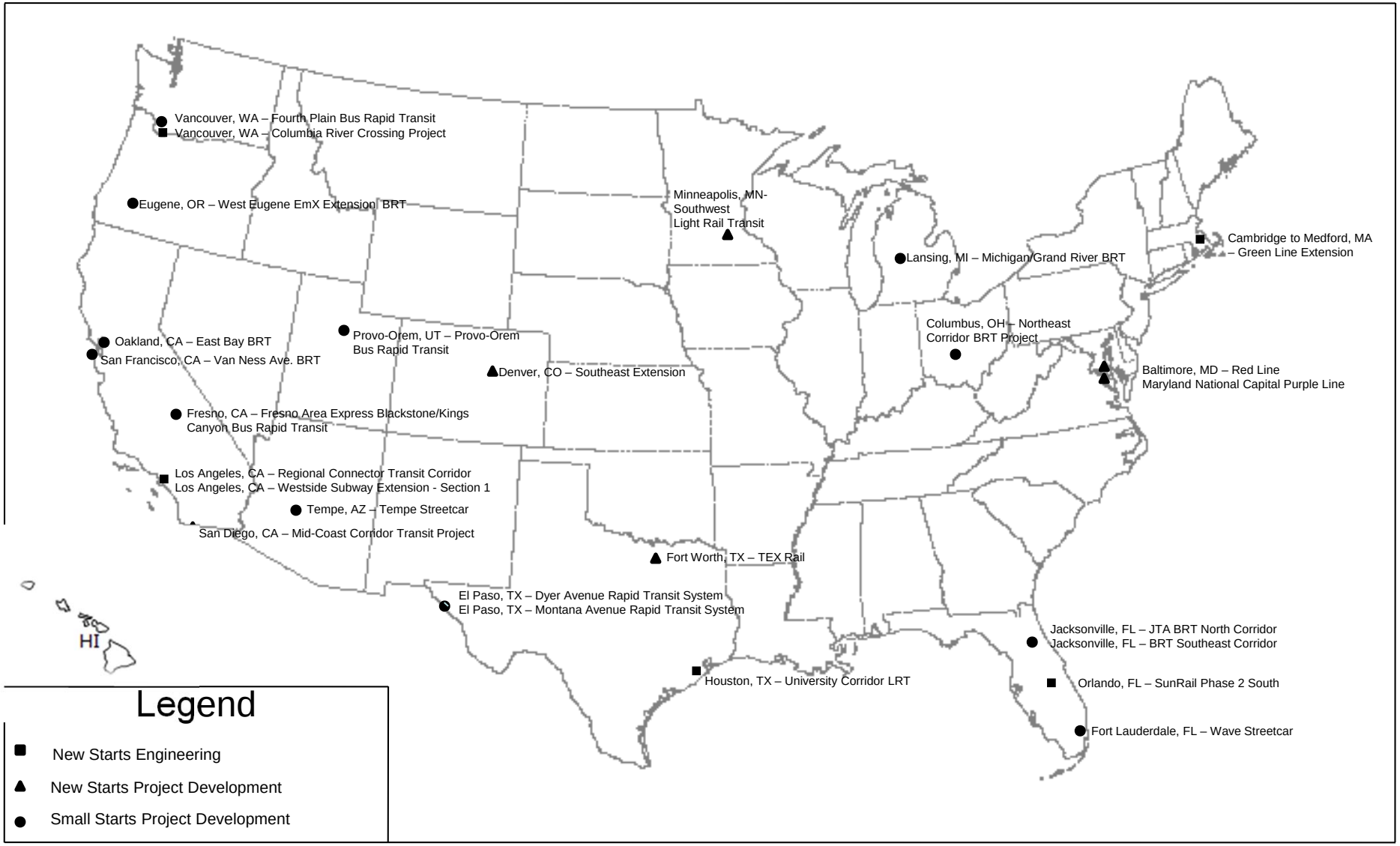
+++ MAP-21 requires that projects be evaluated on this criterion, but the measure has not been finalized as of the release date of this report. A Medium rating has been assigned.

^ This project was not re-rated for the FY 2014 Annual Report; its prior rating is shown. If the project is a New Start, the summary rating also reflects a Medium rating for Operating Efficiencies (not shown).

Existing Full Funding Grant Agreements and Small Starts Construction Grant Agreements - FY2014



Project Development and Engineering
FY 2014



U.S. Department of Transportation

Federal Transit Administration

OVERVIEW:

PROPOSED NEW STARTS/SMALL STARTS CAPITAL INVESTMENT GRANT PROGRAM FISCAL YEAR 2014

The Administration is Committed to Funding Major Capital Transit Projects in FY 2014

- The Administration's Fiscal Year 2014 budget request includes a bold, innovative blueprint to grow our economy, create jobs, and strengthen the middle class by investing $10.9 billion to enhance, protect, restore, and modernize our nation's public transportation infrastructure in communities nationwide with an additional immediate investment of $9 billion through the President's "Fix it First" initiative.

- This budget allocates more than $2.1 billion for capital investment grants through FTA's New Starts/Small Starts program, including $151 million in funding available from prior years. The total includes funding for a new category under MAP-21, Core Capacity Grants, which focuses on enhancing existing rail systems primarily that are at or near capacity, to better accommodate rising ridership.

- The President's request acknowledges both the value of providing consistent support for major capital investments in transit infrastructure and the fact that demand for New Starts funding exceeds supply year after year.

- This year's recommended allocation for capital projects is $177 million above the amount appropriated for Fiscal Year 2012. It also helps to address budget shortfalls to New Starts funding resulting from the final Fiscal Year 2013 appropriation and the across the board spending cut due to sequestration.

- The President's FY 2014 request for the capital investment grant program shores up our capacity to continue what this Administration started in 2009—building and modernizing our public transit infrastructure for the 21st century.

FY 2014 Budget Highlights for FTA's Capital Investment Grant Program

(See attached table for details)

The final FY 2013 appropriation was $380 million below the President's request for the New Starts/Small Starts program. Reductions in FY 2013 funding are partially attributed to the automatic spending reductions under sequestration. As a result, FTA reduced the FY 2013 payout level of all existing construction grant agreements for capital projects. Additionally, FTA was unable to make new funding commitments for new capital rail or bus rapid transit (BRT) projects for the first time in roughly 20 years.

The FY 2014 budget strives to keep vital projects moving forward through methods consistent with past practices, and it includes funds for projects ready to receive their final year of funding.

The FY 2014 budget:

- Fully funds planned commitments for 11 of 17 ongoing New Starts/Small Starts projects under construction in 10 states, which are not ready for a final payment in FY 2013 or FY 2014.

- Provides funding for a total of 8 new New Starts and Small Starts projects that were proposed for funding in prior years, but which did not receive funds under the reduced FY 2013 appropriation.

- Completes funding commitments for 5 projects in 5 states that did not receive the total amount expected in FY 2013.

- Fully funds the planned FY 2014 amounts—and restores FY 2013 shortfalls—to 3 projects in 2 states, to help keep these projects moving forward.

- Reserves funding for the new Core Capacity program under MAP-21, which expands capacity by at least 10 percent in existing transit corridors (mainly rail) that are already at or above capacity today, or are expected to be at or above capacity within five years.

The President's proposed budget for major capital transit investments in FY 2014 is a much needed step forward that will create jobs, reduce our dependence on oil, and help our nation compete at home and abroad in the 21st century.

Summary of Funding for Capital Investment Grant Program: Fiscal Years 2013 and 2014 Related Funding Table

Project Type		FY13 President's Budget Request	FY13 Appropriations	FY14 Budget Recommendations
Fully Funds Planned Commitments - Ongoing Projects				
CA	San Francisco, Third Street Light Rail Phase 2 - Central Subway	$150,000,000	$141,766,415	$150,000,000
CA	San Jose, Silicon Valley Berryessa Extension Project	$150,000,000	$141,766,415	$150,000,000
CO	Denver, Eagle Commuter Rail	$150,000,000	$141,766,415	$150,000,000
CT	Hartford, New Britain - Hartford Busway	$58,715,922	$55,492,972	$58,715,923
HI	Honolulu, High Capacity Transit Corridor Project	$250,000,000	$236,277,358	$250,000,000
MN	St. Paul-Minneapolis, Central Corridor LRT	$98,443,694	$93,040,064	$98,443,964
NC	Charlotte, LYNX Blue Line Extension - Northeast Corridor	$70,000,000	$66,157,660	$100,000,000
NY	New York, Long Island Rail Road East Side Access	$215,000,000	$203,198,528	$215,000,000
OR	Portland, Portland-Milwaukie Light Rail Project	$100,000,000	$94,510,943	$100,000,000
VA	Northern VA, Dulles Corridor Metrorail Project Extension to Wiehle Ave.	$96,000,000	$90,730,505	$96,000,000
WA	Seattle, University Link LRT Extension	$110,000,000	$103,962,037	$110,000,000
Total				**$1,478,159,887**
New Funding for Previously Proposed Projects				
CA	Los Angeles, Regional Connector Transit Corridor	$31,000,000	$-	$65,000,000
CA	Los Angeles, Westside Subway Extension	$50,000,000	$-	$65,000,000

CA	Fresno, Fresno Area Express Blackstone/Kings Canyon BRT	$10,000,000	$-	$10,000,000
FL	Jacksonville, JTA BRT North Corridor	$19,074,600	$-	$19,074,600
FL	Jacksonville, JTA BRT Southeast Corridor	$19,101,000	$-	$19,101,000
OR	Eugene, West Eugene EmX Extension	$19,410,136	$-	$24,423,479
TX	El Paso, Dyer Corridor BRT	$15,000,000	$-	$15,237,058
WA	Vancouver, Columbia River Crossing Project	$39,000,000	$-	$65,000,000
Total				**$282,836,137**
Projects Receiving Final Payments				
AZ	Mesa, Central Mesa LRT Extension	$20,000,000	$18,902,189	$20,616,810
CA	Sacramento, South Sacramento Corridor Phase 2	$45,660,000	$43,153,697	$2,506,303
FL	Orlando, Central Florida Commuter Rail Transit -- Initial Op Segment	$30,080,650	$25,885,271	$4,195,379
NY	New York, Second Avenue Subway Phase I	$123,384,621	$106,578,687	$14,640,127
TX	Dallas, Northwest/Southeast LRT MOS	$79,030,569	$70,303,715	$8,726,854
Total				**$50,685,473**
Fully Funded FY14 Projects				
TX	Houston, North Corridor LRT	$100,000,000	$94,510,943	$88,264,057
TX	Houston, Southeast Corridor LRT	$100,000,000	$94,510,943	$88,264,057
MI	Grand Rapids, Silver Line BRT	$14,744,000	$13,934,693	$4,468,981
Total				**$180,997,095**
Core Capacity Grants (New Under MAP-21)				**$120,000,000**
Oversight Activities				**$19,814,720**
Grand Total				**$2,132,493,041**

Central Mesa Light Rail Transit Extension

Mesa, Arizona

(November 2012)

Valley Metro Rail, Inc. (METRO) is constructing the Central Mesa Light Rail Extension (CME) Project. The Project is a 3.1-mile double track light rail transit eastward extension of the existing Central Phoenix/East Valley light rail line. The Project will include a surface park-and-ride facility with approximately 500 spaces. No light rail vehicles will be purchased as part of the Project.

The Project 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 will 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. Upon opening for revenue service, the expected hours of operation will be 5:00 a.m. to 12:00 a.m. on weekdays. The expected service headways will be every 10 minutes from 7:30 a.m. to 6:30 p.m. and every 20 minutes all other hours on weekdays. The Project is expected to serve approximately 9,700 weekday trips when it opens to revenue service in 2016.

The total project cost under the Project Construction Grant Agreement (PCGA) is $199.01 million. The Section 5309 Small Starts funding share is $74.99 million.

Status

In November 2004, Maricopa County, where the cities of Phoenix and Mesa are located, approved Proposition 400 to extend an existing countywide 0.5 percent sales tax for an additional 20 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 project into project development in August 2010. An Environmental Assessment was finalized and FTA issued a Finding of No Significant Impact in July 2011. A design build contract was approved by the METRO Board in May 2012.

METRO and FTA executed a PCGA in October 2012, with revenue service scheduled for March 2016. METRO is completing design, coordinating utility relocations, acquiring right-of-way and initiating the construction process.

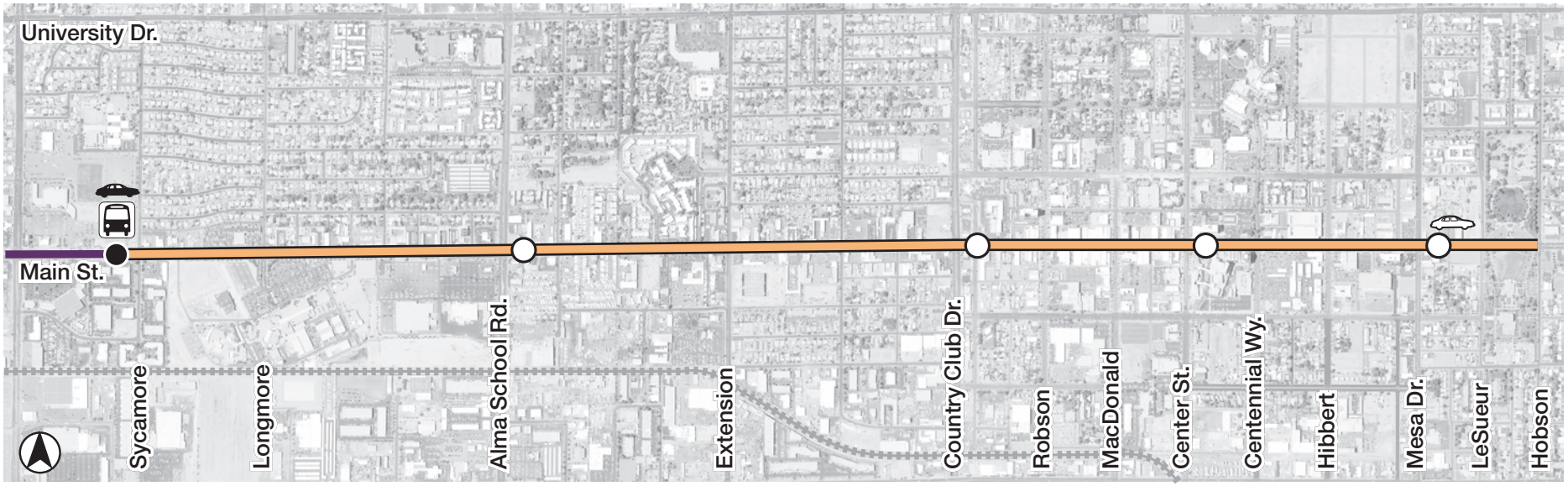
Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Central Mesa LRT Extension Project. Through the end of FY 2012, Congress has appropriated $35.48 million in Section 5309 Small Starts funds for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 Small Starts	$74.99	$35.48 million in total appropriations through the end of FY 2012.
FHWA Congestion Mitigation Air Quality (CMAQ)	$52.84	
Local: Proposition 400 ½-Cent Sales Tax	$71.17	
Total:	**$199.01**	

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

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

Tempe Streetcar
Tempe, Arizona
Project Development

Summary Description	
Proposed Project:	Streetcar 2.7 Miles, 18 Stations
Total Capital Cost ($YOE):	$129.34 Million (Includes $4.67 million in finance charges)
Section 5309 Small Starts Share ($YOE):	$56.00 Million (43.3%)
Annual Forecast Year Operating Cost:	$3.10 Million
Opening Year Ridership Forecast (2016):	1,100 Average Weekday Trips

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

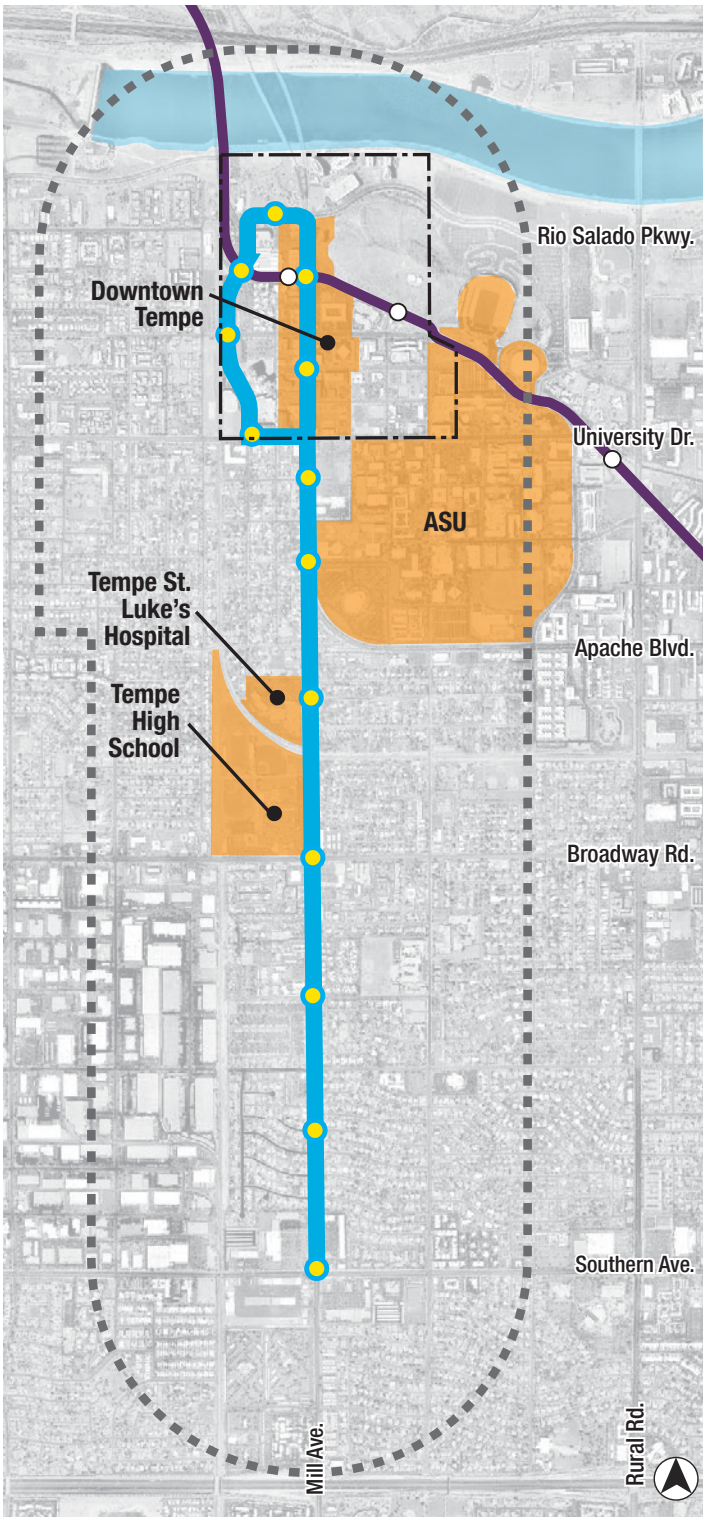
Project Purpose: The Tempe Streetcar is intended to improve mobility and provide additional transit capacity in the Tempe CBD and the Mill Avenue corridor. The project would connect the Arizona State University campus and nearby residential neighborhoods with the activity centers of Downtown Tempe and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

Project Development History, Status and Next Steps: METRO initiated planning studies for the Tempe Streetcar in 2007, and issued a Notice of Intent to prepare an Environmental Assessment (EA) in January 2011. METRO and the City of Tempe selected the Tempe Streetcar as the locally preferred alternative in September 2010. The project was approved into the financially constrained regional long range transportation plan in December 2010. FTA approved the project into project development in April 2013. METRO anticipates completion of the EA and a Finding of No Significant Impact in 2013, initiation of construction in 2014 and start of revenue service in late 2016.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 Small Starts FHWA Flexible Funds (CMAQ)	 $56.00 $32.10	 43.3% 24.8%
Local: Proposition 400 (1/2-cent Sales Tax)	 $41.24	 31.9%
Total:	**$129.34**	**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



LEGEND

- Light Rail Starter Line / Station
- Proposed Modern Streetcar / Stop
- 1/2 Mile Buffer
- Destination
- Mill Avenue District

0 1/8 1/4

Scale in miles

Fresno Area Express Blackstone/Kings Canyon Bus Rapid Transit
Fresno, California
Project Development
(Rating Assigned November 2012)

Summary Description	
Proposed Project:	Bus Rapid Transit 15.7 Miles, 27 Stations
Total Capital Cost ($YOE):	$47.24 Million
Section 5309 Small Starts Share ($YOE):	$37.79 Million (80.0%)
Annual Forecast Year Operating Cost:	$3.79 Million
Opening Year Ridership Forecast (2015):	7,200 Average Weekday Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

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

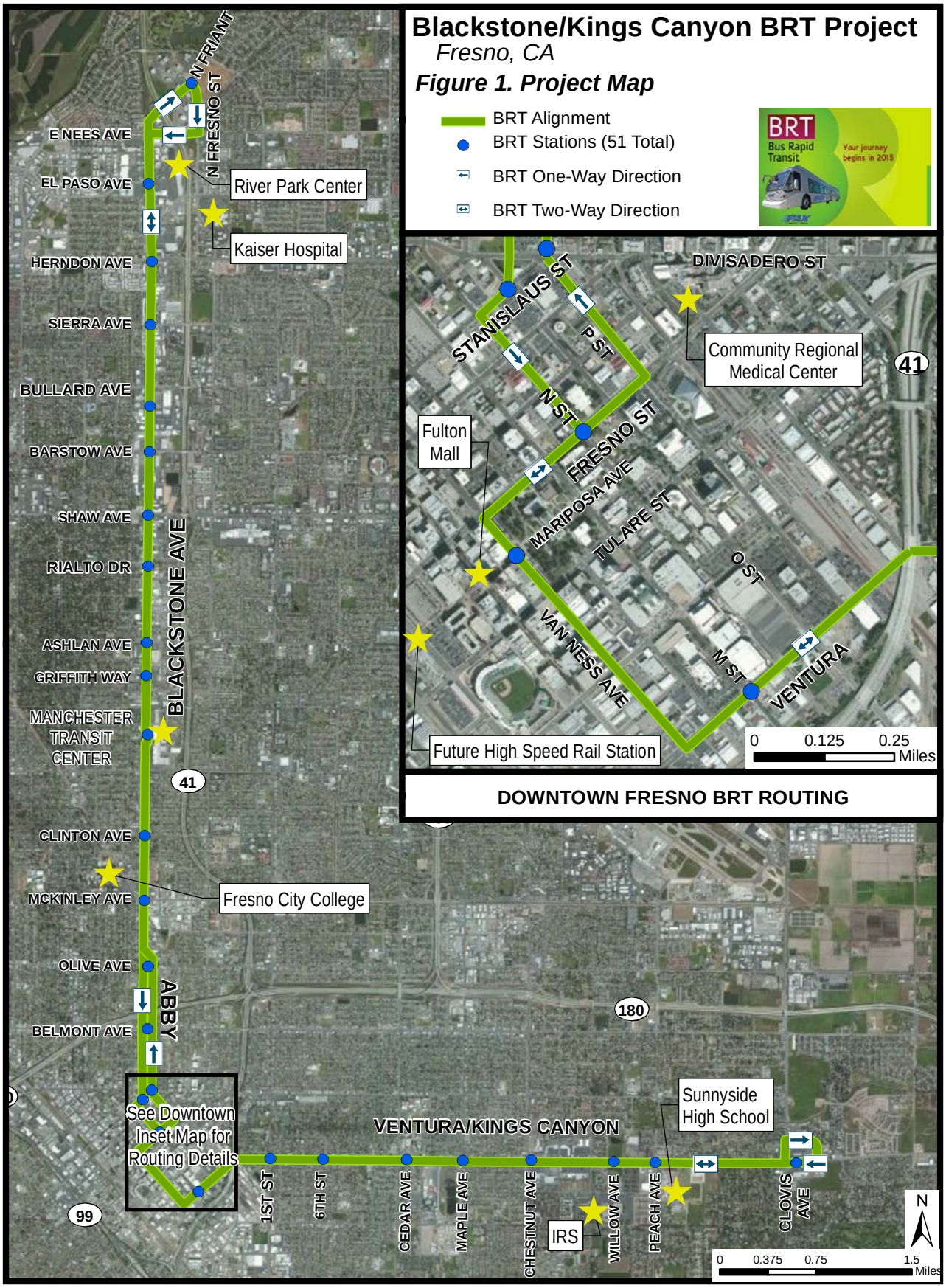
Project Purpose: The Blackstone/Kings Canyon BRT project would improve the speed and reliability of service in a commercial corridor with existing high transit demand. Much of FAX's ridership in the corridor is low-income or transit-dependent. BRT service would provide faster connections between the Southeast Growth Area, which is anticipated to add up to 55,000 new residents by 2025; Downtown Fresno, which is a regional hub for civic and governmental institutions; and North Fresno, which houses regionally 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 in December 2010. FAX expects to obtain a documented Categorical Exclusion for NEPA purposes and complete project design in 2013. FAX anticipates obtaining a Small Starts Grant Agreement in late 2013. Revenue operations are anticipated to commence in mid-2015.

Significant Changes Since Last Evaluation (November 2010): FAX refined the project alignment in Downtown Fresno and around the termini, which increased the project length from 13.8 to 15.7 miles. FAX also added an additional Downtown Fresno station to the project. The capital cost estimate has decreased slightly, from $48.19 million to $47.24 million, based on further design of the project.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 Small Starts	$37.79	80.0%
State: Proposition 1B (General Obligation Bonds)	$9.45	20.0%
Total:	**$47.24**	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.


Blackstone/Kings Canyon BRT Project
Fresno, CA
Figure 1. Project Map
BRT Alignment
BRT Stations (51 Total)
BRT One-Way Direction
BRT Two-Way Direction
BRT
Bus Rapid Transit
Your journey begins in 2015
N FRIANT
N FRESNO ST
E NEES AVE
EL PASO AVE
River Park Center
Kaiser Hospital
HERNDON AVE
SIERRA AVE
BULLARD AVE
BARSTOW AVE
SHAW AVE
RIALTO DR
ASHLAN AVE
GRIFFITH WAY
MANCHESTER TRANSIT CENTER
BLACKSTONE AVE
41
CLINTON AVE
MCKINLEY AVE
Fresno City College
OLIVE AVE
ABBY
BELMONT AVE
See Downtown Inset Map for Routing Details
99
VENTURA/KINGS CANYON
1ST ST
6TH ST
CEDAR AVE
MAPLE AVE
CHESTNUT AVE
IRS
WILLOW AVE
PEACH AVE
CLOVIS AVE
Sunnyside High School
180
0 0.375 0.75 1.5 Miles
N
DIVISADERO ST
STANISLAUS ST
P ST
N ST
FRESNO ST
Community Regional Medical Center
41
Fulton Mall
MARIPOSA AVE
TULARE ST
O ST
VAN NESS AVE
M ST
VENTURA
Future High Speed Rail Station
0 0.125 0.25 Miles
DOWNTOWN FRESNO BRT ROUTING

Regional Connector Transit Corridor
Los Angeles, California
Engineering
(Rating Assigned January 2013)

Summary Description	
Proposed Project:	Light Rail Transit 1.9 Miles, 3 Stations
Total Capital Cost ($YOE):	$1,366.29 Million (Includes $23.8 million in finance charges)
Section 5309 New Starts Share ($YOE):	$669.90 Million (49.0%)
Annual Forecast Year Operating Cost:	$15.73 Million
Ridership Forecast (2035):	88,440 Average Weekday Trips 16,460 Daily New Trips
Opening Year Ridership Forecast (2019):	83,200 Average Weekday Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium

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

Project Purpose: The proposed Regional Connector project is located within the City of Los Angeles central business district (CBD), which has extensive bus and rail service. Currently, 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 with service to the CBD from Pasadena and East Los Angeles, the Exposition Line from Culver City and the Blue Line from Long Beach. Currently, the Exposition and Blue lines are not connected to the Gold Line, requiring passengers to transfer twice, utilizing the heavy rail Metro Red Line subway system to make a trip involving the Blue and Gold lines or Exposition and Gold lines. The Regional Connector project would create a direct connection between the light rail lines and improve travel time and mobility for transit riders through the CBD. By providing improved connectivity between lines and additional capacity, the Regional Connector project would also support LACMTA's regional rail system expansion plans.

Project Development History, Status and Next Steps: Following completion of an alternatives analysis in January 2009, and the publication of a Draft Environmental Impact Statement (EIS) in September 2010, the LACMTA Board selected the locally preferred alternative in October 2010. Under SAFETEA-LU, FTA approved the project into preliminary engineering in January 2011. The Final EIS was completed in January 2012 and a Record of Decision was issued in June 2012. The project is considered grandfathered into the MAP-21 engineering phase since it has completed the environmental review process. LACMTA anticipates receipt of a Full Funding Grant Agreement in September 2013, and start of revenue operations in 2019.

Significant Changes Since Last Evaluation (November 2011): The project's capital cost increased from $1,342.54 million to $1,366.29 million. Based on further design work, costs for site work and professional services decreased, while real estate costs, support facilities, and finance costs increased. The New Starts funding request decreased slightly from $671.27 million (50 percent) to $669.90 million (49 percent). The project's financial plan now includes Transportation Infrastructure Finance and Innovation Act (TIFIA) loan proceeds and related financing costs. The principal for the TIFIA loan will be paid with Measure R sales tax receipts, which were previously included in the financial plan, and the financing costs will be paid with additional Measure R funds.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$669.90	49.0%
Congestion Mitigation and Air Quality Funds (CMAQ)	$63.95	4.7%
State:		
Proposition 1A High Speed Rail Bonds	$114.90	8.4%
Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account	$149.50	10.9%
Repayment from State of California of Capital Project Loans	$97.25	7.1%
Local:		
Measure R Sales Tax Revenue	$23.83	1.8%
TIFIA Loan Proceeds Backed by Measure R Sales Tax Revenue	$160.00	11.7%
Local Agency Funds	$41.00	3.0%
Lease Revenue	$45.96	3.4%
Total:	**$1,366.29**	**100.0%**

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

CA Los Angeles, Regional Connector Transit Corridor
(Rating Assigned January 2013)

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 project costs is 49.0 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium	The average age of Los Angeles County Metropolitan Transportation Authority's (LACMTA) bus fleet is 9.3 years, which is greater than the industry average. The most recent bond ratings, issued in July 2012, are as follows: Moody's Investors Service Aa3 and Standard & Poor's Corporation AA+.
Commitment of Capital Funds (25% of capital plan rating)	Medium-High	Approximately 42.5 percent of the non- Section 5309 New Starts funds are committed or budgeted. Sources of funds include Federal Congestion Mitigation and Air Quality (CMAQ) funds, TIFIA loans repaid with Measure R funds, State Proposition 1B PTMISEA proceeds, Proposition 1A State High Speed Rail Bond funds, State repayment of Capital Project Loans, Measure R funds, local agency funds, and lease revenues.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	Revenue growth assumptions are higher than historical averages. The capital cost estimate is reasonable.
Project Operating Financial Plan (30% of summary financial rating)	**Medium-High**	
Operating Condition (25% of operating plan rating)	High	The Grantee's current ratio of assets to liabilities as reported in its most recent audited financial statement is 4.47.
Commitment of Funds (25% of operating plan rating)	High	Over 75% of the funds needed to operate and maintain the transit system in the first full year of operation are committed or budgeted. Sources of funds are fare revenues, Propositions A and C revenues, and Measure R revenue. The main state funding sources are the Transportation Development Act (TDA) and State Transit Assistance Program (STA) funds. Federal funding sources are Section 5337 State of Good Repair, Section 5340 Growing States and High Density, and CMAQ funds.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium-Low	Assumed growth in operating expenses, farebox collections, and sales tax revenues is optimistic compared to historical experience. The operating cash flow assumes a balanced budget, with no accrual of an operating surplus or reserve.

Regional Connector Transit Corridor Project

Los Angeles, California
Engineering
(Rating assigned 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 jobs.
- The project corridor is centered on Figuerora and 2nd Streets, which have existing high-density commercial, residential and mixed use development, and recently had several buildings converted from commercial to high-density residential land uses.
- Many of the proposed station locations have good pedestrian accessibility and existing sidewalks interconnected with the surrounding communities.
- Parking rates vary from $9 to $40 per day and on-street parking is generally scarce.

ECONOMIC DEVELOPMENT RATING: Medium-High

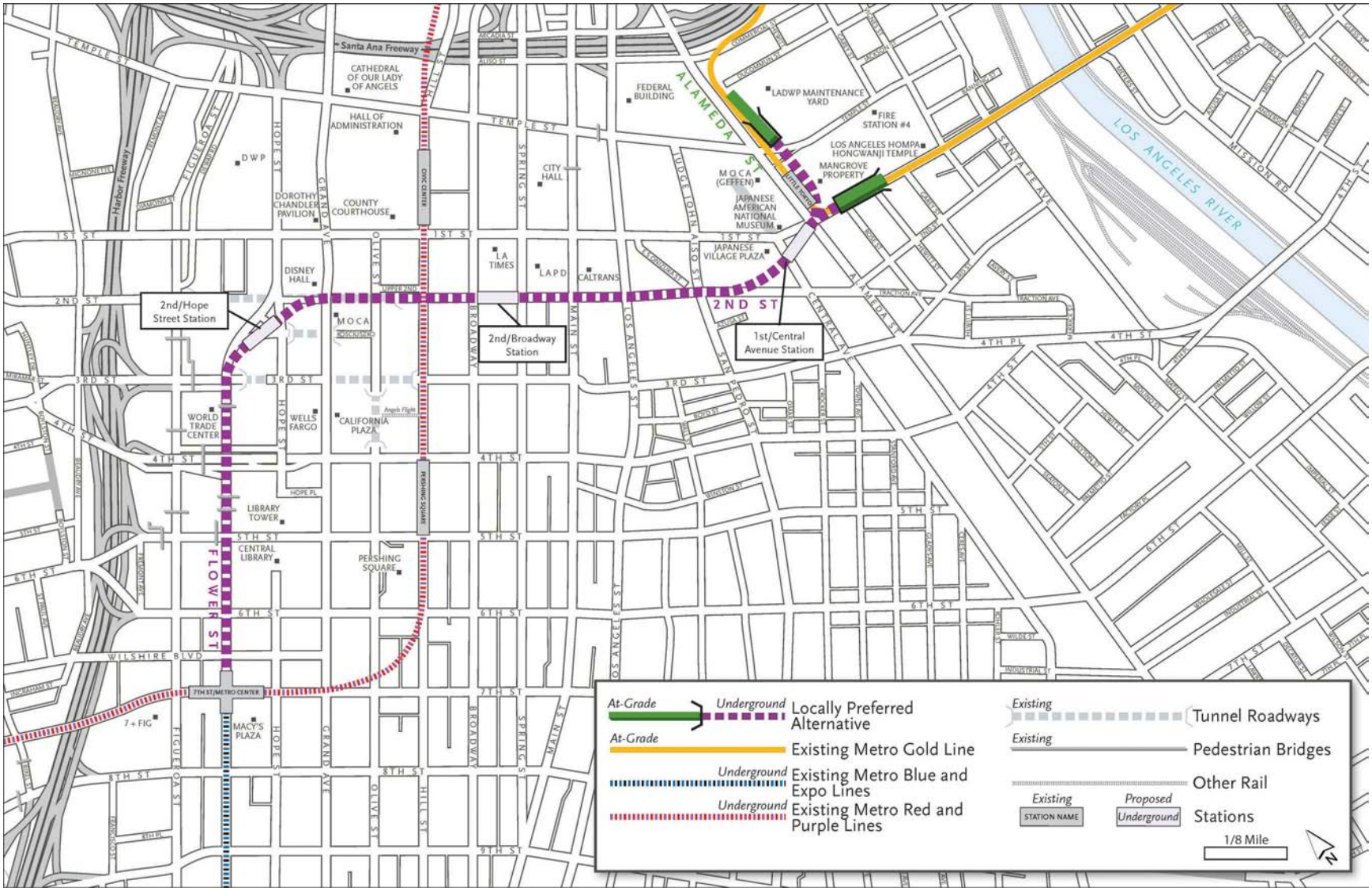
Transit-Supportive Plans and Policies: Medium-High
(50 percent of Economic Development Rating)

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

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

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

Regional Connector Project Map



Westside Subway Extension Section 1
Los Angeles, California
Engineering
(Rating Assigned January 2013)

Summary Description	
Proposed Project:	Heavy Rail Transit 3.9 Miles, 3 Stations
Total Capital Cost ($YOE):	$2,839.71 Million (includes $529.7 million in finance charges)
Section 5309 New Starts Share ($YOE):	$1,250.00 Million (44.0%)
Annual Forecast Year Operating Cost:	$30.97 Million
Ridership Forecast (2035):	16,800 Average Weekday Trips 7,700 Daily New Trips
Opening Year Ridership Forecast (2023):	17,300 Average Weekday Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
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 Wilshire/La Cienga. It includes 58 vehicles and improvements to the existing Division 20 Rail Maintenance and Storage Yard to accommodate the additional vehicles. The Section 1 project is the first phase of a longer 8.9 mile, 7-station project that would extend to the Veterans Affairs West Los Angeles Medical Center, located west of Interstate 405. Due to financial constraints, LACMTA decided in November 2012 to construct the project in three phases. The alignment would be entirely underground and primarily follow Wilshire Boulevard.

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

Project Development History, Status and Next Steps: Following completion of an alternatives analysis in January 2009 and publication of a Draft Environmental Impact Statement (EIS) in September 2010, the LACMTA board selected the locally preferred alternative in October 2010. Under SAFETEA-LU, FTA approved the project into preliminary engineering in January 2011. The Final EIS was completed in March 2012 and a Record of Decision was issued in August 2012. The project is considered grandfathered into the MAP-21 engineering phase since it has completed the environmental review process. LACMTA anticipates receipt of a Full Funding Grant Agreement in late 2013, and start of revenue operations in July 2023.

Significant Changes Since Last Evaluation (November 2011): The project's capital cost estimate decreased from $ 5,662.35 million to $2,839.72 million due to financial constraints and LACMTA's decision to construct the project in three sections. The project's financial plan now includes Transportation Infrastructure Finance Innovation Act (TIFIA) loan proceeds and related financing costs. The principal for the TIFIA loan will be paid with Measure R sales tax receipts, which were previously included in the financial plan. The project's financing costs will be paid with additional Measure R funds.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$1,250.00	44.0%
Congestion Mitigation and Air Quality Funds (CMAQ)	$22.55	0.8%
Local:		
Measure R Sales Tax Revenue	$640.77	22.6%
TIFIA Loan Proceeds Backed by Measure R Sales Tax Revenue	$855.99	30.1%
Local Agency Funds	$70.40	2.5%
Total:	**$2,839.71**	**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.

CA Los Angeles, Westside Subway Extension-Phase 1
(Rating Assigned January 2013)

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 project costs is 44.0 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium	The average age of Los Angeles County Metropolitan Transportation Authority's (LACMTA) bus fleet is 9.3 years, which is greater than the industry average. The most recent bond ratings, issued in July 2012, are as follows: Moody's Investors Service Aa3 and Standard & Poor's Corporation AA+.
Commitment of Capital Funds (25% of capital plan rating)	Medium-High	Approximately 41.8 percent of the non-New Starts funds are budgeted or committed. Sources of funds include Federal Congestion Mitigation and Air Quality (CMAQ) funds, TIFIA loans repaid with Measure R funds, Measure R funds, and local agency funds.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	Revenue growth assumptions are higher than historical averages. The capital cost estimate is optimistic.
Project Operating Financial Plan (30% of summary financial rating)	**Medium-High**	
Operating Condition (25% of operating plan rating)	High	The Grantee's current ratio of assets to liabilities as reported in its most recent audited financial statement is 4.47.
Commitment of Funds (25% of operating plan rating)	High	Over 75 percent of the funds needed to operate and maintain the transit system in the first full year of operation are committed or budgeted. Sources of funds are fare revenues, Propositions A and C revenues, and Measure R revenue. The main state funding sources are the Transportation Development Act (TDA) and State Transit Assistance Program (STA) funds. Federal funding sources are Section 5337 State of Good Repair, Section 5340 Growing States and High Density, and CMAQ funds.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium-Low	Assumed growth in operating expenses, farebox collections, and sales tax revenues is optimistic compared to historical experience. The operating cash flow assumes a balanced budget, with no accrual of an operating surplus or reserve.

Westside Subway Extension – Section 1
Los Angeles, California
Engineering
(Rating Assigned January 2013)

LAND USE RATING: Medium-High

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

- Existing development is urban in nature with commercial office, retail, and mixed-use buildings concentrated along Wilshire Boulevard and intersecting arterials, and multi-family and small-lot single-family residential uses away from the arterials. High trip generators include museums and medical centers. The corridor has a good sidewalk network and buildings are generally oriented towards the street with minimal setbacks, although some arterials are wide (7 lanes or more).
- The Section 1 station areas have an average population density of 14,400 persons per square mile ("medium-high" by FTA guidelines) and the project would serve over 200,000 jobs through a one-seat ride ("medium-high" by FTA guidelines). Parking costs range from $9 to $30 per day ("medium" to "high" by FTA guidelines).

ECONOMIC DEVELOPMENT RATING: Medium-High

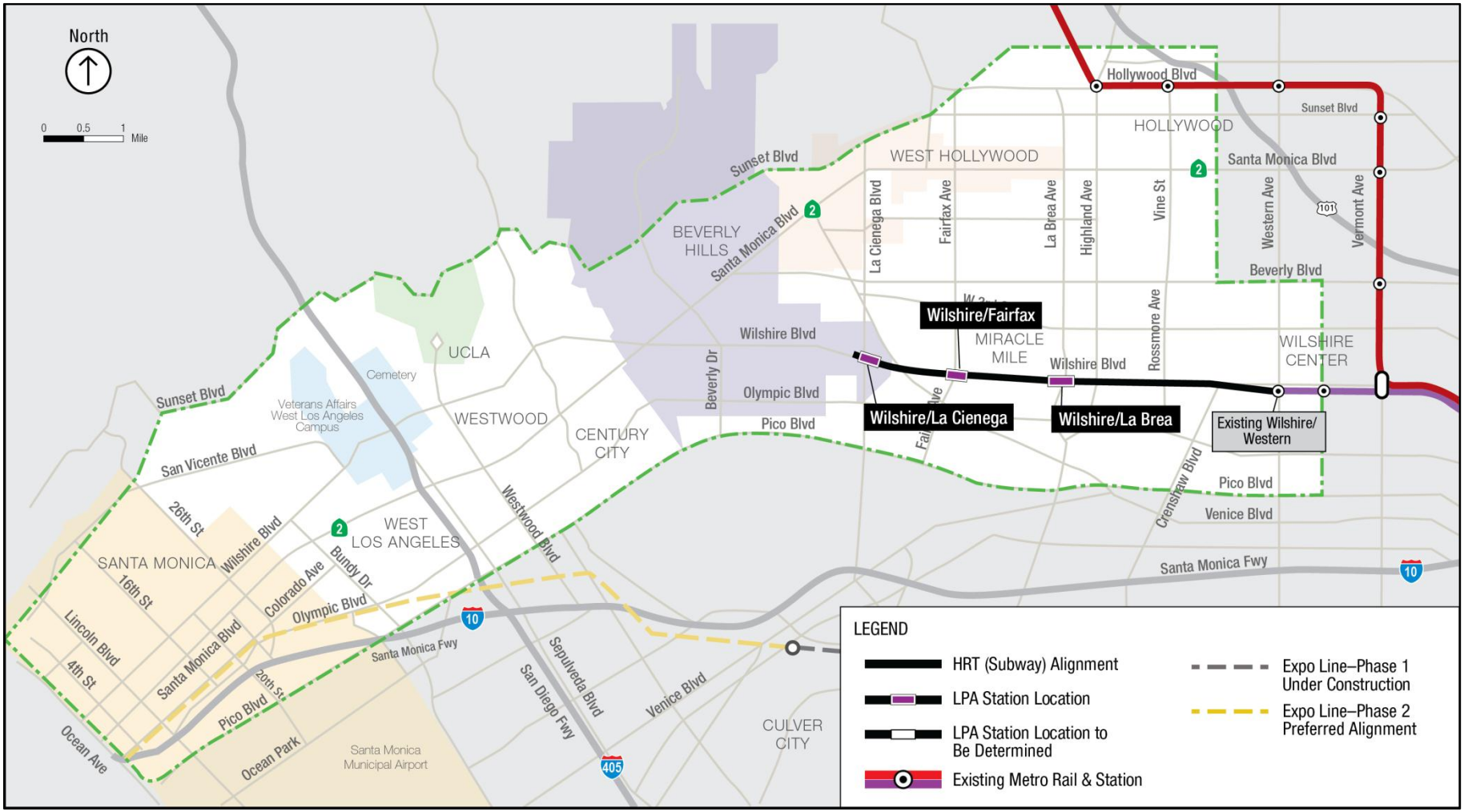
Transit-Supportive Plans and Policies: Medium-High
(50 percent of Economic Development Rating)

- The *"medium-high"* rating for this factor is based on relatively strong regional and city-level growth management policies, high zoned densities, and demonstrated success with programs such as joint development and residential adaptive reuse.
- The regional Sustainable Communities Strategy, added to the Regional Transportation Plan in 2012 per state requirements, was developed through a region-wide outreach process and directs transportation and land use policy to achieve state-mandated greenhouse gas reduction targets.
- City-wide and community plans for the Cities of Los Angeles and Beverly Hills support focusing mixed-use, pedestrian oriented development along the Wilshire Boulevard corridor, including the proposed transit station areas.
- The City of Los Angeles allows a 3:1 floor area ratio (FAR) along the Wilshire Boulevard corridor, and a 6:1 FAR in commercial districts (at all proposed transit stations). Density bonuses are available for residential projects located near transit stops. The City of Beverly Hills allows for commercial/retail FAR of up to 5:1 and has mixed-use zones within the station area. Pedestrian-friendly design is promoted primarily through design guidelines and review processes, rather than explicitly set forth in zoning regulations, with the exception of a few overlay districts. Parking requirements appear to be standard.
- State, regional, and county-level programs support planning for transit-oriented development.

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

- Since its inception in 1993, Metro's Joint Development Program has completed 17 projects with 35 projects in negotiation or under consideration. Community Redevelopment Agencies, one of the primary redevelopment tools in Los Angeles and elsewhere, have been disbanded per state order.
- There have been a number of successful TOD projects in the Wilshire Boulevard corridor at existing stations, and four mixed-use projects have been completed recently in the proposed Westside Extension corridor Section 1 station areas. The corridor appears to be in good economic health and growth is anticipated as the economy recovers. However, there is a very limited vacant land in the

corridor and intensification of development will need to occur through redevelopment of existing properties. Existing zoning in four Los Angeles station areas (two of which are in the Section 1 corridor) allows for an additional 12.8 million square feet of development.



Westside Subway Extension – LPA Section 1 to Wilshire/La Cienega

Los Angeles, California

East Bay BRT
Oakland, California
Project Development
(Rating Assigned November 2012)

Summary Description	
Proposed Project:	Bus Rapid Transit
	9.5 Miles, 32 Stations
Total Capital Cost ($YOE):	$177.86 Million (includes $4.8 million in finance charges)
Section 5309 Small Starts Share ($YOE):	$74.99 Million (42.2%)
Annual Forecast Year Operating Cost:	$2.99 Million
Opening Year Ridership Forecast (2016):	27,000 Average Weekday Trips
	2,500 Daily New Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The Alameda-Contra Costa Transit District (AC Transit) is planning the East Bay BRT project, which would connect Downtown Oakland and the existing San Leandro Bay Area Rapid Transit station primarily via International Boulevard. The project includes exclusive transit lanes over approximately 75 percent of the alignment, transit signal priority, real time bus information at stations, and barrier free proof-of-payment fare collection. The BRT service would operate every five minutes during weekday peak periods.

Project Purpose: The East Bay BRT project would improve transit service in one of the densest and most transit dependent portions of the San Francisco Bay area. Current local and express transit service (provided by AC Transit routes 1 and 1R) is frequent and well-patronized, but, according to local officials, cannot be expanded without a dedicated right-of-way. The project would improve the speed and reliability of service to current riders, including many minority, low-income and transit-dependent residents, by offering higher-frequency service, reduced travel times and greater schedule reliability. In addition to serving an employment concentration in Downtown Oakland, the project would support local transit-oriented development efforts.

Project Development History, Status and Next Steps: Under SAFETEA-LU, FTA approved the East Bay BRT project into project development in December 2008. At that time, the project was proposed to connect Downtown Berkeley, Downtown Oakland and San Leandro (a distance of 16.9 miles). In 2010, AC Transit relocated the project's southern terminus, decreasing the project length by 2.5 miles. In 2011, AC Transit adopted a revised project configuration with primarily median stations. In 2012, AC Transit removed the segment between Downtown Berkeley and Downtown Oakland from the project in response to local opposition. AC Transit completed the project's Final Environmental Impact Statement in January 2012. FTA issued a Record of Decision in June 2012. AC Transit anticipates receiving a Small Starts Grant Agreement in late 2013 and initiating revenue operations in mid-2016.

Significant Changes Since Last Evaluation (November 2011): The removal of the 4.9-mile Berkeley – Downtown Oakland segment, along with associated vehicles, contributed to a reduction in the project's estimated capital cost from $205.48 million to $177.86 million. The requested Small Starts funding amount request remains $74.99 million, with the Federal share increasing from 36.5 percent to 42.2 percent.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 Small Starts	$74.99	42.2%
STIP Funds *	$41.55	23.4%
Section 5309 Bus Discretionary	$2.96	1.7%
State:		
Proposition 1B (Public Transportation Modernization, Improvement, and Service Enhancement Account Program Bond Funds)	$2.90	1.6%
Local:		
Regional Measure 2 (Bridge Tolls)	$44.90	25.2%
Alameda County Measure B (Sales Tax)	$9.18	5.2%
Other (local sales and property taxes)	$1.38	0.7%
Total:	**$177.86**	100.0%

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

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

East Bay BRT
Oakland, California
Project Development
(Rating Assigned November 2012)

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 approximately 14,100 persons per square mile, rating medium-high according to FTA guidance. The system would serve an estimated 109,400 employees within a ½-mile radius of the planned stations, rating medium-low according to FTA guidance.
- The corridor is a densely developed, highly urbanized area located at the center of the San Francisco Bay Area region. The entire corridor is characterized by a mixed-use, moderate- to high-density development pattern that is pedestrian-friendly and supportive of transit use. The proposed BRT alignment is primarily lined with commercial uses, with some apartment buildings and industrial uses.
- Parking in the project corridor is a combination of on-street and surface lots as well as structures off-street. On-street parking is almost entirely available to the public, either as metered or unmetered spaces. Parking meter zones typically require a $2.00 per hour fee payment except during non-business hours, on Sundays and on holidays. Off-street parking is a mix of public and private. Parking in the Oakland Central Business District costs $18 per day, rating high according to FTA guidance.

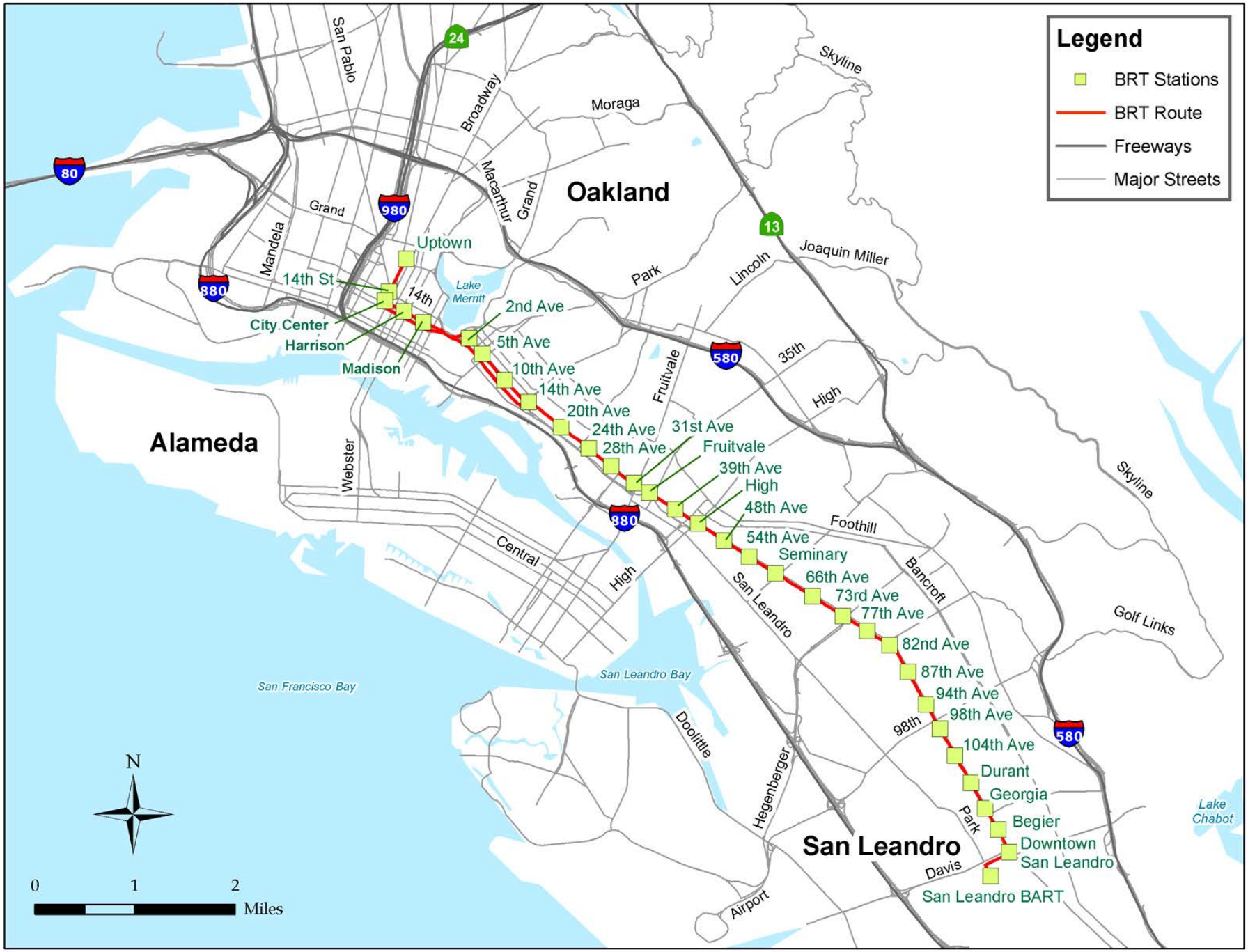
ECONOMIC DEVELOPMENT RATING: Medium

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

- The cities, agencies, and stakeholders along the East Bay BRT corridor have produced plans and policies that will result in transit-supportive station area development. Plans produced by local jurisdictions focus on creating a pedestrian-friendly environment, with a mix of uses, ground floor retail, higher densities and a tight network of streets. In addition, each of the jurisdictions in the corridor has a pedestrian and bike plan, with street design standards that ensure safety and mobility for pedestrians and other non-motorized modes of transport. No conceptual station-area plans have been completed.
- The City of Oakland has a transit-oriented development (TOD) overlay zoning code and development and design standards to encourage appropriate scaling and placement of buildings. The overlay zone allows for mixed-use development and multi-family residential uses and addresses building height restrictions, floor to area ratios, densities, average setbacks, and reductions in minimum parking requirements and parking fee requirements.
- The San Leandro zoning code has incorporated a TOD strategy which specifies that development should be designed to encourage walking and bicycle use, and should be sufficiently dense to support increased transit services along the corridors. Mixed use development (with housing) and minimum density and intensity zoning provisions are encouraged for sites near Bay Area Rapid Transit (BART) stations, in Downtown San Leandro, and along the East 14th Street transit corridor.
- Financial tools for development projects include grants and loans from the Metropolitan Transportation Commission's Transportation for Livable Communities and One Bay Area Grant programs, as well as municipal capital improvement programs.

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

- A large number of development projects have been completed, are underway, or are planned in the project corridor. Most are higher-density residential and mixed-use projects with commercial and/or office uses on the ground floors and upper floor residences. Other development projects in the corridor include office, institutional, and retail developments.
- The largest potential capacity to grow and intensify within the corridor exists in Oakland. Oakland has a large downtown and several large-scale commercial areas with substantial opportunities for growth and development. There also is capacity for growth and intensification within the City of San Leandro at the southern end of the corridor. In San Leandro, there is a new focus on the East 14th Street Corridor for future mixed-use and higher-density infill development; the corridor is entirely within designated redevelopment zones and includes the city's downtown, civic center and San Leandro Hospital.


Legend
BRT Stations
BRT Route
Freeways
Major Streets
Oakland
Alameda
San Leandro
Uptown
14th St
14th
City Center
Harrison
Madison
2nd Ave
5th Ave
10th Ave
14th Ave
20th Ave
24th Ave
28th Ave
31st Ave
Fruitvale
39th Ave
High
48th Ave
54th Ave
Seminary
66th Ave
73rd Ave
77th Ave
82nd Ave
87th Ave
94th Ave
98th Ave
104th Ave
Durant
Georgia
Begier
Downtown San Leandro
San Leandro BART
Lake Merritt
San Francisco Bay
San Leandro Bay
Lake Chabot
Moraga
Skyline
Broadway
Macarthur
Grand
Mandela
San Pablo
Park
Lincoln
Joaquin Miller
35th
Fruitvale
Webster
Central
High
Foothill
Bancroft
San Leandro
Golf Links
98th
Doolittle
Hegenberger
Airport
Davis
80
880
980
580
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13
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2
Miles

South Sacramento Corridor Phase 2 Light Rail Transit
Sacramento, California

(November 2012)

The Sacramento Regional Transit District (RT) is constructing a 4.3-mile light rail transit (LRT) extension of the existing South Corridor Light Rail line in Sacramento, CA. The project will begin at the existing Meadowview station and continue south and east to its terminus at Cosumnes River College (CRC). The project includes four new light rail stations with 2,700 park-and-ride spaces and a major new transit center at CRC. The project will operate in an exclusive, primarily at-grade right-of-way requiring four street crossings and two aerial structures along the alignment. The project will use existing RT vehicles.

Hours of operation in the opening year will be from 5:00 a.m. to 12:00 a.m. on weekdays. Service will operate every 10 minutes during weekday peak periods, every 15 minutes during weekday off-peak periods, and every 30 minutes on weekday evenings. In the forecast year of 2030, hours of operation and service frequencies will be the same as in 2015. The project is expected to serve 10,000 average weekday trips in 2030.

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. The project will provide improved access from South Sacramento to regional employment, entertainment, educational institutions, cultural and retail destinations as well as provide rail transit connections from other educational institutions to Cosumnes River College.

The estimated cost under the Full Funding Grant Agreement (FFGA) is $270 million. The Section 5309 New Starts funding share is $135 million.

Status

FTA approved the South Sacramento Corridor Phase 2 LRT project into preliminary engineering in July 2005. A Final Supplemental Environmental Impact Statement (FSEIS) was published in September 2008, and a Record of Decision was issued in December 2008. RT initiated an Environmental Assessment (EA) in December 2010, to address changes in the project alignment and the addition of several ancillary facilities. The EA was completed in September 2011. FTA issued a Finding of No Significant Impact (FONSI) in October 2011. FTA approved the project into final design in May 2012.

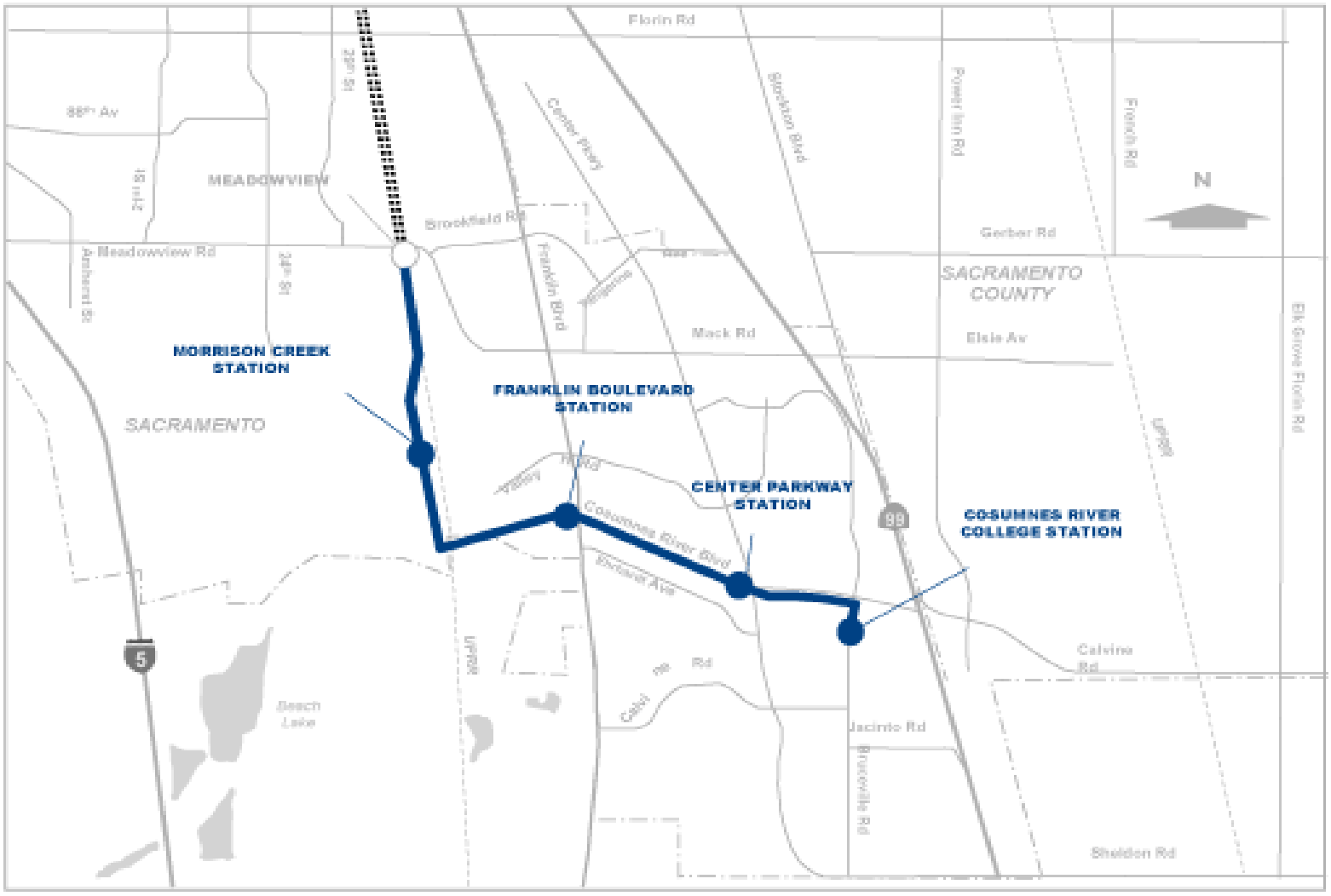
RT and FTA entered into an FFGA in December 2012 with revenue operations scheduled for September 2015.

Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the South Sacramento Corridor Phase 2 Light Rail Transit Project. Through the end of FY 2012, Congress has appropriated $89.3 million in Section 5309 New Starts funds for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funds ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts FHWA Flexible Funds (CMAQ)	 $135.00 $7.10	 $89.3 million in total New Starts appropriations through the end of FY 2012
State: Proposition 1B- Public Transportation Modernization, Improvement and Service Enhancement Account Proposition 1B- State and Local Partnership Program Traffic Congestion Relief Program State Transportation Improvement Program State Transit Assistance	 $10.71 $7.20 $8.10 $4.30 $0.16	
Local: Laguna Community Facilities District (LCFD) Elk Grove/West Vineland Fee District Vineyard Developer Fee Measure A Sales Tax Certificates of Participation	 $1.48 $4.20 $0.54 $25.27 $65.94	
Total:	**$270.00**	

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

South Sacramento Corridor Phase 2 Project



Mid-Coast Corridor Transit Project
San Diego, California
Project Development
(Rating Assigned November 2012)

Summary Description	
Proposed Project:	Light Rail Transit 10.9 Miles, 8 Stations
Total Capital Cost ($YOE):	$1,984.69 Million (Includes $343.47 million in finance charges)
Section 5309 New Starts Share ($YOE):	$980.43 Million (49.4%)
Annual Forecast Year Operating Cost:	$32.8 Million
Ridership Forecast (2035):	40,300 Average Weekday Trips 11,100 Daily New Trips
Opening Year Ridership Forecast (2019):	33,800 Average Weekday Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium-High

Project Description: The San Diego Association of Governments (SANDAG) is planning the Mid-Coast Corridor Transit project, which would originate at the Old Town Transit Center, serving the areas north of Downtown San Diego, including the University of California at San Diego, and terminate at the University Towne Centre Transit Center. The proposed project will include four at-grade and four-elevated stations, five park-and-ride facilities with 1,170 spaces, two transfer centers, and 36 light rail vehicles. Service would operate every 7.5 minutes during peak periods and every 15 minutes during off-peak periods.

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

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

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

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

Under SAFETEA-LU, FTA approved the project into preliminary engineering in August 2011. Under MAP-21, the project is considered to be in the project development phase since the environmental review process is not yet complete. Changes to the original project required the preparation of a Supplemental EIS. A Notice of Intent to prepare a Supplemental EIS was published in April 2010. The Draft SEIS is anticipated to be completed in Spring 2013, and a Final SEIS in Spring 2014. SANDAG anticipates receiving a ROD in June 2014, in receipt of a Full Funding Grant Agreement in May 2015, and start of revenue service in May 2019.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($ millions)**	**Percent of Total**
Federal: Section 5309 New Starts	$980.43	49.4%
Local: Transnet Sales Tax	$1,004.26	50.6%
Total:	**$1,984.69**	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.

CA, San Diego, Mid-Coast Corridor Transit Project
(Rating Assigned November 2012)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium-High**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium-High**	The New Starts share of the project is 49.4 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium-High**	
Capital Condition (25% of capital plan rating)	High	The average age of the bus fleet is 5.4 years, which is less than the industry average. The most recent bond ratings for the San Diego County Regional Transportation Commission (a unit of the San Diego Association of Government (SANDAG)), issued in 2010, are as follows: Moody's Investors Service Aa1 and Standard & Poor's Corporation AAA.
Commitment of Capital Funds (25% of capital plan rating)	High	All of the non-Section 5309 New Starts funds are committed. Sources of funds include TransNet sales tax bond funds and TransNet sales tax capital revenues.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium	Revenue assumptions are comparable to historical experience. The capital cost estimate is reasonable. The financial plan shows that SANDAG has the financial capacity to cover cost increases or funding shortfalls equal to at least 25 percent of estimated project costs.
Project Operating Financial Plan (30% of summary financial rating)	**Medium-High**	
Operating Condition (25% of operating plan rating)	High	SANDAG's current ratio of assets to liabilities as reported in its most recent audited financial statement is 2.63 (FY 2011). There have been no significant service cutbacks or cash flow shortfalls in recent years.
Commitment of Funds (25% of operating plan rating)	High	All of the funds needed to operate and maintain the transit system in the first full year of operation are committed or budgeted. Sources of funds include farebox collections, non-fare operating revenues, TransNet sales tax revenues, State operating assistance (Transportation Development Act, State Transit Assistance, and MediCal funds), and FTA funding (Section 5307 Urbanized Area Formula Program funds, Section 5309 Fixed Guideway Modernization funds, and Section 5316 Job Access Reserve Commute funds).

O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium	Assumed growth in operating expenses and farebox collections is comparable with historical experience. Sales tax revenue forecasts are reasonable. Projected cash balances and reserve accounts are equal to at least 10 percent of annual systemwide operating expenses.

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

LAND USE RATING: Medium

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

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

ECONOMIC DEVELOPMENT RATING: Medium-High

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

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

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

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

Mid-Coast Corridor Transit Project

San Diego, California

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

(November 2012)

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

The Financial District, Union Square, and Chinatown have a very high level of existing transit service. Bus routes that serve the project corridor operate on two-minute headways during peak hours and typically carry passenger loads that are at or above capacity. Currently, commuter rail passengers from the south must board crowded buses operating on congested roadways or walk over a mile from the Caltrain Station to reach the central business district. LRT passengers from the south may choose to continue on LRT to access downtown, but the alignment along the Embarcadero is circuitous. The project will provide a direct rapid transit link between these areas. SFMTA sees the Project as a way to make significant improvements in transit service that cannot be accomplished with buses on congested streets, provide travel time improvements and reliability for existing transit riders in the corridor, and improve transit service for the transit dependent population in Chinatown to access the South Bay areas.

The estimated cost under the Full Funding Grant Agreement (FFGA) is $1,578.3 million. The Section 5309 New Starts funding share is $942.2 million.

Status

FTA approved the Central Subway project into preliminary engineering in July 2002. SFMTA subsequently modified the project alignment and examined alternative tunneling scenarios. A Draft Environmental Impact Statement (EIS) on the Central Subway project was issued in September 2007, and a Final EIS in September 2008. FTA issued the Record of Decision in November 2008. FTA approved the project into final design in January 2010.

SFMTA and FTA entered into an FFGA in October 2012 with revenue operations scheduled for December 2018.

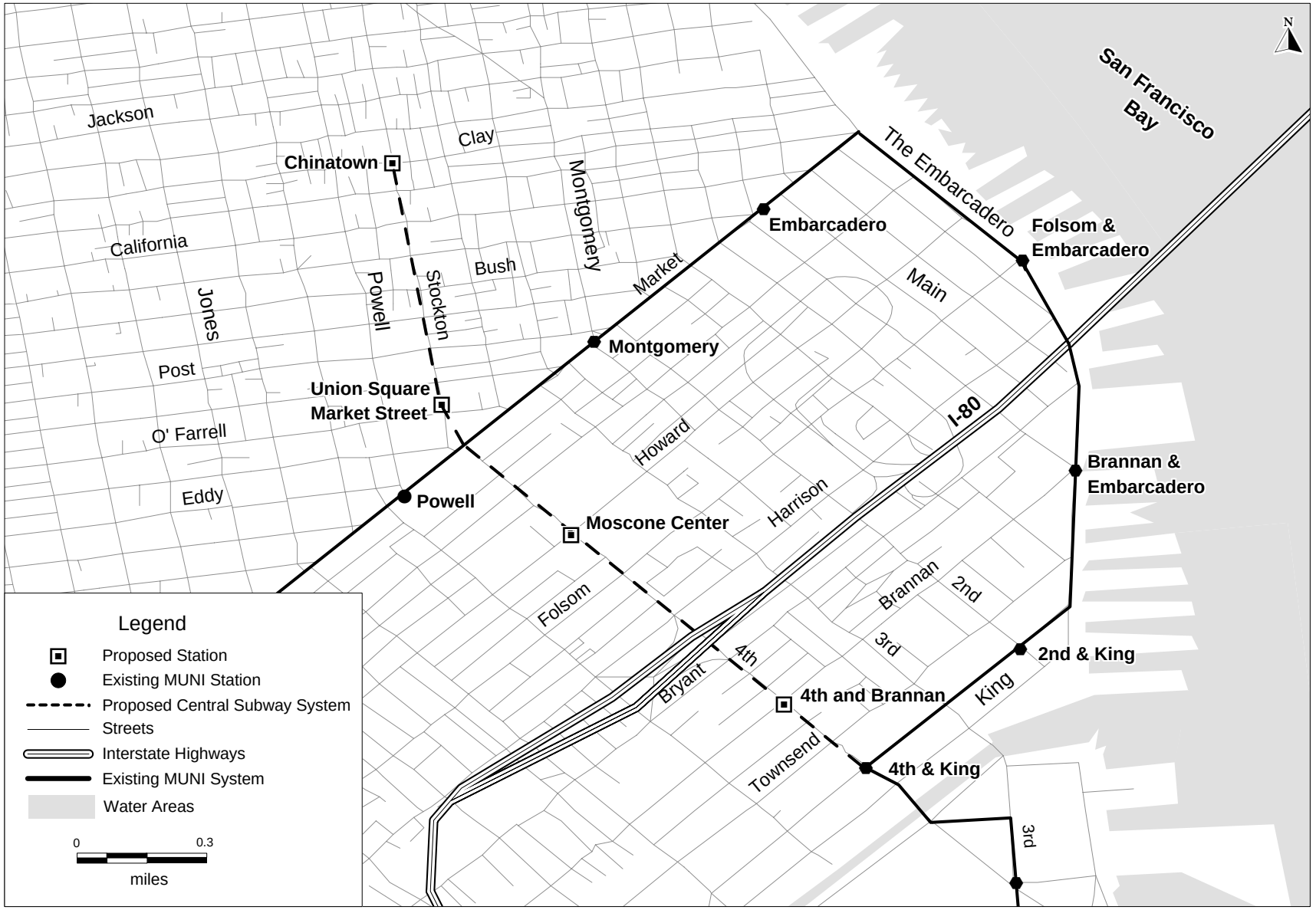
Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Third Street Light Rail Phase 2-Central Subway Project. Through the end of FY 2012, Congress has appropriated a total of $177.4 million for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funds ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts FHWA Flexible Funds (CMAQ)	 $942.20 $41.02	 $177.4 million in total New Starts appropriations through the end of FY 2012
State: Proposition 1A State High-Speed Rail Funds Proposition 1B State Infrastructure Bond Funds Transportation Congestion Relief Program Regional Transportation Improvement Program	 $61.31 $327.51 $14.00 $68.28	
Local: Proposition K Sales Tax Funds	 $123.98	
Total:	**$1,578.30**	

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

Central Subway LRT

San Francisco, California



Van Ness Avenue BRT
San Francisco, California
Project Development
(Rating Assigned November 2012)

Summary Description	
Proposed Project:	Bus Rapid Transit
	2.0 Miles, 8 Stations
Total Capital Cost ($YOE):	$125.63 Million
Section 5309 Small Starts Share ($YOE):	$74.99 Million (59.7%)
Annual Forecast Year Operating Cost:	$27.00 Million
Opening Year Ridership Forecast (2018):	52,400 Average Weekday Trips
	1,600 Daily New Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium

Project Description: The San Francisco County Transportation Authority (SFCTA) and the San Francisco Municipal Transportation Agency (SFMTA) are planning an exclusive lane BRT facility on Van Ness Avenue. The project would be operated by the SFMTA. The project would include dedicated transit lanes originating at the intersection of Van Ness Avenue and Mission Street and extending north to Union Street near Fort Mason and Fisherman's Wharf. In addition to construction of the busway, the project includes traffic signal priority, pedestrian crossings, and the purchase of 38 new vehicles. Service would operate every four minutes during weekday peak periods in 2018, the anticipated opening year of the project.

Project Purpose: The Van Ness Avenue BRT project would introduce rapid transit along a primary north/south transit route in the northern half of San Francisco. The project would reduce travel times, improve service reliability, and provide enhanced customer amenities along the core segment of SFMTA's existing local bus routes 47 and 49. Approximately 46 percent of households in the high-density neighborhoods along Van Ness Avenue do not own cars, relative to 29 percent citywide. The project would improve transit service for these individuals.

Project Development History, Status and Next Steps: Under SAFETEA-LU, FTA approved the Van Ness Avenue BRT project into project development in December 2007. In July 2008, the San Francisco Metropolitan Planning Commission adopted a new long range plan that identified the Van Ness BRT as a Small Starts priority project for the region. A Draft Environmental Impact Statement (EIS) was published in November 2011. The Final EIS and issuance of a Record of Decision are anticipated in early 2013. A Small Starts Grant Agreement is anticipated in early 2015, with revenue service anticipated to begin in early 2018.

Significant Changes Since Last Evaluation (November 2011): SFCTA and SFMTA adopted alignment configuration changes, including right-side boarding at all stations and the removal of one station. As a result of the boarding configuration change, SFMTA will not procure dual-side door buses. Additionally, the number of buses has decreased from 60 to 38 because fewer spares will be needed. The cost savings resulting from these changes were offset by increases in project development costs and contingency. The project's total capital cost estimate is unchanged.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 Small Starts	$74.99	59.7%
FHWA Flexible Funds (STP/CMAQ)	$13.04	10.4%
State:		
State Highway Operation and Protection Program (SHOPP)	$8.44	6.7%
Local:		
Proposition K Sales Tax	$20.52	16.3%
California Pacific Medical Center Development Impact Fees	$2.50	2.0%
Other (local sales taxes and fees)	$6.14	4.9%
Total:	**$125.63**	100.0%

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

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

LAND USE RATING: High

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

- Population density is approximately 110,000 people per square mile in the corridor, corresponding to a high rating according to FTA criteria. Total employment in project station areas is approximately 92,000 jobs.
- The San Francisco Central Business District (CBD) is the densest and most transit accessible downtown on the west coast. The Civic Center area is a major destination area in the city with dense pedestrian and transit-oriented development.

ECONOMIC DEVELOPMENT RATING: High

Transit-Supportive Plans and Policies: Medium-High
(50 percent of Summary 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 Summary 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, CA

Silicon Valley Berryessa Extension Project

San Jose, California

(November 2012)

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

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

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

This extension of the BART system will provide a direct rapid transit connection between Santa Clara County and San Mateo, San Francisco, Contra Costa and Alameda counties. The project will provide increased transit access to and from Santa Clara employment and activity centers for both Santa Clara residents and residents from throughout the San Francisco Bay Area. Regional transit connectivity will be improved by extending and interconnecting BART with VTA light rail and other existing transit services in Santa Clara County. Increasing transit service in the project corridor will provide improved travel alternatives to the severely congested and worsening travel routes of Interstate 880 (I-880) and Interstate 680 (I-680) between Alameda and Santa Clara counties.

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

Status

In November 2000, Santa Clara County voters approved a 30-year one-half cent sales tax to raise funds for extension of BART from Fremont to San Jose. In 2001, VTA conducted a Major Investment Study/Alternatives Analysis for a 16-mile Silicon Valley Rapid Transit Corridor (SVRTC) that would extend BART from Warm Springs (a new BART station currently under construction in 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 (EIS).

On July 23, 2008, the Metropolitan Transportation Commission approved the SVRTC, including the SVBX project, into the financially constrained long range transportation plan. In November 2008, Santa Clara voters approved an additional one-eighth cent sales tax for operation of the SVRTC.

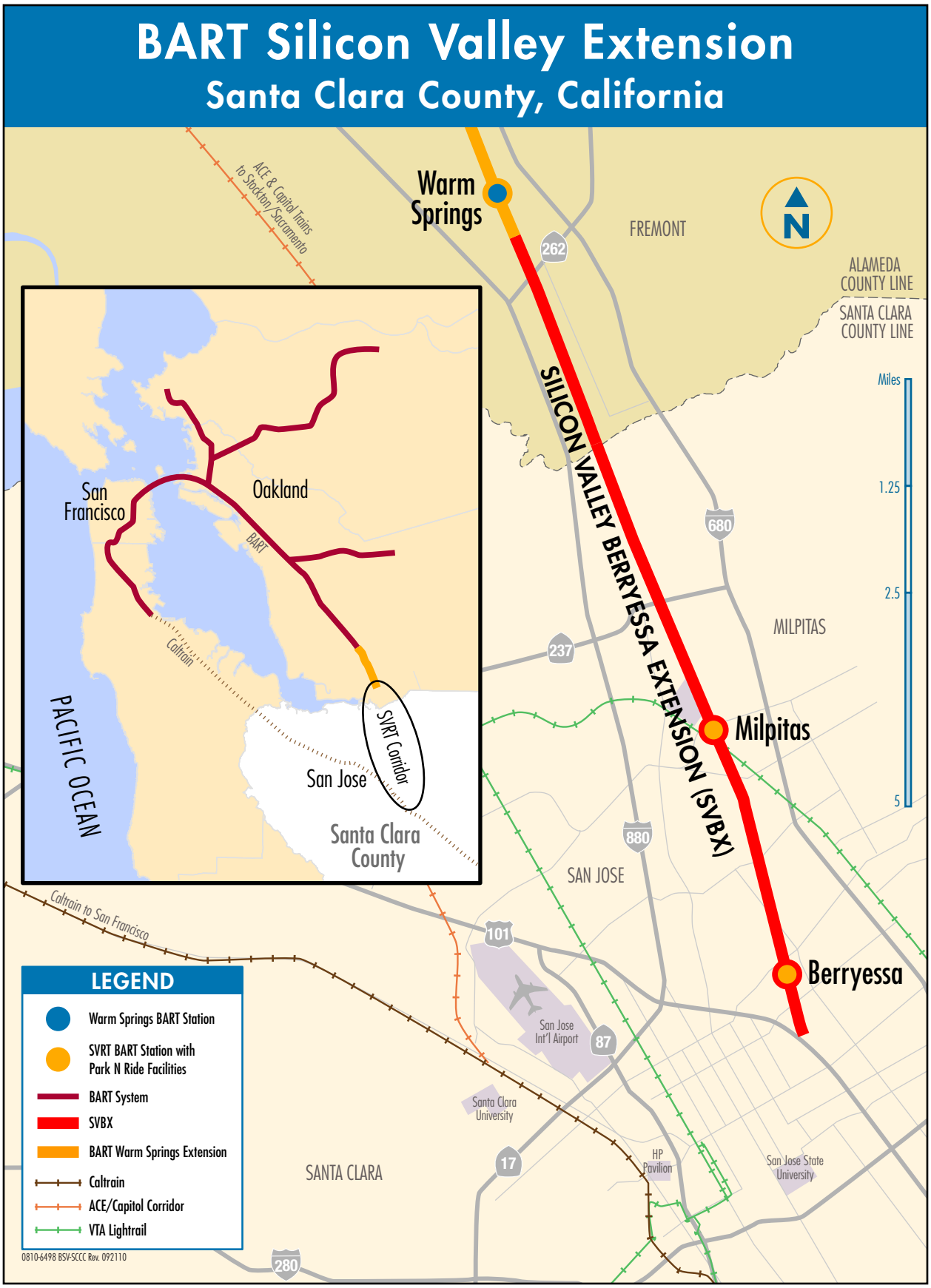
FTA approved the SVBX into preliminary engineering in December 2009. A Final EIS was completed and a Record of Decision for the project was issued in June 2010. FTA approved the project into final design in April 2011.

VTA and FTA entered into an FFGA in March 2012, with revenue operations scheduled for June 2018. Design is progressing alone with permitting, preconstruction surveys and right-of-way procurement. Civil construction is underway along with freight railroad relocation, utility relocation and environmental mitigation activities.

Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Silicon Valley Berryessa Extension (SVBX) project. Through the end of FY 2012, Congress has appropriated a total of $110.82 million for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts FFGA Commitment:	$900.00	$110.82 million in total appropriations through the end of FY 2012.
State: Transportation Congestion Relief Program (Gasoline Tax)	$250.97	
Local: Measure A (1/2-cent Sales Tax)	$1,179.05	
TOTAL	**$2,330.02**	

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


BART Silicon Valley Extension
Santa Clara County, California
Warm Springs
FREMONT
ALAMEDA COUNTY LINE
SANTA CLARA COUNTY LINE
ACE & Capitol Trains to Stockton/Sacramento
SILICON VALLEY BERRYESSA EXTENSION (SVBX)
Milpitas
Berryessa
MILPITAS
SAN JOSE
SANTA CLARA
San Francisco
Oakland
BART
Caltrain
PACIFIC OCEAN
San Jose
SVRT Corridor
Santa Clara County
Caltrain to San Francisco
San Jose Int'l Airport
Santa Clara University
HP Pavilion
San Jose State University
262
680
237
880
101
87
17
280
Miles
1.25
2.5
5
N
LEGEND
Warm Springs BART Station
SVRT BART Station with Park N Ride Facilities
BART System
SVBX
BART Warm Springs Extension
Caltrain
ACE/Capitol Corridor
VTA Lightrail
0810-6498 BSV-SCCC Rev. 092110

Eagle Commuter Rail

Denver, Colorado

(November 2012)

The Denver Regional Transportation District (RTD) is constructing a 13-station, 30.2-mile, Commuter Rail project that consists of two lines: the East Corridor from Denver International Airport (DIA) to Downtown Denver at Denver Union Station (DUS) and the Gold Line from DUS westward to Ward Road in Wheat Ridge. Six stations will be constructed in the East Corridor and seven along the Gold Line. The project includes 44 electric multiple unit vehicles.

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

Current conditions in the East Corridor include a limited number of transportation thoroughfares in the east-west direction, with Interstate 70 being the primary thoroughfare. Existing arterial streets traveling through the corridor are not continuous, making local bus service connecting all consecutive neighborhoods infeasible. Current conditions in the Gold Line Corridor also include a lack of continuous street connections to Downtown Denver, resulting in traffic using congested north-south arterials and Interstates 70 and 25 to access downtown. When completed, the Eagle Commuter Rail project will connect Downtown Denver with the communities of Adams, Arvada and Wheat Ridge to the west and North Park Hill, Stapleton, Aurora/Fitzsimons, Montebello, Gateway and DIA to the east.

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

Status

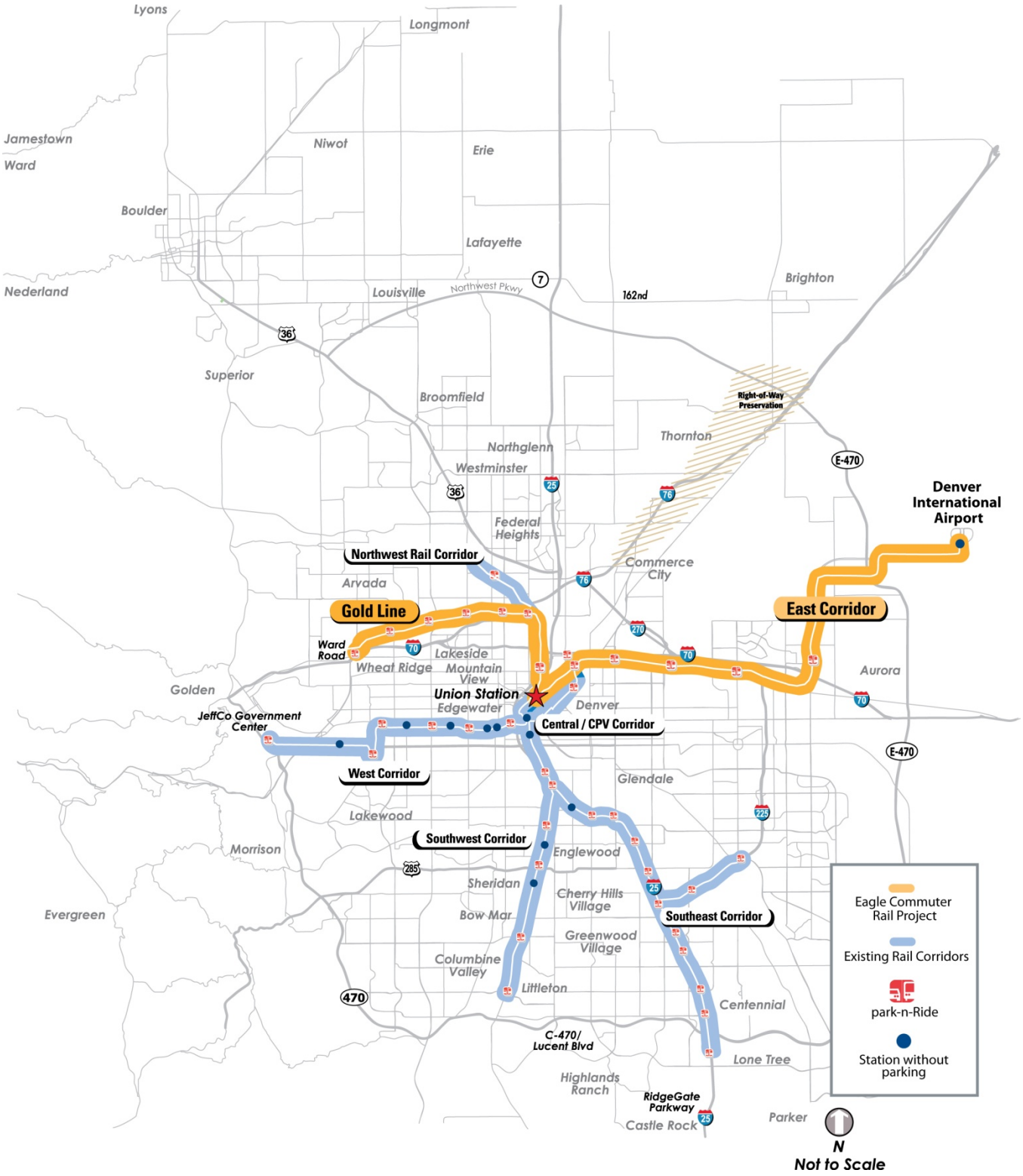
The East Corridor and Gold Line were approved into preliminary engineering in April 2009 as separate projects. Both projects received Records of Decision in November 2009 and approval to enter final design in April 2010. Because RTD will be managing the East Corridor and Gold Line as a single project,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

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

Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Denver Eagle Commuter Rail project. Through the end of FY 2012, Congress has appropriated a total of $225.42 million for the project.

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

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


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

Southeast Extension
Denver, Colorado
Project Development

Summary Description	
Proposed Project:	Light Rail Transit 2.3 Miles, 3 Stations
Total Capital Cost ($YOE):	$210.74 Million
Section 5309 New Starts Share ($YOE):	$92.0 Million (43.7%)
Annual Forecast Year Operating Cost:	$7.0 Million
Ridership Forecast (2035):	19,900 Average Weekday Trips 2,700 Daily New Trips
Opening Year Ridership Forecast (2019):	9,200 Average Weekday Trips

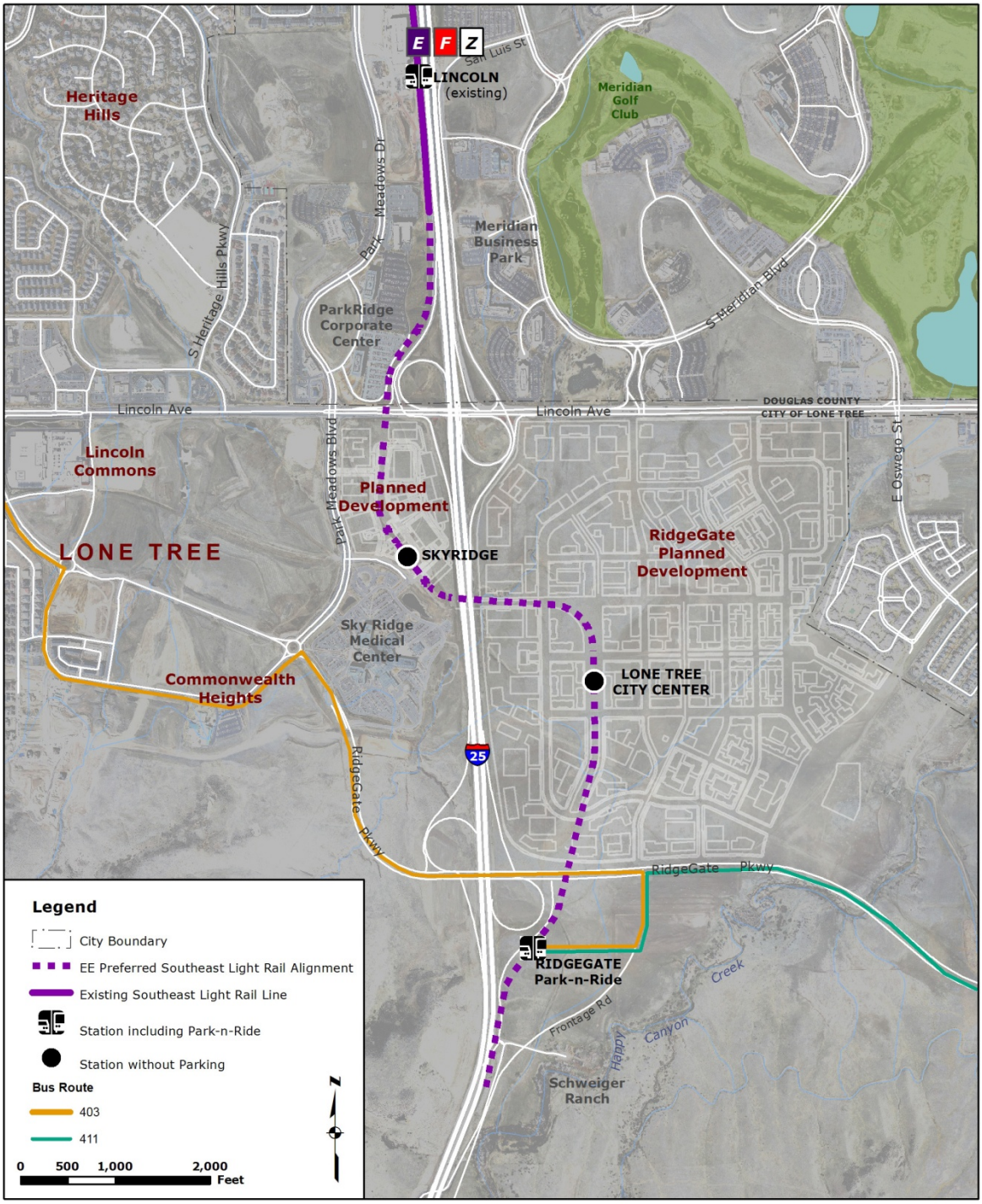
Project Description: The Regional Transportation District (RTD) is proposing a double-track LRT extension in an exclusive guideway from the existing Lincoln Station southeast to RidgeGate Parkway, including the City of Lone Tree in northern Douglas County, in Denver's southern metropolitan area. The proposed project will be an extension of the current Southeast LRT line that was constructed as part of RTD's Transportation Expansion (T-REX) project and is also part of RTD's ongoing FasTracks long range transportation program. Eight (8) new light rail vehicles would be procured as part of the project. Service would be provided every five minutes during weekday peak periods, every six minutes during off-peak periods, every 15 minutes during weekday evenings and every six minutes on weekends.

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

Project Development History, Status and Next Steps: RTD completed an alternatives analysis in the Southeast Corridor in February 2012. LRT was selected as the locally preferred alternative. FTA approved the project into project development in April 2013. An Environmental Assessment is currently underway. RTD expects to complete a Finding of No Significant Impact by fall 2013. RTD anticipates a Full Funding Grant Agreement in 2015, construction to begin in 2016, and initiation of revenue operations in 2019.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$92.00	43.7%
Congestion Mitigation and Air Quality (CMAQ)	$7.50	3.6%
Local:		
Certificates of Participation	$17.36	8.2%
Sales Tax Bonds	$86.36	41.0%
Sales and Use Tax Revenues	$1.88	0.9%
Local Contributions (Donated Right-of-Way, Cash Contributions, etc.)	$5.64	2.6%
Total:	**$210.74**	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.


E
F
Z
LINCOLN
(existing)
San Luis St
Heritage Hills
Meridian Golf Club
Park Meadows Dr
Meridian Business Park
S Heritage Hills Pkwy
ParkRidge Corporate Center
S Meridian Blvd
Lincoln Ave
Lincoln Ave
DOUGLAS COUNTY
CITY OF LONE TREE
E Oswego St
Lincoln Commons
Park Meadows Blvd
Planned Development
LONE TREE
SKYRIDGE
RidgeGate Planned Development
Sky Ridge Medical Center
LONE TREE CITY CENTER
Commonwealth Heights
25
RidgeGate Pkwy
RidgeGate Pkwy
RIDGEGATE
Park-n-Ride
Frontage Rd
Happy Canyon Creek
Schweiger Ranch
Legend
City Boundary
EE Preferred Southeast Light Rail Alignment
Existing Southeast Light Rail Line
Station including Park-n-Ride
Station without Parking
Bus Route
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New Britain – Hartford Busway
Hartford, Connecticut
(November 2012)

The Connecticut Department of Transportation (ConnDOT) is constructing an exclusive-guideway bus rapid transit (BRT) system operating primarily in existing and abandoned railroad right-of-way between Downtown New Britain and Hartford's Union Station. The 9.4-mile busway project will 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 purchase of 31 new buses and construction of six park-and-ride lots and 11 stations along the alignment.

Hours of operation in 2030 will be from 6:00 a.m. to midnight. The multifaceted service plan includes 27 bus routes that will serve the project through on-guideway service (five shuttle routes and two express routes), 16 existing local routes that will provide connections at project stations, and four new feeder routes especially designed to provide connections at project stations. Service headways will vary by project segment. The effective frequency of service between Downtown New Britain and Downtown Hartford will be a bus every six minutes or less during the weekday peak periods. In peak periods, there will be a bus every three minutes between the Elmwood station in West Hartford and Downtown Hartford. The project is expected to serve 16,300 average weekday trips in 2030.

When completed, the project will provide more direct, faster, and reliable transit service in the region's most congested corridor. The existing bus systems in both Hartford and New Britain focus almost entirely on radial travel to their respective downtowns, and only one bus route currently serves both downtowns. The two largest travel markets that will benefit from the project are suburban residents commuting to jobs in Hartford and transit dependents living in Hartford and New Britain. The project is also intended to support economic growth in Downtown Hartford, provide opportunities for small-scale development around transit stations in the corridor, and tap into other smaller travel markets for discretionary or "choice" riders.

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

Status
The 1994 regional transportation plan prepared by the Capitol Region Council of Governments identified the I-84 corridor west of Hartford as one of the metropolitan area's high priority corridors. A major investment study in the corridor was completed in 1999, which resulted in the selection of a BRT system between New Britain and Hartford as the locally preferred alternative.

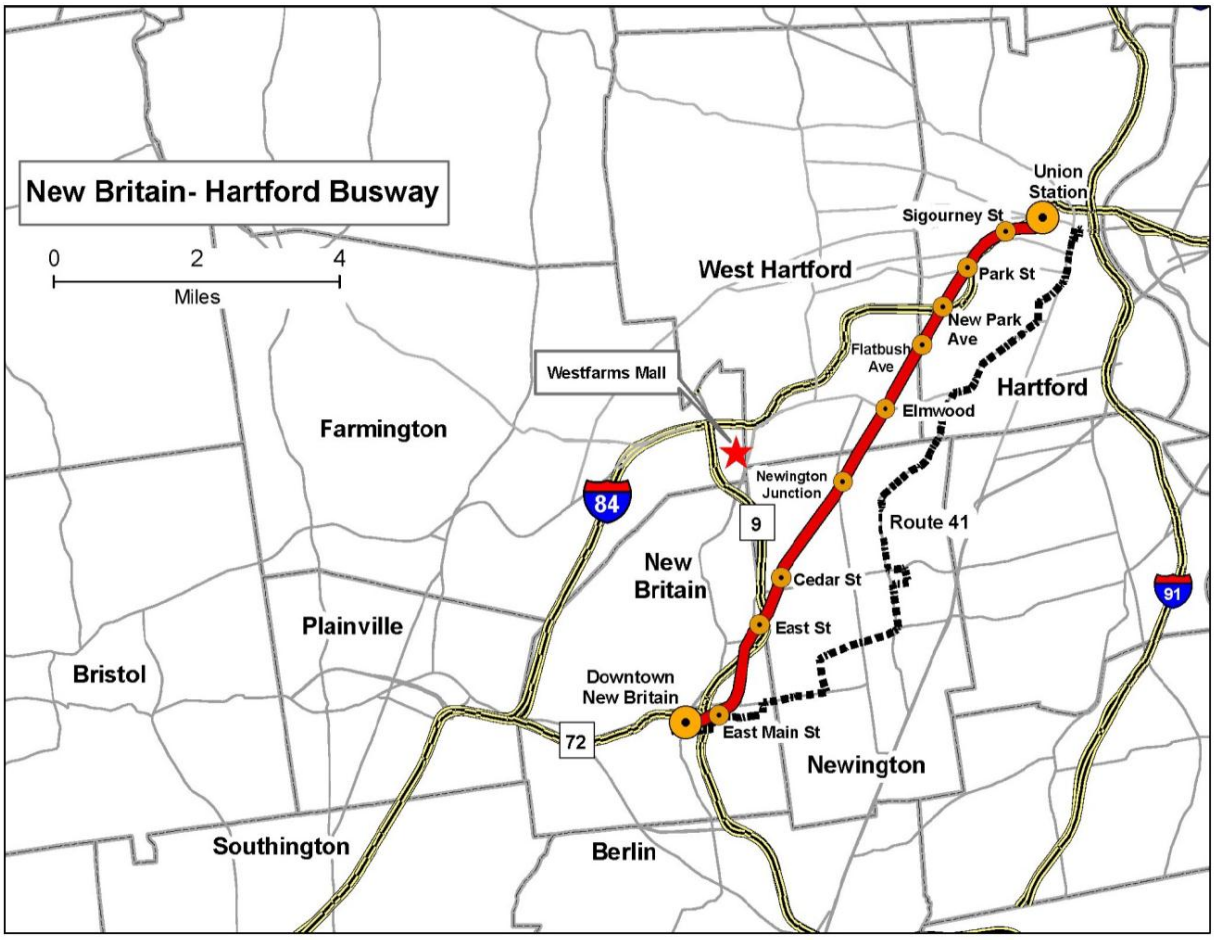
FTA approved the New Britain-Hartford Busway into preliminary engineering in January 2000. The project received a Record of Decision in March 2002. To address changes in the project scope since issuance of the ROD, two re-evaluations of the Final Environmental Impact Statement were conducted in June 2006 and September 2008. FTA approved final design for the project in October 2006. ConnDOT and FTA entered into an FFGA in November 2011 with revenue operations scheduled for April 2015.

Construction activity on the project is progressing well. All construction contracts have been awarded and the project is currently under budget and on schedule. A significant portion of the construction will be completed next year.

Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the New Britain – Hartford Busway project. Through the end of FY 2012, Congress has appropriated a total of $99.15 million for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funds ($million)**	**Appropriations to Date ($million)**
Federal:		
Section 5309 New Starts	$275.30	$99.15 million in total appropriations through the end of FY 2012
Section 5307 Urbanized Area Formula Funds	$18.20	
Section 5309 Fixed Guideway Modernization Funds	$21.18	
Section 5309 Bus Discretionary	$25.92	
FHWA Flexible Funds (CMAQ and STP)	$112.75	
FHWA NHS Funds	$6.00	
State:		
State Transportation Fund	$113.34	
Total:	**$572.69**	

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.


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

Wave Streetcar
Fort Lauderdale, Florida
Project Development

Summary Description	
Proposed Project:	Modern Streetcar 2.7 Miles, 12 Stations
Total Capital Cost ($YOE):	$142.59 Million (includes $2.42 million in finance charges)
Section 5309 Small Starts Share ($YOE):	$49.65 Million (34.8%)
Annual Forecast Year Operating Cost:	$3.01 Million
Opening Year Ridership Forecast (2016):	3,200 Average Weekday Trips

Project Description: The South Florida Regional Transportation Authority (SFRTA), in partnership with the Fort Lauderdale Downtown Development Authority (DDA) and Broward County Transit, is proposing a modern streetcar in Downtown Fort Lauderdale between Northwest 6th Street and Southeast 17th Street. SFRTA would serve as the project sponsor as well as manage design and construction, and Broward County Transit would own and operate the streetcar line. The system would operate in mixed traffic along existing roadways and would utilize transit signal priority. Five modern streetcar vehicles would be purchased. Service would operate seven days a week, with trains running every 7.5 minutes during weekday peak and off-peak periods and every 15 minutes during weekday evenings and weekends.

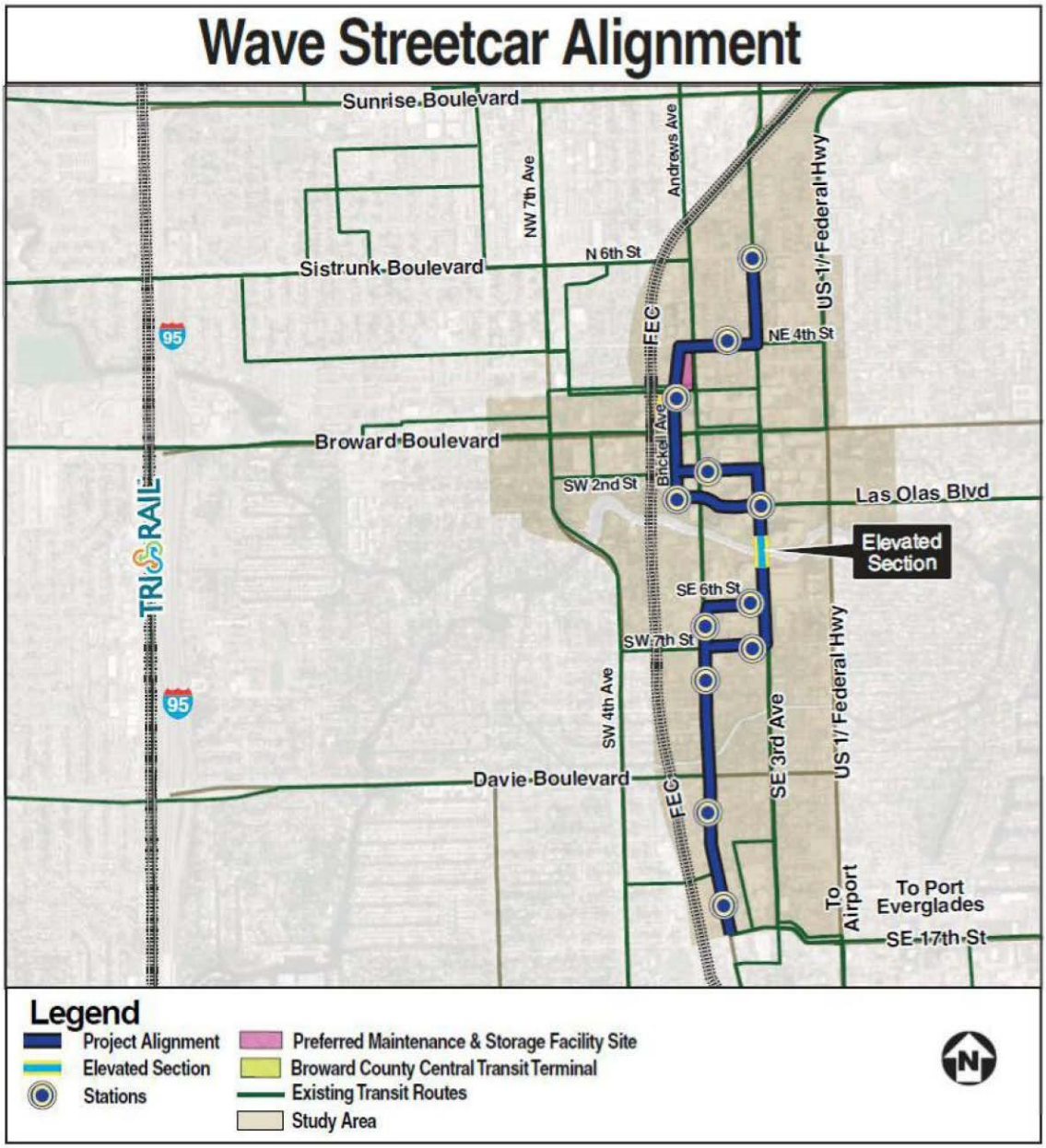
Project Purpose: The Wave Streetcar would connect major employment and primary activity centers in Fort Lauderdale and serve the areas of densest development including Flagler Village, the Downtown Core, South Side Neighborhood, and the Hospital District. Current bus service in the corridor operates every 15 to 60 minutes, with 46 percent of trips made by riders who do not own a car. The Wave Streetcar would provide more frequent service and direct access to currently under-served areas in the project corridor.

Project Development History, Status and Next Steps: The DDA initiated an Alternatives Analysis (AA) in 2005. A modern streetcar was selected as the locally preferred alternative in September 2008. A revised AA was submitted by SFRTA in August 2011 and the project was adopted into the Broward County fiscally-constrained long-range transportation plan in April 2012. In June 2012, the U.S. Department of Transportation awarded an $18 million Transportation Investment Generating Economic Recovery (TIGER) grant for a 1.4-mile subsection of the proposed streetcar project. SFRTA completed an Environmental Assessment in July 2012 and FTA issued a Finding of No Significant Impact in August 2012. FTA approved the entire 2.7-mile project into project development as a Small Start in April 2013. SFRTA anticipates receipt of a Small Starts Grant Agreement in late 2013, start of construction in early 2014, and start of revenue operations in July 2016.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 Small Starts	$49.65	34.8%
TIGER IV	$18.00	12.6%
FHWA Flexible Funds (STP)	$3.50	2.5%
State:		
Florida New Starts Transit Program	$35.73	25.1%
Local:		
City of Fort Lauderdale Cash and Land Contribution	$10.50	7.4%
Special Assessment District	$20.59	14.4%
SFRTA General Fund	$4.62	3.2%
Total:	**$142.59**	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 1-1: Wave Streetcar Project Alignment Map



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

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

Project Description: The Jacksonville Transportation Authority (JTA) is proposing a BRT line that would operate southeast of Downtown Jacksonville to Southside Boulevard. The project would connect to the BRT Phase 1 Downtown project, which is currently under design, and includes transit signal priority, the purchase of eight low-floor, branded, diesel-hybrid vehicles, and a real-time passenger information 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 weekday off-peak periods, and every 30 minutes on weekends.

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

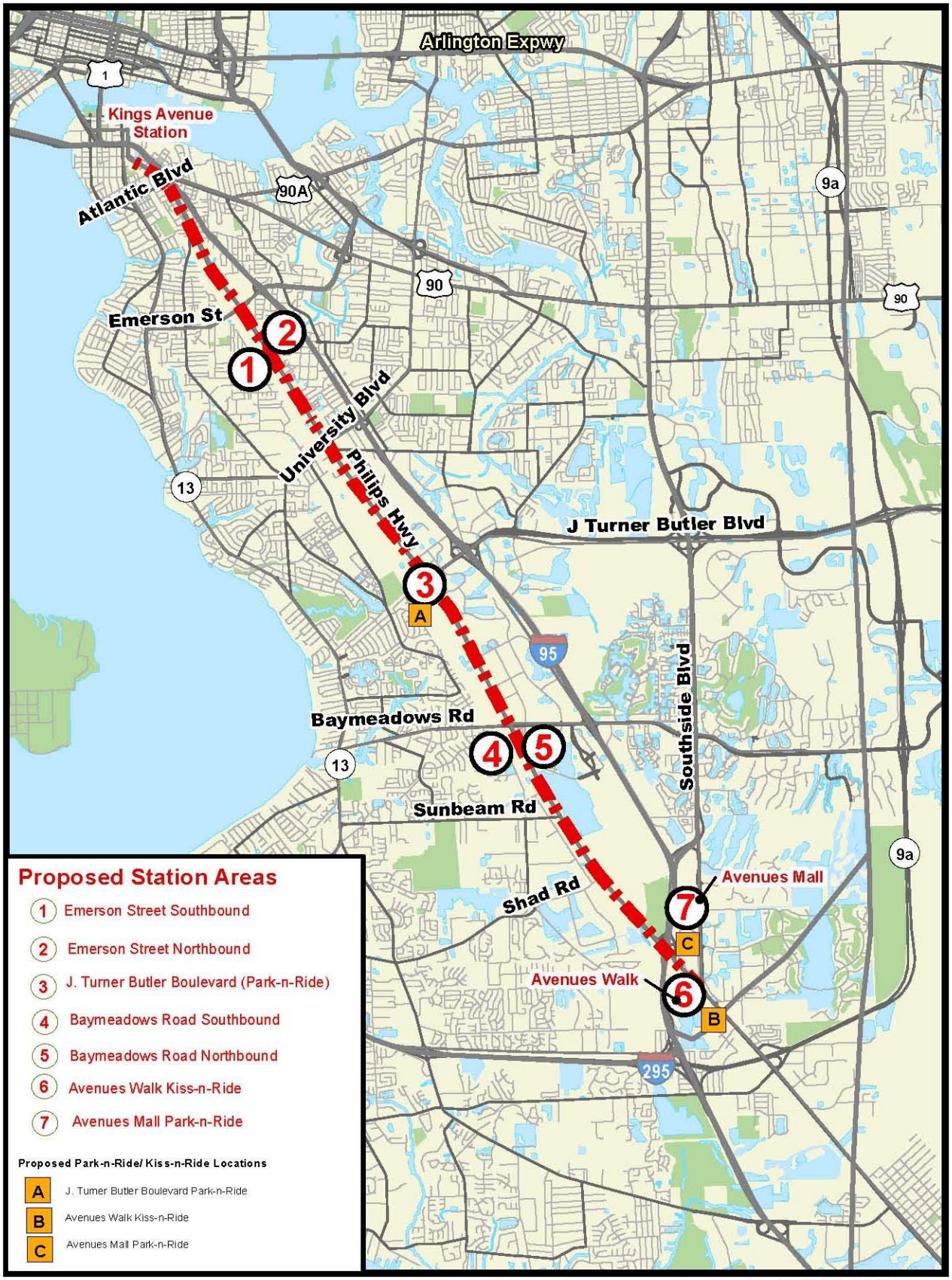
Project Development History, Status and Next Steps: FTA approved the BRT Southeast Corridor project into project development in November 2011. In February 2012, JTA completed an Environmental Assessment for the project. JTA anticipates the receipt of a construction grant in mid-2013, start of construction in mid- 2014, and start of revenue operations in early 2015.

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

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

Figure 2: Project Site Map

Bus Rapid Transit Southeast Corridor Project
Jacksonville, Florida



JACKSONVILLE TRANSPORTATION AUTHORITY

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

Summary Description	
Proposed Project:	Bus Rapid Transit 9.3 Miles, 18 Stations
Total Capital Cost ($YOE):	$33.48 Million
Section 5309 Small Starts Share ($YOE):	$26.79 Million (80.0%)
Annual Forecast Year Operating Cost:	$3.08 Million
Opening Year Ridership Forecast (2014):	4,600 Average Weekday Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Jacksonville Transportation Authority (JTA) is proposing a BRT line that would extend from north of Downtown Jacksonville to Interstate 295. The project would connect to the BRT Phase 1 Downtown project, which is currently under design, 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, and off-board fare collection. Service would operate seven days a week, with 10-minute headways during weekday peak periods, 15-minute headways during weekday off-peak periods and evenings, and every 30 minutes on weekends.

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

Project Development History, Status and Next Steps: FTA approved the BRT North Corridor project into project development in December 2010. JTA completed an Environmental Assessment (EA) and FTA issued a Finding of No Significant Impact (FONSI) in May 2011. In April 2012, JTA completed an environmental re-evaluation of four new stations and five relocated stations along Capper Road under a Supplemental EA. Following the Supplemental EA, FTA issued a FONSI for the entire project in August 2012. JTA anticipates receipt of a Small Starts Grant Agreement in mid- 2013, start of construction in late 2013, and start of revenue operations in October 2014.

Significant Changes Since Last Evaluation (November 2010): The project's capital cost increased from $21.30 million to $33.48 million due to the addition of a park-and-ride lot and an increase in the number of stations from 13 to 18. The amount of Small Starts funding requested increased from $17.04 million to $26.79 million, keeping the requested Federal Small Starts share at 80 percent. Forecast annual operating costs increased from $2.44 million to $3.08 million due to a planned 1.5-hour expansion of weekday operating hours.

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

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

Project Site Map

Bus Rapid Transit Northwest Corridor Project
Jacksonville, Florida

Central Florida Commuter Rail Transit – Initial Operating Segment
Orlando, Florida
(November 2012)

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

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.

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

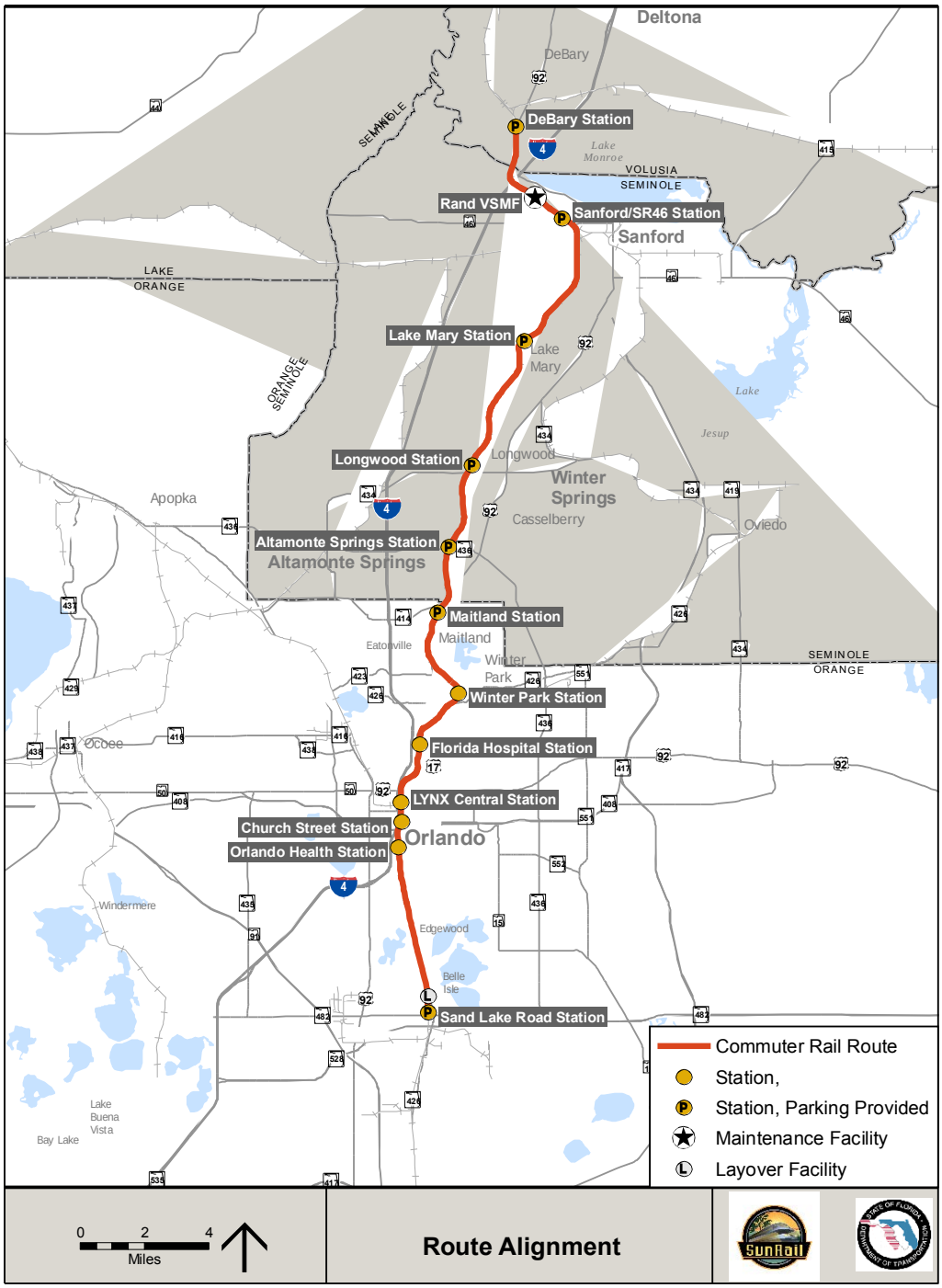
Status
FDOT completed an alternatives analysis on a 61-mile corridor in May 2004. An Environmental Assessment (EA) was prepared for the entire 61-mile corridor in May 2006, with a Finding of No Significant Impact (FONSI) signed by FTA in April 2007. A 54-mile, 15-station project Locally Preferred Alternative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

FDOT and FTA entered into an FFGA in July 2011, with revenue operations scheduled for May 2014. All contracts are in place and all right-of-way acquisition is complete. The project is currently completing design with station and guideway construction, as well as utility relocation underway. Also, equipment procurement (vehicles, ticket vending machines and others) is progressing satisfactorily.

Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the CFCRT project. Through the end of FY 2012, Congress has appropriated a total of $148.53 million for the project.

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

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


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

SunRail Phase II South
Orlando, Florida
Engineering
(Rating Assigned September 2012)

Summary Description	
Proposed Project:	Commuter Rail Transit 17.2 Miles, 4 Stations
Total Capital Cost ($YOE):	$185.00 Million (includes $0.2 million in finance charges)
Section 5309 New Starts Share ($YOE):	$92.50 Million (50.0%)
Annual Forecast Year Operating Cost:	$25.80 Million
Ridership Forecast (2030):	4,300 Average Weekday Trips 1,800 Daily New Trips
Opening Year Ridership Forecast (2017):	1,700 Average Weekday Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium-High

Project Description: The Florida Department of Transportation (FDOT) is proposing to build an extension of its Central Florida Commuter Rail Transit (CFCRT) Initial Operating Segment (IOS) commuter rail line currently under construction. The project corridor extends from Sand Lake Road station, adjacent to the Orlando International Airport, to the Poinciana Boulevard station along the currently owned and maintained existing Central Florida Rail Corridor Railroad right-of-way. The project includes four park-and-ride lots with 615 spaces, six rail vehicles, and a light maintenance facility. Opening year service would be provided with two-car trains every 30 minutes during peak periods and every 120 minutes during off-peak periods. In the forecast year, service would be provided with up to three-car trains every 15 minutes during peak periods and every 30 minutes during off-peak periods.

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

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. Under SAFETEA-LU, FTA approved a 54-mile, 15-station project into preliminary engineering (PE) in March 2007. A Supplemental EA was prepared to assess the potential impacts of several project scope changes and to include a general analysis of the environmental impacts of moving freight from the CSX "A" Line to the "S" Line. FTA issued the Supplemental EA in May 2008, and an addendum to the FONSI was issued by FTA in July 2008. During PE, FDOT decided to pursue entry into final design for only the 32-mile, 12-station IOS project, which was approved into final design in August 2008. A second Supplemental EA was prepared to assess a change in vehicle technology from diesel multiple units to locomotives and passenger cars and to assess changes to several stations. FTA issued the Supplemental EA in April 2010, and another addendum to the FONSI was issued in September 2010.

The SunRail Phase II South project is considered grandfathered into the MAP-21 engineering phase since the environmental review process is completed. FDOT anticipates receipt of a Full Funding Grant Agreement in late 2013, and start of revenue service in 2017.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$92.50	50.0%
State:		
Florida New Starts Transit Program	$46.25	25.0%
State Transportation Trust Fund		
Local:		
Orange County General Fund	$16.30	8.8%
Osceola County General Fund	$27.10	14.6%
Volusia County State Infrastructure Bank Loan	$2.85	1.6%
Total:	**$185.00**	**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.

FL Orlando, SunRail Phase 2 South
(Rating Assigned September 2012)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium-High**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium**	The New Starts share of the project is 50.0 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium-High**	
Capital Condition (25% of capital plan rating)	High	The Florida Department of Transportation (FDOT) does not have a bus fleet. FDOT's general obligation bonds are rated Aa1 by Moody's Investors Service, AAA by Standard and Poor's, and AAA by Fitch Ratings (2011).
Commitment of Funds (25% of capital plan rating)	High	All of the non-Section 5309 New Starts funds are committed. The non-New Starts share will be covered by the Florida State Transportation Trust Fund, general revenues from Orange County, Osceola County, and Volusia County.
Capital Cost Estimates, Assumptions, and Financial Capacity (50% of capital plan rating)	Medium	Assumptions in the capital plan are consistent with historical experience. The project's capital cost estimate is reasonable. The financial plan shows that FDOT has the financial capacity to cover cost increases or funding shortfalls of up to 25 percent of estimated project costs.
Project Operating Financial Plan (30% of summary financial rating)	**Medium-High**	
Operating Condition (25% of operating plan rating)	Medium-High	FDOT's current ratio of assets to liabilities as reported for the State's Transportation Trust Fund in the State of Florida's fiscal year 2011 comprehensive annual financial report was 1.7.
Commitment of Funds (25% of operating plan rating)	High	All operating funding is committed. For the initial seven years of operation, FDOT will fund operating subsidies from the State Transportation Trust Fund. Thereafter, operating subsidies will be funded by the local government partners (counties of Volusia, Seminole, Osceola, Orange and the City of Orlando).
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium	The assumed growth in operating and maintenance expenses is reasonable. Projected farebox recovery ratios and revenue forecasts are reasonable. Projected cash balances and reserve accounts are greater than 12 percent of annual system-wide operating expenses.

SunRail Phase 2 South Commuter Rail Project
Orlando, Florida
Engineering
(Rating assigned in September 2012)

LAND USE RATING: Medium-Low

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

- Land use is highly auto-oriented and lacking in transit-supportive character in all station areas, with the notable exception of the Kissimmee Station, which is located in the small, historic redeveloping downtown section of the city.
- Average population density in all station areas combined is 1,027 persons per square mile (sq.mi.), corresponding to a low rating according to FTA criteria. Total employment in station areas is 7,816. Total employment served by the system, including the Central Business District (CBD), which is a one-seat ride from project station areas, is 121,437, in the upper end of the range for a medium-low rating. Parking supply is ample in all station areas. Parking rates in the Orlando CBD are in the $10 - $15 per day range, corresponding to a medium-high rating.

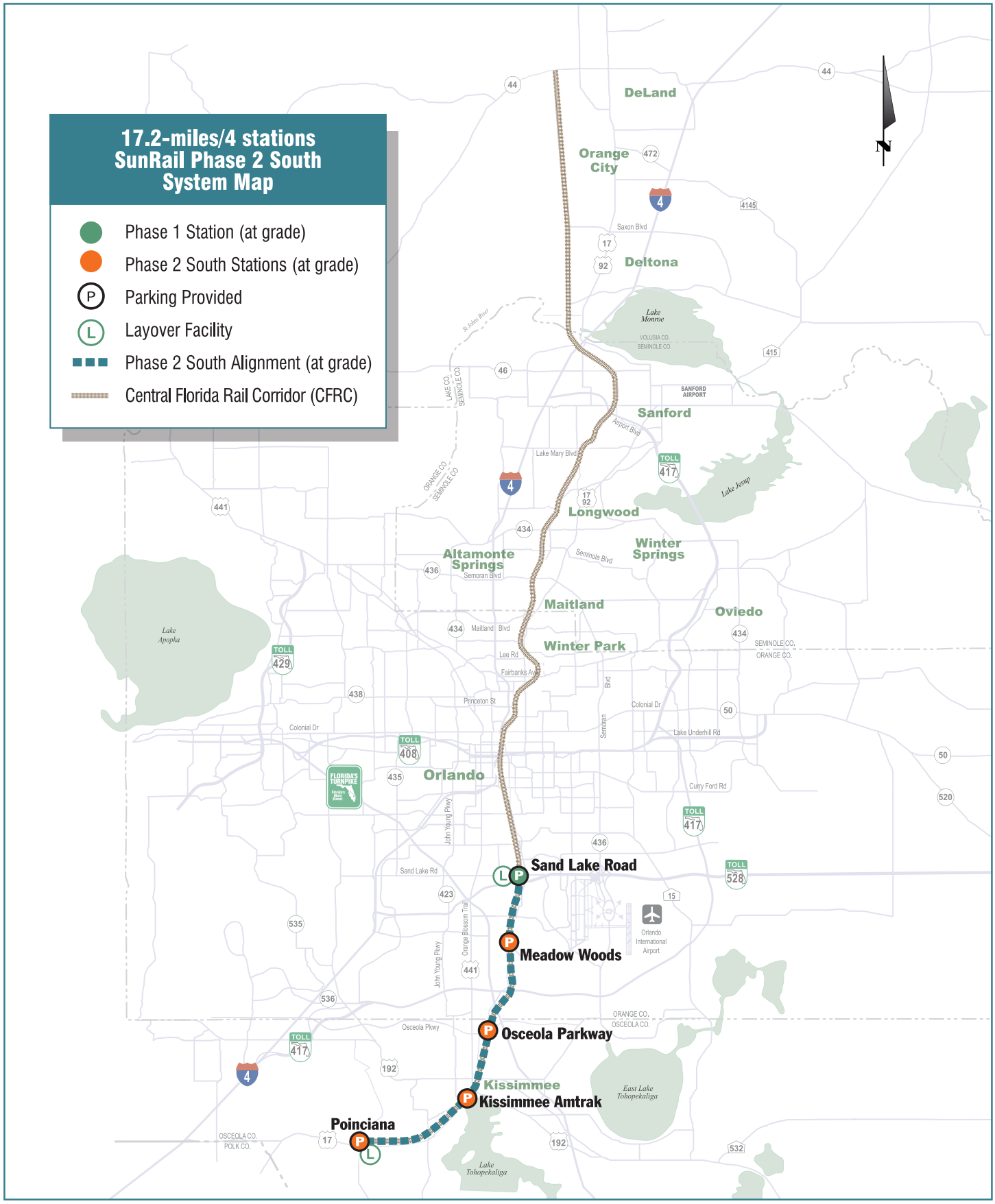
ECONOMIC DEVELOPMENT RATING: Medium

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

- The State of Florida has enacted several strong growth management policies that influence the location and pace of employment and population growth, encouraging transit-supportive development. Counties and municipal governments must adopt legally-binding Comprehensive Land Use Plans. While recent changes in State law provide local governments with increased flexibility in applying planning statutes, several new provisions in the law reduce impediments to redevelopment and concentration of growth at higher densities.
- The Florida Department of Transportation has sponsored transit-oriented development (TOD) planning workshops for all of the project station areas, producing conceptual plans for future development. The visions developed through the workshops increase building densities close to the stations in transit-supportive patterns, with walkable street networks. The land use submittal does not identify policies to limit parking availability.
- The Future Land Use Elements of the Orange and Osceola Comprehensive Plans support compact TOD with increased densities in commuter rail station areas. While zoning currently is compatible with transit-supportive development only in the Kissimmee Station area, TOD Overlay districts will be adopted in the other station areas to implement transit-supportive new and infill development, with higher densities, mixed land use, and transit-supportive streetscapes and building design.

Performance and Impacts of Policies – Medium
(50% of summary economic development rating)

- The submittal identifies several development projects in project station areas and numerous projects within the City of Orlando in Phase 1 station areas that have been completed in recent years or that are under construction.
- All of the station areas offer development opportunities and there are large sections of vacant, developable land in the Osceola Parkway and Poinciana Station areas.
- The project will serve a high-growth corridor in a rapidly-developing metropolitan area. Population and employment are forecast to increase by 43 percent and 44 percent, respectively, in the metropolitan area by 2030 and by 45 percent and 15 percent in project station areas. The City of Orlando is the region's primary business center. The transit investment will support mobility and sustainable, environmentally-friendly development consistent with the region's growth management plans.



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

High Capacity Transit Corridor Project
Honolulu, Hawaii

(November 2012)

The Honolulu Authority for Rapid Transit (HART) is constructing the High-Capacity Transit Corridor Project, a 20-mile rail line that would serve the south shore of Oahu from a western terminus in Kapolei, past Pearl Harbor and Honolulu International Airport, through Downtown Honolulu, to an eastern terminus at Ala Moana Center. The electrified (third rail) line would be almost entirely on elevated structure in existing public rights-of-way – primarily arterial streets. Rail service would extend 20 hours each day with automated trains running every 2.4 minutes in weekday peak periods and every 4.7 minutes during most off-peak hours. The project scope includes 21 stations, 80 light metro rail vehicles, four park and ride facilities with 4,100 spaces, and a maintenance and storage facility. The project is expected to serve 116,000 average weekday trips in 2030.

The project corridor is on the south shore of Oahu and is geographically constrained by the ocean to the south and two mountain ranges to the north. Large numbers of workers commute into Honolulu from the western parts of the corridor and from Central Oahu – located between the two mountain ranges to the north.

Highway travel is carried by the H-1 freeway that extends through the length of the corridor. The H-1 freeway is heavily congested through much of the day, seven days per week. The Honolulu bus system provides high quality service throughout the corridor. Service quality suffers substantially from mixed-traffic operations, and increasing traffic congestion degrades schedule reliability, increases operating costs, and exacerbates the bus-capacity limitations on the highest-ridership bus routes.

The project introduces a fully grade-separated guideway for trains providing frequent, higher-speed transit service. By 2030, the project will reduce average transit travel times from Western and Central Oahu to the urban core to 65 minutes, approximately 29 minutes faster than the baseline alternative.

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

Status

The City completed an alternatives analysis for the corridor in November 2006, and identified an elevated fixed-guideway as a starter project with future extensions both east and west. In May 2007, the Oahu Metropolitan Planning Organization amended the transportation plan for Oahu to include this initial project. In April 2008, the City chose steel-wheel-on-steel-rail as the technology and, in November 2008, a Draft Environmental Impact Statement (EIS) was issued for the project. FTA approved the project into preliminary engineering in October 2009. A Final EIS was published in June 2010, and a Record of Decision issued in January 2011. FTA approved the project into final design in December 2011.

HART and FTA entered into an FFGA in December 2012 with revenue operations scheduled for January 2020.

Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Honolulu High Capacity Transit Corridor Project. Through the end of FY 2012, Congress has appropriated $119.99 million for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts Section 5307 Urbanized Area Formula Funds American Recovery and Reinvestment Act	 $1,550.00 $209.90 $4.00	 $119.99 in total New Starts appropriations through the end of FY 2012
State/Local: General Excise Tax (GET)	 $3,357.79	
Total:	**$5,121.69**	

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


LEGEND
HRTP Guideway
HRTP Station
Park and Ride Access Ramps
Park and Ride
Maintenance and Storage Facility (MSF)
Leeward Community College
Pearl Highlands
Waipahu Transit Center
West Loch
Ho'opili
UH West O'ahu
East Kapolei
Pearlridge
Aloha Stadium
Pearl Harbor Naval Base
Honolulu International Airport
Lagoon Drive
Middle Street Transit Center
Kalihi
Kapalama
Iwilei
Chinatown
Downtown
Civic Center
Kaka'ako
Ala Moana Center
PACIFIC OCEAN
PEARL HARBOR
MAMALA BAY
KEEHI LAGOON
N
0 0.5 1 2 Miles

Green Line Extension
Cambridge to Medford, Massachusetts
Engineering
(Rating Assigned June 2012)

Summary Description	
Proposed Project:	Light Rail Transit 4.3 Miles, 7 Stations
Total Capital Cost ($YOE):	$1,334.62 Million (Includes $218.8 million in finance charges)
Section 5309 New Starts Share ($YOE):	$557.07 Million (41.7%)
Annual Forecast Year Operating Cost:	$47.00 Million
Ridership Forecast (2030):	44,800 Average Weekday Trips 7,000 Daily New Trips
Opening Year Ridership Forecast (2019):	39,100 Average Weekday Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Massachusetts Department of Transportation (MassDOT) and the Massachusetts Bay Transportation Authority (MBTA) are jointly proposing to extend the existing Green Line LRT route from a relocated Lechmere Station in Cambridge to College Avenue in Medford. The GLX will operate on the exclusive right-of-way of the MBTA Commuter Rail System, adjacent to existing commuter rail service. The project includes six at-grade stations and one elevated station; three miles of at-grade guideway and 1.3 miles of elevated guideway; reconstruction of eight bridge structures to maintain grade separation on the route; and the purchase of 24 light rail vehicles. Service will be provided twenty hours per day, seven days per week. Service will operate every five- to six minutes during weekday peak periods, every seven to ten minutes during weekend peak periods, and every nine to 14 minutes during off peak periods.

Project Purpose: The GLX project will improve mobility for residents of Cambridge, Somerville and Medford by providing a one-seat transit ride to Downtown Boston and the greater Boston metropolitan area. It will serve some of the region's most densely populated communities not currently served by rail transit. Approximately 80,300 residents live within one-half mile of proposed stations, 26 percent of whom do not own or have access to an automobile. The project will reduce transit travel time in the project corridor by approximately 13 to 17 minutes because it will be built on fully grade-separated right-of-way through congested built-up neighborhoods, eliminating the need for passengers to make bus-to-rail transfers. The GLX project is a requirement contained in the Massachusetts Department of Environmental Protection's State Implementation Plan to comply with Federal Clean Air Act standards. The project also fulfills a longstanding commitment to improve air quality and increase public transportation in Boston as a mitigation measure for the Boston Central Artery/Highway Tunnel project that was completed in 2007.

Project Development History, Status and Next Steps: Following publication of the draft Alternatives Analysis, "Beyond Lechmere Northwest Corridor Study," the Massachusetts Executive Office of Transportation (now MassDOT) identified the GLX project as the locally preferred alternative in August 2005. The Boston Metropolitan Planning Organization approved the project into the financially constrained long-range regional transportation plan in September 2009. An Environmental Assessment of the project was published in October 2011, with a Finding of No Significant Impact issued in July 2012. Under SAFETEA-LU, FTA approved the GLX project into preliminary engineering in June 2012.

The project is considered grandfathered into the MAP-21 engineering phase since the environmental review process is completed. MBTA anticipates receipt of a Full Funding Grant Agreement in 2014 and start of revenue service in 2019.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 New Starts	$557.07	41.7%
State: Commonwealth Bond Funding (Backed by Commonwealth General Funds)	$558.75	41.9%
Commonwealth Transportation Fund	$218.80	16.4%
Total:	**$1,334.62**	**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.

MA, Cambridge to Medford, Green Line Extension
(Rating Assigned June 2012)

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 41.7 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium	The average age of the bus fleet is 8.8 years, which is higher than the industry average. The Massachusetts Bay Transportation Authority's (MBTA's) most recent bond ratings, issued December 2010, are as follows: Moody's, Aa1; and Standard & Poor's, AAA. The Commonwealth of Massachusetts' most recent bond ratings, issued September 2011, are as follows: Moody's, Aa1; Fitch, AA+; and Standard & Poor's, AA+.
Commitment of Funds (25% of capital plan rating)	High	All of the non-Section 5309 New Starts funds are committed or budgeted. Sources of funds include Commonwealth bond funding backed by the Commonwealth's general funds and funding from the Commonwealth Transportation Fund.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	MBTA's assumption of debt by the Commonwealth to fund existing state of good repair needs and assumptions for new revenue sources requiring significant hurdles to implement are optimistic. The capital cost estimate is reasonable. MBTA has a reasonable 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)	Low	MBTA's current ratio of assets to liabilities as reported in its most recent audited financial statement is 0.49. There have been no service cutbacks, but historical cash flows show several years of revenue shortfalls.
Commitment of Funds	Medium	Over 50 percent of operating funds is existing and committed or budgeted. The

(25% of operating plan rating)		remainder of the funds is planned. These committed, budgeted or planned sources include farebox revenues, dedicated sales tax revenues, dedicated local property assessments, Commonwealth contract assistance, Vehicle Miles Traveled fee revenue, and casino revenues.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium	Assumed farebox revenues, farebox recovery, and operating and maintenance costs are consistent with historical experience. Several new proposed sources of operating revenues are optimistic. Projected cash balances and reserve accounts exceed 12 percent (1.5 months) of annual system-wide operating expenses.

Green Line Extension
Cambridge to Medford, Massachusetts
Engineering
(Rating Assigned in June 2012)

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 in all station areas is 19,500 persons per square mile, rating "high" according to FTA benchmarks. Total employment within the seven project station areas is 35,700. The project, however, will provide a one-seat ride to the Boston Central Business District (CBD), where there are 310,900 jobs, resulting in total employment served by the project of 346,600 ("high" by FTA guidelines).
- Compact, traditional residential neighborhoods, interspersed with small urban retail commercial centers, typify the corridor. Most station area development pre-dates the automobile age and conforms to transit-supportive patterns. Residences generally are closely spaced, two-family and triple-decker houses, with sidewalks, minimal setbacks, and street trees. Sections of the Relocated Lechmere and Washington Street Station areas are industrial or include large vacant lots and rail yards. Newer residential development consists primarily of mid-to-high-rise buildings. The immediate environs of stations generally have less transit-supportive development and street-level activity, because the stations are located adjacent to existing commuter rail lines.
- Typical daily parking rates in Downtown Boston exceed $30, rating "high" according to FTA benchmarks.

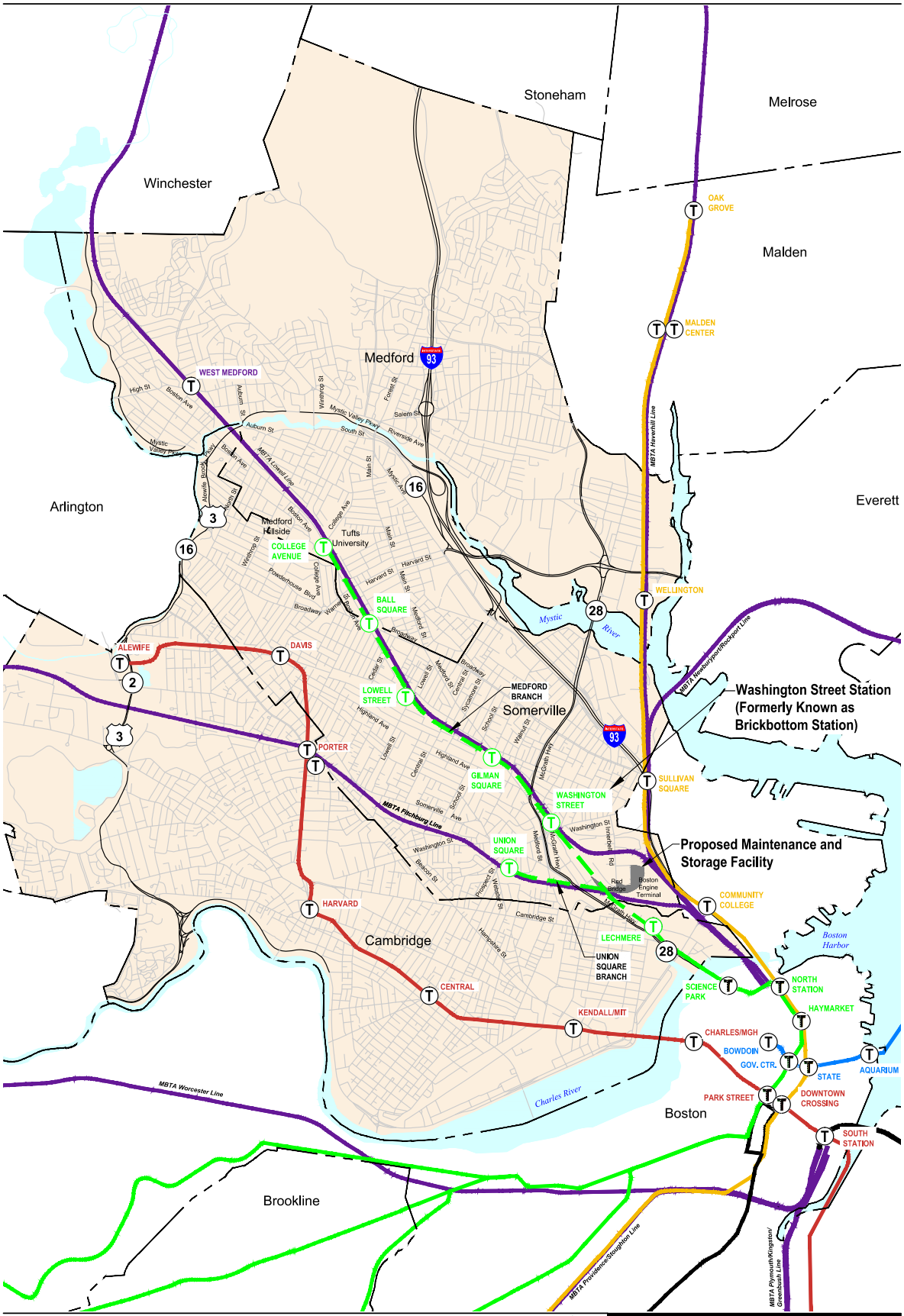
ECONOMIC DEVELOPMENT RATING: Medium-High

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

- State policies support the concentration of growth around established activity centers and major transit facilities. Programs implementing these policies provide financial incentives to communities that create districts allowing high-density mixed-use development, particularly in areas close to transit stations. The citywide plans of corridor communities support channeling growth along the Green Line Extension corridor.
- While most project station areas are largely built-out, the corridor communities have detailed plans for the redevelopment of areas near several stations where there currently is older industrial development that no longer is a productive use of available land. These plans promote development with transit-supportive characteristics: high densities, mixed uses, street-front retail, and vertical zoning in commercial areas near transit stations. Grassroots, non-profit organizations are dedicated to redeveloping the traditional commercial districts in several station areas.
- Existing zoning throughout most of the station areas already supports moderate-to-high density mixed use development in many districts. Recent zoning changes have been implemented or are being formulated for developing or redeveloping sections of several station areas. These zoning changes support mixed-use development, require walkable street networks, and reduce minimum parking requirements.
- The Commonwealth of Massachusetts provides a number of financial incentives to implement growth management policies, including direct payments to municipalities that adopt smart growth overlay zoning districts and issue building permits for residential development in areas surrounding transit stations. The cities of Cambridge and Somerville provide financial support for façade and storefront improvements to invigorate neighborhood commercial centers.

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

- The submittal identifies several large-scale projects that have been completed or are under construction in station areas and a dozen large planned or proposed development projects.
- The corridor has a strong base in growing economic sectors, including education, information technology, and the life sciences. Employment in station areas is forecast to increase by approximately 15 percent by 2030. The corridor's capacity to accommodate additional development depends on the improvement in transportation access that would be provided by the Green Line Extension.



massDOT GLX

Green Line Extension Project

Figure 1.1-2

Proposed Action

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Baltimore Red Line
Baltimore, Maryland
Project Development
(Rating Assigned November 2012)

Summary Description	
Proposed Project:	Light Rail Transit 14.1 Miles, 19 Stations
Total Capital Cost ($YOE):	$2,574.80 Million
Section 5309 New Starts Share ($YOE):	$1,250.00 Million (48.5%)
Annual Forecast Year Operating Cost:	$68.00 Million
Ridership Forecast (2035):	54,500 Average Weekday Trips 11,200 Daily New Trips
Opening Year Ridership Forecast (2021):	48,100 Average Weekday Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium

Project Description: The Maryland Transit Administration (MTA) proposes to build the Baltimore Red Line, a LRT line between Woodlawn in suburban Baltimore County through Downtown Baltimore, and terminating in Bayview in east Baltimore City. The Red Line would operate parallel to, or on or under Interstate Highway 70 and U.S. Route 40 on the west, several arterial streets in Downtown Baltimore, and the Norfolk Southern railroad right-of-way on the east end of the route. Most of the alignment is proposed to be a dedicated transitway in the median of existing streets, with approximately four miles of tunnel through downtown and one mile of tunnel under Cooks Lane toward the western end of the route. The project includes 14 at-grade stations and five underground stations; five park-and-ride facilities with 2,900 spaces; 28 light rail vehicles; and a rail car storage and heavy maintenance facility. Service would be provided twenty hours per day every seven- to ten-minutes during peak periods and every ten- to 15-minutes during off-peak periods.

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

Project Development History, Status and Next Steps: Following publication of the draft alternatives analysis and Draft Environmental Impact Statement (EIS) in September 2008, the State of Maryland selected as the locally preferred alternative (LPA) a LRT line from Woodlawn to the Bayview Medical

Center in August 2009. The Baltimore Regional Transportation Board approved the Red Line LPA into the financially constrained long-range regional transportation plan in July 2010. Under SAFETEA-LU, FTA approved the Baltimore Red Line into preliminary engineering in June 2011. Under MAP-21, the project is considered to be in the project development phase. The Final EIS was published in December 2012, and a Record of Decision in was issued on February 28, 2013. MTA anticipates receipt of a Full Funding Grant Agreement in mid-2014, and start of revenue service in late 2021. The Red Line was included in a Federal program of High-Priority Infrastructure Projects for expedited environmental review in 2013.

Significant Changes Since Last Evaluation (May 2011): Project design has been refined to eliminate one station and to lengthen the tunnel segment through Downtown Baltimore by approximately one mile to avoid surface traffic congestion. The number of light rail vehicles to be purchased was reduced from 38 to 28 to reflect the number of passengers expected in the opening year of the project instead of the forecast year, and due to refined assessment of the schedule for vehicle operations. Average weekday passenger trips expected on the project, including the number of new daily trips, has declined slightly due to changes in projected demographic characteristics. The project's capital cost estimate has increased from $2,219.25 million to $2,574.80 million due to increased tunneling, higher costs for train control, power supply, and communication systems than were previously estimated. The anticipated New Starts funding amount has increased from $1,109.00 million (50.0 percent of project cost) to $1,250.00 million (48.5 percent of project cost).

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 New Starts	$1,250.00	48.5%
State: Maryland Transportation Trust Fund	$1,324.80	51.5%
Total:	**$2,574.80**	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.

MD, Baltimore Red Line
(Rating Assigned November 2012)

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 49.5 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium-High	The average bus fleet age is 7.0 years, which is in-line with the industry average. The most recent bond ratings, issued in June 2010, are as follows: Moody's Investors Service, Aa1; Fitch's, AA+; and Standard & Poor's Corporation, AAA.
Commitment of Capital Funds (25% of capital plan rating)	Medium	18.4 percent of non-Section 5309 New Starts funds are committed. The remaining funds, to be programmed from the Transportation Trust Fund (TTF), are planned.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	Revenue assumptions are optimistic when compared with historical data. The capital cost estimate is optimistic. The financial plan shows that the Maryland Transit Administration, along with the Maryland Department of Transportation (MDOT), 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	The MDOT's current ratio of assets to liabilities, as reported in the TTF's most recent audited financial statements (June 2011), is 1.49. There have been no service cutbacks, but the TTF has had cash flow shortfalls for the past three years.
Commitment of Operating Funds (25% of operating plan rating)	High	All operating funds are committed. The strength of the commitment is underscored by MDOT's policy to fund operations first.
Operating Cost Estimates, Assumptions and Financial Capacity (50% of operating plan rating)	Medium-Low	Assumed growth in operating costs and farebox collections is optimistic compared to historical experience. Projected cash balances and reserve accounts are less than 8 percent (1 month) of annual system-wide operating costs.

Baltimore Red Line

Baltimore, Maryland
Project Development
(Rating Assigned May 2011)

LAND USE RATING: Medium-High

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

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

ECONOMIC DEVELOPMENT RATING: Medium-High

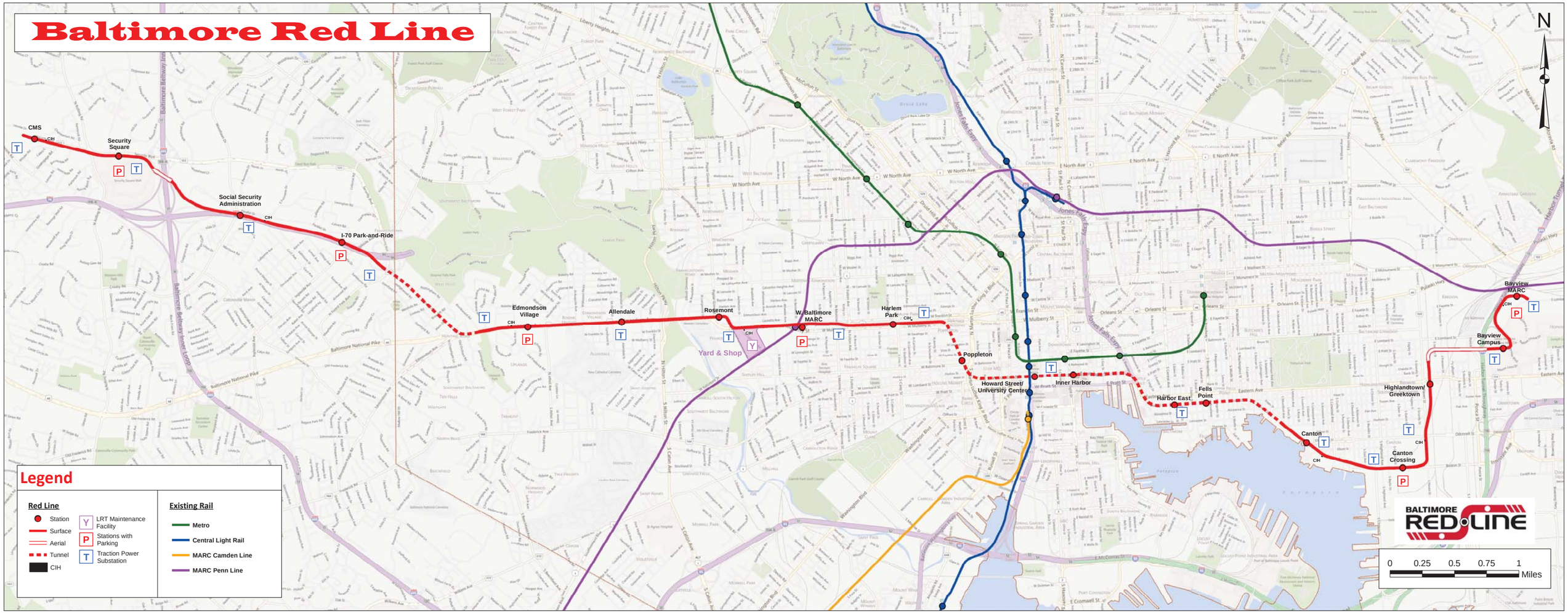
Transit-Supportive Plans and Policies: Medium-High
(50 percent of Economic Development Rating)

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

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

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

Baltimore Red Line



Maryland National Capital Purple Line
Bethesda to New Carrollton, Maryland
Project Development
(Rating Assigned November 2012)

Summary Description	
Proposed Project:	Light Rail Transit
	16.2 Miles, 21 Stations
Total Capital Cost ($YOE):	$2,151.66 Million
Section 5309 New Starts Share ($YOE):	$1,053.00 Million (48.9%)
Annual Forecast Year Operating Cost:	$69.00 Million
Ridership Forecast (2030):	60,100 Average Weekday Trips
	15,900 Daily New Trips
Opening Year Ridership Forecast (2020):	51,200 Average Weekday Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Maryland Transit Administration (MTA) proposes to build the Maryland National Capital Purple Line, a LRT line between Bethesda in Montgomery County and New Carrollton in Prince George's County, passing through Silver Spring, Takoma/Langley Park, College Park/University of Maryland, and Riverdale. The route would cross several major arterial roadways and existing transit routes that travel between Maryland and Washington, DC, inside the National Capital Beltway (Interstate 495). The project would include dedicated or semi-exclusive guideway on surface streets that allow cross traffic. The route would include approximately three miles of semi-exclusive guideway on the Georgetown Branch right-of-way, an abandoned railroad corridor between Bethesda and Silver Spring. The project includes 16 at-grade stations, three elevated stations, and two below-grade stations; the purchase of 55 light rail vehicles; and construction of two rail car storage and maintenance facilities. The project does not include any new park-and-ride facilities. Service would be provided 20 hours per day on weekdays and weekends, every six minutes during peak periods, and every 10- to 20-minutes during off-peak periods.

Project Purpose: The Purple Line would provide fast and reliable transit service in this cross-county corridor, improving access to several business districts and activity centers along the route. It would connect passengers via transfers to existing radial transit routes including branches of the Washington Metropolitan Area Transit Authority's Red, Green, and Orange subway lines. The project would also connect with three of the Maryland Area Regional Commuter rail lines at Silver Spring, Greenbelt, and New Carrollton, and with Amtrak on the Northeast Corridor at New Carrollton. While the project corridor has extensive radial transit service crossing the proposed route, the only existing transit available for travel along the length of the corridor is bus service, which is slow and unreliable – much of it operating at less than 10 miles per hour on circuitous routes. The proposed Purple Line is expected to provide significant travel time savings. For example, a peak period bus trip on parallel roads between Bethesda and Silver Spring would take 40 minutes in 2030, while the same trip on the Purple Line is estimated to take only 10 minutes.

Project Development History, Status and Next Steps: Following publication of the draft alternatives analysis and Draft Environmental Impact Statement (EIS) in October 2008, the State of Maryland selected as the locally preferred alternative an LRT line between Bethesda and New Carrollton in August 2009. The National Capital Region Transportation Planning Board approved the Purple Line

into the financially constrained long-range regional transportation plan, including updated capital cost estimates for the project, in October 2009 and May 2011. Under SAFETEA-LU, FTA approved the National Capital Purple Line into preliminary engineering in October 2011. Under MAP-21, the project is considered to be in the project development phase since the environmental review process is not yet complete. MTA anticipates approval of the Final EIS in early 2013, receipt of a Record of Decision in mid-2013, receipt of a Full Funding Grant Agreement in late 2014, and start of revenue service in late 2020.

Significant Changes Since Last Evaluation (September 2011): Project capital costs have increased from $1,925.46 million to $2,151.66 million primarily due to increased train control, power supply and communications system costs than previously estimated. Also, additional utility relocation requirements and state storm water regulations were recently identified that were not previously anticipated that impacted the project's previous capital cost estimate. The annual operating cost of the project increased from $58 million to $69 million due to an updated assessment of the project's operating plan, resulting in increased vehicle miles and hours of operation. The requested New Starts funding amount increased from $962.6 million to $1.05 billion. The New Starts share decreased from 50 percent to 48.9 percent.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 New Starts	$1,053.00	48.9%
State: Maryland Transportation Trust Fund (TTF)	$1,098.66	51.1%
Total:	**$2,151.66**	100.0%

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

MD, Maryland National Capital Purple Line
(Rating Assigned November 2012)

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 48.9 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium-High	The average bus fleet age is 7.2 years, which is in-line with the industry average. The most recent bond ratings, issued in June 2010, are as follows: Moody's Investors Service, Aa1; Fitch's, AA+; and Standard & Poor's Corporation, AAA.
Commitment of Capital Funds (25% of capital plan rating)	Medium	Approximately 16.8 percent of non-Section 5309 New Starts funds are committed. The remaining funds, to be programmed from the Transportation Trust Fund (TTF), are planned.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	Revenue assumptions are optimistic when compared with historical data. The capital cost estimate is optimistic. The financial plan shows that MTA, along with the Maryland Department of Transportation (MDOT), 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	The MDOT's current ratio of assets to liabilities as reported in the TTF's most recent audited financial statements (June 2011) is 1.49. There have been no service cutbacks, but the TTF has had cash flow shortfalls for the past three years.
Commitment of Operating Funds (25% of operating plan rating)	High	All operating funds are committed. The strength of the commitment is underscored by MDOT's policy to fund operations first.
Operating Cost Estimates, Assumptions and Financial Capacity (50% of operating plan rating)	Medium-Low	Assumed growth in operating expenses and farebox collections is optimistic when compared to historical experience. Projected cash balances and reserve accounts are less than 8 percent (1 month) of annual system-wide operating expenses.

Maryland National Capital Purple Line

Bethesda to New Carrollton, Maryland

Project Development

(Rating Assigned September 2011)

LAND USE RATING: Medium

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

- Average population density in all station areas is estimated at 8,200 persons per square mile, corresponding to a medium rating according to FTA criteria. Total employment within the project station areas is approximately 141,800, corresponding to a medium rating.
- The project corridor connects the inner ring suburbs north of Washington, D.C. Land use ranges from the Bethesda and Silver Spring central business districts (CBDs) to the University of Maryland campus, with other proposed station areas dominated by strip commercial development and residential neighborhoods of single family homes, garden apartments, townhouses, and intermittent high-rise apartment/condominium buildings. The character of land use is transit-supportive only in the three proposed station areas in Bethesda and Silver Spring.
- Parking supply is constrained in the Bethesda and Silver Spring CBDs. However, free parking generally is available in most of the other planned station areas. The daily parking rate is in the $10-$15 range in the Bethesda CBD, generally corresponding to a medium-high rating and $8 in the Silver Spring CBD, which corresponds to a medium rating.

ECONOMIC DEVELOPMENT RATING: Medium-High

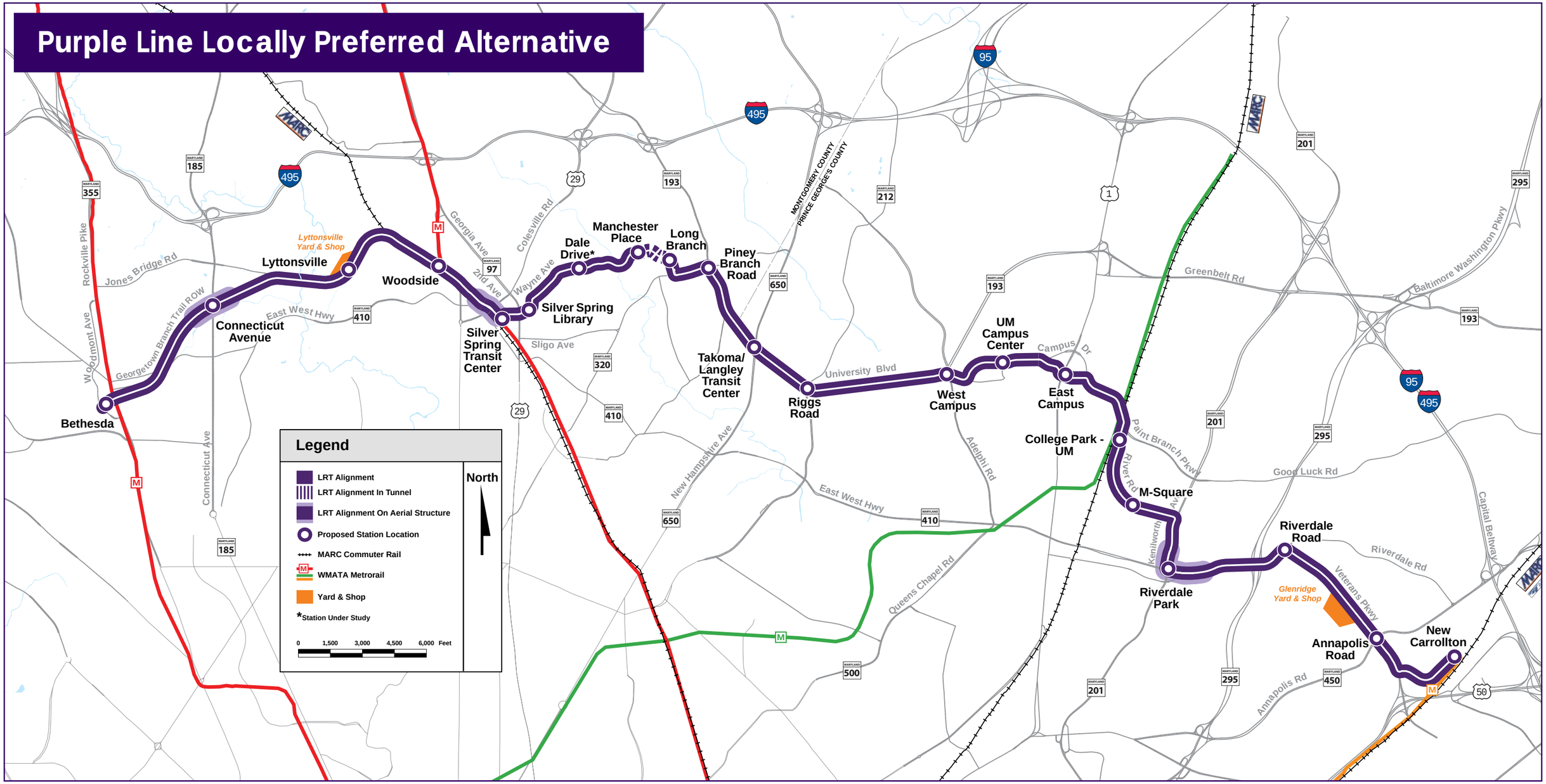
Transit-Supportive Plans and Policies: Medium-High
(50 percent of Summary Economic Development Rating)

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

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

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

Purple Line Locally Preferred Alternative



Silver Line BRT
Grand Rapids, Michigan
(November 2012)

The Interurban Transit Partnership (ITP) is constructing a 9.6-mile bus rapid transit (BRT) line along Division Avenue from the Grand Rapids central business district (CBD) to 60th Street/Division Avenue, serving the cities of Grand Rapids, Kentwood, and Wyoming. The project includes 18 stations with real-time passenger information, traffic signal priority, off-board fare collection, and the purchase of 10 low-floor, hybrid-electric buses. The service will operate every 10 minutes during peak periods and every 15 minutes during off-peak periods. The project is expected to serve 7,200 average weekday trips in 2014.

The purpose of the project is to provide access to centers of employment and education in Downtown Grand Rapids and assist with economic development in the Division Avenue corridor. The project will connect Downtown Grand Rapids to the cities of Kentwood and Wyoming.

The total project cost under the Project Construction Grant Agreement (PCGA) is $39.86 million. The Section 5309 Small Starts funding share is $18.99 million.

Status

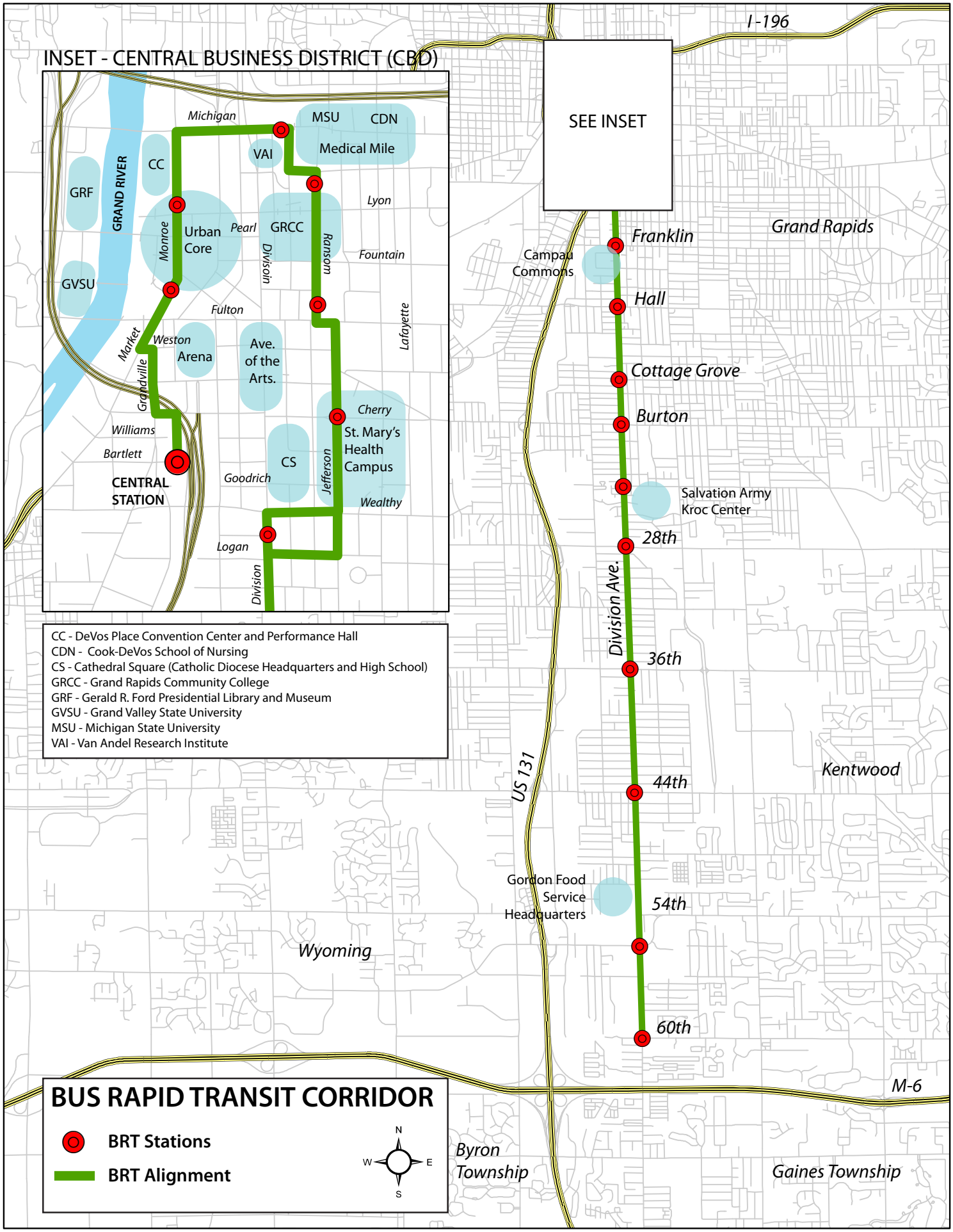
In January 2007, ITP completed an alternatives analysis. BRT was selected as the locally preferred alternative (LPA). The LPA was included in the region's financially-constrained long-range transportation plan in April 2007. FTA approved the project into project development as a Very Small Start in December 2007. An Environmental Assessment was completed in January 2011. In May 2011, local voters approved a referendum to increase an existing property millage to fund the BRT line's estimated operating costs. FTA issued a Finding of No Significant Impact in July 2011.

ITP and FTA entered into a PCGA in October 2012 with revenue operations scheduled for August 2014.

Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Grand Rapids Silver Line BRT project. Through the end of FY 2012, Congress has appropriated a total of $13.48 million for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 Small Starts Section 5309 Bus Discretionary	 $18.99 $12.89	 $0.59 million in total Small Starts appropriations through the end of FY 2012. The project also received $12.89 million in FY 2012 Bus Discretionary funding.
State: State Comprehensive Transportation Fund	 $7.97	
Total:	**$39.86**	

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


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

Michigan/Grand River BRT
Lansing, Michigan
Project Development

Summary Description	
Proposed Project:	Bus Rapid Transit 8.5 Miles, 28 Stations
Total Capital Cost ($YOE):	$215.36 Million
Section 5309 Small Starts Share ($YOE):	$74.99 Million (34.8%)
Annual Forecast Year Operating Cost:	$8.7 Million
Opening Ridership Forecast (2016):	8,200 Average Weekday Trips 900 Daily New Trips

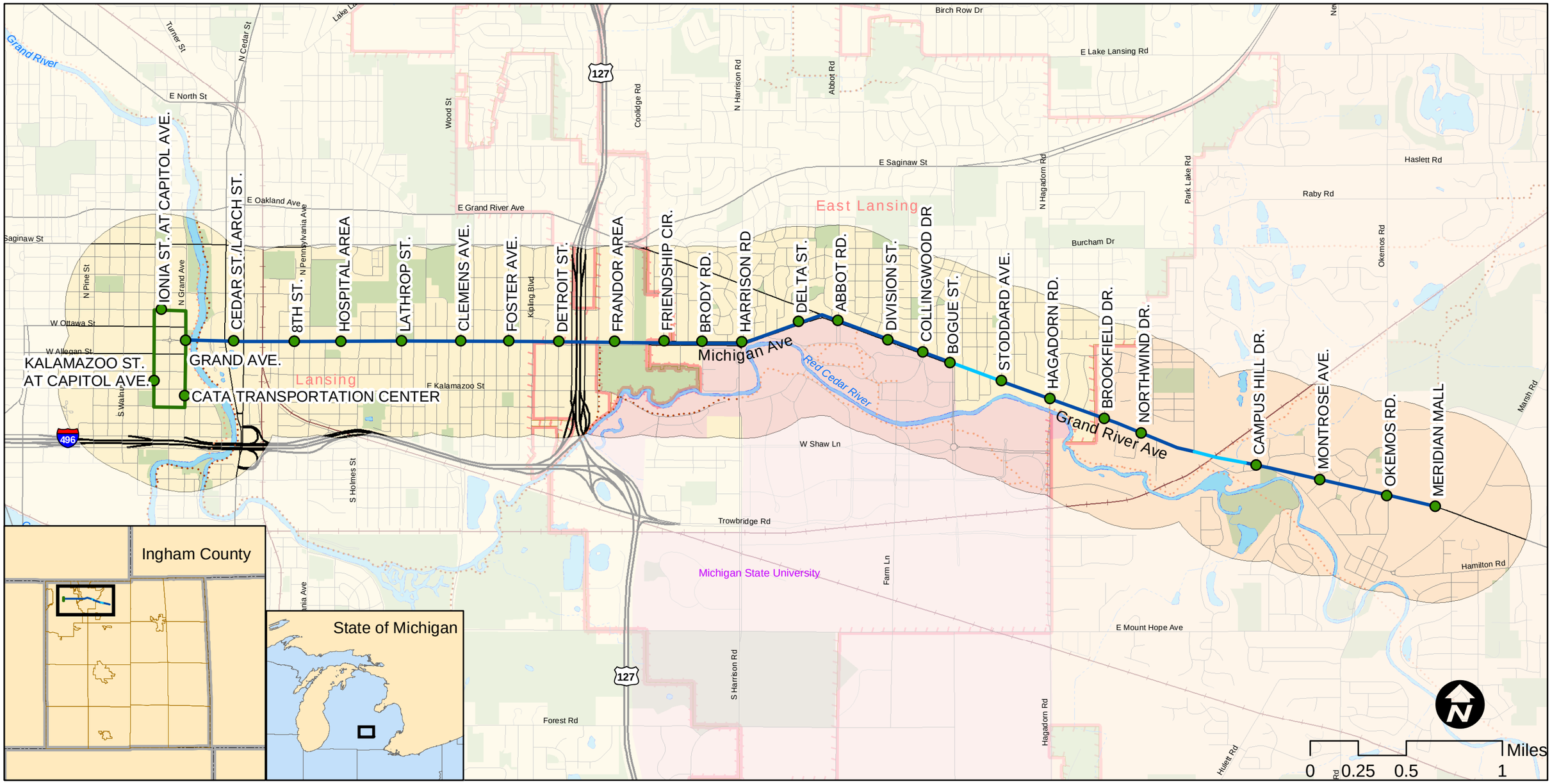
Project Description: The Capital Area Transportation Authority (CATA) proposes to build an 8.5-mile BRT line from the State Capitol in Downtown Lansing, linking Michigan State University (MSU) and Downtown East Lansing, to the Meridian Mall in Meridian Township. The BRT line would operate in exclusive, center-running travel lanes for approximately 6.6 miles, 1.3 miles in a side-running/single lane guideway, while the remaining 0.6 miles would be in mixed traffic. The project would replace CATA's highest ridership line (Route 1) and includes construction of six (6) center, double-sided station platforms, 22 single-sided station platforms, 200 park-and-ride spaces, off-board fare collection, transit signal priority and the procurement of 17 new articulated buses. The BRT line would also serve two existing transportation centers: the CATA Transportation Center in Downtown Lansing, a transfer point for 16 CATA routes and the MSU/CATA Transportation Center, located on MSU's campus with links to all MSU campus routes. CATA's existing maintenance facility would be used to store and maintain the BRT vehicles. In the opening year, service would be provided every 10 minutes during the morning peak period and every six minutes during the evening peak period. During off-peak periods, service would be provided every 7.5 minutes to every 10 minutes.

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

Project Development History, Status and Next Steps: CATA completed an alternatives analysis in the Michigan/Grand River Avenue Corridor in May 2011. BRT was selected as the locally preferred alternative. FTA approved the project into project development in April 2013. CATA anticipates completion of an Environmental Assessment in spring 2014 and receipt of a Finding of No Significant Impact in July 2014, receipt of a Small Starts Grant Agreement in April 2015, and start of revenue service in July 2016.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 Small Starts	$74.99	34.8%
FHWA Flexible Funds (CMAQ)	$6.34	3.0%
FHWA Flexible Funds (STP)	$6.34	3.0%
FHWA Flexible Funds (Transp. Alts.)	$3.07	1.4%
U.S. DOT Competitive Grant	$15.26	7.1%
Federal Economic Develop. Funds	$10.00	4.6%
Federal Aid Highway Funds	$48.46	22.5%
State:		
State Trunkline Program	$46.97	21.8%
State Matching Funds for FHWA Funds	$3.93	1.8%
Total:	**$215.36**	100.0%

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



Michigan/Grand River Avenues Bus Rapit Transit:

Project Map

Legend

- Bus Lane
- Median Running Busway
- Shared inside lane
- Proposed Station
- Half Mile of Station
- Primary Road - Limited Access
- Primary Road
- Secondary Road
- Local and Rural Road
- Existing Trail
- Proposed Trail
- Railroad
- Water Feature
- Michigan State University
- County
- Park; Open Space
- City Limits

CATA®

URS

Southwest Light Rail Transit
Minneapolis, Minnesota
Project Development
(Rating Assigned September 2011)

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

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

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

Project Development History, Status and Next Steps: Following completion of an alternatives analysis study in May 2010, MC selected an LRT line from the suburb of Eden Prairie through the downtowns of Minneapolis and St. Paul as the locally preferred alternative and included it in the region's fiscally constrained long-range transportation plan. Under SAFTEA-LU, FTA approved the project into preliminary engineering in September 2011. Under MAP-21, the project is considered to be in the project development phase since the environmental review process is not yet complete. A Draft Environmental Impact Statement (EIS) was released in October 2012. MC anticipates completion of a Final EIS in December 2013, a Record of Decision in September 2014, receipt of a Full Funding Grant Agreement in September 2015, and start of revenue service in 2018.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 New Starts	$625.24	50.0%
State: Minnesota Legislature (General Obligation Bonds)	$125.04	10.0%
Local: Counties Transit Improvement Board Bonds	$375.15	30.0%
Hennepin County Regional Railroad Authority Bonds	$125.05	10.0%
Total:	**$1,250.48**	100.0%

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

MN Minneapolis, Southwest Light Rail Transit
(Rating Assigned September 2011)

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

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

Southwest LRT

Minneapolis, Minnesota
Project Development
(Rating assigned in September 2011)

LAND USE RATING: Medium

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

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

ECONOMIC DEVELOPMENT RATING: Medium-High

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

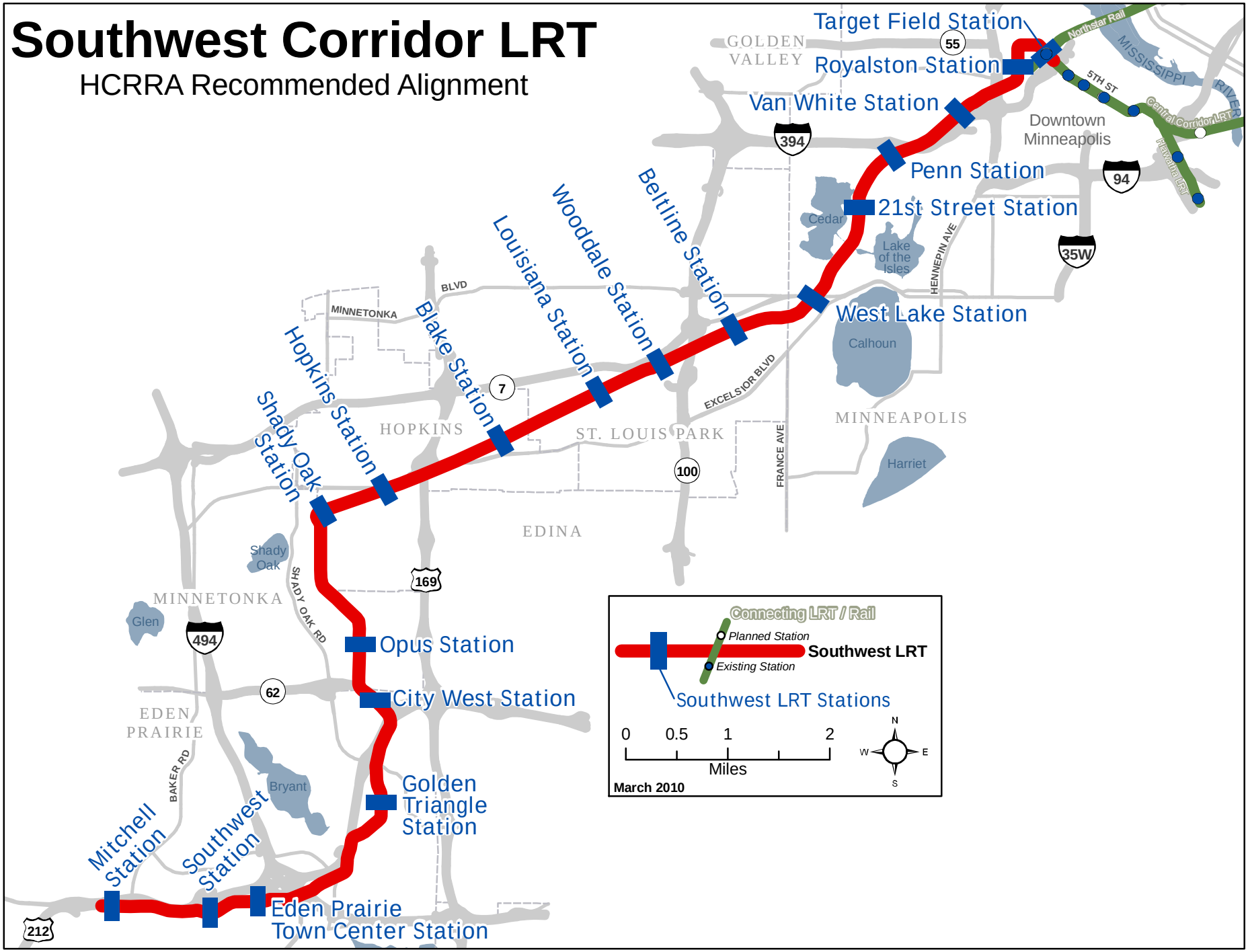
- The Metropolitan Council (MC) established a regional growth boundary to control development on the suburban edge, with limits on investments in transportation and wasterwater infrastructure in those areas. The MC's *2030 Regional Development Framework* emphasizes the need for denser development in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

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

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

Southwest Corridor LRT

HCRRA Recommended Alignment



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Central Corridor LRT
St. Paul-Minneapolis, Minnesota

(November 2012)

The Metropolitan Council (MC), in cooperation with the Ramsey and Hennepin Counties Regional Railroad Authorities, is constructing a 9.8-mile double-track light rail transit (LRT) line that will link the downtowns of St. Paul and Minneapolis. From Minneapolis, the LRT line will share 1.2 miles of existing track with the Hiawatha LRT line before turning east in its own right-of- way across the Mississippi River on the existing Washington Avenue Bridge to St. Paul, following University Avenue to the State Capitol area, and terminating at the Union Depot in Downtown St. Paul. Thirty-one light rail vehicles will be procured as part of the project. A new maintenance facility will also be constructed in St. Paul as part of the project.

Hours of operation in the opening year will be from 5:00 a.m. to 1:00 a.m. on weekdays and weekends. Service will operate every 7.5 minutes during weekday peak periods, every 10 minutes during weekday off-peak periods, and every 15 minutes on weekday evenings. In the forecast year of 2030, hours of operation and service frequencies will be the same as in 2014. The project is expected to serve approximately 40,900 average weekday trips in 2030.

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

The Central Corridor LRT line is intended to provide more reliable and faster bi-directional transit service to core activity centers and will provide a one-seat ride into Downtown Minneapolis from Downtown St. Paul, including core areas between the two downtowns.

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

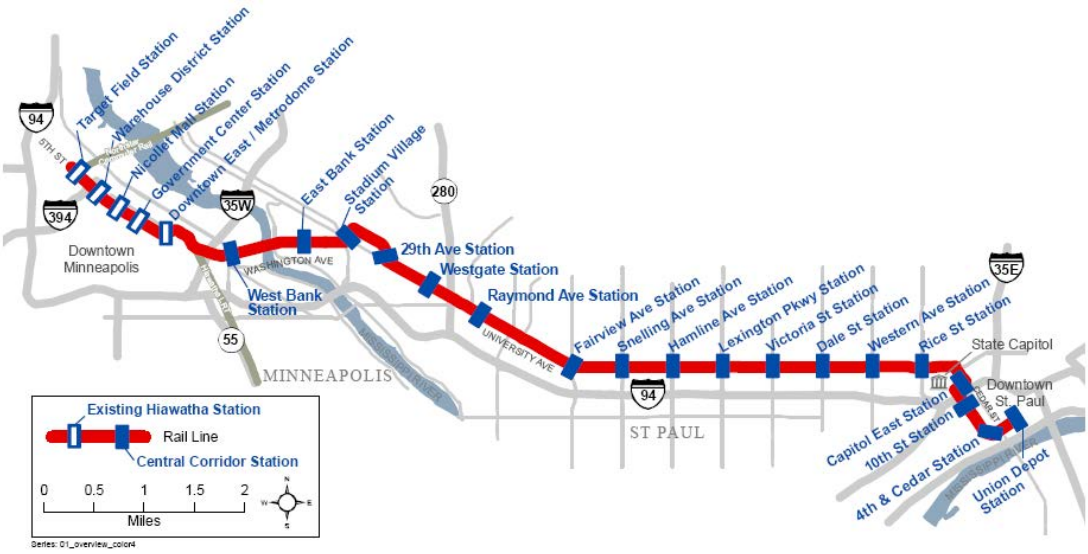
Status

The Ramsey County Regional Railroad Authority completed an alternatives analysis/Draft Environmental Impact Statement (EIS) in April 2006. FTA approved the Central Corridor project into preliminary engineering in December 2006. The MC then examined several alternative alignments through the University of Minnesota, including at-grade and tunnel options. A supplemental DEIS was issued in July 2008. A Final EIS that recommended an at- grade LRT route through the University's main campus was issued in July 2009, and a Record of Decision was issued in August 2009. In January 2010, in response to local community concerns, FTA and the MC issued a supplemental Environmental Assessment that evaluated the impacts of adding three infill stations to the project. In February 2010, FTA issued a Finding of No Significant Impact for the three infill stations. In May 2010, FTA approved the project into final design. MC and FTA executed an FFGA in April 2011, with revenue operations scheduled for December 2014. Construction progressed rapidly during the first year with 40 percent of the project being completed by end of 2011. A $15 million investment in business assistance programs has been largely successful in retaining businesses along the corridor and has resulted in a 20 percent net gain in business.

Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Central Corridor LRT project. Through the end of FY 2012, Congress has appropriated a total of $173.32 million in Section 5309 New Starts funds.

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

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


Target Field Station
Warehouse District Station
Nicollet Mall Station
Government Center Station
Downtown East / Metrodome Station
East Bank Station
Stadium Village Station
29th Ave Station
Westgate Station
Raymond Ave Station
Fairview Ave Station
Snelling Ave Station
Hamline Ave Station
Lexington Pkwy Station
Victoria St Station
Dale St Station
Western Ave Station
Rice St Station
State Capitol
Capitol East Station
10th St Station
4th & Cedar Station
Union Depot Station
Downtown St. Paul
West Bank Station
Downtown Minneapolis
MINNEAPOLIS
ST PAUL
94
394
35W
280
55
35E
Existing Hiawatha Station
Rail Line
Central Corridor Station
0 0.5 1 1.5 2
Miles

LYNX Blue Line Extension - Northeast Corridor

Charlotte, North Carolina

(November 2012)

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

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

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

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

Status

Following completion of the alternatives analysis in September 2002, CATS selected an LRT line as the locally preferred alternative (LPA) in November 2002. In April 2005, the LPA was adopted into the fiscally-constrained long-range plan. FTA approved the project into preliminary engineering in November 2007. The Draft Environmental Impact Statement (EIS) was published in August 2010, the Final EIS was published in October 2011, and a Record of Decision was issued in December 2011. FTA approved the project into final design in July 2012. CATS and FTA executed an FFGA in October 2012, with revenue operations scheduled for March 2018. CATS is completing design, coordinating utility relocations, acquiring right-of-way and initiating the construction bid process.

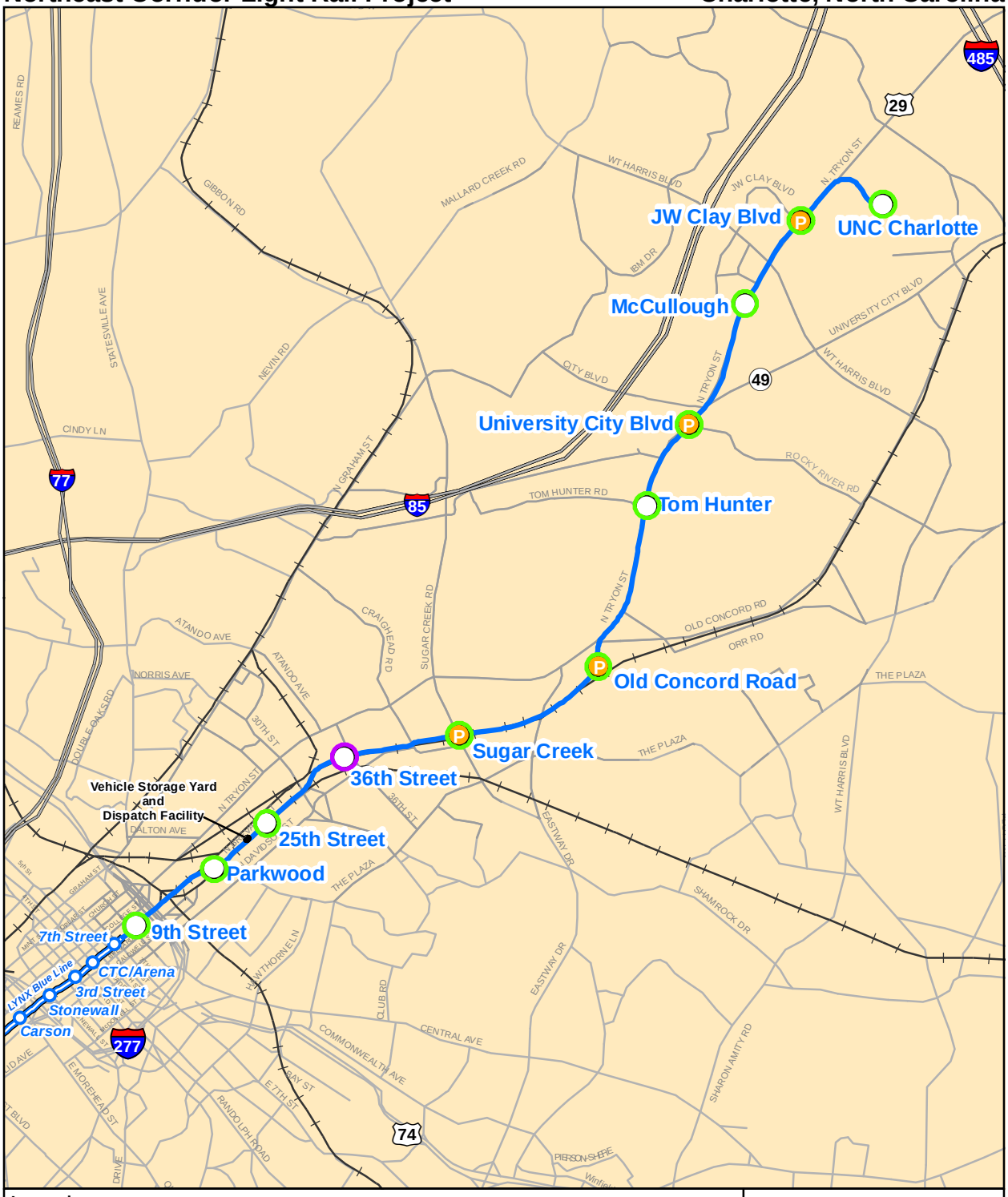
Section 20008 of the Moving Ahead for Progress in the 21st Century Act (Pub. L. 112-141; July 6, 2012) ("MAP-21") authorizes FTA to award Federal major capital investment (New Starts) funds for final design and construction of the Northeast Corridor (Blue Line Extension) project. Through the end of FY 2012, Congress has appropriated $39.65 million in Section 5309 New Starts funds for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts	$580.04	$39.65 million in total appropriations through the end of FY 2012.
State: State Full Funding Grant Agreement funded from DOT Trust Fund	$299.07	
Local: ½ Cent Sales Tax City of Charlotte In Kind Contribution City of Charlotte Northeast Corridor Infrastructure funds	$250.05 $13.42 $17.50	
Total:	**$1,160.08**	

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

LYNX Blue Line Extension

Northeast Corridor Light Rail Project — Charlotte, North Carolina



Legend

- LYNX Existing Light Rail Transit
- LYNX Existing Stations
- Proposed Light Rail Alignment
- Proposed Stations
- Proposed Stations with Park-and-Ride
- Proposed At Grade Stations
- Proposed Aerial Station
- Railroads
- Highway
- Major Roads

0 0.5 1 Mile

Data Source:
Charlotte Area Transit System and City of Charlotte

10.07.11

BLE Project Map with Grade.pdf

Long Island Rail Road East Side Access

New York, New York

(November 2012)

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. By 2025, the project is expected to serve 167,300 average weekday trips.

The current highway system and East River crossings (bridges and tunnels) to Manhattan from Nassau/Suffolk (and parts of eastern Queens) are at capacity and subject to severe congestion and long delays. Expansion of the highway network is not feasible due to lack of available rights-of-way, high costs, and potentially adverse environmental impacts in a severe non-attainment area for ozone. The LIRR operates at capacity in this area with peak service of 37 trains per hour into its only Manhattan terminal, Penn Station. Nearly half of LIRR's 106,000 existing daily riders have destinations on Manhattan's East Side, and currently spend approximately 20 minutes "doubling back" from Penn Station on the island's West Side. Without the project, future LIRR trains to Penn Station will be severely congested, and are projected to operate at 27 percent over their passenger-carrying capacity. This level of crowding and discomfort would discourage or prevent new riders from using the LIRR to reach Manhattan. By redirecting trains to GCT, this congestion will be relieved and added capacity for Amtrak and New Jersey Transit service will 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 service 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 maintained that it could 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, and most recently interfaces with Amtrak right-away. MTA and FTA have agreed to an Enterprise Level Project Execution Plan with more robust project management processes that account for risk and result in open, transparent, informed decisions being made at the appropriate level of management. Construction continues to make significant progress, yet at a slower than planned schedule. Local funding continues to be met through aggressive budget cost cutting in operations to support the capital program. Work budgets and schedules are beginning to approach FTA project levels found during the 2009 risk assessment.

FTA and MTA are finalizing an agreement on a revised budget and schedule which increases the total capital cost and extends the revenue operation date. All additional funding is being provided by MTA local sponsors.

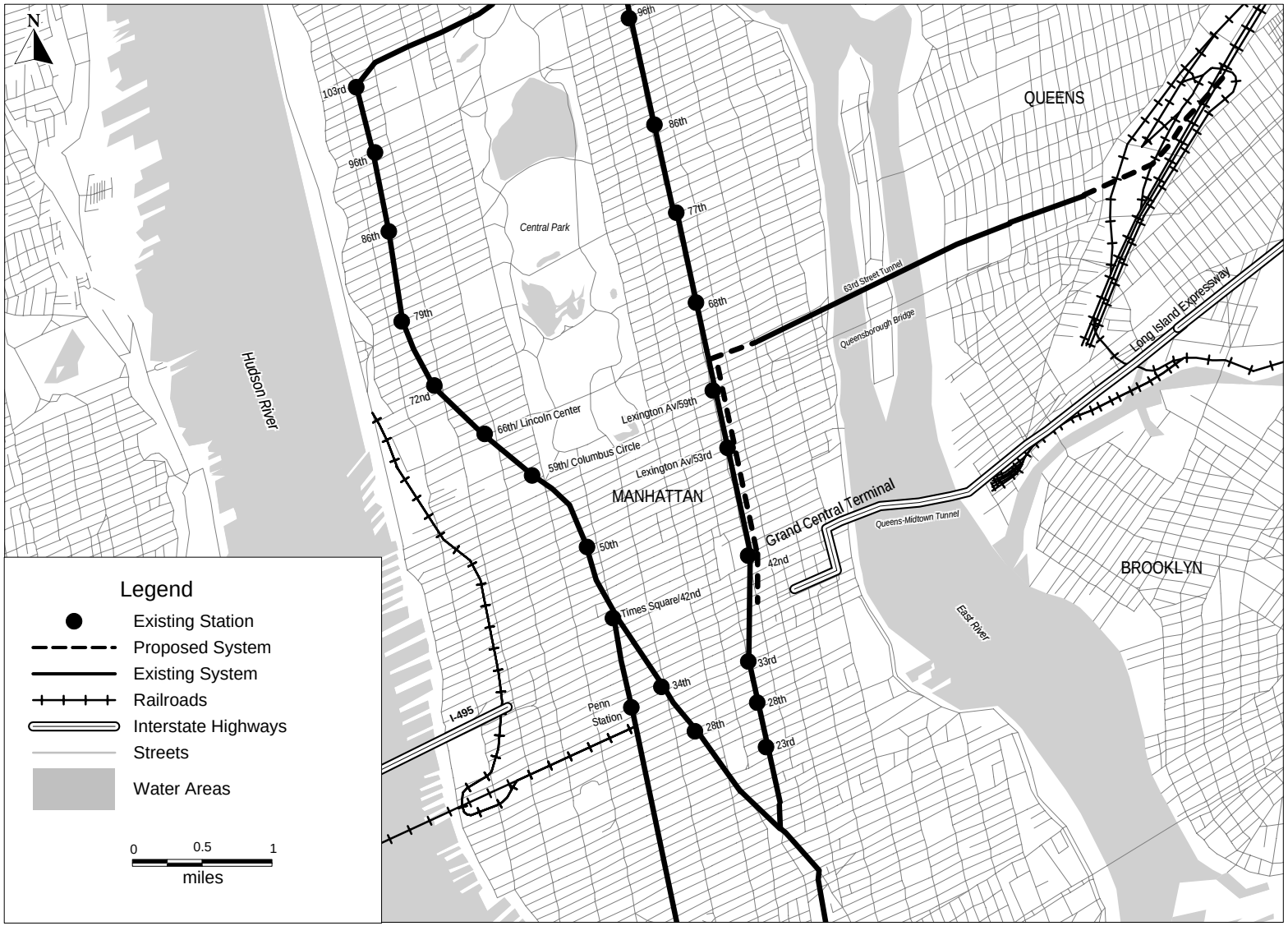
Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the LIRR East Side Access project. Through the end of FY 2012, Congress has appropriated $2,166.69 million in Section 5309 New Starts funds including $195.41 million in American Recovery and Reinvestment Act (ARRA) grants for the project.

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	 $2,166.69 million in total appropriations through the end of FY 2012. This includes $195.41 million in ARRA funds.
State: State Transportation Bond Act of 2005	 $450.00	
Local: MTA Dedicated Sources (bonds, surplus toll revenues, etc.) MTA Operating Budget	 $3,217.35 $1,036.10	
TOTAL	**$7,386.00**	

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

Long Island Rail Road East Side Access

New York, New York



Second Avenue Subway Phase I

New York, New York

(November 2012)

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 is expected to serve 191,000 average weekday trips in the opening year and 213,000 trips on the average weekday 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. 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 service 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 maintained that it could deliver the project sooner and at lower costs. These significant cost increases are due in part to the commodity price increases of 2006-2008, the unusually active construction market in New York City, key MTA project management positions that remained vacant for months, and lengthy delays due to changes in design and procurement strategies. MTA and FTA have agreed to an Enterprise Level Project Execution Plan with more robust project management process that account for risk and result in open, transparent, informed decisions being made at the appropriate level of management.

Construction progress is about 40 percent complete and continues to advance. Local funding continues to be met through aggressive budget cost cutting in operations to support the capital program.

FTA and MTA are finalizing an agreement on a revised budget and schedule which increases the total capital cost to $5.574 billion and extends the revenue service date to February 28, 2018. All additional funding is being provided by MTA local sponsors.

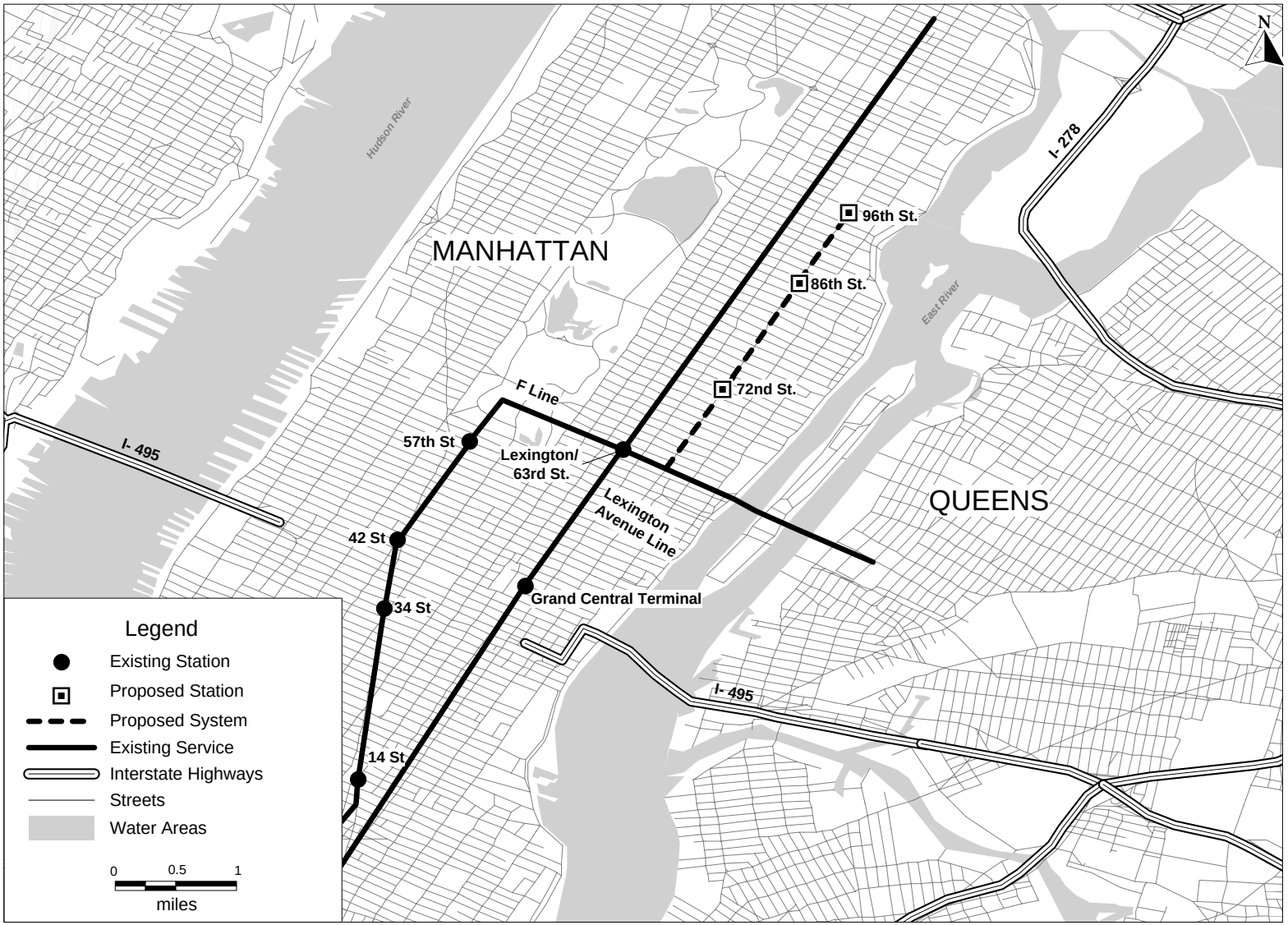
Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Second Avenue Subway Phase I project. Through the end of FY 2012, Congress has appropriated $1,176.62 million in Section 5309 New Starts funds including $78.87 million in American Recovery and Reinvestment Act (ARRA) funds for the project.

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

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

Second Avenue Subway Phase I

New York, New York



Northeast Corridor BRT Project
Columbus, Ohio
Project Development

Summary Description	
Proposed Project:	Bus Rapid Transit 15.6 Miles, 43 Stations
Total Capital Cost ($YOE):	$39.43 Million
Section 5309 Small Starts Share ($YOE):	$31.54 Million (80.0%)
Annual Forecast Year Operating Cost:	$2.68 Million
Opening Year Ridership Forecast (2016):	6,600 Average Weekday Trips

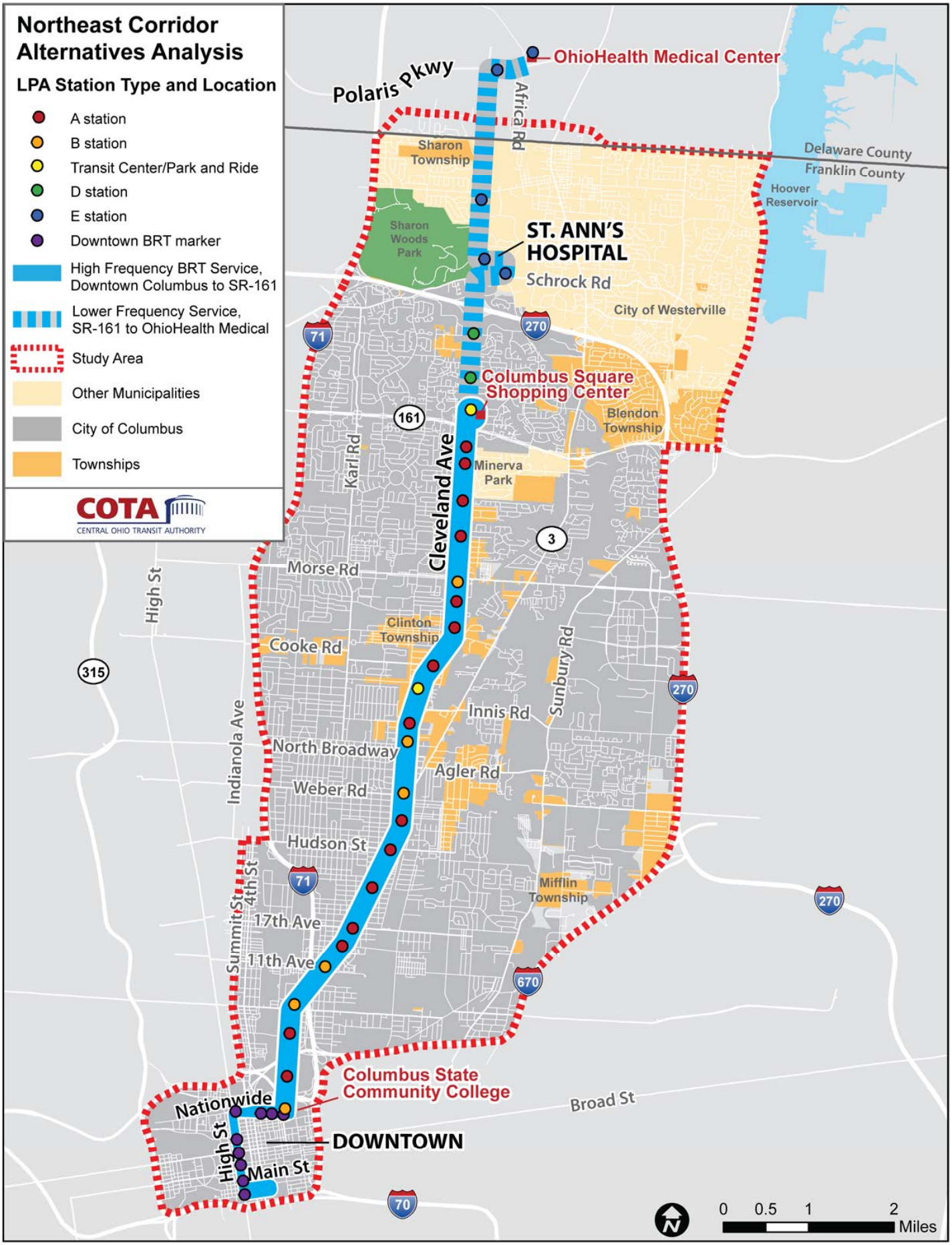
Project Description: The Central Ohio Transit Authority (COTA) is proposing a BRT line connecting Downtown Columbus with the OhioHealth Medical Center in Westerville via Cleveland Avenue. Service will operate in existing peak-period bus lanes for one mile in Downtown Columbus and mixed traffic for the rest of the route. The project includes new BRT stations, traffic signal priority along an 8.7-mile segment of Cleveland Avenue, 13 new low-floor compressed natural gas buses, and special branding of vehicles and stations. Along approximately 10.3 miles, between Downtown Columbus and Columbus Square Shopping Center, service will operate every 10 minutes during weekday peak periods and every 15 minutes during weekday off-peak periods. For the remaining 5.3 miles, between Columbus Square Shopping Center and the OhioHealth Medical Center, service will operate every 30 minutes during both peak and off-peak periods.

Project Purpose: Current ridership on COTA's #1 - Cleveland Avenue route is the second-highest in the system and rapidly growing; standing loads are common. The Northeast Corridor BRT project would alleviate overcrowding, low travel speeds and substandard on-time performance on bus service along Cleveland Avenue. Increased service frequency and faster travel speeds associated with the proposed project would reduce current travel times by up to 20 percent. The corridor has significant transit-dependent populations that would benefit from improved connections to major destinations in the corridor, which include Downtown Columbus, the region's primary economic node and location of many social services; Columbus State Community College, which enrolls 30,000 students; the Northern Lights and Columbus Square shopping centers; and Mt. Carmel St. Ann's Hospital. The project is also expected to support economic revitalization along Cleveland Avenue, a historic commercial corridor.

Project Development History, Status and Next Steps: In September 2011, COTA initiated an alternatives analysis to examine transit improvements in the Northeast Corridor. BRT along Cleveland Avenue was included in the fiscally constrained long-range transportation plan that the region's metropolitan planning organization adopted in May 2012. COTA adopted the locally preferred alternative in June 2012. FTA approved the project into Small Starts project development in April 2013. A Documented Categorical Exclusion is anticipated in September 2013. COTA anticipates receipt of a Small Starts Grant Agreement in mid-2014, and the start of revenue service in September 2016.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 Small Starts	$31.54	80.0%
Local: COTA Sales and Use Tax	$7.89	20.0%
Total:	**$39.43**	100.0%

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


Northeast Corridor Alternatives Analysis
LPA Station Type and Location
A station
B station
Transit Center/Park and Ride
D station
E station
Downtown BRT marker
High Frequency BRT Service, Downtown Columbus to SR-161
Lower Frequency Service, SR-161 to OhioHealth Medical
Study Area
Other Municipalities
City of Columbus
Townships
COTA
CENTRAL OHIO TRANSIT AUTHORITY
OhioHealth Medical Center
Polaris Pkwy
Africa Rd
Sharon Township
Delaware County
Franklin County
Hoover Reservoir
Sharon Woods Park
ST. ANN'S HOSPITAL
Schrock Rd
City of Westerville
71
270
Columbus Square Shopping Center
161
Blendon Township
Karl Rd
Cleveland Ave
Minerva Park
3
Morse Rd
High St
Clinton Township
Cooke Rd
315
Sunbury Rd
Innis Rd
Indianola Ave
North Broadway
Agler Rd
Weber Rd
Hudson St
Mifflin Township
4th St
Summit St
17th Ave
11th Ave
670
Columbus State Community College
Nationwide
Broad St
DOWNTOWN
High St
Main St
70
0 0.5 1 2
Miles

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

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

Project Description: The Lane Transit District (LTD) is proposing a western extension of the existing Franklin/Gateway Emerald Express (EmX) BRT system. LTD refers to the proposed project as the West Eugene Emerald Express Extension (WEEE). The project would operate in an exclusive, at-grade right-of-way for 5.8 miles and in mixed traffic at-grade for 3.1 miles. The proposed extension would include the purchase of seven new vehicles, construction of 150 park-and-ride spaces, real-time bus arrival information at stations, pre-pay fare collection, and transit signal priority. The proposed project would operate every 10 minutes during weekday peak and off-peak periods, every 15 minutes during weekday evenings and Saturdays, and every 30 minutes on Sundays.

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

Project Development History, Status and Next Steps: A planning study was initiated for the corridor in June 2007 and was completed with the selection of BRT as the locally preferred alternative (LPA) in May 2011. The LPA was adopted into the region's fiscally constrained long-range plan in December 2011. FTA approved the project into project development in January 2012. An Environmental Assessment was completed in July 2012. LTD received a Finding of No Significant Impact in December 2012. LTD anticipates a Small Starts Grant Agreement in 2014, construction to begin in 2015, and revenue operations to begin in early 2017.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 Small Starts	$74.99	78.5%
State: State of Oregon Lottery Funds	$20.58	21.5%
Total:	**$95.57**	100.0%

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

West Eugene Emerald Express BRT
Eugene, Oregon
Project Development
(Rating Assigned November 2011)

LAND USE RATING: Low

The "low" rating for this factor is based primarily on the low levels of population and employment served, and existing conditions in the corridor that are only moderately supportive of pedestrian activity.

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

ECONOMIC DEVELOPMENT RATING: Medium

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

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

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

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


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

Portland-Milwaukie Light Rail Project

Portland, Oregon

(November 2012)

The Tri-County Metropolitan Transportation District of Oregon (TriMet) is constructing a double-track light rail transit (LRT) extension of the existing Yellow Line from the downtown Portland transit mall across the Willamette River, to southeast Portland, the city of Milwaukie, and urbanized areas of Clackamas County. The project includes construction of a new multimodal bridge across the Willamette River, one surface park-and-ride lot facility with 320 spaces, one park-and-ride garage with 355 spaces, expansion of an existing maintenance facility, bike and pedestrian improvements and the acquisition of 18 light rail vehicles. Service will operate at 10-minute peak period frequencies during peak periods on weekdays. The project is expected to serve 22,800 average weekday trips in 2030.

The project will increase transit access to and from employment and activity centers along the Portland and Milwaukie transportation corridor. It will link Downtown Portland with educational institutions, dense urban neighborhoods, and emerging growth areas in East Portland and Milwaukie. The Willamette River separates most of the corridor from Downtown Portland and the South Waterfront. The corridor's only north-south highway (Highway 99E), which provides access to Downtown Portland via the existing Ross Island, Hawthorne, Morrison, and Burnside bridges, is limited to two through-lanes in each direction for much of the segment between Milwaukie and central Portland, most of which is congested. Existing buses have slow operating speeds due to congestion, narrow clearances and frequent bridge lift span openings. None of the existing river crossings provide easy access to key markets. The project, via a new bridge, will provide more direct access to key markets and provide faster and more reliable travel times than current bus service.

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

Status

TriMet included the Portland Milwaukie LRT line in the North Corridor/South Corridor Draft Environmental Impact Statement (EIS) that was published in 1998 and updated as the South Corridor supplemental Draft EIS in December 2002. FTA approved the project into preliminary engineering in March 2009. FTA published the Final EIS in October 2010, and issued a Record of Decision in November 2010. FTA approved the project into final design in March 2011.

TriMet and FTA entered into an FFGA in May 2012, with revenue operations scheduled for March 2016. Civil construction is including the Willamette River Bridge is underway.

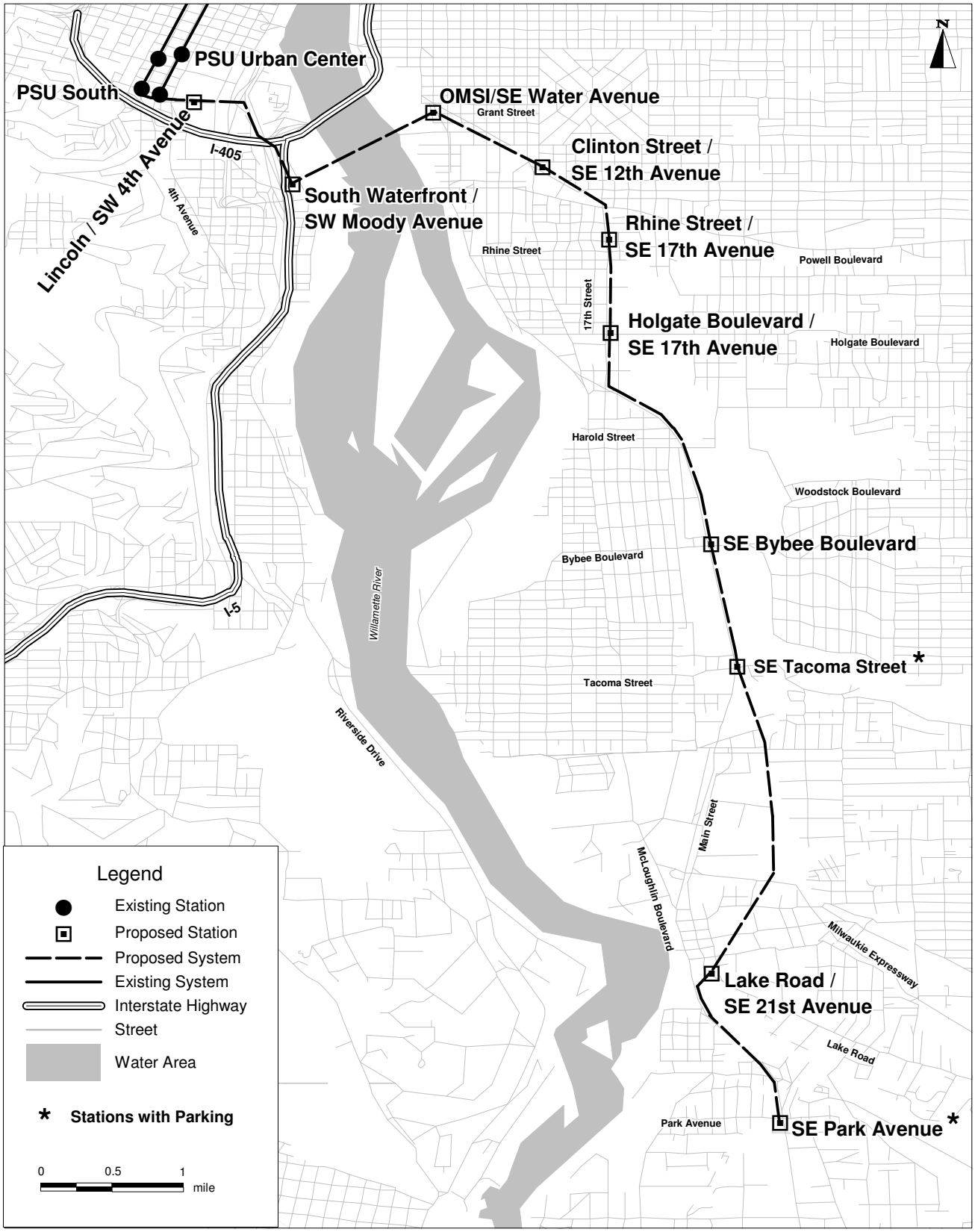
Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Portland-Milwaukie Light Rail Transit project. Through the end of FY 2012, Congress has appropriated a total of $85.00 million for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts FFGA Commitment: Section 5307 CMAQ and STP:	 $745.18 $140.65	 $85 million in total appropriations through the end of FY 2012.
State: Oregon Department of Transportation (ODOT) Lottery Bond Proceeds ODOT Loan Proceeds	 $353.10 $2.10	
Local: City of Portland Clackamas County City of Milwaukie TriMet Tax Bonds and General Funds Metro Nature in Neighborhoods Grant Program In-Kind Property Contributions	 $63.61 $32.60 $5.75 $98.38 $0.35 $48.64	
TOTAL	**$1,490.35**	

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

Portland-Milwaukie LRT

Portland, Oregon



Northwest / Southeast LRT MOS

Dallas, Texas

(November 2012)

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 are connected through the existing four-station CBD Transitway Mall. Each segment operates in an exclusive right-of-way, with no mixed traffic operations. The project includes construction of 16 stations, approximately 2,700 parking spaces, 18 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 trips in 2025.

The NW segment of the project improves access for residents and visitors to the employment centers, health services, entertainment, and regional airport in the corridor. Access to and from the regional destinations served by DART's LRT and bus service will also be enhanced. This increased accessibility will strengthen economic conditions at existing activity centers, and provide an opportunity for development of further economic activity at other locations in the corridor. The SE segment is within one of the most transit dependent areas in the City. The increased reliability of service will improve access to employment centers in Downtown Dallas and along the NW segment.

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 service date of June 2011. The project opened for revenue service six months early in December 2010.

Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Northwest-Southeast LRT project for final design and construction. Through the end of FY 2012, Congress has appropriated a total of $620.97 million in Section 5309 funds including $78.39 million in American Recovery and Reinvestment (ARRA) grants for this project.

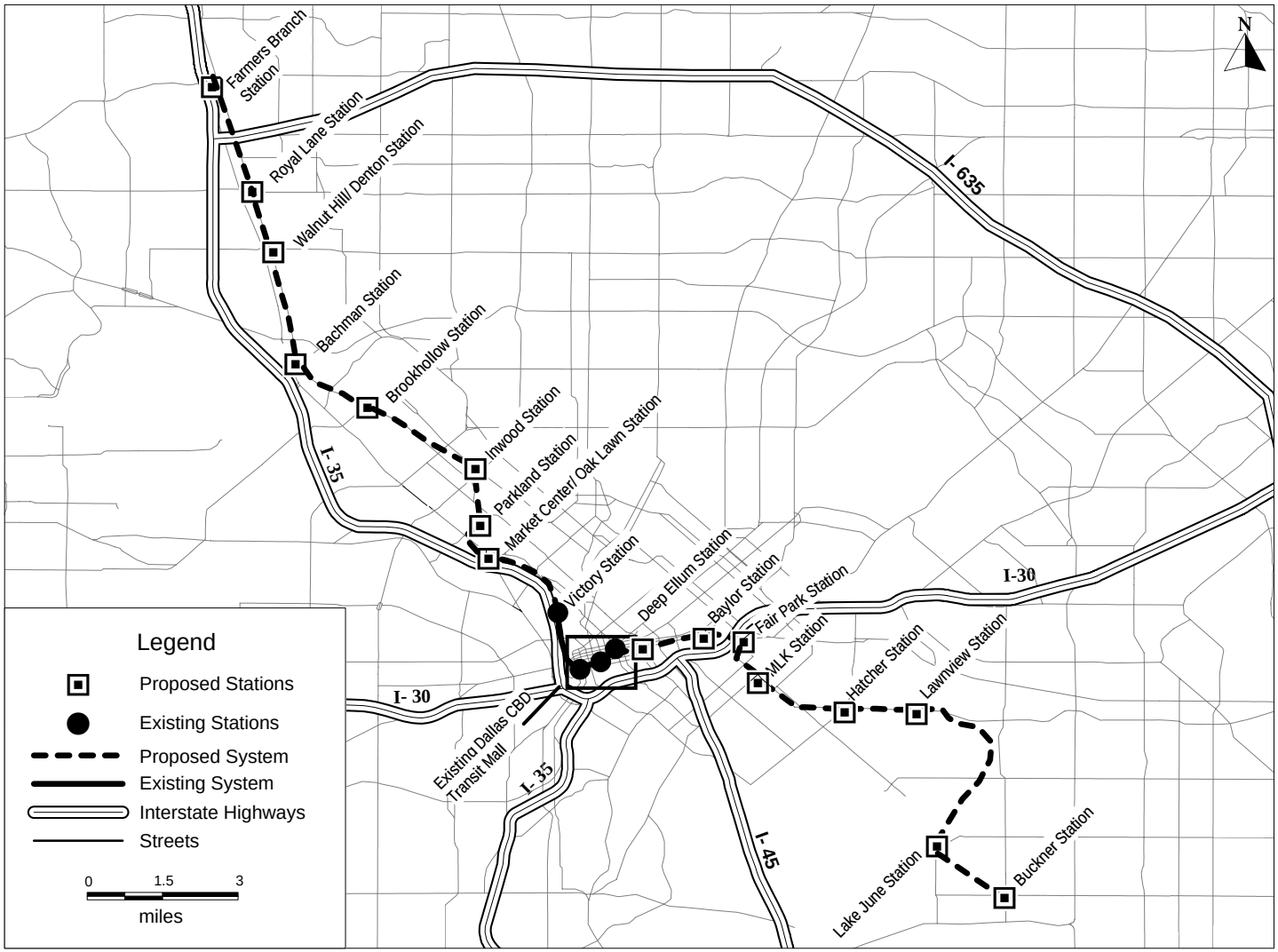
Reported in Year of Expenditure Dollars

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

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

Northwest / Southeast LRT MOS

Dallas, Texas



Dyer Avenue Rapid Transit System
El Paso, Texas
Project Development
(Rating Assigned December 2012)

Summary Description	
Proposed Project:	Bus Rapid Transit 12 Miles, 12 Stations
Total Capital Cost ($YOE):	$35.90 Million
Section 5309 Small Starts Share ($YOE):	$20.40 Million (56.8%)
Annual Forecast Year Operating Cost:	$2.9 Million
Opening Year Ridership Forecast (2015):	3,400 Average Weekday Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

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

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

Project Development History, Status and Next Steps: In June 2009, the City of El Paso initiated an alternatives analysis to examine transit improvements in the Dyer Avenue Corridor. In October 2010, the locally preferred alternative was selected and included in the region's financially-constrained long range transportation plan. Under SAFETEA-LU, FTA approved the project into project development as a Very Small Start in December 2011. A Documented Categorical Exclusion is anticipated in June 2013. The City of El Paso anticipates receipt of a construction grant in FY 2014, and the start of revenue service in September 2015.

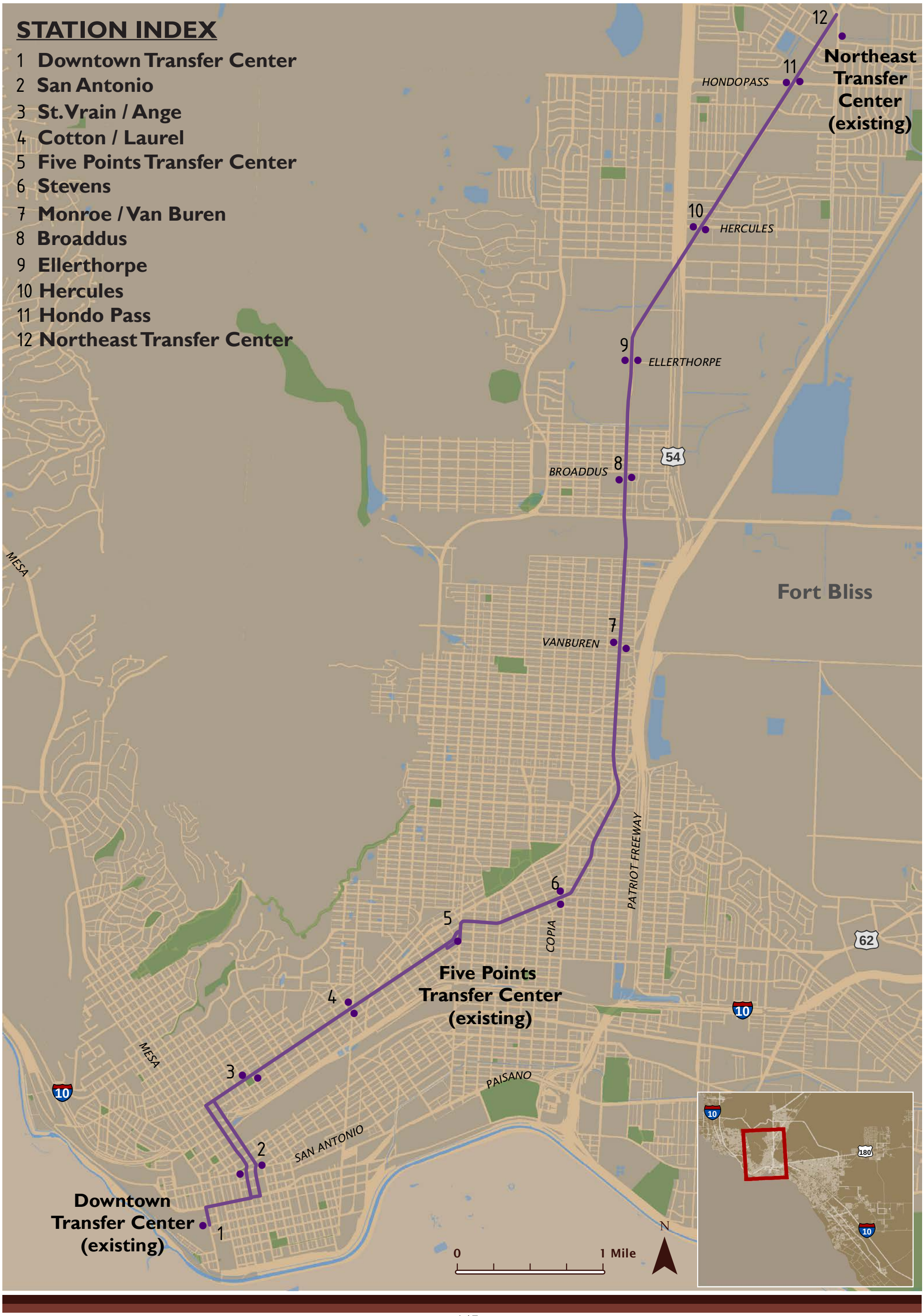
Significant Changes Since Last Evaluation (December 2011): Total estimated capital costs increased slightly from $35.25 million to $35.90 million. The requested Small Starts share decreased from 57.9 percent to 56.8 percent, while the Small Starts amount was unchanged. The cost increases are due to refined cost estimates for vehicles and construction materials based on information from the El Paso, Mesa Avenue Rapid Transit System (currently under construction).

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 Small Starts	$20.40	56.8%
FHWA Flexible Funds (STP)	$8.28	23.1%
Local:		
City of El Paso Locally-Funded Debt	$7.22	20.1%
Total:	**$35.90**	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.

STATION INDEX

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



Montana Avenue Rapid Transit System
El Paso, Texas
Project Development

Summary Description	
Proposed Project:	Bus Rapid Transit 16.8 Miles, 16 Stations
Total Capital Cost ($YOE):	$43.36 Million
Section 5309 Small Starts Share ($YOE):	$25.74 Million (59.4%)
Annual Forecast Year Operating Cost:	$4.2 Million
Opening Year Ridership Forecast (2016):	2,200 Average Weekday Trips

Project Description: The City of El Paso is planning a BRT line operating in mixed traffic along a route that begins at the existing Five Points Transfer Center, travels through Downtown El Paso, serves the existing Eastside Transfer Center, the El Paso International Airport and ends at the proposed Far East Transfer Center. The project includes construction of BRT stations, traffic signal priority at 34 intersections, the purchase of 12 articulated buses, branded shelters, off-vehicle fare collection machines, and real-time arrival information at all stations. Service will operate six days a week, every 10 minutes during peak periods and every 15 minutes during off-peak periods. Sunday service will not be offered.

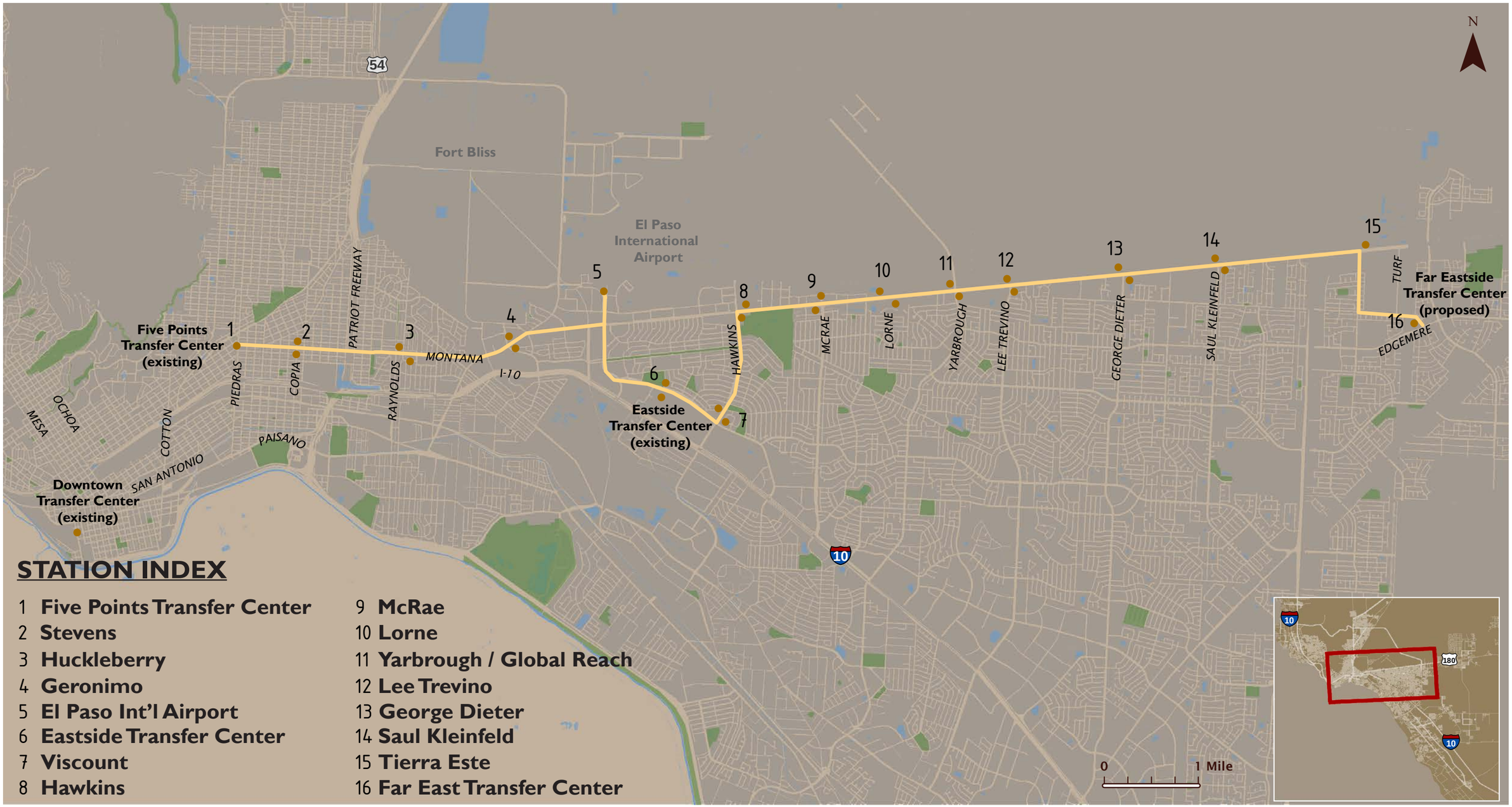
Project Purpose: The Montana Avenue Corridor is a mix of urban environments that includes residential, institutional, commercial and light industrial areas. The project corridor includes three major segments: Downtown El Paso via Montana Avenue to the Five Points Transfer Center, Five Points Transfer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

Project Development History, Status and Next Steps: In June 2009, the City of El Paso initiated an alternatives analysis to examine transit improvements in the Montana Avenue Corridor. In October 2010, the locally preferred alternative was selected and included in the region's financially-constrained long range transportation plan. FTA approved the project into project development in April 2013. A Documented Categorical Exclusion is anticipated in June 2013. The City of El Paso anticipates receipt of construction grants in FY 2015 and FY 2016, and the start of revenue service in December 2016.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 Small Starts	$25.74	59.4%
FHWA Flexible Funds (STP)	$8.85	20.4%
Local:		
City of El Paso Locally-Funded Debt	$8.77	20.2%
Total:	**$43.36**	100.0%

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

MONTANA RTS CORRIDOR



STATION INDEX

1 Five Points Transfer Center
2 Stevens
3 Huckleberry
4 Geronimo
5 El Paso Int'l Airport
6 Eastside Transfer Center
7 Viscount
8 Hawkins
9 McRae
10 Lorne
11 Yarbrough / Global Reach
12 Lee Trevino
13 George Dieter
14 Saul Kleinfeld
15 Tierra Este
16 Far East Transfer Center

TEX Rail
Fort Worth, Texas
Project Development
(Rating Assigned November 2012)

Summary Description	
Proposed Project:	Commuter Rail
	37.6 Miles, 14 Stations (12 new, two existing)
Total Capital Cost ($YOE):	$959.13 Million (includes $118.2 million in finance charges)
Section 5309 New Starts Share ($YOE):	$479.56 Million (50.0%)
Annual Forecast Year Operating Cost:	$32.4 Million
Ridership Forecast (2035):	18,100 Average Weekday Trips
	7,200 Daily New Trips
Opening Year Ridership Forecast (2016):	9,900 Average Weekday Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Fort Worth Transportation Authority (the T) proposes to build a double-track Tarrant County Express commuter rail line (TEX Rail) from southwest Ft. Worth, through Downtown Ft. Worth and northeast Tarrant County including the cities of Haltom, North Richland Hills, Colleyville, and Grapevine, to the Dallas-Ft. Worth International Airport (DFWIA). The TEX Rail project would operate on portions of the Ft. Worth and Western Railroad, Union Pacific Railroad, Trinity Railway Express (TRE) commuter rail line, and Dallas Area Rapid Transit's (DART) Cotton Belt line. At DFWIA, the project would provide transfer connections to DART's Orange light rail line, currently under construction, for trips to the north Dallas suburbs and Downtown Dallas. The TEX Rail project includes construction of new stations, expansion of an existing operations and maintenance facility currently used by TRE, construction of 2,800 park-and-ride spaces, and the purchase of eight rebuilt locomotives, nine new cab control cars, and 11 new bi-level coaches. The project would also share two additional existing stations with TRE in Ft. Worth. In the opening year, service would be provided every 30 minutes during peak periods and every 90 minutes during off-peak periods.

Project Purpose: The project would link four of the region's major activity centers, including the Ft. Worth Medical District, Downtown Ft. Worth, the City of Grapevine, and DFWIA. The project corridor currently has four of the worst roadway bottlenecks in the Dallas-Ft. Worth region, and the region's worst interchange bottleneck at Loop 820 and State Highway 183. All major roadways in the TEX Rail corridor operate at a level of service "D" or worse, according to the Texas Department of Transportation. No major roadway serves the entire project corridor end-to-end. Existing transit service in the corridor's southwest portion (City of Ft. Worth) includes local and express buses in mixed traffic that experience unpredictable conditions due to congestion and incidents. There is currently no transit service in the corridor's northeast segment (Grapevine and North Richland Hills). Since TEX Rail would mostly operate on existing rail infrastructure and on an exclusive guideway outside of mixed traffic, the project would result in enhanced transit travel time reliability due to the avoidance of typical roadway delays. Travel time from southwest Ft. Worth to DFWIA via TEX Rail would be approximately 44 minutes faster than express buses.

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

2008. Under SAFETEA-LU, FTA approved the project into preliminary engineering in March 2012. Under MAP-21, the project is considered to be in the project development phase since the environmental review process is not yet complete. The T anticipates completion of a Final EIS in July 2013, receipt of a Record of Decision in October 2013, receipt of a Full Funding Grant Agreement in September 2014, and start of revenue service in December 2016.

Significant Changes Since Last Evaluation (March 2012): Total estimated capital costs increased from $758.0 million to $959.1 million. The requested New Starts share decreased from 54.8 percent to 50 percent, while the New Starts amount increased from $415.3 million to $479.5 million. The cost increases are due to: lowering the New Starts share from 54.8 percent to 50 percent, which increased the amount of finance charges from $72.6 million to $118.2 million; updated costs for construction, train controls/signals, and higher cost estimates for property acquisition; and ongoing negotiations with third parties for trackage rights to allow TEX Rail to operate on right-of-way owned by Union Pacific Railroad, DART and the Ft. Worth and Western Railroad.

The T provided revised travel forecasts for the project that reflect several updates to the Dallas-Ft. Worth region's final *Mobility 2035* background transportation network from the long range transportation plan that was used in FTA's evaluation in March 2012. The previous travel forecasts that FTA used to evaluate and rate the project were based on the interim *Mobility 2035* transportation network as the final version was not available in early 2012.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$479.56	50.0%
Section 5309 Bus/Bus Facilities	$4.00	0.4%
FHWA Flexible Funds (CMAQ)	$70.30	7.4%
FHWA Flexible Funds (STP)	$2.0	0.2%
State:		
Texas Mobility Funds	$96.31	10.0%
Local:		
The T's Dedicated Sales Tax	$138.86	14.5%
City of Grapevine Sales Tax	$77.26	8.1%
Tarrant County Bonds	$20.00	2.1%
Vehicle Capital Lease Proceeds	$70.84	7.3%
Total:	**$959.13**	100.0%

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

TX, Fort Worth, TEX Rail
(Rating Assigned November 2012)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**Medium**	The New Starts share of the project is 50.0 percent.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium-Low	The average age of the bus fleet is 8.4 years, which is higher than the industry average. The T does not have bond ratings.
Commitment of Capital Funds (25% of capital plan rating)	High	Approximately 83 percent of the non-Section 5309 New Starts funds are committed or budgeted. Sources of funds include Federal grants (Congestion Mitigation and Air Quality, Surface Transportation Program-Metropolitan Mobility, and Section 5309 Bus/Bus Facilities Discretionary (Section 5339 under MAP-21), Texas Mobility Fund state grants, sales tax revenues from The T and the City of Grapevine, rolling stock capital lease proceeds secured by The T's sales tax and other revenues, The T's existing cash reserves, and Tarrant County bond proceeds backed by ad valorem property tax revenue.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium	Revenue growth assumptions are consistent with historical experience. The capital cost estimate is reasonable. The financial plan shows that the T has the financial capacity to cover cost increases or funding shortfalls equal to at least 29 percent of estimated project costs.
Project Operating Financial Plan (30% of summary financial rating)	**Medium-High**	
Operating Condition (25% of operating plan rating)	High	The T's current ratio of assets to liabilities as reported in its most recent audited financial statement is 12.8 (FY 2011). There have been no major service cutbacks or cash flow shortfalls in recent years.
Commitment of Funds (25% of operating plan	High	100 percent of the funds needed to operate and maintain the transit system in the first full year of operation are committed. Sources of funds include The T's sales tax revenue, fare revenue, Federal

rating)		Section 5307 preventive maintenance grants, sales tax contributions from the City of Grapevine, and advertising, rental, and investment income.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium	Assumed farebox collections and sales tax revenues are consistent with historical experience. Projected cash balances and reserve accounts exceed 25 percent of annual systemwide operating expenses.

TEX Rail
Fort Worth, Texas
Project Development
(Rating Assigned November 2012)

LAND USE RATING: Medium-Low

The land use rating reflects the generally low population densities, lack of pedestrian amenities, and non-transit supportive development character in the corridor.

- The TEX Rail Corridor is located within Tarrant County, Texas, and serves the Fort Worth central business district (CBD) and Dallas-Fort Worth International Airport (DFWIA), as well as established and developing cities and neighborhoods. Average population density across all station areas is 2,700 persons per square mile, rating "low" according to FTA guidance. The system would serve 109,000 employees within ½-mile of the planned stations, rating "low-medium" according to FTA guidance.
- At most station areas, the existing development character is not transit supportive. In general, buildings are auto-oriented in design, and parking lots are common. Streets outside residential areas are wide, and few station areas have continuous sidewalks or other pedestrian amenities. Residential areas typically consist of single-family houses on small lots, while commercial areas generally consist of big-box retail and "pad" sites (freestanding commercial development located in front of a larger shopping center or strip mall). Where multi-family housing does exist, it is typically in complexes oriented away from the street. A number of stations have large tracts of vacant land.

ECONOMIC DEVELOPMENT RATING: Medium-High

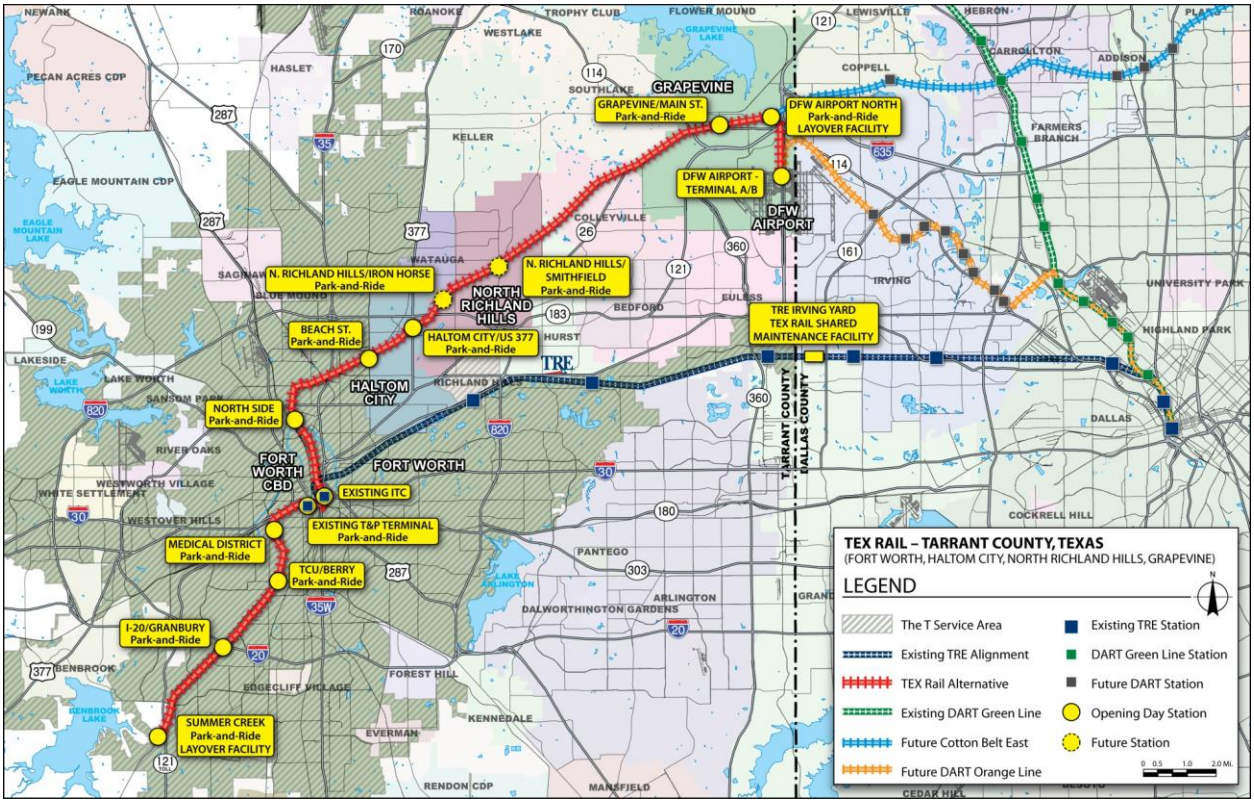
Transit-Supportive Plans and Policies: Medium-High
(50 percent of Economic Development Rating)

- Regional visioning efforts have been undertaken by a partnership of public, private, and academic institutions (Vision North Texas), and local jurisdictions have implemented plans that encourage growth within mixed-use centers. However, the Dallas-Fort Worth region has not adopted any policies or agreements related to growth management.
- The cities, agencies, and stakeholders along the TEX Rail Corridor have undertaken significant action to produce plans and policies that will result in transit-supportive station area development. These have included plans produced by the transit authority, as well as by the local jurisdictions. In addition, many of the cities with planned stations have already developed, or are in the process of developing, zoning ordinances or new zoning districts that promote transit-supportive density in the proposed station areas.
- As part of the planning for transit-supportive development around stations, the cities are encouraging developers to provide shared parking and "wrap" parking structures (line structures with retail or other active uses). In addition, many of the jurisdictions have adopted policies which result in the provision of fewer parking spaces within new developments.

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

- There is significant vacant or redevelopable land within the corridor, and infill opportunities exist within the more developed station areas. At most station areas, local jurisdictions have initiated planning processes or adopted regulations to enable mixed-use, walkable, and higher density development and redevelopment.
- The corridor is located in one of the fastest growing regions of the country, with 48 percent population growth expected in the metro area by 2035 and 47 percent employment growth. Population in the study area is expected to grow by 45 percent and employment by 23 percent. To the extent that jurisdictions might zone for higher density around rail stations if the project is built, station areas could be expected to absorb more of the regional growth than is currently forecast.

TEX Rail Map


GRAPEVINE
GRAPEVINE/MAIN ST. Park-and-Ride
DFW AIRPORT NORTH Park-and-Ride LAYOVER FACILITY
DFW AIRPORT - TERMINAL A/B
DFW AIRPORT
N. RICHLAND HILLS/IRON HORSE Park-and-Ride
N. RICHLAND HILLS/ SMITHFIELD Park-and-Ride
NORTH RICHLAND HILLS
BEACH ST. Park-and-Ride
HALTOM CITY/US 377 Park-and-Ride
HALTOM CITY
TRE IRVING YARD TEX RAIL SHARED MAINTENANCE FACILITY
NORTH SIDE Park-and-Ride
FORT WORTH CBD
FORT WORTH
EXISTING ITC
EXISTING T&P TERMINAL Park-and-Ride
MEDICAL DISTRICT Park-and-Ride
TCU/BERRY Park-and-Ride
I-20/GRANBURY Park-and-Ride
SUMMER CREEK Park-and-Ride LAYOVER FACILITY
TRE
TARRANT COUNTY
DALLAS COUNTY
TEX RAIL – TARRANT COUNTY, TEXAS
(FORT WORTH, HALTOM CITY, NORTH RICHLAND HILLS, GRAPEVINE)
LEGEND
The T Service Area
Existing TRE Alignment
TEX Rail Alternative
Existing DART Green Line
Future Cotton Belt East
Future DART Orange Line
Existing TRE Station
DART Green Line Station
Future DART Station
Opening Day Station
Future Station

North Corridor LRT
Houston, Texas

(November 2012)

The Metropolitan Transit Authority of Harris County, Texas (METRO) is constructing a 5.28-mile, double-track light rail transit (LRT) extension of METRO's existing Red Line from the current University of Houston-Downtown (UH-D) station to Northline Commons. The project includes eight new stations and 22 light rail vehicles. METRO's existing Rail Operations Center (heavy maintenance facility) will be expanded as part of the project. The project will share 7.5 miles of existing track, including 16 stations, with the Red Line, thereby providing a one-seat ride between the planned Northline Commons station and the Fannin South station (current southern terminus of the Red Line) via Downtown Houston.

The project will operate in an exclusive aerial right-of-way from the existing UH-D station for approximately one mile and continue at-grade in semi-exclusive guideway in City of Houston streets to Northline Commons. The project includes an elevated crossing of the Union Pacific Railroad yard at Burnett Plaza and an elevated crossing of the Houston Belt & Terminal Railway track near Stokes Street. The project is 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 approximately 29,900 average weekday trips in 2030.

In the Central Business District (CBD), most of the travel to/from major arterials surrounding the CBD occurs on downtown streets that are aligned in a north-south direction. Constrained operations and reduced bus speeds for current METRO bus service in the corridor produce schedule delays and service reliability problems that are compounded as traffic volumes increase and METRO adds more buses to accommodate demand. The North Corridor LRT project is intended to result in greater transit capacity and improved transit service to the CBD.

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

Status

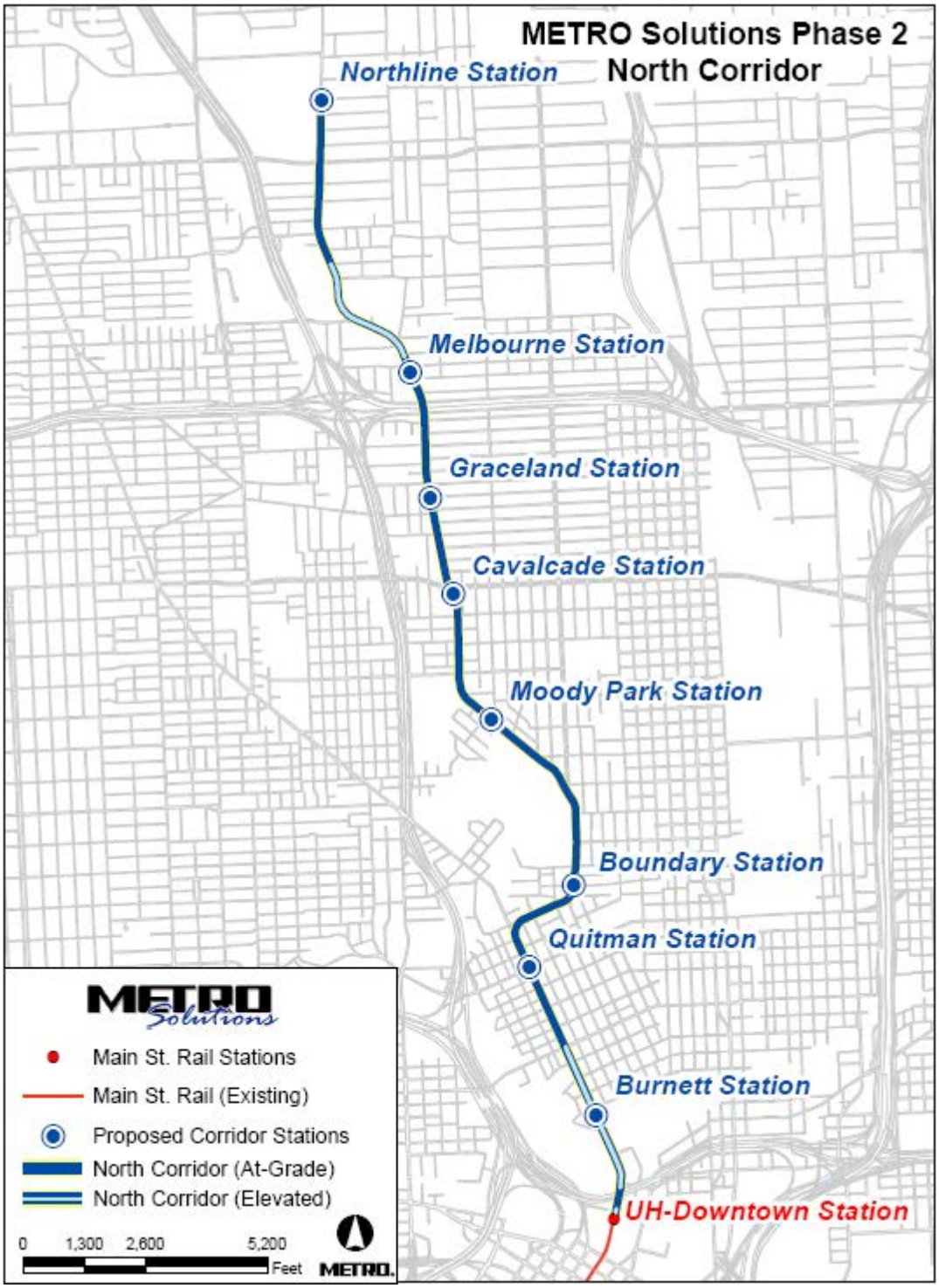
FTA approved the project into preliminary engineering in March 2008. FTA and METRO completed a supplemental Final Environmental Impact Statement in May 2008. FTA issued an environmental Record of Decision in July 2008. The project was approved into final design in August 2009. METRO and FTA entered into an FFGA in November 2011, with revenue service scheduled for July 2015.

METRO is using a design-build project delivery method. A team of engineering, construction, construction management and vehicle manufacturing firms are responsible for design and construction of the project. Final design and construction are combined in a single contract. Construction is ongoing with the utility work and roadwork essentially complete.

Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the North Corridor LRT project. Through the end of FY 2012, Congress has appropriated a total of $261.84 million in Section 5309 funds for this project.

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

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


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

Southeast Corridor LRT
Houston, Texas

(November 2012)

The Metropolitan Transit Authority of Harris County (METRO) is constructing 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 LRT line will operate in semi-exclusive guideway with limited mixed traffic operations. The majority of the LRT line will operate at-grade (6.42 miles), while the remaining 0.14 miles will be elevated to avoid existing waterways. The project includes the purchase of 29 light rail vehicles and construction of a storage/wash facility. Service will operate every six minutes during peak and off peak periods, including weekends, and will provide a transfer to the existing METRO Rail Red Line via the existing Main Street Square station in the CBD. No parking spaces will be built as part of the project. The Palm Center terminus will be adjacent to METRO's existing Southeast Transit Center, which includes a 1,100-space park-and-ride lot. The project will be the first operable segment of an LRT line that METRO plans to eventually extend to Hobby Airport. The project is expected to serve 28,700 average weekday trips in 2030.

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.

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

Status

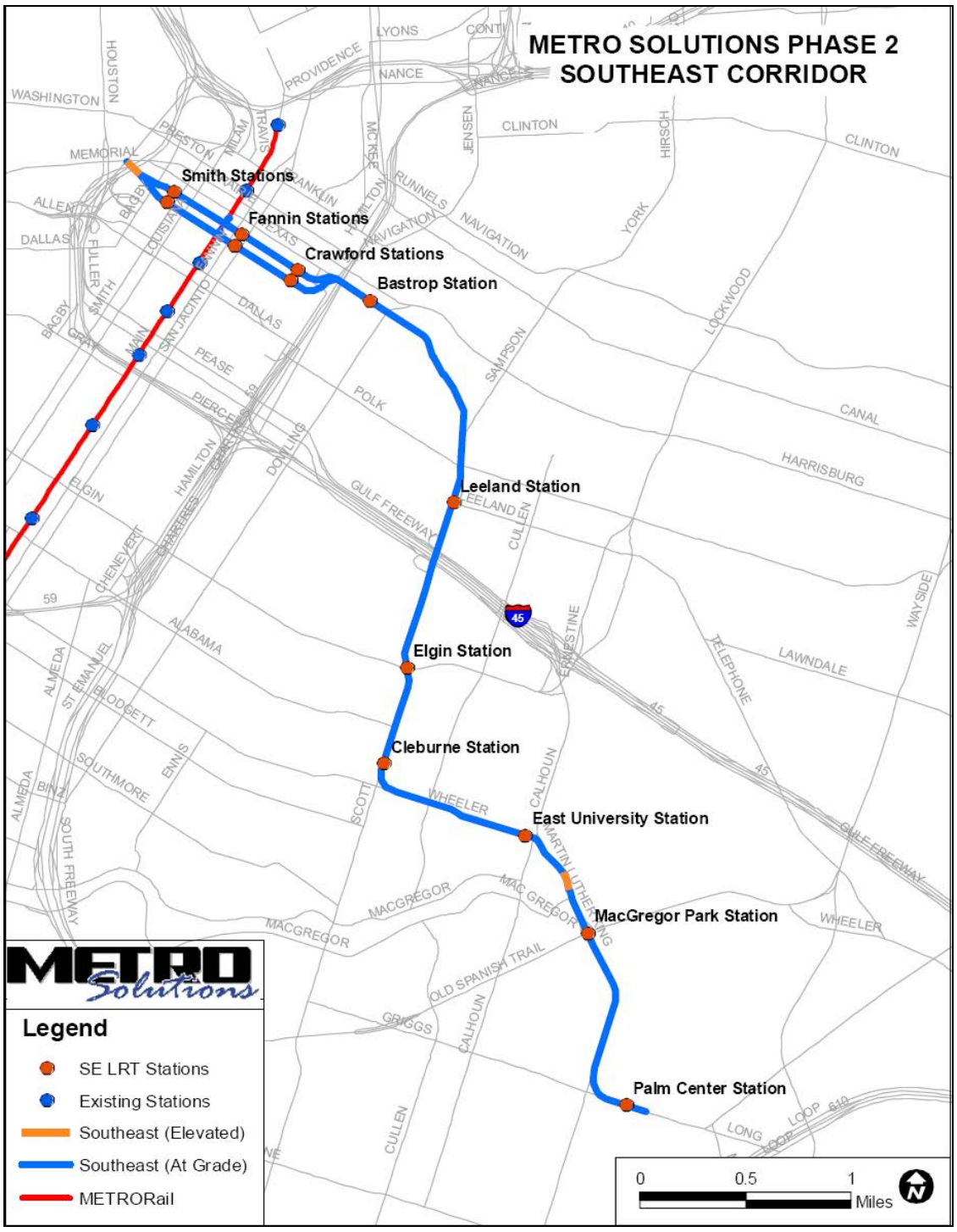
FTA approved the project into preliminary engineering in March 2008. FTA and METRO completed a supplemental Final Environmental Impact Statement in May 2008. FTA issued an environmental Record of Decision in July 2008. The project was approved into final design in August 2009. METRO is using an innovative project delivery method whereby a Facility Provider comprised of a team of engineering, construction, construction management and vehicle manufacturing firms, is completing design, finalizing the construction phasing approach, and expediting construction of several rapid transit lines throughout Houston. The Facility Provider will also be responsible for operation and maintenance of the proposed LRT line.

METRO and FTA entered into an FFGA in November 2011, with revenue service scheduled for December 2015. Construction is ongoing with the utility work and roadwork essentially complete.

Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Southeast Corridor LRT project. Through the end of FY 2012, Congress has appropriated $261.84 million for the project.

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

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


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

University Corridor LRT
Houston, Texas
Engineering
(Rating Assigned November 2010)

Summary Description	
Proposed Project:	Light Rail Transit
	11.3 Miles, 19 Stations
Total Capital Cost ($YOE):	$1,563.07 Million (including $101.46 million in finance charges)
Section 5309 New Starts Share ($YOE):	$781.53 Million (50.0%)
Annual Forecast Year Operating Cost:	$15.84 Million
Ridership Forecast (2030):	49,000 Average Weekday Trips
	11,100 Daily New Trips
Opening Year Ridership Forecast (2020):	32,100 Average Weekday Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

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

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

Project Development History, Status and Next Steps: METRO completed a Draft Environmental Impact Statement (DEIS) in August 2007. LRT was the selected locally preferred alternative. Under SAFETEA-LU, FTA approved the project into preliminary engineering in December 2009. A Final EIS was completed in May 2010. FTA issued a Record of Decision in July 2010. The project is considered grandfathered into the MAP-21 engineering phase since the environmental review process is completed. METRO is revising the project's total capital cost estimate. An updated cost estimate will be submitted to FTA in a future New Starts submission.

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

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

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

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

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

University Corridor LRT

Houston, Texas

Engineering

(Rating assigned in November 2009)

LAND USE RATING: Medium-Low

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

- A total of 99,500 jobs are located in proximity to the University Corridor's stations, with the largest concentration near the stations serving Greenway Plaza. Population densities are moderate, averaging 8,000 people per square mile.
- Although development is intensifying in certain proposed station areas, most of the University Corridor is characterized by low-density commercial, light industrial, and mixed residential development. Streets are generally in a grid pattern, but pedestrian access is hindered by wide streets, elevated highways and overpasses, expansive parking lots, and in some cases missing sidewalks. Two universities are present, with many of their athletic facilities, housing and academic buildings within a half mile of the planned LRT route.

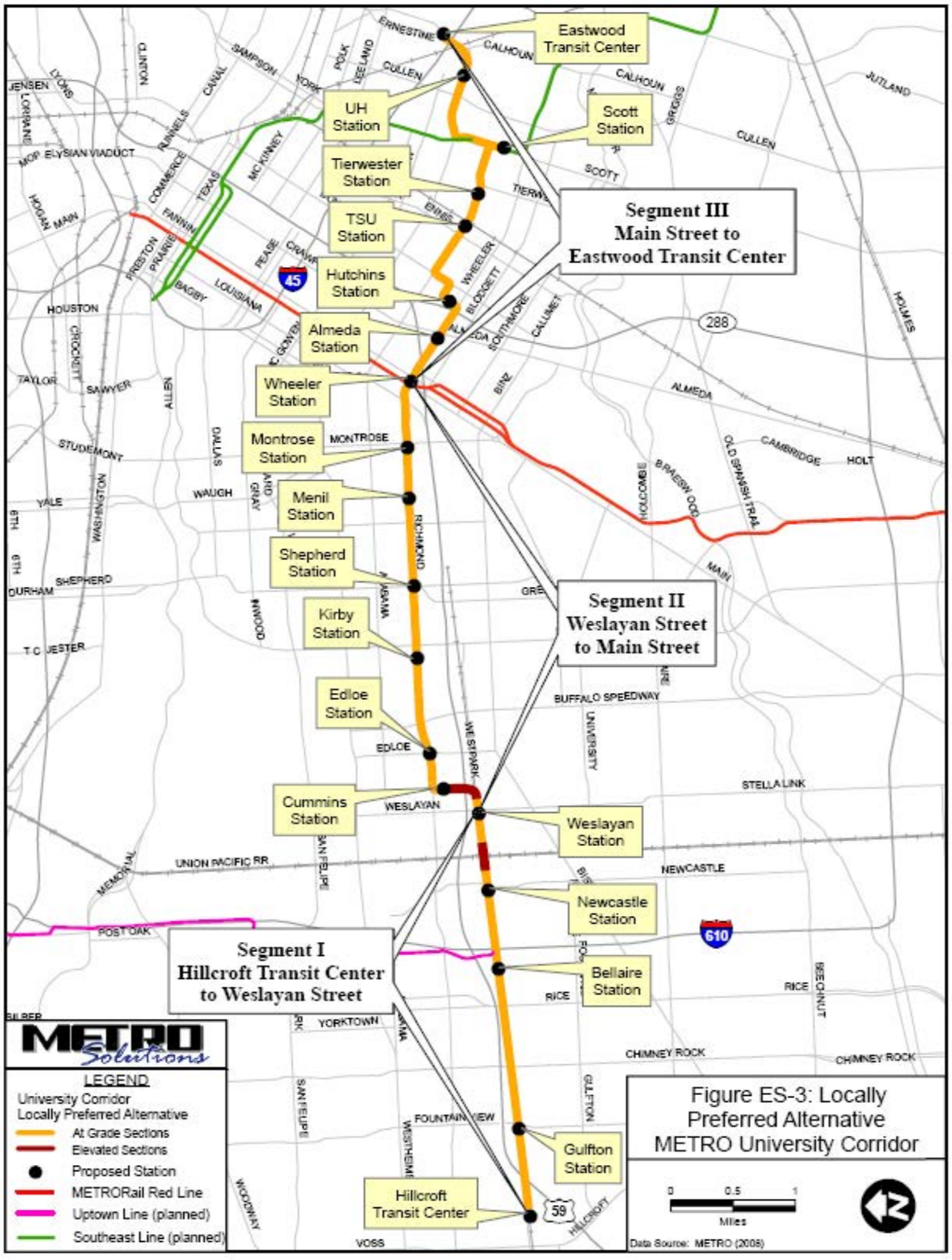
ECONOMIC DEVELOPMENT RATING: Medium

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

- Limited efforts have been made at regional planning and growth management. In 2005, the Houston-Galveston Area Council (H-GAC) – local metropolitan planning organization – joined with the citizen-led Blueprint Houston to undertake *Envision Houston Region*, an initiative designed to create a regional "vision" for the future growth of the area. The results informed the 2035 Regional Transportation Plan to increase transit, but have not yet led to further implementation activities to shape regional land use patterns.
- Some station area planning activities have been initiated. METRO is undertaking a Station Area Work Program to address barriers to station area development, tools to leverage development, and a policy for the development of each station area. The City of Houston is developing an Urban Corridor Planning Ordinance, which will provide a planning framework for development in high capacity transit corridors and in specific station areas. METRO has established a joint development/transit-oriented development program that will initiate specific development projects.
- The City of Houston is not zoned. Private deed restrictions are often used for both residential and commercial land development to ensure that standards for land use are maintained, but many of the neighborhoods in the University Corridor lack such covenants. Plans for the Tax Increment Reinvestment Zones in the corridor include design guidelines to promote a more densely developed, pedestrian-friendly, walkable environment, but do not identify implementation mechanisms aside from financing infrastructure improvements.

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

- Local officials believe the existing Red Line, which opened in January 2004, has been a catalyst for residential and commercial development in the city's downtown and Midtown areas. Moderate to strong growth is forecast for the University Corridor and small and large vacant and underutilized lots throughout the corridor provide additional development potential, if land use policies and market forces can be aligned.


Eastwood Transit Center
UH Station
Scott Station
Tierwester Station
TSU Station
Hutchins Station
Almeda Station
Wheeler Station
Montrose Station
Menil Station
Shepherd Station
Kirby Station
Edloe Station
Cummins Station
Weslayan Station
Newcastle Station
Bellaire Station
Gulfton Station
Hillcroft Transit Center
Segment III
Main Street to
Eastwood Transit Center
Segment II
Weslayan Street
to Main Street
Segment I
Hillcroft Transit Center
to Weslayan Street
METRO Solutions
LEGEND
University Corridor
Locally Preferred Alternative
At Grade Sections
Elevated Sections
Proposed Station
METRORail Red Line
Uptown Line (planned)
Southeast Line (planned)
Figure ES-3: Locally Preferred Alternative
METRO University Corridor
0 0.5 1
Miles
Data Source: METRO (2008)

Provo-Orem Bus Rapid Transit
Utah County, Utah
Project Development

Summary Description	
Proposed Project:	Bus Rapid Transit 10.52 Miles, 15 Stations
Total Capital Cost ($YOE):	$159.37 Million
Section 5309 Small Starts Share ($YOE):	$74.99 Million (47.1%)
Annual Forecast Year Operating Cost:	$3.58 Million
Opening Year Ridership Forecast (2016):	12,900 Average Weekday Trips 6,400 Daily New Trips

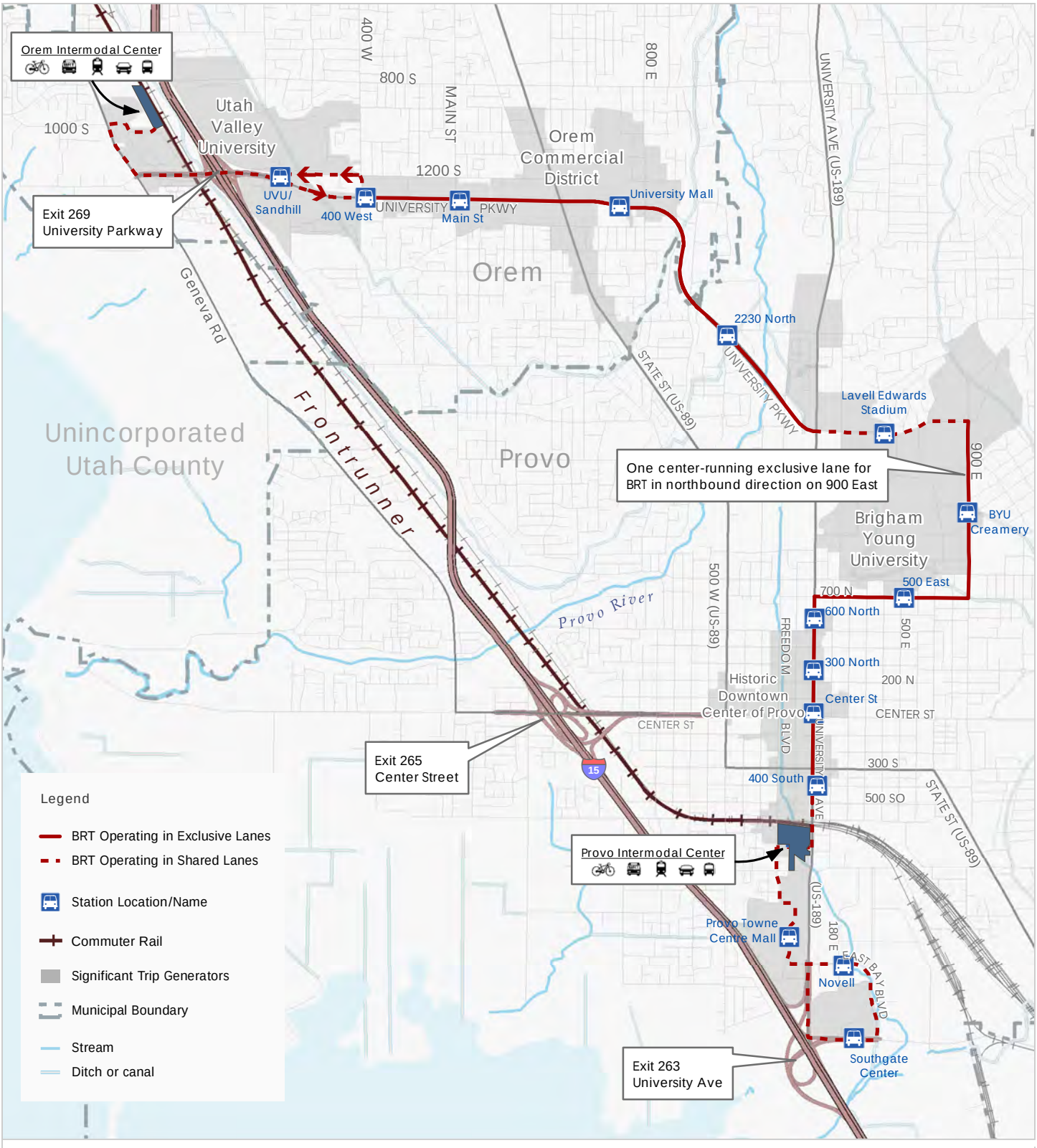
Project Description: The Utah Transit Authority (UTA) is proposing a BRT line to serve the cities of Provo and Orem in Utah County. The proposed project would operate from the Orem Intermodal Center to the Provo Intermodal Center, in an exclusive, at-grade right-of-way for approximately 5.6 miles and in mixed traffic at-grade for an estimated 4.9 miles. The project also includes the purchase of 30 new BRT vehicles. Service would be provided every five minutes during weekday peak periods, every 10 minutes during off-peak periods, every 15 minutes during weekday evenings and every 20 minutes on Saturdays.

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

Project Development History, Status and Next Steps: A corridor planning study was initiated by UTA and MAG in 2007 and was completed with the selection of a locally preferred alternative (LPA) in September 2010. The LPA was adopted into the region's fiscally constrained long-range plan in May 2011. FTA approved the BRT project into project development in April 2013. An Environmental Assessment is currently underway, with completion scheduled for spring 2013. UTA anticipates a Small Starts Grant Agreement in 2014, followed by construction in the same year and the initiation of revenue service in late 2016.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 Small Starts	$74.99	47.1%
Local: Local Option Sales Tax	$84.38	52.9%
Total:	**$159.37**	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.



Provo - Orem Bus Rapid Transit Project

Provo and Orem Cities, Utah: Site Description

Dulles Corridor Metrorail Project – Extension to Wiehle Avenue

Northern Virginia

(November 2012)

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 will be operated by WMATA, with trains operating every seven minutes during peak periods 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 will 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 trips 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 is more than 70 percent complete along the entire 11.7-mile alignment including the tie-in to the existing Orange Line. It is anticipated that the project will be completed 11 months ahead of schedule. The manufacturing of new rail cars is six months behind schedule due to the earthquake and tsunami that occurred in Japan in March 2011. In order to achieve the estimated revenue service date, WMATA plans to use rail cars from their existing fleet to operate revenue service for several months until the new cars arrive.

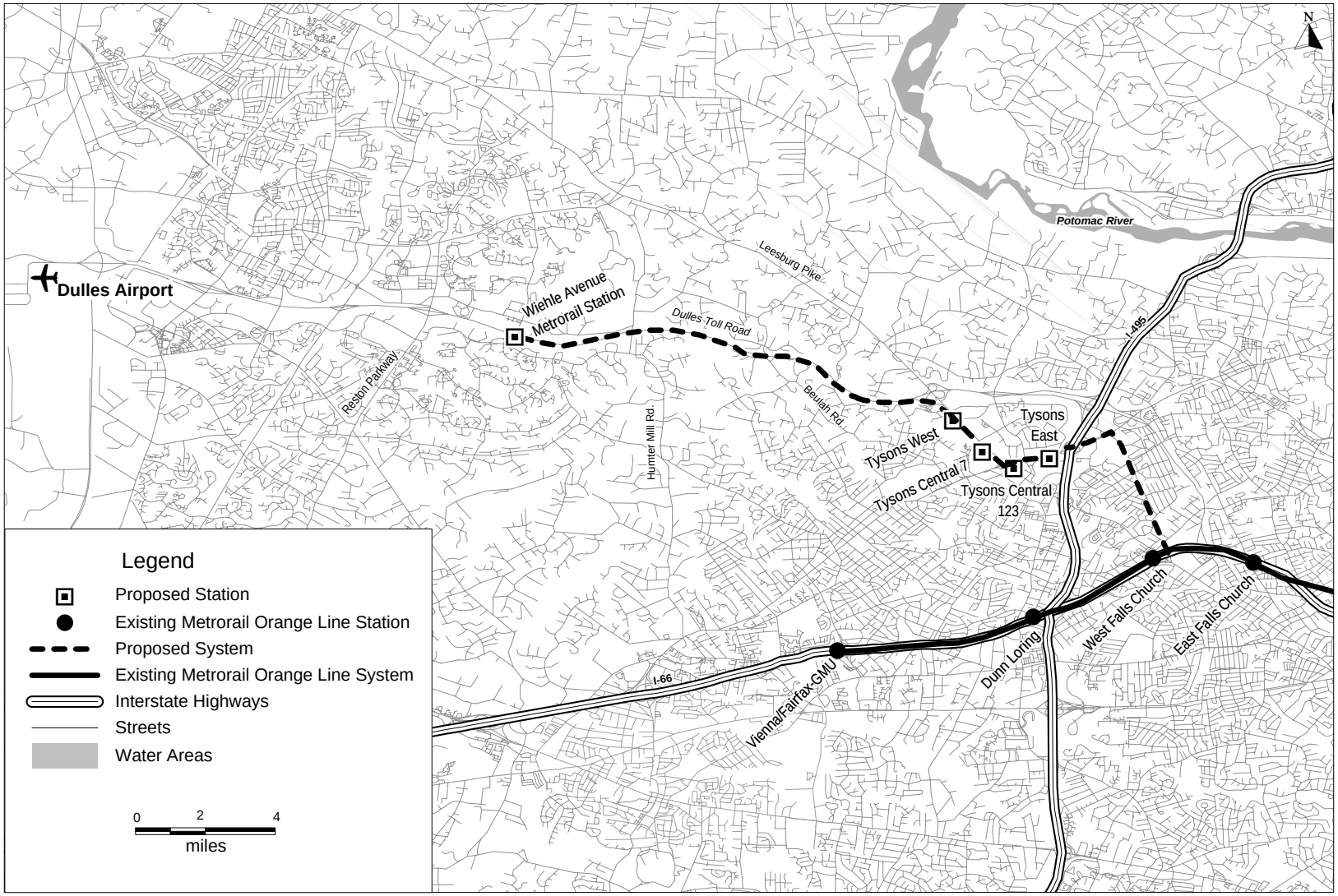
Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Dulles Corridor Metrorail Project. Through the end of FY 2012, Congress has appropriated $611.11 million in Section 5309 New Starts funds including $77.26 million in American Recovery and Reinvestment Act (ARRA) funds for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts FHWA Flexible Funds (STP)	 $900.00 $75.00	$611.11 million in total appropriations through the end of FY 2012 have been awarded. This includes $77.26 million in ARRA funds. In addition, $68.50 million in STP funds have been awarded.
State: Virginia Transportation Act 2000 Commonwealth Transportation Board Bonds	 $51.70 $125.00	
Local: Dulles Toll Road Revenues and Bond Proceeds Fairfax County Transportation Improvement District	 $1,467.02 $523.75	
TOTAL	**$3,142.47**	

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

Dulles Corridor Metrorail Project - Extension to Wiehle Avenue

Northern Virginia



University Link LRT Extension

Seattle, Washington

(November 2012)

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 will be procured as part of the project, which will permit service every five minutes during peak periods along 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 trips 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 and excavation of the Capitol Hill and University Station are essentially complete. Tunneling is underway.

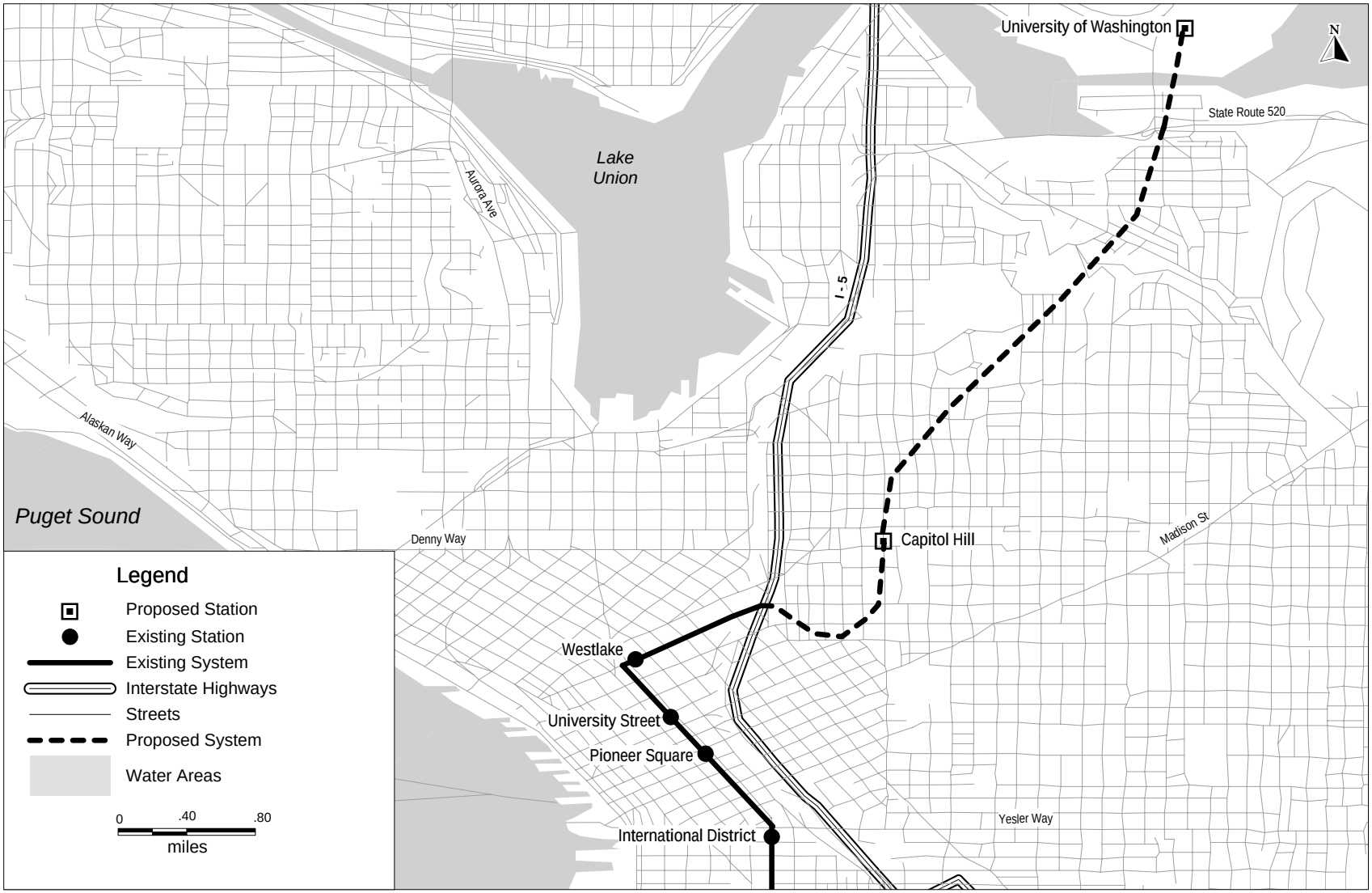
Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the University Link LRT Extension. Through the end of FY 2012, Congress has appropriated $509.36 million in Section 5309 New Starts funds for the project including $44.0 million in American Recovery and Reinvestment Act (ARRA) funds.

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

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

University Link LRT Extension

Seattle, Washington



Columbia River Crossing Project
Vancouver, Washington
Engineering
(Rating Assigned November 2012)

Summary Description	
Proposed Project:	Light Rail Transit
	2.9 Miles, 5 Stations
Total Capital Cost ($YOE):	$2,796.91 Million (includes $66.9 million in finance charges)
Section 5309 New Starts Share ($YOE):	$850.00 Million (30.4%)
Annual Forecast Year Operating Cost:	$12.81 Million
Ridership Forecast (2030):	22,200 Average Weekday Trips
	5,300 Daily New Trips
Opening Year Ridership Forecast (2019):	13,700 Average Weekday Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium

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

Project Purpose: I-5 is the primary north/south highway from California to Canada, and one of only two highway crossings of the Columbia River in the Portland/Vancouver metropolitan area. 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 LRT line would connect Portland and Vancouver and link the region's largest and most concentrated employment area (Downtown Portland) with the commercial and residential areas of Clark County. The transit project would provide direct links to the region's other LRT lines, streetcar lines, aerial tram, Amtrak passenger rail service, and most TriMet and C-TRAN bus routes.

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

September 2011, and issuance of the Record of Decision occurred in December 2011. The project is considered grandfathered into the MAP-21 engineering phase since the environmental review process is completed. WSDOT anticipates receiving a Full Funding Grant Agreement during 2014, and starting revenue operations in 2019.

Significant Changes Since Last Evaluation (November 2011): The project's capital cost decreased from $3,507.87 million to $2,796.91 million per a local decision to implement the project in phases. The initial phase will include all project elements required to make the LRT, highway, and tolling facility fully functional. Improvements at four highway interchanges, as well as the entire interchange at State Route 500, will be deferred.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$850.00	30.4%
FHWA Interstate Maintenance, Corridors of the Future, National Highway System, and Surface Transportation Program	$122.70	4.4%
State:		
Oregon DOT and Washington State DOT General Existing Funds	$24.29	0.9%
Oregon DOT Anticipated Legislative Funds	$439.78	15.7%
Washington State DOT Anticipated Legislative Funds	$260.14	9.3%
Local:		
Toll Bond Proceeds	$250.00	8.9%
Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan Backed by Toll Revenues	$850.00	30.4%
Total:	**$2,796.91**	**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.

WA, Vancouver, Columbia River Crossing Project (CRC)
(Rating Assigned November 2012)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share	**High**	The New Starts share of the project is 30.4 percent.
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 (TriMet) bus fleet is 12.7 years, which is greater than the industry average. The most recent bond ratings for TriMet, issued in August 2012, are as follows: Moody's Investors Service Aa1. The average age of the Clark County Public Transportation Benefit Area (C-TRAN) bus fleet is 7.8 years, which is greater than the industry average. C-TRAN has not issued debt and does not have a credit rating. The most recent bond ratings for the Oregon Department of Transportation (ODOT), issued in May 2012, are as follows: Moody's Investors Service Aa1, Fitch's AA+ and Standard & Poor's Corporation AAA. The most recent bond ratings for the Washington State Department of Transportation (WSDOT), issued in January 2012, are as follows: Moody's Investors Service Aa1, Fitch's AA+ and Standard & Poor's Corporation AA+.
Commitment of Capital and Operating Funds (25% of capital plan rating)	Medium	Approximately 8 percent of the non-Section 5309 New Starts funds are committed or budgeted. Sources of funds include Federal Highway Administration (FHWA) discretionary highway funds, a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, ODOT and WSDOT state funds, and toll revenue bond proceeds.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	CRC toll revenue and Section 5309 New Starts revenue assumptions are optimistic. The capital cost estimate is reasonable for this stage of the project. Although the financial plan shows that WSDOT has the financial capacity to cover cost increases or funding shortfalls equal to 15 percent of estimated project costs, that is predicated on collecting tolls prior to the project's completion and bonding against those tolls, which may be optimistic.
Project Operating Financial Plan (30% of summary financial rating)	**Medium-High**	
Operating Condition (25% of operating plan rating)	High	TriMet's current ratio of assets to liabilities as reported in its most recent audited financial statement is 1.62 (FY2011). There have been only minor service cutbacks and no cash flow shortfalls in recent years. C-TRAN's current ratio of assets to liabilities as reported in its most recent audited financial statement is 8.5 (FY2011). There have been no service cutbacks or cash flow shortfalls in recent years.

Commitment of Funds (25% of operating plan rating)	Medium-High	All of TriMet's operating funding for the project is committed. Sources of TriMet operating funds include passenger revenue, local payroll and self-employment taxes, state funds from in-lieu-of payroll tax receipts, advertising revenues, cigarette tax revenues, FTA Formula funds, and Congestion Mitigation and Air Quality Improvement (CMAQ) funds. None of C-TRAN's operating funding for the project is committed. C-TRAN's main operating revenue sources are fares and an existing local sales and use tax. A voter referendum to increase the sales and use tax to fund the CRC project and other expansion projects in Vancouver failed to pass in November 2012.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium-High	Assumed TriMet farebox collections are consistent and sales tax revenues are consistent with historical experience. Projected cash balances and reserve account are at least 20 percent of annual systemwide operating expenses. Assumed C-TRAN farebox collections are consistent and sales tax revenues are consistent with historical experience. Projected cash balances and reserve account are at least 54 percent of annual systemwide operating expenses.

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

LAND USE RATING: Medium

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

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

ECONOMIC DEVELOPMENT RATING: High

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

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

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

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


Highway Improvements
Existing Highway and Bridge
Proposed Light Rail Alignment
Existing MAX Lines
Existing Projects Under Construction
Proposed Park and Ride
Proposed Light Rail Stations
Interchange Improvements
Possible Staging or Casting Areas
Other Light Rail-related Improvements
Focus Map
Clark College
Vancouver
WASHINGTON
OREGON
Portland
Vancouver Lake
Hayden Island
North Portland Harbor
Columbia River
NE Marine Dr
Main Project Area
Focus Map Area
39th St
Fourth Plain
McLoughlin Blvd
Fourth Plain Blvd
Mill Plain Blvd
NE Columbia Blvd
NE Lombard St
NE Killingsworth St
NE Prescott St
NE 42nd Ave
Martin Luther King Jr. Blvd
Interstate Ave
Willamette River
St Helens
Lombard
Broadway
Sandy Blvd
NE Halsey St
NE 82nd Ave
E Burnside St
Steel Bridge
Barnes
N
0
1
MILE
SE 60th Ave
SE 39th Ave
SE Division St
SE Holgate Blvd
SE Woodstock Blvd
SE Flavel St
SE Tacoma St
SE Johnson Creek Rd
SE Milwaukie Ave
SE Linwood Ave
SE Park Ave
Milwaukie
Lake
Boones Ferry
Tenwilliger
Taylors Ferry
Vermont
45th
35th
Sunnyside
102nd Ave
112th
136th
Mt. Scott
129th
172nd
Powell
181st Ave
223rd Ave
Fairview
Stark
Gresham
Ruby Junction
Overview Map

Fourth Plain Bus Rapid Transit
Vancouver, Washington
Project Development

Summary Description	
Proposed Project:	Bus Rapid Transit 6.6 Miles, 18 Stations
Total Capital Cost ($YOE):	$49.30 Million
Section 5309 Small Starts Share ($YOE):	$39.44 Million (80.0%)
Annual Forecast Year Operating Cost:	$4.56 Million
Opening Year Ridership Forecast (2015):	5,800 Average Weekday Trips 800 Daily New Trips

Project Description: The Clark County Public Transit Benefit Area Authority (C-TRAN) proposes to construct the first BRT line in the Vancouver/Portland region as well as the first BRT line in the Clark County High Capacity Transit (HCT) System Plan. The BRT line would operate in an exclusive at-grade right-of-way for 1.7 miles and in mixed traffic for 4.9 miles and would include the purchase of 10 new vehicles. The BRT line would operate every 10 minutes during weekday peak periods, every 15 minutes during weekday off-peak periods and weekends, and every 30 minutes on weekday evenings.

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

Project Development History, Status and Next Steps: A planning study was initiated by C-TRAN for the corridor in June 2011 and was completed with the selection of BRT as the locally preferred alternative (LPA) in June 2012. The LPA was adopted into the region's fiscally constrained long-range plan in August 2012. FTA approved the project into project development in April 2013. An Environmental Assessment is expected to be completed in spring 2013. C-TRAN anticipates receiving a Finding of No Significant Impact in June 2013, a Small Starts Grant Agreement in mid-2014, initiating construction in mid-2014, and starting revenue service in October 2015.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 Small Starts	$39.44	80.0%
State: Regional Mobility Grant	$3.00	6.1%
Local: C-TRAN Capital Reserve Municipal Sales Tax	 $0.50 $6.36	 1.0% 12.9%
Total:	**$49.30**	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.

Fourth Plain Bus Rapid Transit Project - Vancouver, Washington

Figure 1. Project Map