Annual Report on Funding Recommendations

Fiscal Year 2015
Capital Investment Grant Program

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

2014

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Introduction

This *Annual Report on Funding Recommendations* is issued by the United States Secretary of Transportation to help inform the appropriations process for the upcoming fiscal year 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 transit capital projects that are locally planned, implemented, and operated. The majority of the projects are fixed-guideway transit projects, meaning they use or occupy a separate right-of-way such as rails, catenaries, or exclusive bus lanes. This includes rapid rail, light rail, streetcar, commuter rail, and bus rapid transit (BRT). However, ferry projects and corridor-based BRT projects that do not use an exclusive bus lane but have other characteristics similar to rail transit service are also eligible. The program has helped to make possible dozens of new or extended transit systems across the country. These public transportation investments, in turn, have improved the mobility and quality of life of millions of Americans, provided alternatives to congested roadways, and fostered the development of more economically vibrant communities.

Under the preceding authorization to MAP-21 — 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 only did so once a Final Rule implementing Small Starts was completed. That Final Rule was published in January 2013.

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. Under MAP-21, New Starts and Core Capacity projects go through three steps - Project Development, Engineering, and Construction. Small Starts projects go through two steps - Project

[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.

Development and Construction. New Starts projects are those whose sponsors request $75 million or more in Capital Investment Grant Program funds or have an anticipated total capital cost of $250 million or more. Core Capacity projects are substantial corridor based investments in an existing fixed-guideway system that will increase capacity in the corridor by not less than 10 percent. Small Starts projects are defined as those whose sponsors request less than $75 million in Capital Investment Grant Program funds and have an anticipated total capital cost of less than $250 million. All projects must be evaluated and rated on a set of statutorily defined project justification and local financial commitment criteria and receive and maintain at least a "Medium" overall rating to advance through the various steps to be eligible for funding.

MAP-21 expires on October 1, 2014. As reflected in this report, FTA is proposing in its FY 2015 Budget Request to Congress that the amount of funding allowed for FTA oversight activities be increased from 1 percent to 1.5 percent. The increase will help FTA mitigate the cost and schedule risks associated with the increasing number of mega projects with total project capital costs over $1 billion.

This Report provides general information about the Capital Investment Grant Program, including the guidelines that the United States Department of Transportation (DOT) uses to make funding recommendations for proposed projects in the development pipeline and for projects currently in construction. Table 1 identifies the Fiscal Year (FY) 2015 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 information on the Capital Investment Grant program can be found on FTA's website at http://www.fta.dot.gov/12304.html . Also available on the website are profiles of each of the projects in the Capital Investment Grant program "pipeline" in the row labeled "Current Projects." There you can find project descriptions, project maps, notes on the projects' progress, and a discussion of any significant issues since FTA's last evaluation.

General Commitment Guidelines for Capital Investment Projects

- Any project recommended for a Full Funding Grant Agreement (FFGA) or Small Starts Grant Agreement (SSGA) should meet the project justification, local financial commitment, and process criteria established in Section 5309, and should be consistent with Executive Order 12893, *Principles for Federal Infrastructure Investments*, issued January 26, 1994.
- To the extent that funds can be obligated by FTA in the coming fiscal year under existing FFGAs and SSGAs, these commitments should be honored before any new funding recommendations are made.
- The FFGA or SSGA defines the project including its cost, scope, schedule, and level of service; commits to a maximum level of annual and total Capital Investment Grant Program financial assistance (subject to Congressional appropriation); establishes the terms and conditions of Federal financial participation; defines the period of time for completion of the project, and helps FTA and the project sponsor manage the project in accordance with

Federal law. Upon completion of an FFGA or SSGA, the Section 5309 funding commitment has been fulfilled. Additional Section 5309 funding will not be recommended. Any additional costs beyond the scope of the commitment outlined in the FFGA or SSGA are the responsibility of the project sponsor. FTA works closely with project sponsors to identify and implement strategies for containing capital costs at the level indicated in the FFGA or SSGA at the time it was signed.

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

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

Table 1 - FY 2015 Funding for Capital Investment Grant Program

Project	Rating	Total Project Cost	Section 5309 Request	Funds Appropriated/ Allocated Through FY14	Remaining Funding Needed	FY15 Budget Recommendations
Totals by Project Type						
Existing New Starts Full Funding Grant Agreements						$ 1,410,137,944
Recommended New Starts Projects						$ 578,221,561
Recommended Core Capacity Funding						$ 275,000,000
Recommended Small Starts Projects						$ 199,140,495
Oversight Activities						$ 37,500,000
GRAND TOTAL						**$ 2,500,000,000**
Existing New Starts Full Funding Grant Agreements With Remaining Funding Needs - Projects Are Under Construction or Open for Service						
CA Los Angeles, Regional Connector Transit Corridor	FFGA	$ 1,402,932,490	$ 669,900,000	$ 65,000,000	$ 604,900,000	$ 100,000,000
CA San Francisco - Third Street Light Rail-Central Subway Project	FFGA	$ 1,578,300,000	$ 942,200,000	$ 469,181,899	$ 473,018,101	$ 150,000,000
CA San Jose - Silicon Valley Berryessa Extension	FFGA	$ 2,230,021,971	$ 900,000,000	$ 402,585,423	$ 497,414,577	$ 150,000,000
CO Denver - RTD Eagle, Denver	FFGA	$ 2,043,143,000	$ 1,030,449,000	$ 517,186,415	$ 513,262,585	$ 150,000,000
+ CT New Britain - Hartford Busway	FFGA	$ 567,053,000	$ 275,300,000	$ 213,361,127	$ 61,938,873	$ 61,938,873
HI Honolulu - High Capacity Transit Corridor	FFGA	$ 5,121,693,163	$ 1,550,000,000	$ 806,267,358	$ 743,732,642	$ 250,000,000
+ MN St. Paul-Min., Central Corridor Light Rail Transit Project	FFGA	$ 956,900,000	$ 473,950,000	$ 364,802,983	$ 109,147,017	$ 109,147,017
NC Charlotte, Blue Line Extension-Northeast Corridor	FFGA	$ 1,160,084,496	$ 580,042,248	$ 205,807,660	$ 374,234,588	$ 100,000,000
+ NY New York - East Side Access	FFGA	$ 7,386,003,583	$ 2,632,113,826	$ 2,584,890,866	$ 47,222,960	$ 47,222,960
OR Portland - Milwaukie LRT	FFGA	$ 1,490,350,173	$ 745,175,087	$ 279,510,943	$ 465,664,144	$ 100,000,000
+ VA Northern Virginia-Dulles Wiehle Ave	FFGA	$ 3,142,471,634	$ 900,000,000	$ 797,844,869	$ 102,155,131	$ 102,155,131
+ WA Seattle-University Link LRT Extension	FFGA	$ 1,947,682,000	$ 813,000,000	$ 723,326,037	$ 89,673,963	$ 89,673,963
Total Existing New Starts Full Funding Grant Agreements		**$ 29,026,635,510**	**$ 11,512,130,161**	**$ 7,429,765,579**	**$ 4,082,364,582**	**$ 1,410,137,944**
Recommended New Starts Projects						
CA Los Angeles, Westside Subway Extension - Section 1	High	$ 2,821,957,153	$ 1,250,000,000	$ 65,000,000	$ 1,185,000,000	$ 100,000,000
* FL Orlando, SunRail Phase II South	Medium-High	$ 173,599,720	$ 86,799,860	$ 2,427,245	$ 84,372,615	$ 63,221,561
* MA Cambridge to Medford, Green Line Extension	Medium-High	$ 1,656,556,658	$ 714,406,000	$ -	$ 714,406,000	$ 100,000,000
* MD Baltimore, Red Line	Medium-High	$ 2,644,518,185	$ 900,000,000	$ 3,000,000	$ 897,000,000	$ 100,000,000
* MD Maryland National Capital Purple Line	Medium-High	$ 2,371,148,367	$ 900,000,000	$ 3,000,000	$ 897,000,000	$ 100,000,000
OR Portland, Columbia River Crossing Project	Medium-High	$ 2,711,826,553	$ 849,999,978	$ 65,000,000	$ 784,999,978	$ 65,000,000
* TX Fort Worth, TEX Rail	Medium-High	$ 809,765,563	$ 404,882,781	$ 4,000,000	$ 400,882,781	$ 50,000,000
Total Recommended New Starts Projects		**$ 13,189,372,198**	**$ 5,106,088,619**	**$ 142,427,245**	**$ 4,963,661,374**	**$ 578,221,561**
Core Capacity Projects						**$ 275,000,000**
IL Chicago, Red and Purple Line Modernization Project and Other Eligible Projects						
Recommended Small Starts Projects						
+ CA Oakland, East Bay BRT	Medium-High	$ 177,986,172	$ 74,999,999	$ 47,410,000	$ 27,589,999	$ 27,589,999
*+ FL Fort Lauderdale, Wave Streetcar	Medium-High	$ 142,589,000	$ 49,650,000	$ -	$ 49,650,000	$ 49,650,000
+ OR Eugene, West Eugene EmX Extension	Medium	$ 95,567,000	$ 74,999,999	$ 24,423,479	$ 50,576,520	$ 50,576,520
* TN Nashville, East-West Connector BRT (The Amp)	Medium-High	$ 173,997,855	$ 74,999,999	$ -	$ 74,999,999	$ 27,437,833
+ TX El Paso, Dyer Corridor BRT	Medium	$ 35,892,457	$ 20,400,000	$ 15,237,058	$ 5,162,942	$ 5,162,942
*+ WA Vancouver, C-TRAN Fourth Plain Bus Rapid Transit	Medium-High	$ 53,404,002	$ 38,723,202	$ -	$ 38,723,202	$ 38,723,202
Total Small Starts		**$ 679,436,486**	**$ 333,773,199**	**$ 87,070,537**	**$ 246,702,662**	**$ 199,140,495**

+ indicates completion of FTA commitment to the project

* indicates first time included as a funding recommendation in the President's budget

The FY 2015 Funding Allocations and Recommendations

FTA is recommending a total appropriation of $2,500 million in Section 5309 Capital Investment Grant Program funds in FY 2015. FTA recommends it be distributed as follows:

- $1,410.14 million for existing FFGAs
- $ 578.22 million to proposed New Starts FFGAs
- $ 275.00 million for Core Capacity projects
- $ 199.14 million to proposed Small Starts SSGAs
- $ 37.50 million for management and oversight (1.5% of the FY15 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 Grant projects seeking construction grants: *High*, *Medium-High*, *Medium*, *Medium-Low*, and *Low*. To advance in the process toward a funding recommendation in the President's budget and a construction grant, a project must be rated *Medium* or higher overall. Receipt of project funding through a construction grant is subject to Congressional appropriation, and is only obligated when the grantee can assure FTA that the proposed project scope, cost estimate, and budget are firm and reliable and local funding commitments are in place. Once a project receives a construction grant from FTA, it is no longer required to be evaluated and rated by FTA.

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 2015 Project Ratings; Table 2B is the Detailed Summary of FY 2015 Local Financial Commitment Ratings; and Table 2C is the Detailed Summary of FY2015 Project Justification Ratings.

Since publication of the FY 2014 *Annual Report* in April 2013, some New and Small Starts projects received construction grant agreements. In addition, several projects have entered New Starts, Small Starts, and Core Capacity Project Development. These include the following:

New Starts Projects that Received Full Funding Grant Agreements

- Los Angeles, CA – Regional Connector

Small Starts Projects that Received Small Starts Grant Agreements

- Riverside, CA – Perris Valley Commuter Rail

New Starts Projects Entered into Project Development under MAP-21

- Durham, NC – Durham-Orange Light Rail Transit Project
- Seattle, WA – Lynwood Link Light Rail Extension Project

Small Starts Projects Entered into Project Development under MAP-21

- Los Angeles, CA – Downtown Streetcar
- San Jose, CA - El Camino Real Corridor Bus Rapid Transit Project
- San Rafael, CA - SMART San Rafael to Larkspur Regional Connection
- Orlando, FL - SunRail Phase II North Extension
- Chicago, IL – Ashland Avenue Bus Rapid Transit
- Charlotte, NC - CityLYNX Gold Line Phase 2
- Albuquerque, NM - Central Ave BRT
- Reno, NV - 4th St/Prater Way Corridor
- Nashville, TN – East/West Connector BRT (The Amp)
- San Antonio, TX - Downtown Modern Streetcar

Core Capacity Projects Entered into Project Development under MAP-21

- Chicago, IL – Red and Purple Line Modernization Project

FTA also notes that although no funding is requested for the Fresno Area Express Blackstone/King Canyon Bus Rapid Transit project in FY 2015, it was recommended in prior budgets and has received a total of $27.8 million in FY 2013 and FY 2014 funds. This should be sufficient to allow execution of a Small Starts Grant Agreement for the project prior to the end of FY 2015, if the project becomes ready for such a commitment.

Table 2A --Capital Investment Grant Program Summary of FY 2015 Project Ratings

Phase State, City, Project	Capital Cost (millions)	Financing Costs (millions)	Total Capital Cost (millions)	Total CIG Funding Request (millions)	CIG Share of Capital Costs	Overall Project Rating	Local Financial Commitment Rating	Project Justification Rating
New Starts Engineering								
CA Los Angeles, Westside Subway Extension - Section 1	$ 2,446.5	$ 375.5	$ 2,822.0	$ 1,250.0	44%	High	High	Medium-High
FL Orlando, SunRail Phase II South	$ 172.7	$ 0.9	$ 173.6	$ 86.8	50%	Medium-High	Medium-High	Medium
MA Cambridge to Medford, Green Line Extension	$ 1,428.8	$ 227.7	$ 1,656.6	$ 714.4	43%	Medium-High	Medium-High	Medium-High
OR Portland, Columbia River Crossing Project	$ 2,616.0	$ 95.9	$ 2,711.8	$ 850.0	31%	Medium-High	Medium-High	Medium-High
TX Houston, University Corridor LRT	$ 1,461.6	$ 101.5	$ 1,563.1	$ 781.5	50%	Medium	Medium	Medium
Core Capacity Project Development								
^ IL Chicago, Red and Purple Line Modernization Project	$ 4,700.0	$ -	$ 4,700.0	$ 1,500.0	32%	---	---	---
New Starts Project Development								
CA San Diego, Mid-Coast Corridor Transit Project	$ 1,641.2	$ 343.5	$ 1,984.7	$ 980.4	49%	Medium-High	Medium-High	Medium
^ CO Denver, Southeast Extension	$ 210.7	$ -	$ 210.7	$ 92.0	44%	---	---	---
MD Baltimore, Red Line	$ 2,644.5	$ -	$ 2,644.5	$ 900.0	34%	Medium-High	Medium-High	Medium-High
MD Maryland National Capital Purple Line	$ 2,245.1	$ 126.0	$ 2,371.1	$ 900.0	38%	Medium-High	Medium-High	Medium-High
MN Minneapolis, Southwest LRT	$ 1,220.5	$ 30.0	$ 1,250.5	$ 625.2	50%	Medium	Medium	Medium
^ NC Durham, Durham-Orange LRT Project	$ 1,820.6	$ -	$ 1,820.6	$ 910.3	50%	---	---	---
TX Fort Worth, TEX Rail	$ 795.7	$ 14.1	$ 809.8	$ 404.9	50%	Medium-High	Medium-High	Medium
^ WA Seattle, Lynnwood Link Extension	$ 1,200 - $1,700	$ -	$ 1,200 - $1,700	-	50%	---	---	---
Small Starts Project Development								
^ AZ Tempe, Tempe Streetcar	$ 124.7	$ 4.7	$ 129.3	$ 56.0	43%	---	---	---
CA Fresno, Fresno Area Express Blackstone/Kings Canyon BRT	$ 48.8	$ -	$ 48.8	$ 39.0	80%	Medium	Medium	Medium
^ CA Los Angeles, Downtown Streetcar	$ 153 - $162	$ -	$ 153 - $162	$ 75.0	46% - 49%	---	---	---
CA Oakland, East Bay BRT	$ 173.0	$ 5.0	$ 178.0	$ 75.0	42%	Medium-High	High	Medium
CA San Francisco, Van Ness Avenue BRT	$ 125.6	$ -	$ 125.6	$ 75.0	60%	Medium-High	Medium	High
^ CA San Jose, El Camino Real Corridor BRT Project	$ 188.0	$ -	$ 188.0	$ 75.0	40%	---	---	---
^ CA San Rafael, SMART San Rafael to Larkspur Regional Connection	$ 30.0	$ -	$ 30.0	$ 16.0	53%	---	---	---
^ FL Fort Lauderdale, Wave Streetcar	$ 140.2	$ 2.4	$ 142.6	$ 49.7	35%	Medium-High	High	Medium
FL Jacksonville, JTA BRT North Corridor	$ 33.2	$ -	$ 33.2	$ 26.6	80%	Medium	Medium	Medium
FL Jacksonville, BRT Southeast Corridor	$ 23.9	$ -	$ 23.9	$ 19.1	80%	Medium	Medium	Medium
^ FL Orlando, SunRail Phase II North Extension	$ 79.2	$ -	$ 79.2	$ 39.6	50%	---	---	---
^ IL Chicago, CTA Ashland Ave BRT Phase I Project	$ 116.9	$ -	$ 116.9	$ 58.3	50%	---	---	---
^ MI Lansing, Michigan/Grand River BRT	$ 215.4	$ -	$ 215.4	$ 75.0	35%	---	---	---
^ NC Charlotte, CityLYNX Gold Line Phase 2	$ 126.0	$ -	$ 126.0	$ 63.0	50%	---	---	---
^ NM Albuquerque, Central Ave BRT	$ -	$ -	$ -	$ -	---	---	---	---
^ NV Reno, 4th St/Prater Way Corridor	$ 52.6	$ -	$ 52.6	$ 24.6	47%	---	---	---
^ OH Columbus, COTA Northeast Corridor BRT Project	$ 39.4	$ -	$ 39.4	$ 31.5	80%	---	---	---
OR Eugene, West Eugene EmX Extension	$ 95.6	$ -	$ 95.6	$ 75.0	78%	Medium	Medium	Medium
^ TN Nashville, East-West Connector BRT (The Amp)	$ 174.0	$ -	$ 174.0	$ 75.0	43%	Medium-High	High	Medium
TX El Paso, Dyer Corridor BRT	$ 35.9	$ -	$ 35.9	$ 20.4	57%	Medium	Medium	Medium
^ TX El Paso, Montana Corridor BRT	$ 43.4	$ -	$ 43.4	$ 25.7	59%	---	---	---
^ TX San Antonio, Downtown Modern Streetcar	$ -	$ -	$ -	$ -	---	---	---	---
^ UT Provo-Orem, Provo-Orem Bus Rapid Transit	$ 146.4	$ 13.0	$ 159.4	$ 75.0	47%	---	---	---
^ WA Vancouver, C-TRAN Fourth Plain Bus Rapid Transit	$ 53.4	$ -	$ 53.4	$ 38.7	73%	Medium-High	Medium	Medium-High

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

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

Table 2B -- Detailed Summary of FY 2015 Local Financial Commitment Ratings

Phase State, City, Project	Local Financial Commitment Summary Rating	Local Financial Commitment Factors			
		Current Financial Condition Rating	Commitment of Funds Rating	Reasonableness of the Financial Plan Rating	CIG Program Funding Share
New Starts Engineering					
CA Los Angeles, Westside Subway Extension - Section 1	**High**	**Medium-High**	**High**	**Medium**	44%
FL Orlando, SunRail Phase II South	**Medium-High**	**High**	**High**	**Medium**	50%
MA Cambridge to Medford, Green Line Extension	**Medium-High**	**Medium**	**High**	**Medium-Low**	43%
OR Portland, Columbia River Crossing Project	**Medium-High**	**Medium**	**Medium-Low**	**Medium**	31%
TX Houston, University Corridor LRT	**Medium**	*	*	*	50%
Core Capacity Project Development					
IL Chicago, Red and Purple Line Modernization Project	---	---	---	---	---
New Starts Project Development					
CA San Diego, Mid-Coast Corridor Transit Project	**Medium-High**	*	*	*	49%
CO Denver, Southeast Extension	---	---	---	---	---
MD Baltimore, Red Line	**Medium-High**	**Medium**	**Medium-High**	**Medium-Low**	34%
MD Maryland National Capital Purple Line	**Medium-High**	**Medium**	**Medium-High**	**Medium-Low**	38%
MN Minneapolis, Southwest LRT	**Medium**	*	*	*	50%
NC Durham, Durham-Orange LRT Project	---	---	---	---	---
TX Fort Worth, TEX Rail	**Medium-High**	**Medium-High**	**High**	**Medium**	50%
WA Seattle, Lynnwood Link Extension	---	---	---	---	---
Small Starts Project Development					
AZ Tempe, Tempe Streetcar	---	---	---	---	---
^ CA Fresno, Fresno Area Express Blackstone/Kings Canyon BRT	**Medium**	*	*	*	80%
CA Los Angeles, Downtown Streetcar	---	---	---	---	---
^ CA Oakland, East Bay BRT	**High**	*	*	*	42%
CA San Francisco, Van Ness Avenue BRT	**Medium**	*	*	*	60%
CA San Jose, El Camino Real Corridor BRT Project	---	---	---	---	---
CA San Rafael, SMART San Rafael to Larkspur Regional Connection	---	---	---	---	---
FL Fort Lauderdale, Wave Streetcar	**High**	**N/A**	**N/A**	**N/A**	35%
^ FL Jacksonville, JTA BRT North Corridor	**Medium**	*	*	*	80%
^ FL Jacksonville, BRT Southeast Corridor	**Medium**	*	*	*	80%
FL Orlando, SunRail Phase II North Extension	---	---	---	---	---
IL Chicago, CTA Ashland Ave BRT Phase I Project	---	---	---	---	---
MI Lansing, Michigan/Grand River BRT	---	---	---	---	---
NC Charlotte, CityLYNX Gold Line Phase 2	---	---	---	---	---
NM Albuquerque, Central Ave BRT	---	---	---	---	---
NV Reno, 4th St/Prater Way Corridor	---	---	---	---	---
OH Columbus, COTA Northeast Corridor BRT Project	---	---	---	---	---
^ OR Eugene, West Eugene EmX Extension	**Medium**	*	*	*	78%
TN Nashville, East-West Connector BRT (The Amp)	**High**	**N/A**	**N/A**	**N/A**	43%
^ TX El Paso, Dyer Corridor BRT	**Medium**	*	*	*	57%
TX El Paso, Montana Corridor BRT	---	---	---	---	---
TX San Antonio, Downtown Modern Streetcar	---	---	---	---	---
UT Provo-Orem, Provo-Orem Bus Rapid Transit	---	---	---	---	---
WA Vancouver, C-TRAN Fourth Plain Bus Rapid Transit	**Medium**	**N/A**	**N/A**	**N/A**	73%

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

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

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

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

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

Table 2C -- Detailed Summary of FY 2015 Project Justification Ratings

Phase State, City, Project	Project Justification Summary Rating	Environmental Benefits Rating	Mobility Improvements Rating	Congestion Relief Rating	Cost Effectiveness Rating	Economic Development Rating	Land Use Rating
New Starts Engineering							
CA Los Angeles, Westside Subway Extension - Section 1	**Medium-High**	High	Medium	Medium	Medium	Medium-High	Medium-High
FL Orlando, SunRail Phase II South	**Medium**	High	Low	Medium	Low	Medium	Medium-Low
MA Cambridge to Medford, Green Line Extension	**Medium-High**	Medium	Medium-High	Medium	Medium-High	Medium-High	Medium-High
OR Portland, Columbia River Crossing Project	**Medium-High**	High	Medium	Medium	Medium-High	High	Medium
TX Houston, University Corridor LRT	**Medium**	High	Medium-High	N/A	Medium	Medium	Medium-Low
Core Capacity Project Development							
IL Chicago, Red and Purple Line Modernization Project	---	---	---	---	---	---	---
New Starts Project Development							
CA San Diego, Mid-Coast Corridor Transit Project	**Medium**	High	Medium	Medium	Medium	Medium-High	Medium
CO Denver, Southeast Extension	---	---	---	---	---	---	---
MD Baltimore, Red Line	**Medium-High**	Medium-High	Medium-High	Medium	Medium	Medium-High	Medium-High
MD Maryland National Capital Purple Line	**Medium-High**	High	Medium-High	Medium	Medium-High	Medium-High	Medium
MN Minneapolis, Southwest LRT	**Medium**	High	Medium	N/A	Medium-Low	Medium-High	Medium
NC Durham, Durham-Orange LRT Project	---	---	---	---	---	---	---
TX Fort Worth, TEX Rail	**Medium**	Medium-High	Medium-Low	Medium	Medium	Medium	Medium-Low
WA Seattle, Lynnwood Link Extension	---	---	---	---	---	---	---
Small Starts Project Development							
AZ Tempe, Tempe Streetcar	---	---	---	---	---	---	---
^ CA Fresno, Fresno Area Express Blackstone/Kings Canyon BRT	**Medium**	N/A	N/A	N/A	Medium	Medium	Medium
CA Los Angeles, Downtown Streetcar	---	---	---	---	---	---	---
^ CA Oakland, East Bay BRT	**Medium**	N/A	N/A	N/A	Medium	Medium	Medium
CA San Francisco, Van Ness Avenue BRT	**High**	N/A	N/A	N/A	High	High	High
CA San Jose, El Camino Real Corridor BRT Project	---	---	---	---	---	---	---
CA San Rafael, SMART San Rafael to Larkspur Regional Connection	---	---	---	---	---	---	---
FL Fort Lauderdale, Wave Streetcar	**Medium**	Low	Low	Medium	Medium	Medium-High	Medium
^ 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
FL Orlando, SunRail Phase II North Extension	---	---	---	---	---	---	---
IL Chicago, CTA Ashland Ave BRT Phase I Project	---	---	---	---	---	---	---
MI Lansing, Michigan/Grand River BRT	---	---	---	---	---	---	---
NC Charlotte, CityLYNX Gold Line Phase 2	---	---	---	---	---	---	---
NM Albuquerque, Central Ave BRT	---	---	---	---	---	---	---
NV Reno, 4th St/Prater Way Corridor	---	---	---	---	---	---	---
OH Columbus, COTA Northeast Corridor BRT Project	---	---	---	---	---	---	---
^ OR Eugene, West Eugene EmX Extension	**Medium**	N/A	N/A	N/A	High	Medium	Low
TN Nashville, East-West Connector BRT (The Amp)	**Medium**	Medium-Low	Low	Medium	Medium	Medium-High	Medium
^ TX El Paso, Dyer Corridor BRT	**Medium**	N/A	N/A	N/A	Medium	Medium	Medium
TX El Paso, Montana Corridor BRT	---	---	---	---	---	---	---
TX San Antonio, Downtown Modern Streetcar	---	---	---	---	---	---	---
UT Provo-Orem, Provo-Orem Bus Rapid Transit	---	---	---	---	---	---	---
WA Vancouver, C-TRAN Fourth Plain Bus Rapid Transit	**Medium-High**	High	Medium-Low	Medium	High	Medium-High	Medium

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

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

"N/A" signifies that this criterion does not apply because the project rating shown is based on the SAFETEA-LU evaluation and rating process rather than the MAP-21 process. For the University Corridor LRT and Southwest LRT New Starts projects, the summary rating also reflects a Medium rating for Operating Efficiencies (not shown).

Existing Full Funding Grant Agreements
With Remaining Funding Needs in FY2015

Capital Investment Grant Program Projects in Project Development and Engineering - FY 2015

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

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.

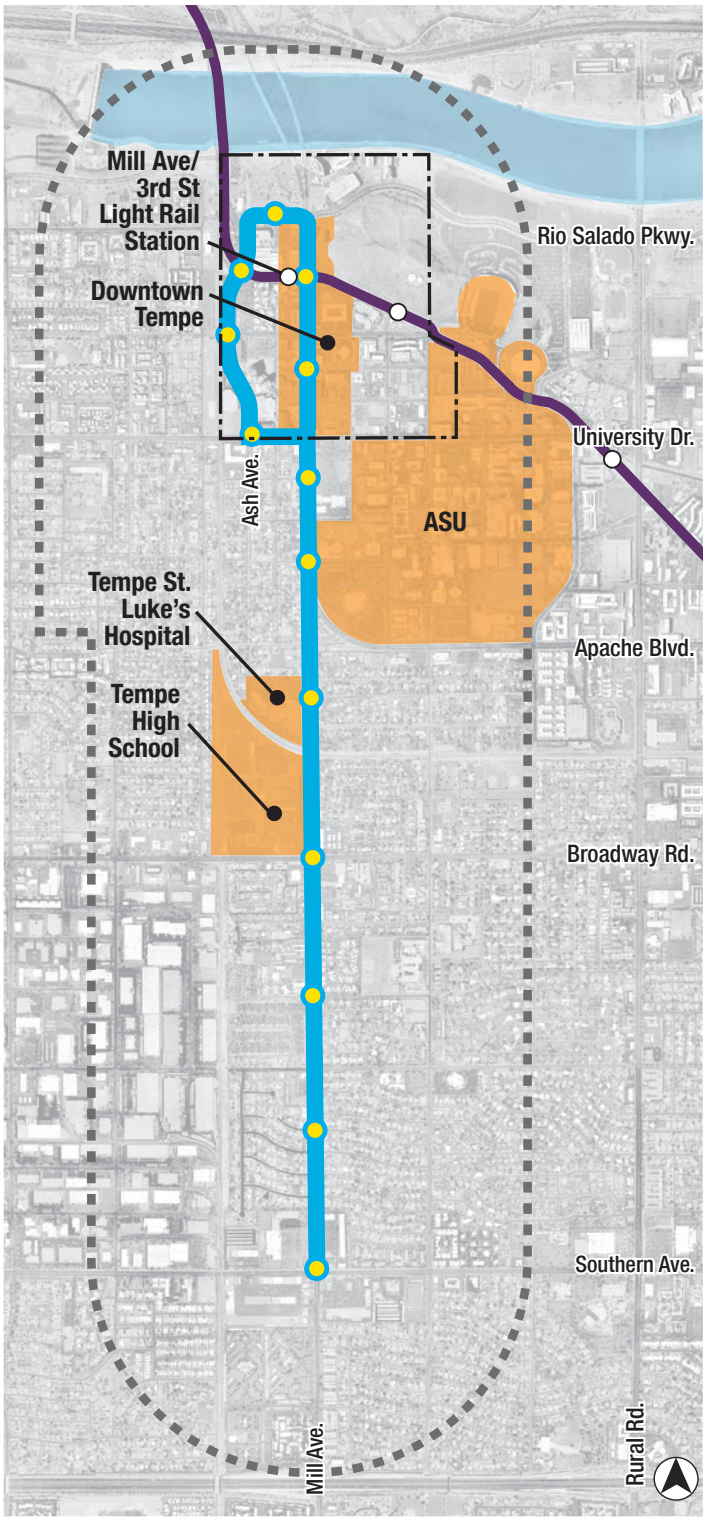
Project Purpose: The Tempe Streetcar is intended to improve mobility and provide additional transit capacity in the Tempe CBD and the Mill Avenue corridor. The project would connect the Arizona State University campus and nearby residential neighborhoods with the activity centers of Downtown Tempe and 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 2014, initiation of construction in 2015 and start of revenue service in late 2017.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 Small Starts	$56.00	43.3%
FHWA Flexible Funds (Congestion Mitigation and Air Quality Funds)	$32.10	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



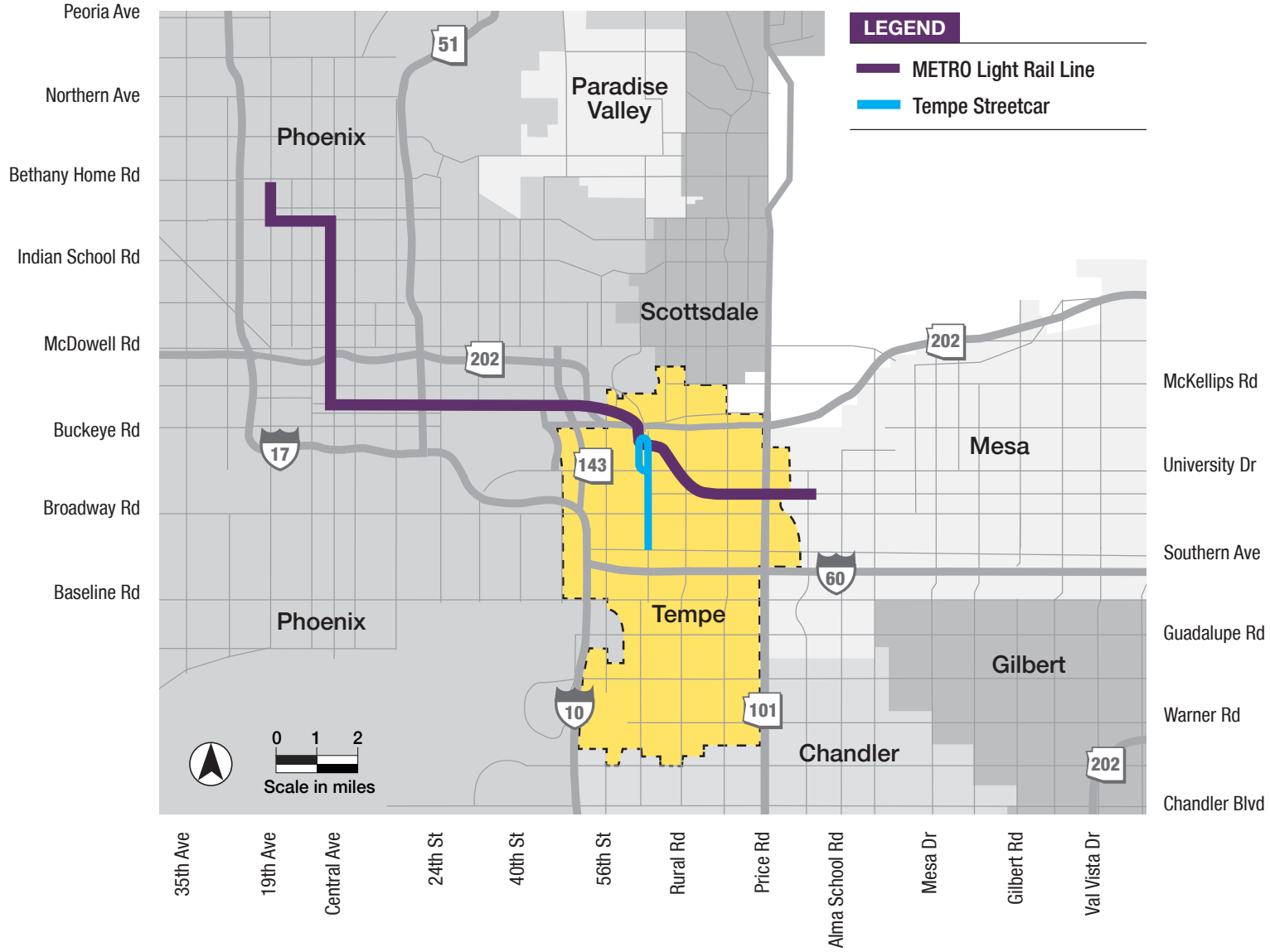
LEGEND

- 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

VICINITY MAP



Fresno Area Express Blackstone/Kings Canyon Bus Rapid Transit
Fresno, California
Small Starts Project Development
(Rating Assigned January 2014)

Summary Description	
Proposed Project:	Bus Rapid Transit 15.7 Miles, 27 Stations
Total Capital Cost ($YOE):	$48.75 Million
Section 5309 Small Starts Share ($YOE):	$39.00 Million (80.0%)
Annual Opening Year Operating Cost:	$3.94 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 Bus Rapid Transit (BRT) project to connect North Fresno, Downtown Fresno, and the Southeast Growth Area. The project would include transit signal priority, real-time bus arrival displays and off-board fare collection. Service would be operated using 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. On weekdays, service would operate every 10 minutes during peak hours and every 15 minutes during most off-peak hours. On weekends, service would operate every 20 minutes.

Project Purpose: The 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 obtained a documented Categorical Exclusion for National Environmental Policy Act purposes in April 2013. In January 2014, the Fresno City Council voted to suspend design work on the project because of concerns about funding for project operations, and FAX is working to address council members' concerns. Prior to the pause in design work, FAX anticipated obtaining a Small Starts Grant Agreement in mid-2014 and initiating revenue operations in late 2015.

Significant Changes Since Last Evaluation (November 2012): FAX removed dedicated bus lanes, which would have been implemented over 20 percent of the alignment's length, from the project scope. The change requires stations in the affected portion of the alignment to be enlarged slightly to allow buses to stop without pulling out of traffic. Due to this change and other design refinements, the capital cost estimate has increased slightly, from $47.24 million to $48.75 million.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 Small Starts	$39.00	80.0%
State: Proposition 1B General Obligation Bonds	$9.75	20.0%
Total:	**$48.75**	100.0%

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

Blackstone/Kings Canyon BRT Alignment

Fresno, CA

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

FRIANT RD
FRESNO ST
NEES AVE
EL PASO AVE
River Park Center
Kaiser Hospital
HERNDON AVE
SIERRA AVE
BULLARD AVE
BARSTOW AVE
SHAW AVE
BLACKSTONE AVE
GETTYSBURG AVE
ASHLAN AVE
GRIFFITH WAY
MANCHESTER CENTER
41
168
CLINTON AVE
Fresno City College
WELDON AVE
OLIVE AVE
ABBY
BELMONT AVE
180
See Downtown Inset Map for Routing Details
99
VENTURA/KINGS CANYON
1ST ST
6TH ST
CEDAR AVE
MAPLE AVE
CHESTNUT AVE
WILLOW AVE
PEACH AVE
Sunnyside High School
CLOVIS AVE
PHILLIPS AVE

0 0.5 1 2 Miles

N

Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid,

DOWNTOWN FRESNO BRT ROUTING

DIVISADERO ST
Community Regional Medical Center
41
STANISLAUS ST
P ST
N ST
FRESNO ST
TULARE ST
O ST
Fulton Mall
VAN NESS AVE
M ST
VENTURA
Future High Speed Rail Station

0 0.1 0.2 Miles

Regional Connector Transit Corridor
Los Angeles, California

(February 2014)

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

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

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

Status

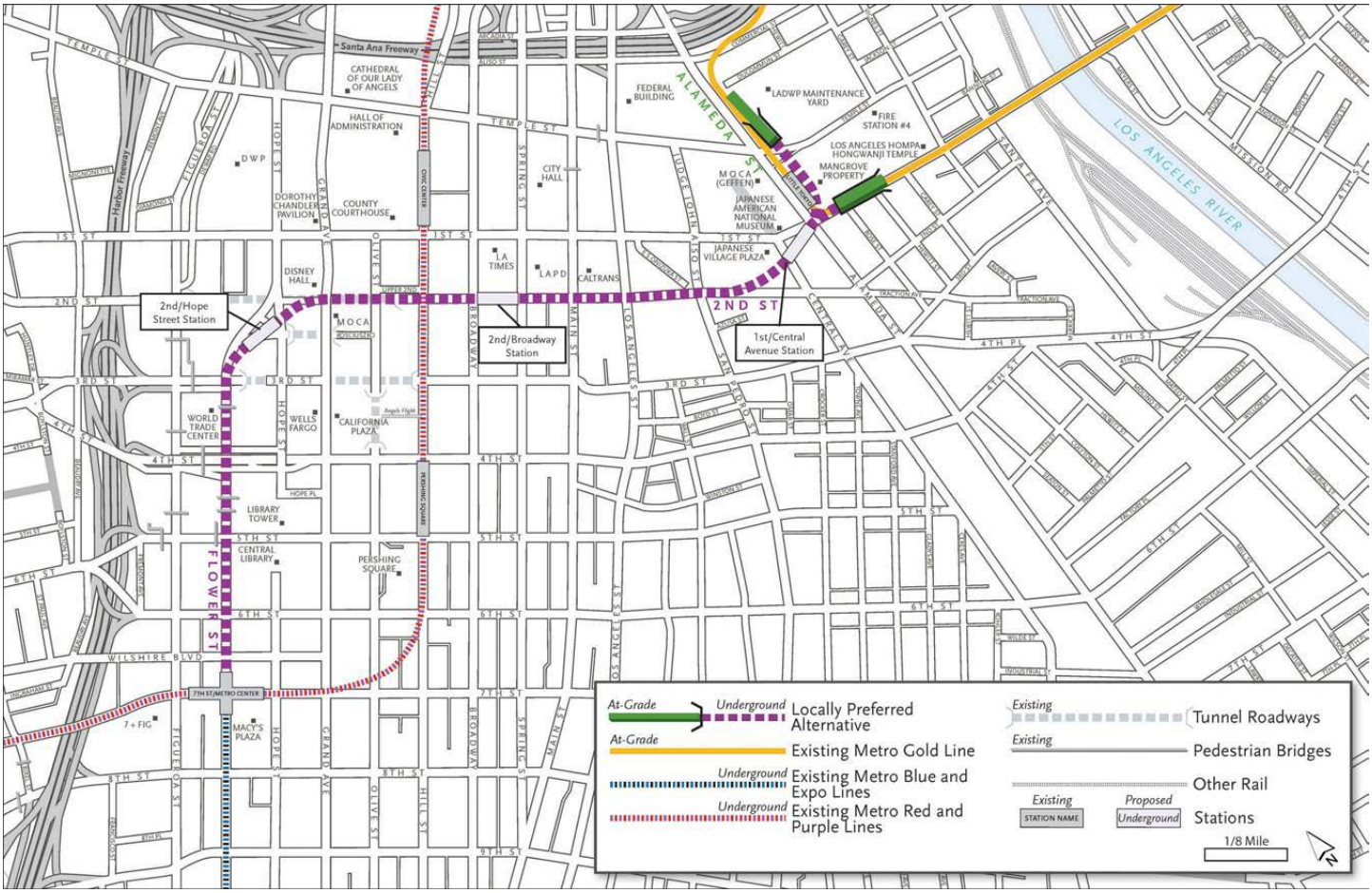
Following completion of an alternatives analysis in January 2009, and the publication of a Draft Environmental Impact Statement (EIS) in September 2010, the LACMTA Board selected the locally preferred alternative in October 2010. Under SAFETEA-LU, FTA approved the project into preliminary engineering in January 2011. The Final EIS was completed in January 2012 and a Record of Decision was issued in June 2012. The project was grandfathered into the Moving Ahead for Progress in the 21st Century Act (MAP-21) engineering phase. The LACMTA and FTA entered into an FFGA in February 2014 with revenue operations scheduled for May 29, 2021.

Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Los Angeles Regional Connector Light Rail Transit project. Through FY 2014, Congress has appropriated $65.00 million in Section 5309 New Starts funds for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funds ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts	$669.90	$65.00 million in total appropriations through FY 2014.
Congestion Mitigation and Air Quality Funds (CMAQ)	$64.00	
State: Proposition 1A High Speed Rail Bonds	$114.90	
Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account	$149.50	
Repayment from State of California of Capital Project Loans	$110.76	
Local: Measure R Sales Tax Revenue	$27.57	
TIFIA Loan Proceeds Backed by Measure R Sales Tax Revenue	$160.00	
Local Agency Funds	$42.08	
Lease Revenue	$64.24	
Total:	**$1,402.93**	

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

Regional Connector Transit Corridor
Los Angeles, California



Westside Purple Line Extension Section 1
Los Angeles, California
New Starts Engineering
(Rating Assigned January 2014)

Summary Description	
Proposed Project:	Heavy Rail Transit 3.9 Miles, 3 Stations
Total Capital Cost ($YOE):	$2,821.96 Million (includes $375.5 million in finance charges)
Section 5309 New Starts Share ($YOE):	$1,250.00 Million (44.3%)
Annual Operating Cost (opening year 2024):	$23.71 Million
Current Year Ridership Forecast (2012):	20,700 Daily Linked Trips 6,593,400 Annual Linked Trips
Horizon Year Ridership Forecast (2035):	33,700 Daily Linked Trips 10,707,909 Annual Linked Trips
Overall Project Rating:	High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	High

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 Cienega. It includes 34 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. In the opening year, service will be provided from 5:00 AM to 12:00 AM on weekdays and weekends. Service will operate every four minutes during weekday peak periods and every 10 minutes during weekday off-peak periods and weekends.

Project Purpose: The corridor between Downtown Los Angeles and Santa Monica along Wilshire Boulevard has very high levels of congestion, even with extensive bus service. LACMTA currently operates routes 720 and 920 rapid bus services every two minutes during peak periods westbound and every five minutes during peak periods eastbound, in addition to local route 20 bus service. These routes currently carry over 60,000 riders daily. To accommodate existing travel demand, LACMTA is 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 May 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 April 2014, and start of revenue operations in October 2024.

Significant Changes Since Last Evaluation (January 2013): The project's capital cost estimate decreased from $ 2,839.72 million to $2,821.96 million due to a reduction in the number of vehicles and reduced costs for the Division 20 Rail Maintenance and Storage Yard. The project's financial plan includes Transportation Infrastructure Finance and Innovation Act (TIFIA) loan proceeds and related financing costs. The TIFIA loan will be secured and repaid with Measure R sales tax receipts, which are 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	44.3%
FHWA Flexible Funds (Congestion Mitigation and Air Quality Funds)	$18.46	0.7%
Local:		
Measure R Sales Tax Revenue	$577.60	20.4%
TIFIA Loan repaid by Measure R Sales Tax Revenue	$856.00	30.3%
Local Agency Lease Revenue	$44.63	1.6%
Local Agency Funds	$75.27	2.7%
Total:	**$2,821.96**	**100.0%**

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

CA Los Angeles, Westside Purple Line Extension Section 1
(Rating Assigned January 2014)

Factor	Rating	Comments
Local Financial Commitment Rating	**High**	
Section 5309 New Starts Share	**+1 level**	The New Starts share of project costs is 44.3 percent.
Project Financial Plan	**Medium-High**	
Capital and Operating Condition (25% of composite rating)	Medium-High	• The average age of the Los Angeles County Metropolitan Transportation Authority (LACMTA) bus fleet is 7.5 years, which is slightly older than the industry average. • LACMTA's most recent bond ratings, issued in July 2012, are as follows: Moody's Investors Service Aa2 and Standard & Poor's Corporation AAA. • LACMTA's current ratio of assets to liabilities as reported in its most recent audited financial statement is 12.9 (FY 2012). • There have been no service cutbacks or cash flow shortfalls in recent years.
Commitment of Capital and Operating Funds (25% of composite rating)	High	• All of the non-Section 5309 New Starts capital funds are committed or budgeted. Sources of funds include Federal Congestion Mitigation and Air Quality (CMAQ) funds, a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan to be repaid with Measure R funds, State repayment of Capital Project Loans, Measure R funds, and local agency funds and lease revenues. • All funds needed to operate and maintain the transit system in the first full year of operation are committed or budgeted. Local sources of funds are fare revenues, Propositions A and C revenues, and Measure R revenue. State funding sources include Transportation Development Act (TDA) and State Transit Assistance Program (STA) funds. Federal funding sources include Section 5337 State of Good Repair, Section 5340 Growing States and High Density, and CMAQ funds.
Capital and Operating Cost Estimates, Assumptions and Financial Capacity (50% of composite rating)	Medium	• Sales tax revenue and Section 5307 formula funds growth assumptions are more optimistic than historical experience. • The capital cost estimate is reasonable. LACMTA meets its state of good repair needs over the total forecast, but the near term plan has minor cash shortfalls that are made up in later years. • The cash flow forecast assumes a balanced budget, with sources of funds exactly matching uses of funds. LACMTA has significant cash and investments available, as well as the ability to delay lower priority projects if needed to address unexpected project cost overruns, funding shortfalls, or increases in operating and maintenance costs.

Westside Purple Line Extension Section 1
Los Angeles, California
Engineering
(Rating Assigned January 2014)

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, which corresponds to amedium-high rating according to FTA benchmarks. The project would serve over 200,000 jobs through a one-seat ride, which corresponds to a medium-high rating. Parking costs range from $9 to $30 per day, corresponding to a ratingrange from medium to high.

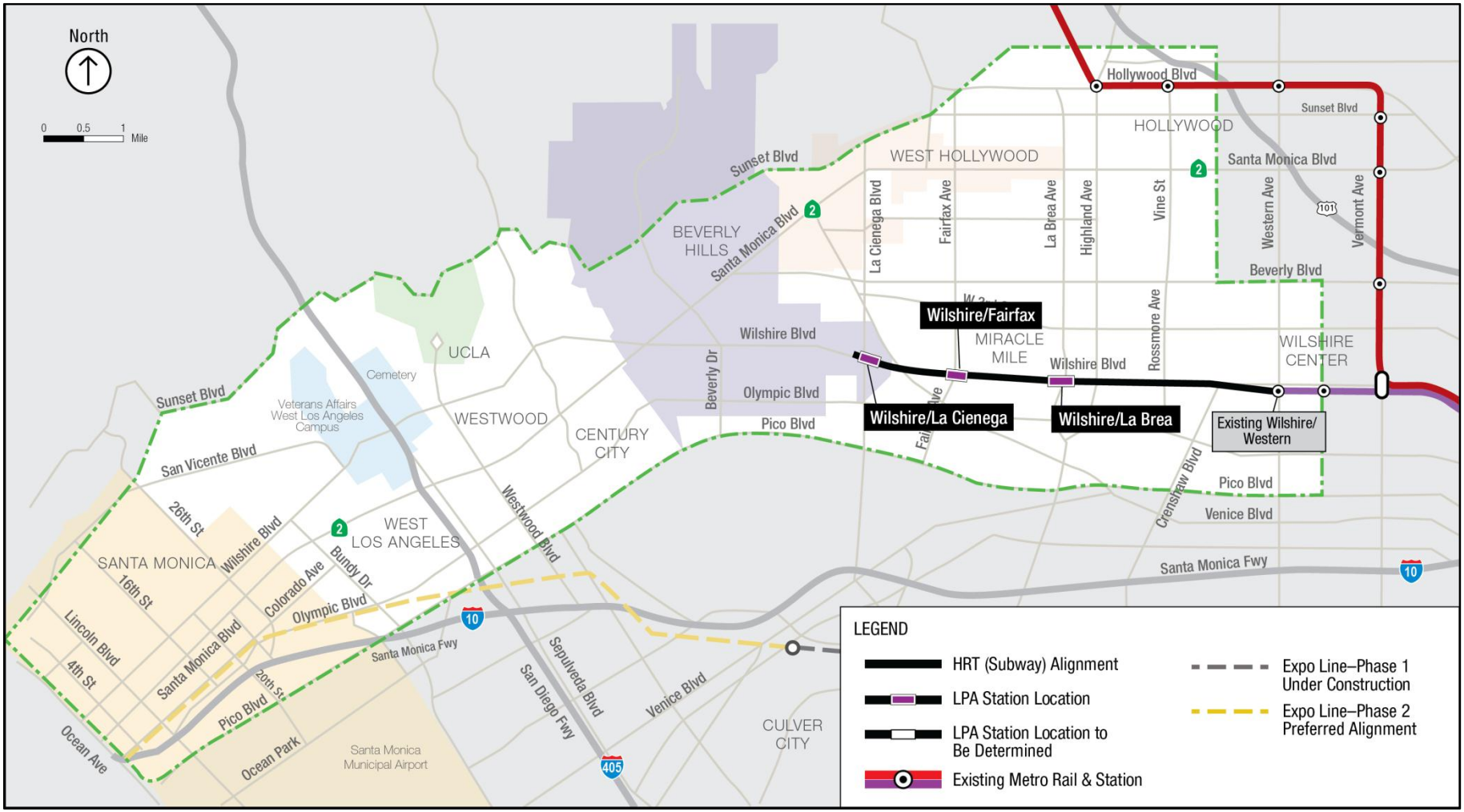
ECONOMIC DEVELOPMENT RATING: Medium-High

Transit-Supportive Plans and Policies: Medium-High

- The 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

- Since its inception in 1993, Metro's Joint Development Program has completed 17 projects with 35 additional 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 transit oriented development projects in the Wilshire Boulevard corridor at existing transit stations. Four mixed-use projects have been completed recently in the proposed station areas. The corridor appears to be in good economic health and growth is anticipated as the economy recovers. There is very limited vacant land in the corridor, and intensification of development will need to occur through redevelopment of existing properties. Most existing development in the corridor is less dense than Los Angeles's zoning ordinance allows.



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

Los Angeles, California

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

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

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

East Bay BRT
Oakland, California
Small Starts Project Development
(Rating Assigned January 2014)

Summary Description	
Proposed Project:	Bus Rapid Transit
	9.5 Miles, 34 Stations
Total Capital Cost ($YOE):	$177.99 Million (Includes $5.0 million in finance charges)
Section 5309 Small Starts Share ($YOE):	$74.99 Million (42.1%)
Annual Opening Year Operating Cost:	$4.99 Million
Opening Year Ridership Forecast (2017):	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 Bus Rapid Transit (BRT) project, which would connect Downtown Oakland and the 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 2014 and initiating revenue operations in late 2017.

Significant Changes Since Last Evaluation (November 2012): The project's capital cost increased from $177.86 million to $177.99 million as a result of design refinements, including the addition of two stations in response to community input.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 Small Starts	$74.99	42.1%
STIP Funds*	$41.35	23.2%
Section 5309 Bus Discretionary (SAFETEA-LU earmarks)	$3.06	1.7%
State:		
Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account Program Bond Funds	$4.03	2.3%
Local:		
Regional Measure 2 Bridge Tolls	$44.90	25.2%
Alameda County Measure B Sales Tax	$9.38	5.3%
Other local sales and property taxes	$0.28	0.2%
Total:	**$177.99**	**100.0%**

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

* 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.

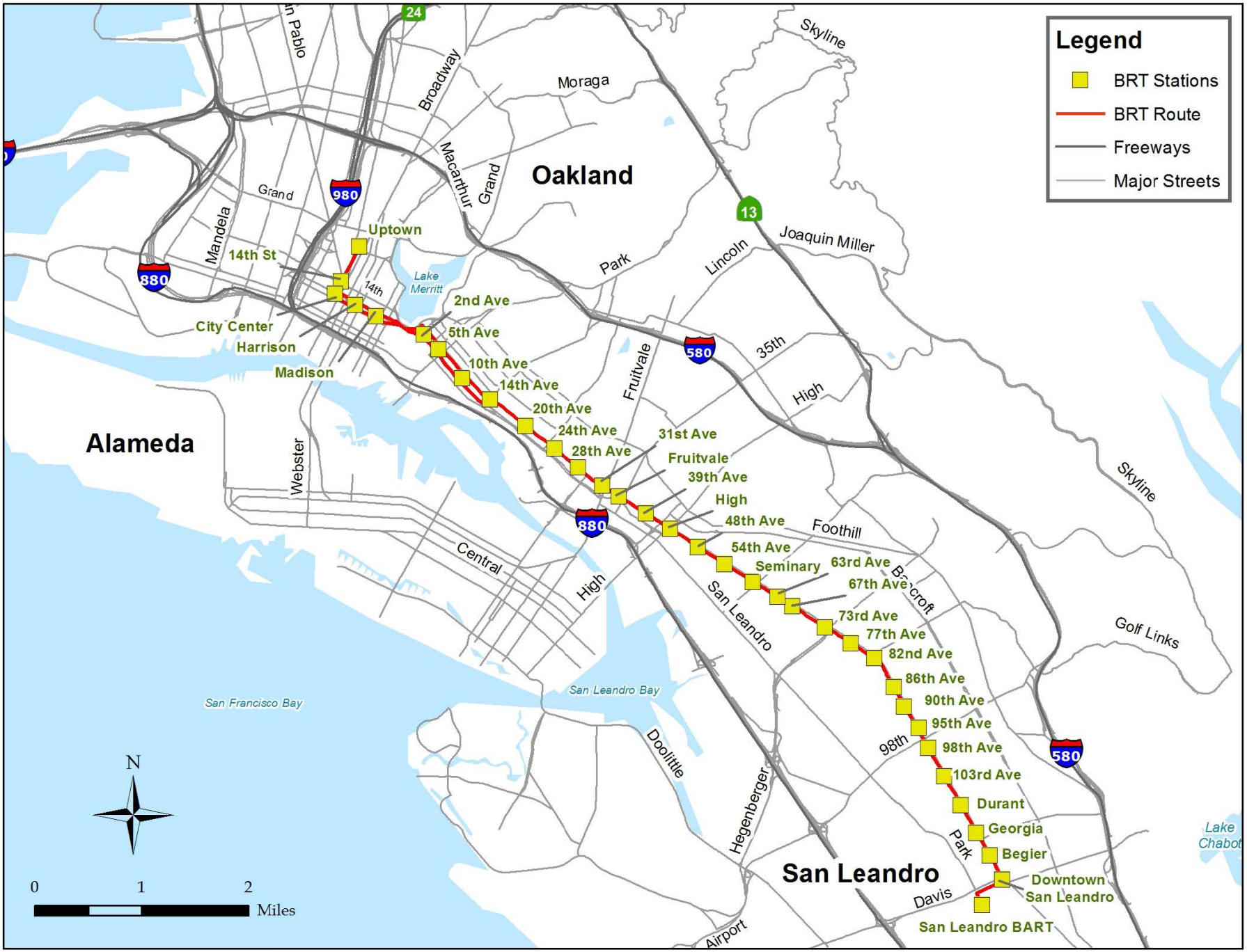
ECONOMIC DEVELOPMENT RATING: Medium

Transit-Supportive Plans and Policies: Medium

- 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

- 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
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Alameda
San Leandro
Moraga
Uptown
14th St
City Center
Harrison
Madison
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Georgia
Begier
Downtown San Leandro
San Leandro BART
Lake Merritt
San Francisco Bay
San Leandro Bay
Lake Chabot
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Central
Broadway
Macarthur
Grand
Mandela
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Mid-Coast Corridor Transit Project
San Diego, California
New Starts 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) issued 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 Supplemental EIS was issued in May 2013. A completed Final Supplemental EIS and ROD is expected in fall 2014. SANDAG anticipates receiving approval to enter into engineering in spring 2015, receipt of a Full Funding Grant Agreement in fall 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

- 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

- 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 2013)

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

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

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

Status

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

SFMTA and FTA entered into an FFGA in October 2012 with revenue operations scheduled for December 2018. All construction contracts have been awarded and construction activities are progressing well. Major utility relocation works are completed.

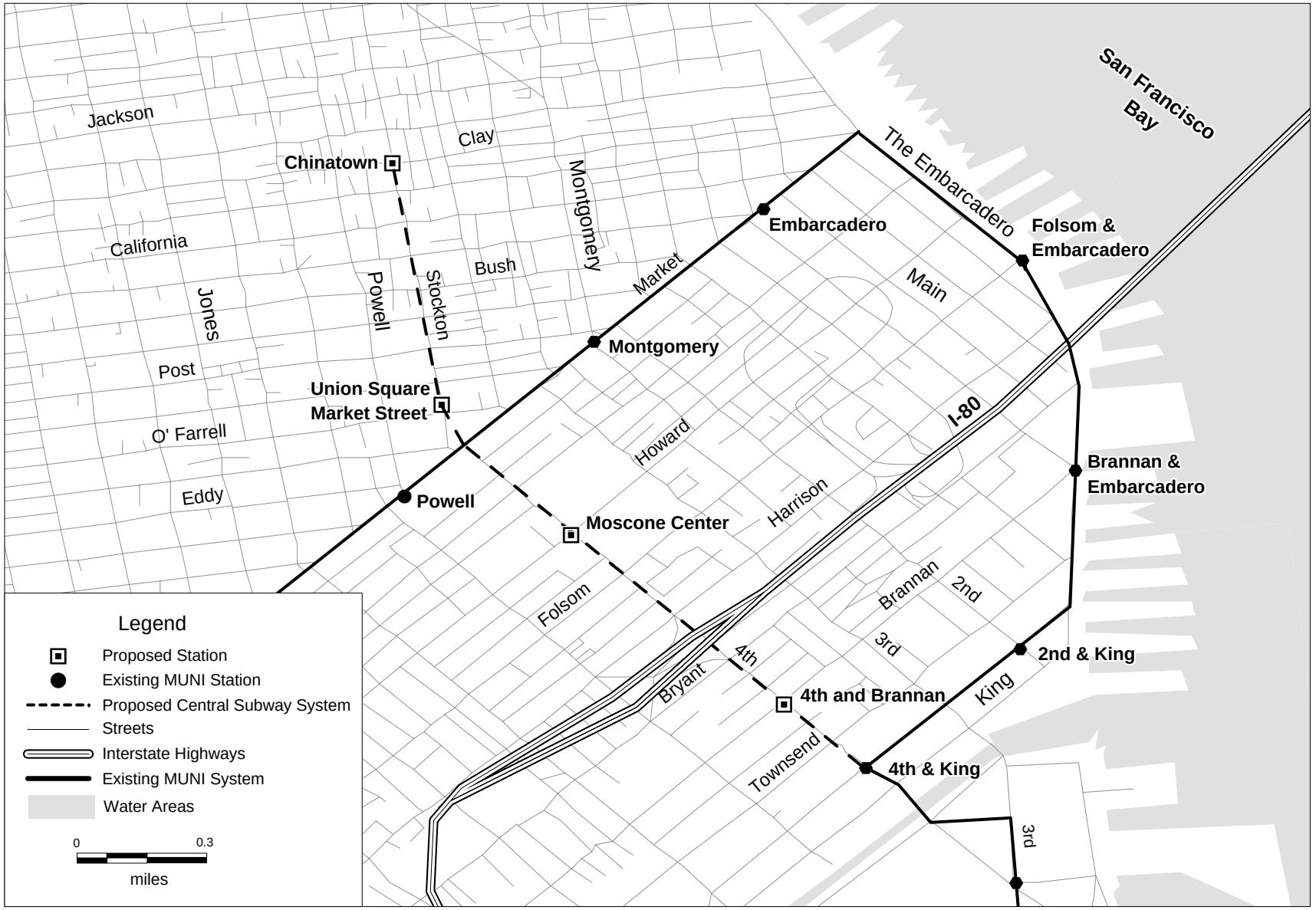
Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Third Street Light Rail Phase 2-Central Subway Project. Through FY 2014, Congress has appropriated a total of $469.18 million for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funds ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts	$942.20	$469.18 million in total appropriations through FY 2014.
FHWA Flexible Funds (CMAQ)	$41.02	
State: Proposition 1A State High-Speed Rail Funds	$61.31	
Proposition 1B State Infrastructure Bond Funds	$327.51	
California Traffic Congestion Relief Program Funds	$14.00	
California Regional Transportation Improvement Program (RTIP) Funds	$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
Small Starts Project Development
(Rating Assigned November 2012)

Summary Description	
Proposed Project:	Bus Rapid Transit
	2.0 Miles, 9 Stations
Total Capital Cost ($YOE):	$125.63 Million
Section 5309 Small Starts Share ($YOE):	$74.99 Million (59.7%)
Annual Forecast Year Operating Cost:	$27.00 Million
Opening Year Ridership Forecast (2018):	52,400 Average Weekday Trips
	1,600 Daily New Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	High
Local Financial Commitment Rating:	Medium

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

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

Project Development History, Status and Next Steps: 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, followed by a Final EIS in July 2013. FTA issued a Record of Decision in December 2013. A Small Starts Grant Agreement is anticipated in 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 (Surface Transportation Program and Congestion Mitigation and Air Quality Funds)	$13.04	10.4%
State:		
State Highway Operation and Protection Program	$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

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

Performance and Impacts of Policies: High

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

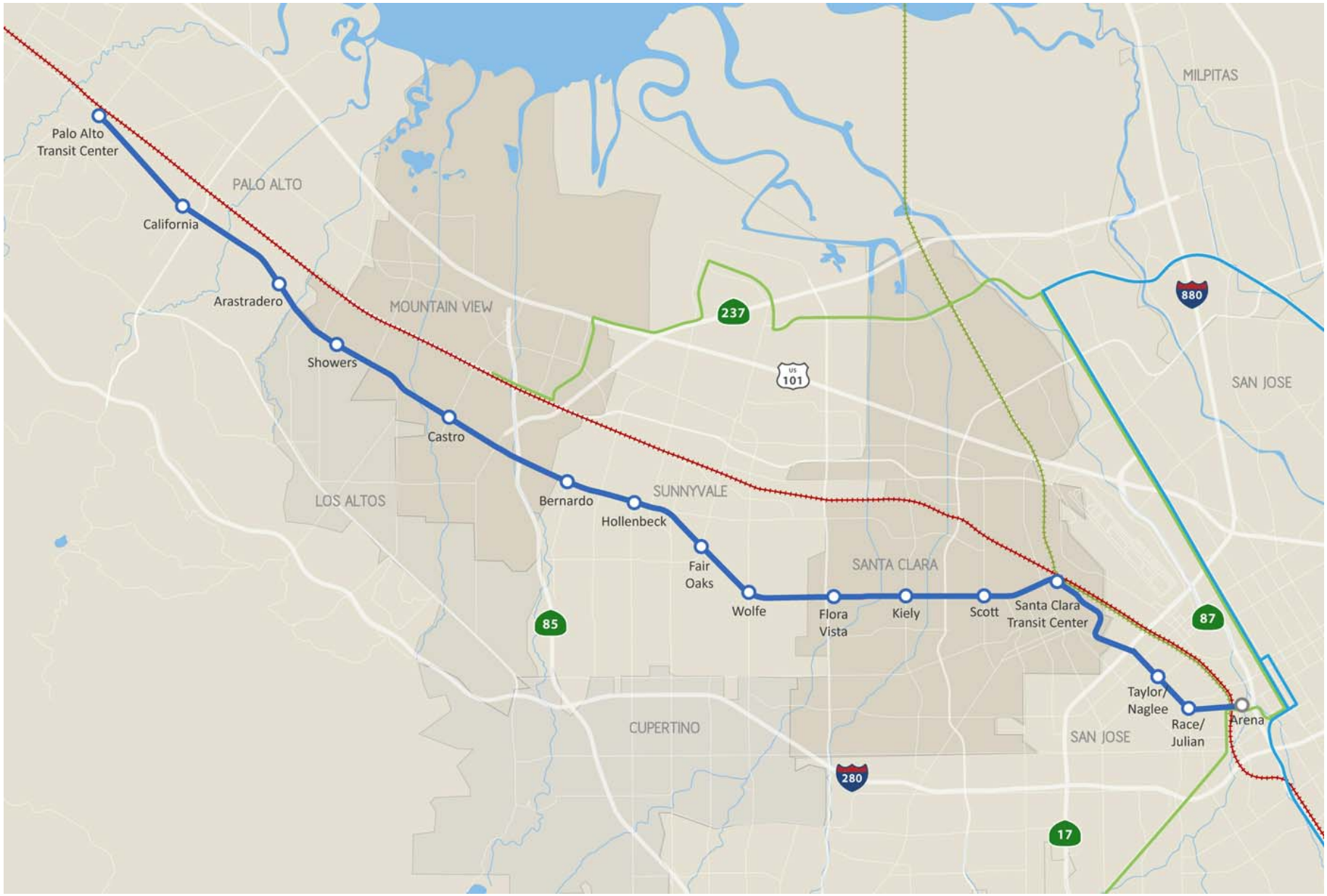
Van Ness Avenue BRT

San Francisco, CA

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

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

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


Palo Alto
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Hollenbeck
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Wolfe
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Vista
Kiely
Scott
Santa Clara
Transit Center
Taylor/
Naglee
Race/
Julian
Arena
PALO ALTO
MOUNTAIN VIEW
LOS ALTOS
SUNNYVALE
SANTA CLARA
CUPERTINO
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Silicon Valley Berryessa Extension Project
San Jose, California

(November 2013)

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 million. The Section 5309 New Starts funding share is $900 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).

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts FFGA commitment	$900.00	$402.59 million in total appropriations through FY 2014
State: Transportation Congestion Relief Program (Gasoline Tax)	$250.97	
Local: Measure A (1/2-cent Sales Tax)	$1,179.05	
TOTAL	**$2,330.02**	

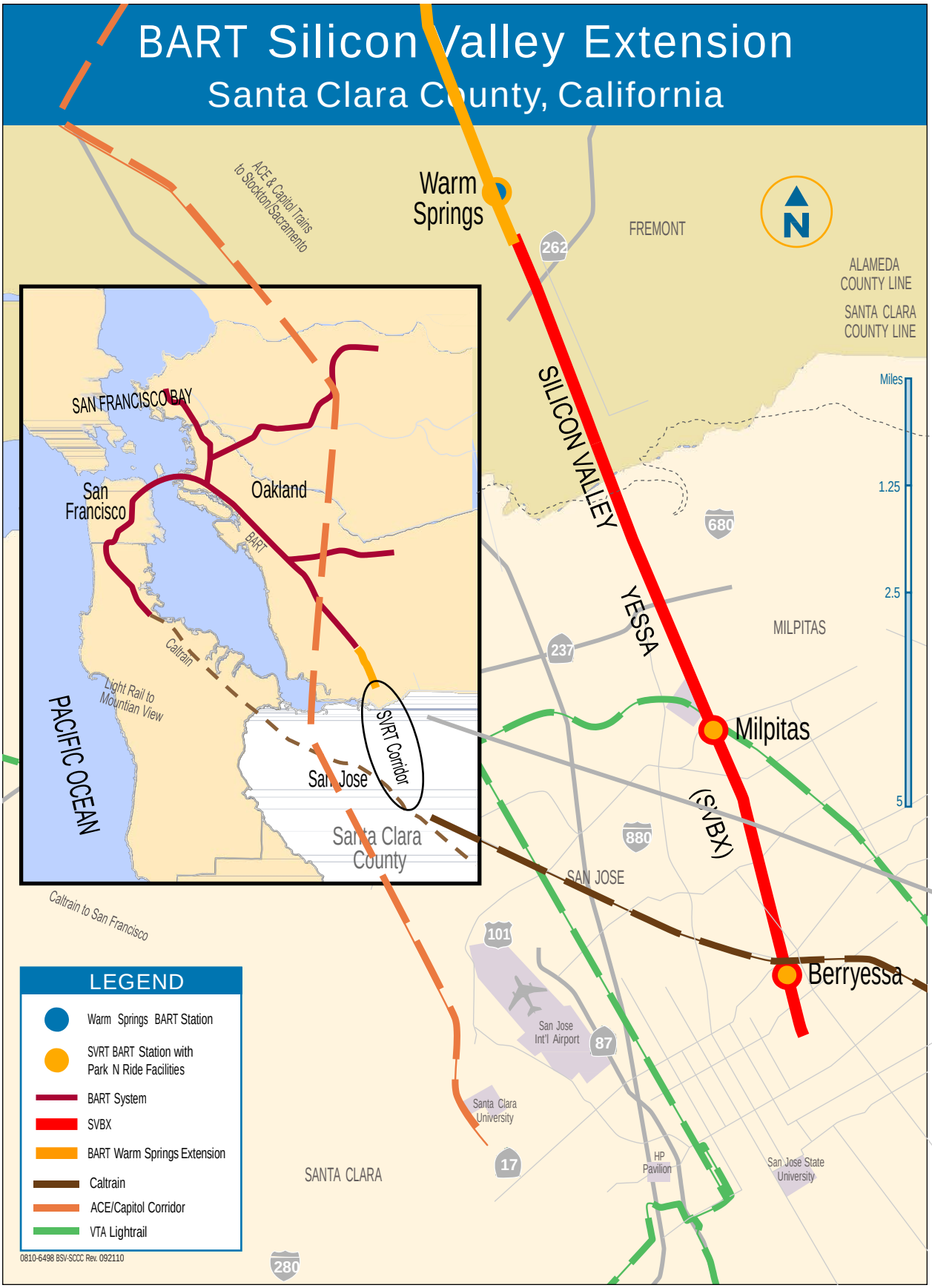
NOTES: The sum of the figures may differ from the total as listed due to rounding.

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

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

VTA and FTA entered into an FFGA in March 2012, with revenue operations scheduled for June 2018. More than eighty percent of the contracts have been awarded and the majority of the utility relocation work has been completed. Construction activities on the project are progressing well.

Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Silicon Valley Berryessa Extension (SVBX) project. Through FY 2014, Congress has appropriated a total of $402.59 million for the project.


BART Silicon Valley Extension
Santa Clara County, California
ACE & Capitol Trains to Stockton/Sacramento
Warm Springs
FREMONT
262
ALAMEDA COUNTY LINE
SANTA CLARA COUNTY LINE
SILICON VALLEY
YESSA
680
MILPITAS
237
Milpitas
(SVBX)
880
SAN JOSE
Berryessa
101
San Jose Int'l Airport
87
Santa Clara University
17
HP Pavilion
San Jose State University
SANTA CLARA
280
Miles
1.25
2.5
5
SAN FRANCISCO BAY
San Francisco
Oakland
BART
Caltrain
Light Rail to Mountian View
PACIFIC OCEAN
SVRT Corridor
San Jose
Santa Clara County
Caltrain to San Francisco
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

San Rafael to Larkspur Regional Connection
San Rafael, California
Small Starts Project Development
Information Prepared September 2013

The Sonoma-Marin Area Rail Transit District (SMART) proposes to extend by two miles a 38.5-mile commuter rail initial operating segment (IOS) that it is currently constructing, from downtown San Rafael to Larkspur in Marin County, California. One new station would be constructed in Larkspur near the ferry terminal, from which service to and from downtown San Francisco is available. In conjunction with the IOS, SMART believes that the extension project would improve mobility in the increasingly congested US 101 corridor and provide faster, more reliable service than existing bus routes. The extension project would also fill a gap in the region's fixed-guideway transit network between the end of the IOS and the ferry terminal. SMART already owns the rail right-of-way and is procuring diesel multiple unit rail vehicles as part of its IOS, so no additional vehicles would be needed for the extension. The extension project's current estimated capital cost is $30 million. SMART expects to seek $16 million from the Small Starts program.

SMART adopted a locally preferred alternative (LPA) in May 2013 that was incorporated into the region's fiscally constrained long-range transportation plan in July 2013. SMART anticipates completing the environmental review process with receipt of a Categorical Exclusion or Finding of No Significant Impact in mid-2014, and hopes to receive a Small Starts Grant Agreement in August 2015.

Eagle Commuter Rail
Denver, Colorado
(November 2013)

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.

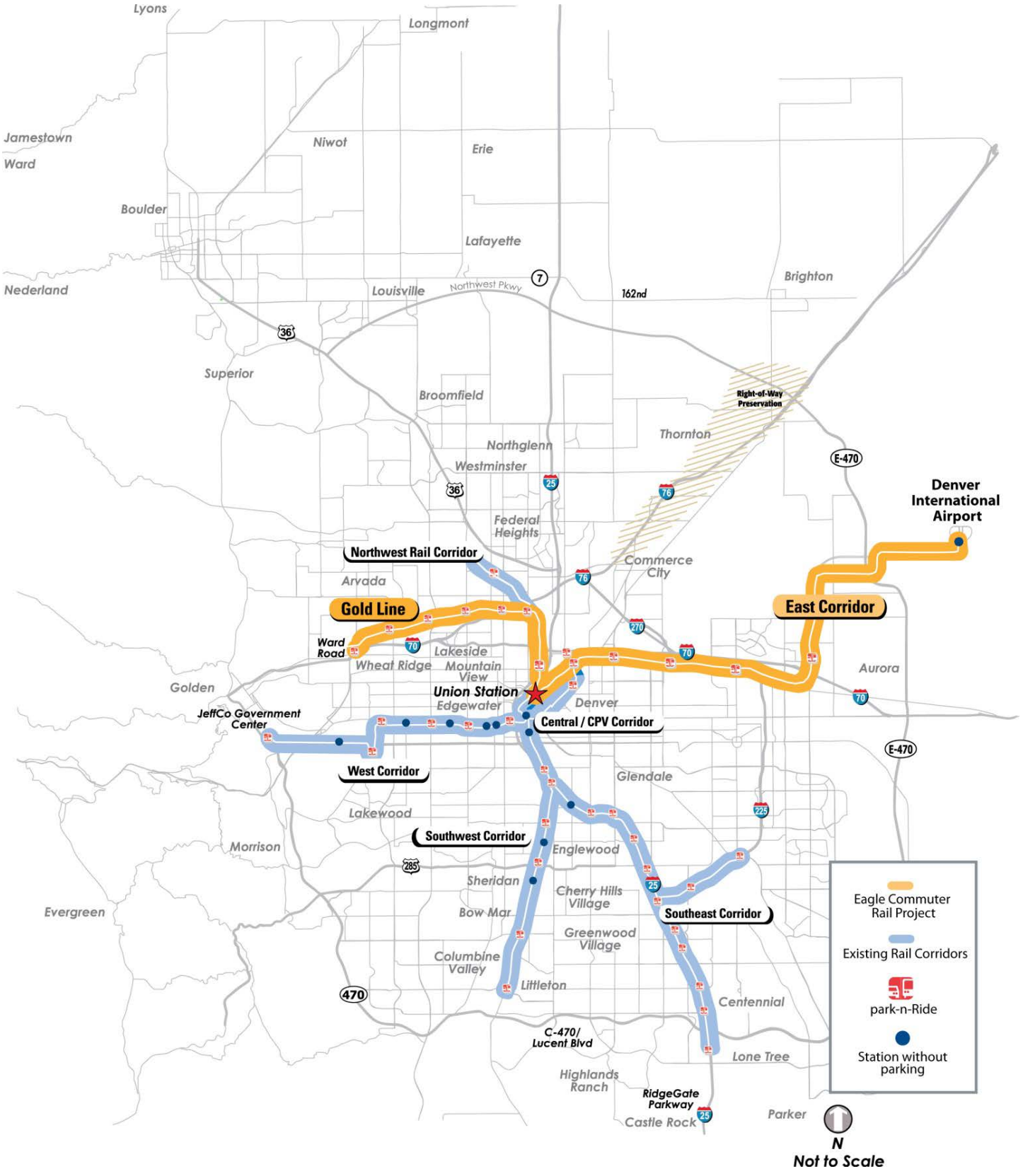
RTD and FTA entered into an FFGA in August 2011, with revenue operations scheduled for December 2016. Design and utility relocations and construction are underway.

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 FY 2014, Congress has appropriated a total of $517.19 million for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts FFGA Commitment: Section 5307 CMAQ:	 $1,030.45 $62.10	 $517.19 million in total appropriations through FY 2014.
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.

Eagle Commuter Rail
Denver, Colorado



Southeast Extension
Denver, Colorado
New Starts Project Development
Information Prepared April 2013

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

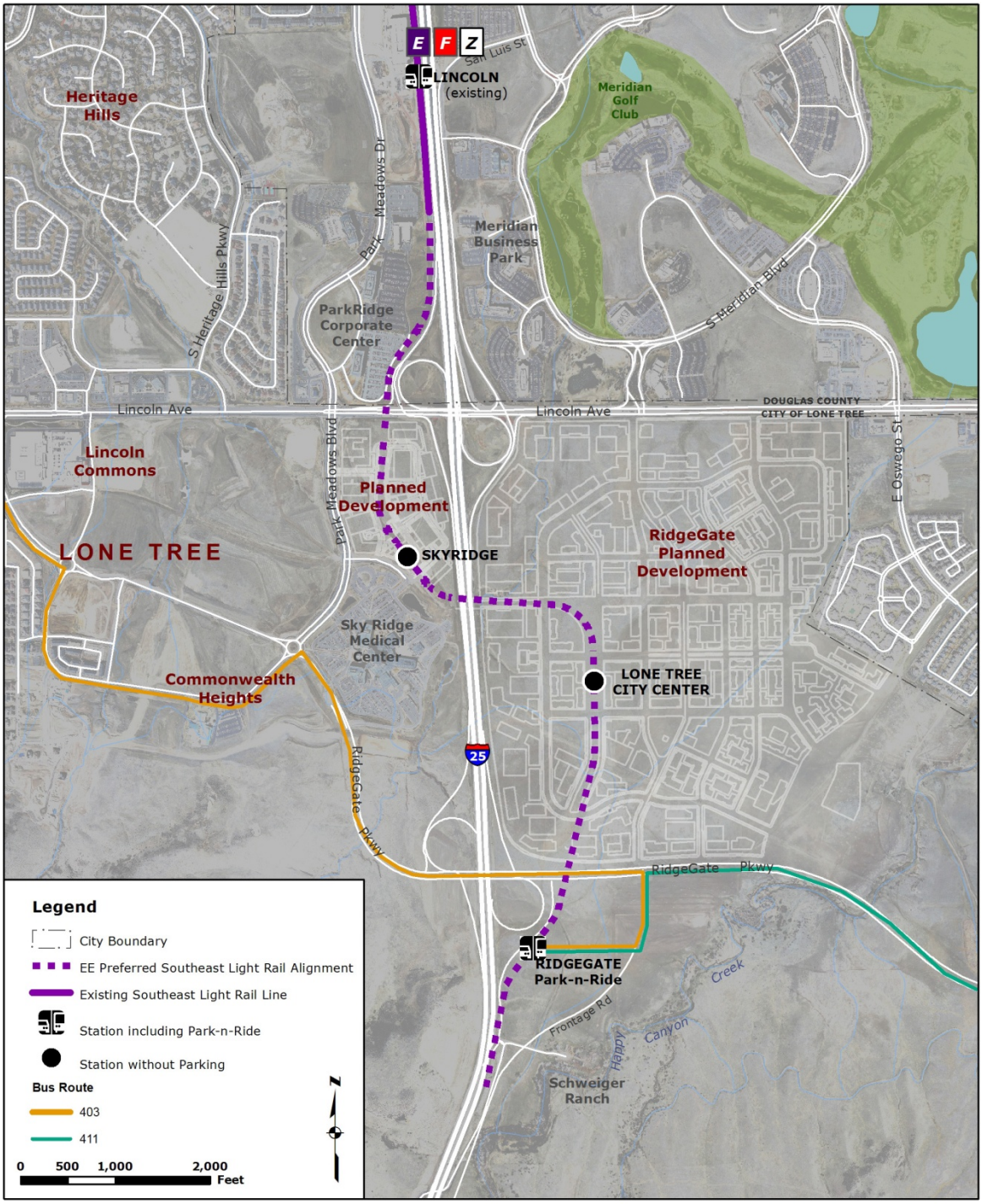
Project Description: The Regional Transportation District (RTD) is proposing a double-track light rail transit (LRT) extension in an exclusive guideway from the existing Lincoln Station southeast to RidgeGate Parkway, including the City of Lone Tree in northern Douglas County, in Denver's southern metropolitan 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 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 on 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 anticipates a Finding of No Significant Impact by summer 2014, approval to enter engineering in spring 2015, a Full Funding Grant Agreement in 2015, 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	$92.00	43.7%
FHWA Flexible Funds (Congestion Mitigation and Air Quality Funds)	$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
403
411
0 500 1,000 2,000
Feet
N

New Britain – Hartford Busway
Hartford, Connecticut
(November 2013)

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

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 $567.05 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.

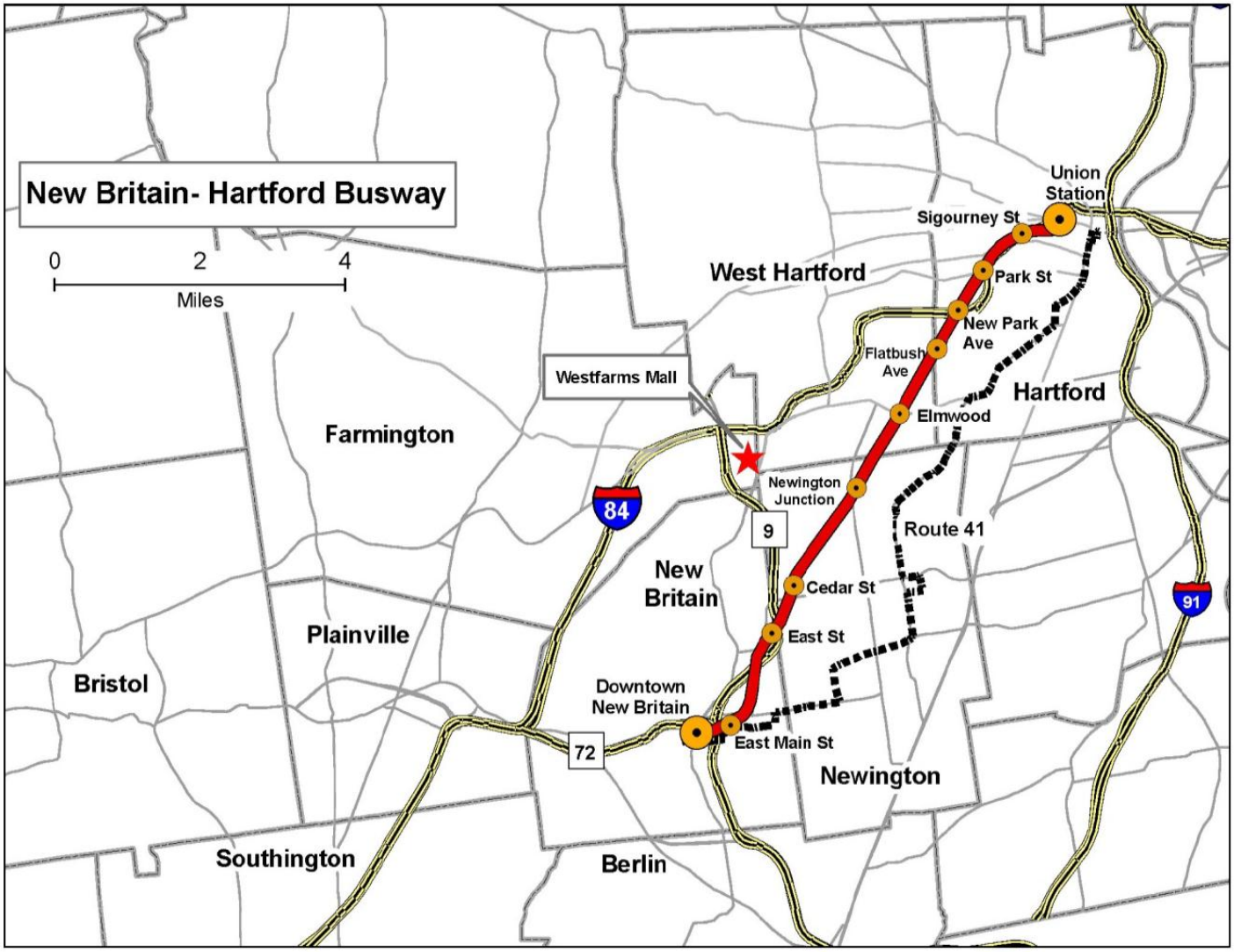
Construction activity on the project is progressing well. All major construction contracts have been awarded and the project is currently under budget and on schedule. A significant portion of the construction will be completed by the end of 2014.

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 New Britain – Hartford Busway project. Through FY 2014, Congress has appropriated a total of $213.36 million for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funds ($million)**	**Appropriations to Date**
Federal:		
Section 5309 New Starts	$275.30	$213.36 million in total appropriations through FY 2014
Section 5307 Urbanized Area Formula Funds	$16.37	
Section 5309 Fixed Guideway Modernization Funds	$22.97	
Section 5309 Bus Discretionary	$25.92	
FHWA Flexible Funds (CMAQ and STP)	$104.48	
FHWA NHS Funds	$9.80	
State:		
State Transportation Fund	$112.21	
Total:	**$567.05**	

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

New Britain – Hartford Busway
Hartford, Connecticut



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

Summary Description	
Proposed Project:	Modern Streetcar 2.7 Miles, 12 Stations
Total Capital Cost ($YOE):	$142.59 Million (includes $2.4 million in finance charges)
Section 5309 Small Starts Share ($YOE):	$49.65 Million (34.8%)
Annual Operating Cost (opening year 2016):	$3.01 Million
Current Year Ridership Forecast (2013):	2,100 Daily Linked Trips 925,000 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The South Florida Regional Transportation Authority (SFRTA), in partnership with the Fort Lauderdale Downtown Development Authority (DDA) and Broward County Transit, is proposing to construct a modern streetcar in downtown Fort Lauderdale between Northwest 6th Street and Southeast 17th Street. SFRTA would serve as the project sponsor and 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 the day on weekdays and every 15 minutes during weekday evenings and weekends.

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

Project Development History, Status and Next Steps: The DDA initiated an Alternatives Analysis (AA) in 2005. A modern streetcar was selected as the locally preferred alternative in September 2008. SFRTA completed an update to the AA in August 2011. The Broward County Metropolitan Planning Organization adopted the project into its fiscally-constrained long-range transportation plan in April 2012. In June 2012, the U.S. Department of Transportation awarded an $18 million Transportation Investment Generating Economic Recovery (TIGER) grant for a 1.4-mile subsection of the 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 mid-2014, and 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	$49.65	34.8%
TIGER IV	$18.00	12.6%
FHWA Flexible Funds (Surface Transportation Program)	$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.

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

LAND USE RATING: Medium

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

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

ECONOMIC DEVELOPMENT RATING: Medium-High

Transit-Supportive Plans and Policies: Medium-High

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

Performance and Impacts of Policies: Medium-High

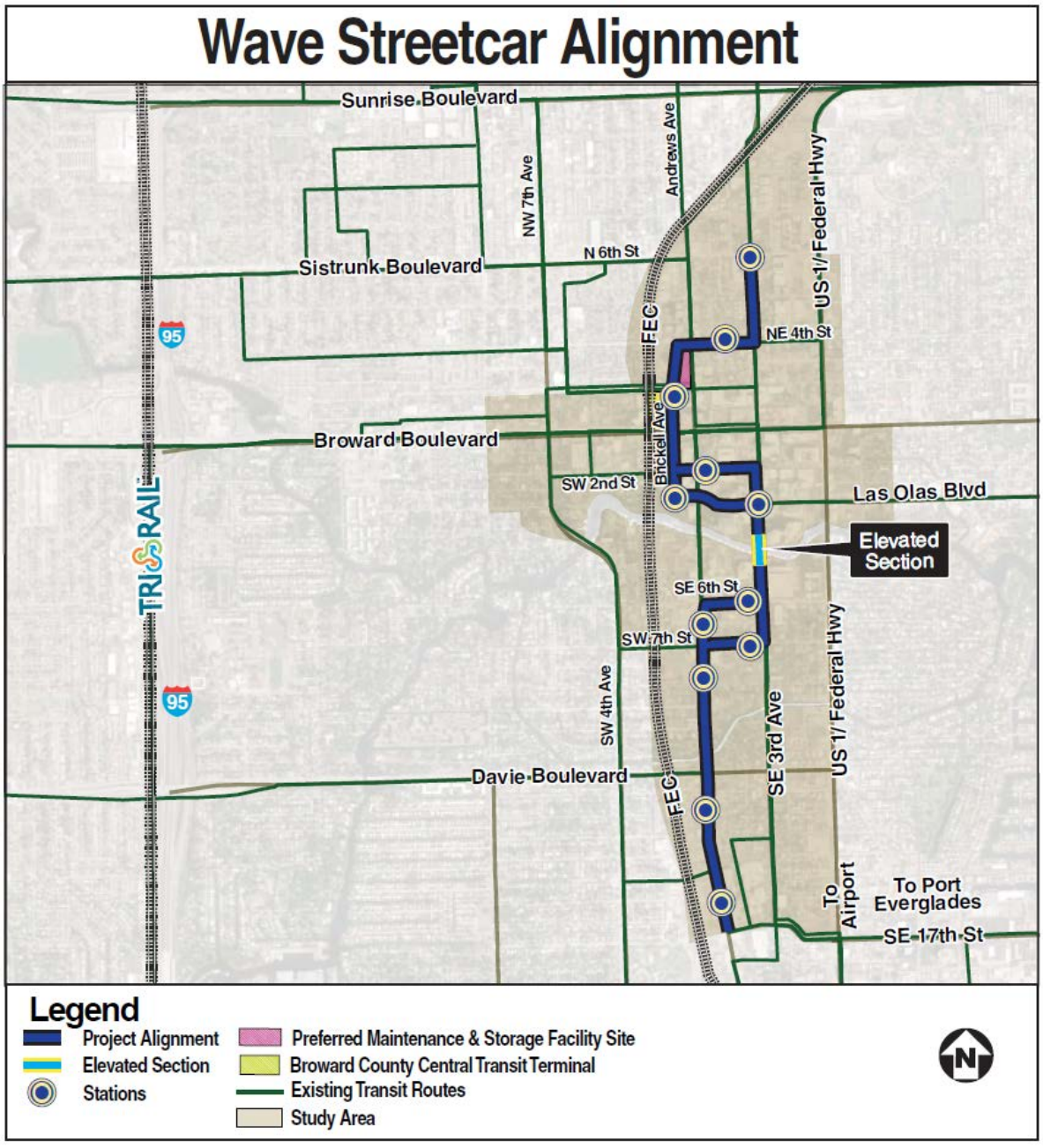
- *Performance of Land Use Policies:* Downtown Fort Lauderdale has experienced a substantial amount of growth in pedestrian oriented development over the last 10 years, which is expected to continue with ongoing transit-supportive regulations. There are 957 residential units under construction and eight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

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

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

1.3 Project Maps

Figure 1-1: Wave Streetcar Project Alignment Map



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

Summary Description	
Proposed Project:	Bus Rapid Transit 11.1 Miles, 7 Stations
Total Capital Cost ($YOE):	$23.88 Million
Section 5309 Small Starts Share ($YOE):	$19.10 Million (80.0%)
Annual Opening Year Operating Cost:	$3.37 Million
Opening Year Ridership Forecast (2016):	4,700 Average Weekday Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Jacksonville Transportation Authority (JTA) is proposing a bus rapid transit (BRT) line that would extend southeast from downtown Jacksonville to Southside Boulevard. The project would connect to the BRT Phase 1 Downtown project, which is currently under design, and includes transit signal priority, a real-time passenger information system, off-board fare collection and the purchase of eight low-floor, branded, diesel-hybrid vehicles. Service would operate seven days a week, with service every 10 minutes during weekday peak periods, every 15 minutes during weekday off-peak periods and every 30 minutes on weekends.

Project Purpose: The BRT Southeast Corridor project would provide more frequent, faster transit service in a heavily transit-dependent corridor. The 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 BRT Phase 1 Downtown line.

Project Development History, Status and Next Steps: FTA approved the BRT Southeast Corridor project into project development in November 2011. In September 2012, JTA completed an Environmental Assessment for the project. JTA anticipates the receipt of a Small Starts Grant Agreement in mid- 2014, and start of revenue service in mid-2016.

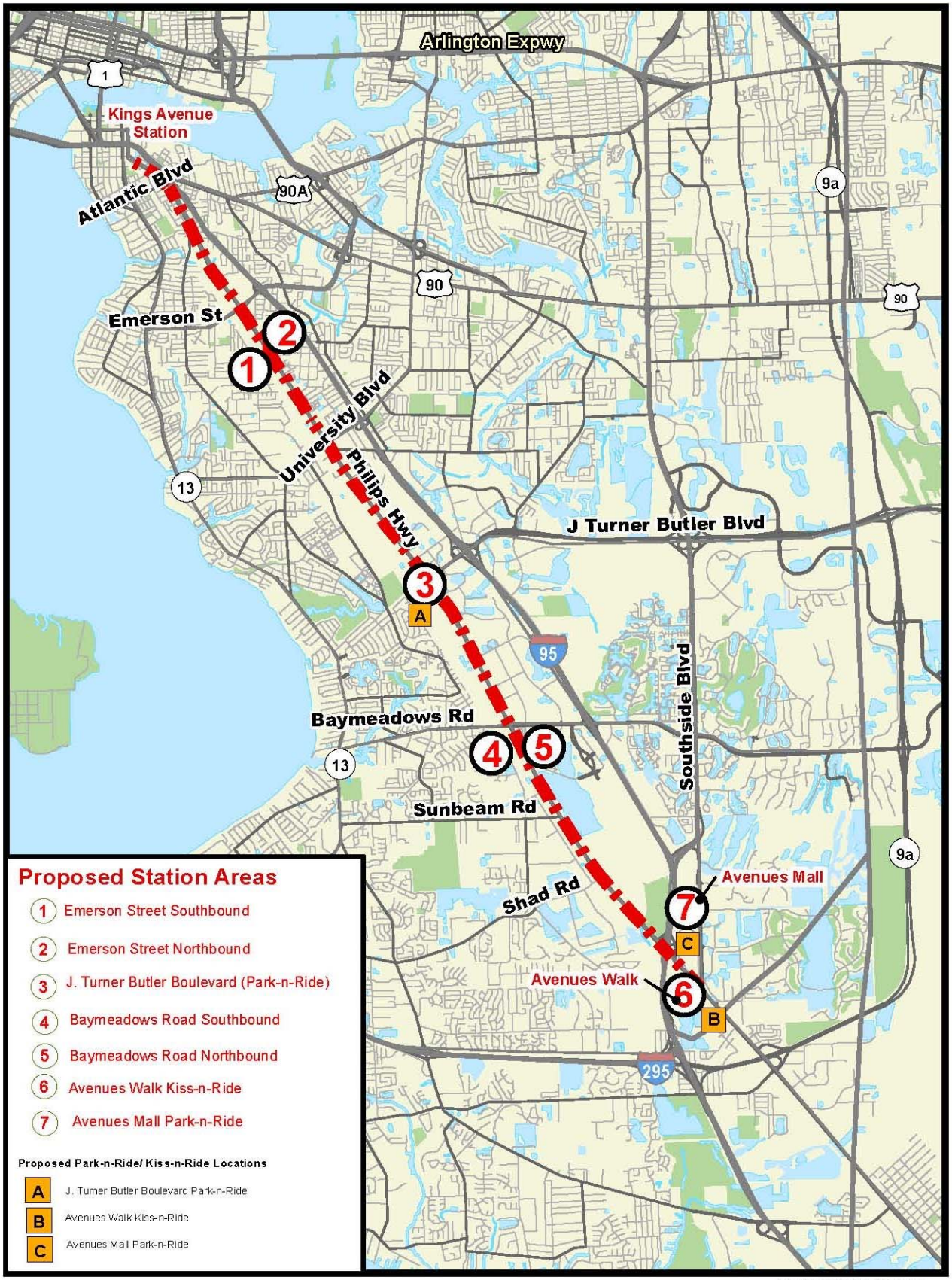
Significant Changes Since Last Evaluation (November 2011): The expected start of revenue service was changed from early 2015 to mid-2016. JTA has identified the BRT North Corridor as the priority corridor for the system, and delays to the BRT Southeast Corridor project occurred because of design refinements of the North Corridor and agency operations and organization changes.

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
Small Starts Project Development
(Rating Assigned January 2014)

Summary Description	
Proposed Project:	Bus Rapid Transit 9.3 Miles, 18 Stations
Total Capital Cost ($YOE):	$33.23 Million
Section 5309 Small Starts Share ($YOE):	$26.59 Million (80.0%)
Annual Opening Year Operating Cost:	$3.08 Million
Opening Year Ridership Forecast (2015):	4,600 Average Weekday Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Jacksonville Transportation Authority (JTA) is proposing a bus rapid transit (BRT) line that would extend north from 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, construction of stations with a real-time passenger information system, off-board fare collection and the purchase of eight low-floor, branded, diesel-hybrid vehicles. Service would operate seven days a week, every 10 minutes during weekday peak periods, every 15 minutes 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-2014, and start of revenue service in December 2015.

Significant Changes Since Last Evaluation (November 2011): The project's capital cost increased from $21.30 million to $33.23 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 $26.59 million, keeping the requested 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	$26.59	80.0%
State: Florida New Starts Transit Program	$3.32	10.0%
Local: JTA Local Discretionary Gas and Sales Tax Funds	$3.32	10.0%
Total:	**$33.23**	100.0%

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

Project Site Map

Bus Rapid Transit Northwest Corridor Project
Jacksonville, Florida

SunRail Phase II North
Orlando, Florida
Small Starts Project Development
Information Prepared December 2013

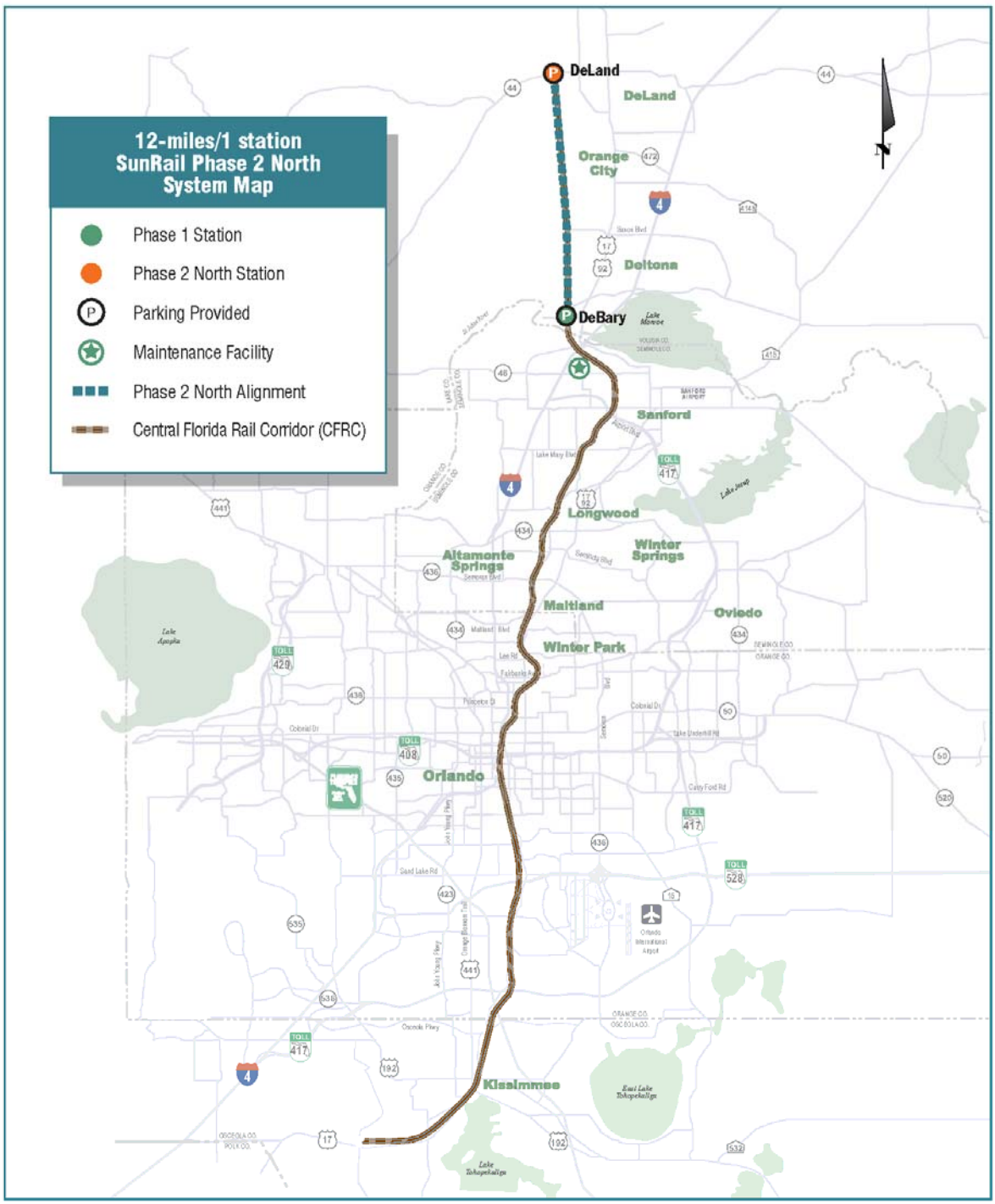
The Florida Department of Transportation (FDOT) is currently constructing the 32-mile SunRail Initial Operating Segment commuter rail project in the Orlando metropolitan area through a New Starts Full Funding Grant Agreement. FDOT is also currently developing a 17-mile Phase II South SunRail extension project, for which it hopes to receive New Starts funding. The Phase II North SunRail extension project described below is the third and final phase of FDOT's planned 61-mile SunRail system.

The Phase II North project would extend the SunRail Initial Operating Segment 12 miles to the north from its terminus at DeBary. The Phase II North project includes construction of one new station adjacent to the existing DeLand Amtrak Station in Volusia County. It will share tracks owned by FDOT with CSXT freight operations and existing Amtrak intercity passenger rail service. No vehicles are needed for the Phase II North project because the service plan can be accommodated with the vehicles being purchased for the first two SunRail phases. The project's current estimated capital cost is $79.2 million in Year of Expenditure dollars. FDOT expects to seek $39.6 million (50 percent) from the Small Starts program.

FDOT indicates the Phase II North project will provide an alternative mode of transportation to improve the mobility of travelers in the corridor. The project corridor currently experiences significant traffic congestion throughout the day that causes long and frequent delays for travelers including those using bus service currently provided in the corridor.

The Locally Preferred Alternative was selected in May 2004 and adopted into the Volusia County fiscally constrained long range transportation plan in November 2005. The environmental review process was completed on the entire SunRail corridor in September 2010, when FTA issued a Second Addendum to the Finding of No Significant Impact. FDOT's schedule for the Phase II North project anticipates receipt of a Small Starts Grant Agreement in late 2014 and initiation of revenue service in 2017.

Figure 1 – CFCRT Phase 2 North System Map



Note: The DeBary station is the northern most terminus of Phase 1 or Initial Operating Segment

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

Summary Description	
Proposed Project:	Commuter Rail Transit 17.2 Miles, 4 Stations
Total Capital Cost ($YOE):	$173.60 Million (Includes $0.9 million in finance charges)
Section 5309 New Starts Share ($YOE):	$86.80 Million (50.0%)
Annual Operating Cost (opening year 2017):	$6.26 Million
Current Year Ridership Forecast (2011):	2,000 Daily Linked Trips 572,200 Annual Linked Trips
Horizon Year Ridership Forecast (2030):	5,800 Daily Linked Trips 1,670,700 Annual Linked Trips
Overall Project Rating:	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, six rail vehicles, and a light maintenance facility. Opening year service would be provided on weekdays only with two-car trains every 30 minutes during peak periods and every 120 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 2014, and start of revenue service in 2017.

Significant Changes Since Last Evaluation (September 2012): The project's capital cost decreased from $185.0 million to $173.6 million because the project sponsor completed additional design work on the project, resulting in lower estimated costs for construction elements, real estate, and professional services. The project financial plan was revised to reflect the lower project cost. The Section 5309 New Starts share was lowered from $92.5 million to $86.8 million, in order to maintain the New Starts percentage at 50 percent as specified in the project's local funding agreements. In addition, the Volusia County State Infrastructure Bank Loan was eliminated as a local funding source.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$86.80	50.0%
State:		
Florida New Starts Transit Program State Transportation Trust Fund	$43.40	25.0%
Local:		
Orange County General Fund	$16.30	9.4%
Osceola County General Fund	$27.10	15.6%
Total:	**$173.60**	**100.0%**

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

FL, Orlando, SunRail Phase II South
(Rating Assigned January 2014)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium-High**	
Section 5309 New Starts Share		The New Starts share of project costs is 50.0 percent.
Project Financial Plan	**Medium-High**	
Capital and Operating Condition (25% of composite rating)	High	• The Florida Department of Transportation (FDOT) does not have a bus fleet. • The State of Florida's most recent general obligation bond ratings, issued in September 2013, are as follows: Moody's Aa1, Fitch AAA and Standard & Poor's AAA. • The State of Florida's transportation governmental fund current ratio of assets to liabilities as reported in its most recent audited financial statement is 2.5 (FY 2012). • FDOT does not currently operate any bus or rail service.
Commitment of Capital and Operating Funds (25% of composite rating)	High	• All of the non-Section 5309 New Starts capital funds are committed or budgeted. Sources of funds include the State New Starts Transit Program, the Orange County general fund, and Osceola County State Infrastructure Bank loan proceeds repaid from the Osceola County general fund. • All of the funds needed to operate and maintain the transit system in the first full year of operation are committed or budgeted. Sources of funds include FTA Section 5307 Urbanized Area Formula funds for preventative maintenance, state operating assistance, farebox collections, track usage fees from CSX Transportation and Amtrak, right of way fiber-optic lease revenues, and advertising revenue.
Capital and Operating Cost Estimates, Assumptions and Financial Capacity (50% of composite rating)	Medium	• Projected growth in revenue assumptions and assumed farebox collections are reasonable. • The capital cost estimate is reasonable. • FDOT has the financial capacity to cover cost increases or funding shortfalls equal to at least 50 percent of estimated project costs and 34 percent of annual system-wide operating expenses in the first year of operations. Required operating subsidies projected between FY 2018 and the term of financial plan (FY 2030) exceed the maximum collective obligation of the local government partners' in the Interlocal Governance Agreement.

SunRail Phase 2 South Commuter Rail Project
Orange and Osceola Counties, Florida
Engineering
(Rating Assigned January 2014)

LAND USE RATING: Medium-Low

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

- Average population density across all station areas is 1,027, which corresponds to a low rating according to FTA benchmarks. Total employment served by a one seat ride is 85,111, corresponding to a medium-low rating. Parking costs in the Orlando CBD are $12-$15 per day, corresponding to a medium-high rating.
- The proportion of legally binding affordability restricted housing in the project corridor compared to the proportion in the counties through which the project travels is 0.0, which corresponds to a low rating.
- Land use lacks transit-supportive character in all station areas except in the area close to the Kissimmee Station, which is located in the small, historic redeveloping downtown section of the city.
- Land use is highly auto-oriented, except in the area surrounding the Kissimmee Station. Most station areas lack continuous sidewalks and pedestrian amenities.

ECONOMIC DEVELOPMENT RATING: Medium

Transit-Supportive Plans and Policies: Medium

- *Growth Management:* 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.
- *Transit-Supportive Corridor Policies:* Orange and Osceola County comprehensive plans promote increased development density and transit-supportive development patterns and design in SunRail Phase 2 Station areas. 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 in transit-supportive patterns, with densities that are relatively high for the region but in the medium-low range per FTA benchmarks.
- *Supportive Zoning Regulations Near Transit Stations:* 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.
- *Tools to Implement Land Use Policies:* Orange County's TOD ordinance requires development proposals to undergo a pre-application process in which they must demonstrate transit-supportive design elements. The County allows the transfer of development rights to support station area development. The City of Kissimmee offers density bonuses. It has designated a downtown Community Redevelopment Area, in which increases in tax revenue resulting from development are invested in capital infrastructure in the immediate area.

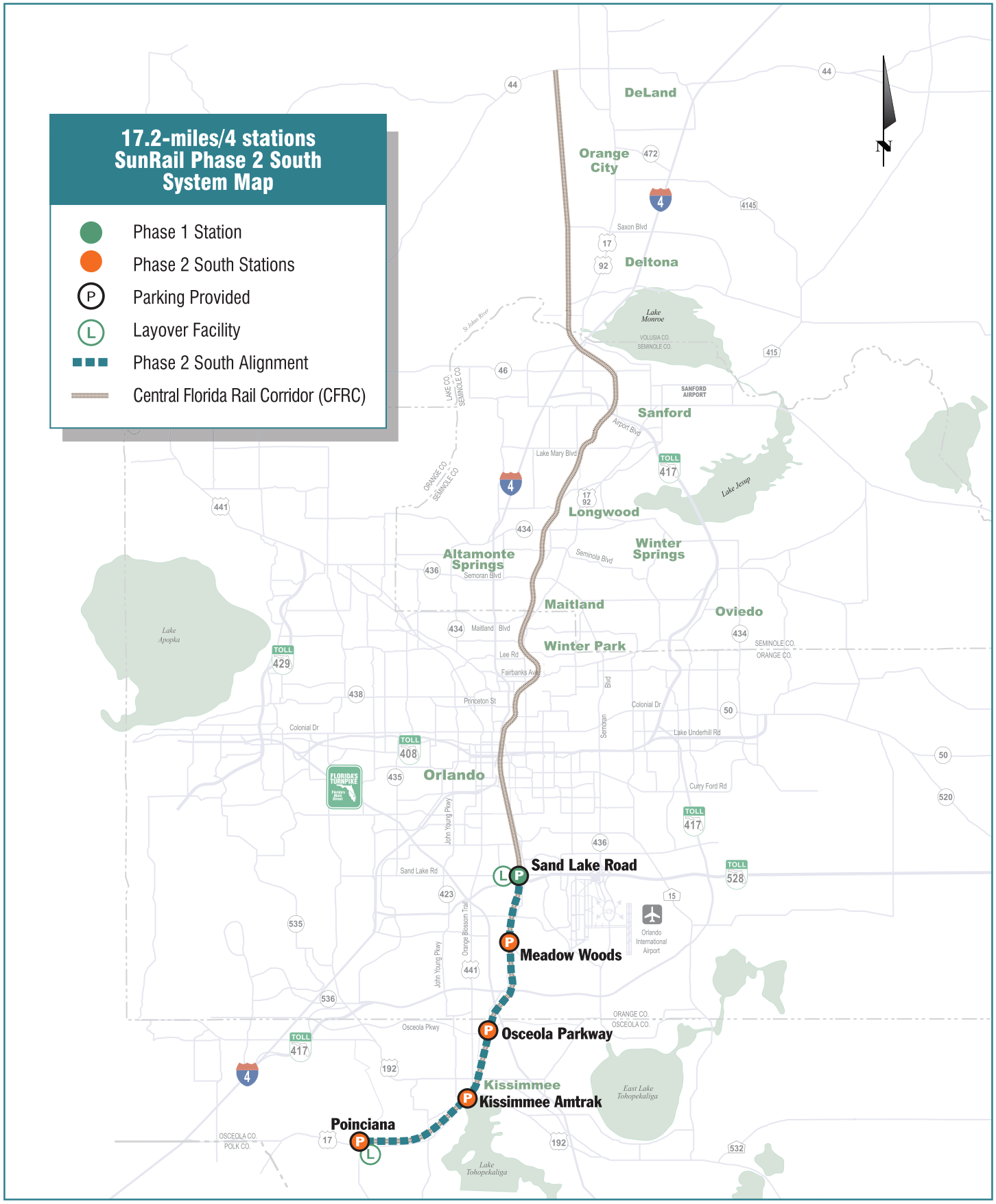
Performance and Impacts of Policies: Medium

- *Performance of Land Use Policies:* Numerous development projects have been completed in recent years or are under construction in SunRail Phase 1 station areas within the City of Orlando, demonstrating the effectiveness of transit-supportive land use policies. There also have been several developments in Phase 1 project station areas with transit-supportive design elements.
- *Potential Impact of Transit Investment on Regional Land Use:* All of the Phase 2 station areas offer development opportunities. There are large sections of vacant, developable land near the Osceola Parkway and Poinciana stations. Commuter rail service will support development consistent with the region's growth management plans.

Tools to Maintain or Increase Share of Affordable Housing: Low

- The process of evaluating affordable housing needs in station areas and developing policies and strategies is just beginning.

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



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 2013)

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. More than sixty-percent of design and construction contracts have been

awarded and construction activities are progressing well.

Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Honolulu High Capacity Transit Corridor Project. Through FY 2014, Congress has appropriated a total of $806.27 million for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts	$1,550.00	$806.27 million in total New Starts appropriations through FY 2014
Section 5307 Urbanized Area Formula Funds	$209.90	
American Recovery and Reinvestment Act	$4.00	
State/Local: General Excise Tax (GET)	$3,357.79	
Total:	**$5,121.69**	

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

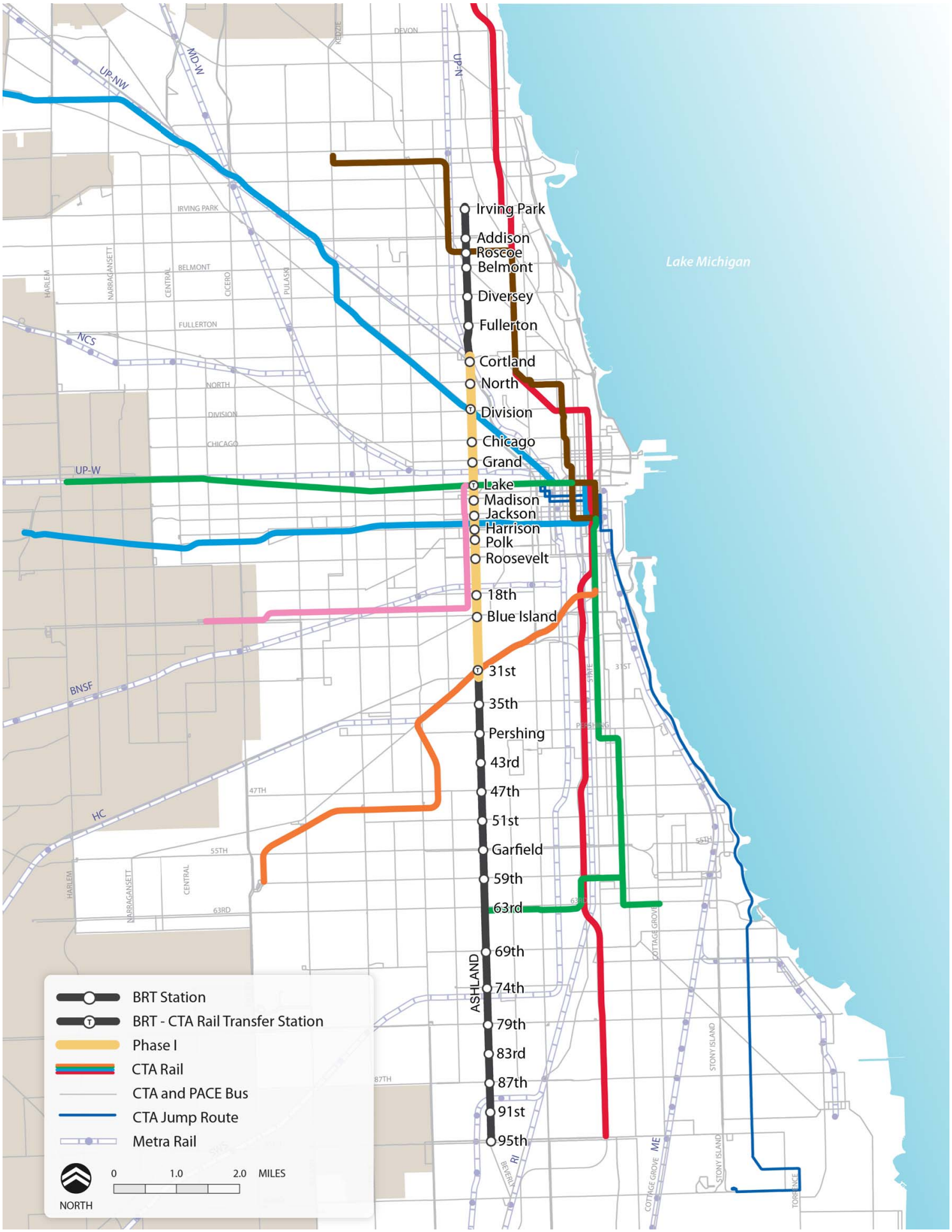

LEGEND
HRTP Guideway
HRTP Station
Park and Ride Access Ramps
Park and Ride
Maintenance and Storage Facility (MSF)
Leeward Community College
Pearl Highlands
Waipahu Transit Center
West Loch
Ho'opili
UH West O'ahu
East Kapolei
Pearlridge
Aloha Stadium
Pearl Harbor Naval Base
Honolulu International Airport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

Ashland Avenue BRT Phase I Project
Chicago, Illinois
Small Starts Project Development
Information Prepared November 2013

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

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

CTA selected a locally preferred alternative in April 2013. CTA anticipates completing the environmental review process with receipt of a Finding of No Significant Impact in early 2014, and receipt of a Small Starts Grant Agreement in late 2015.

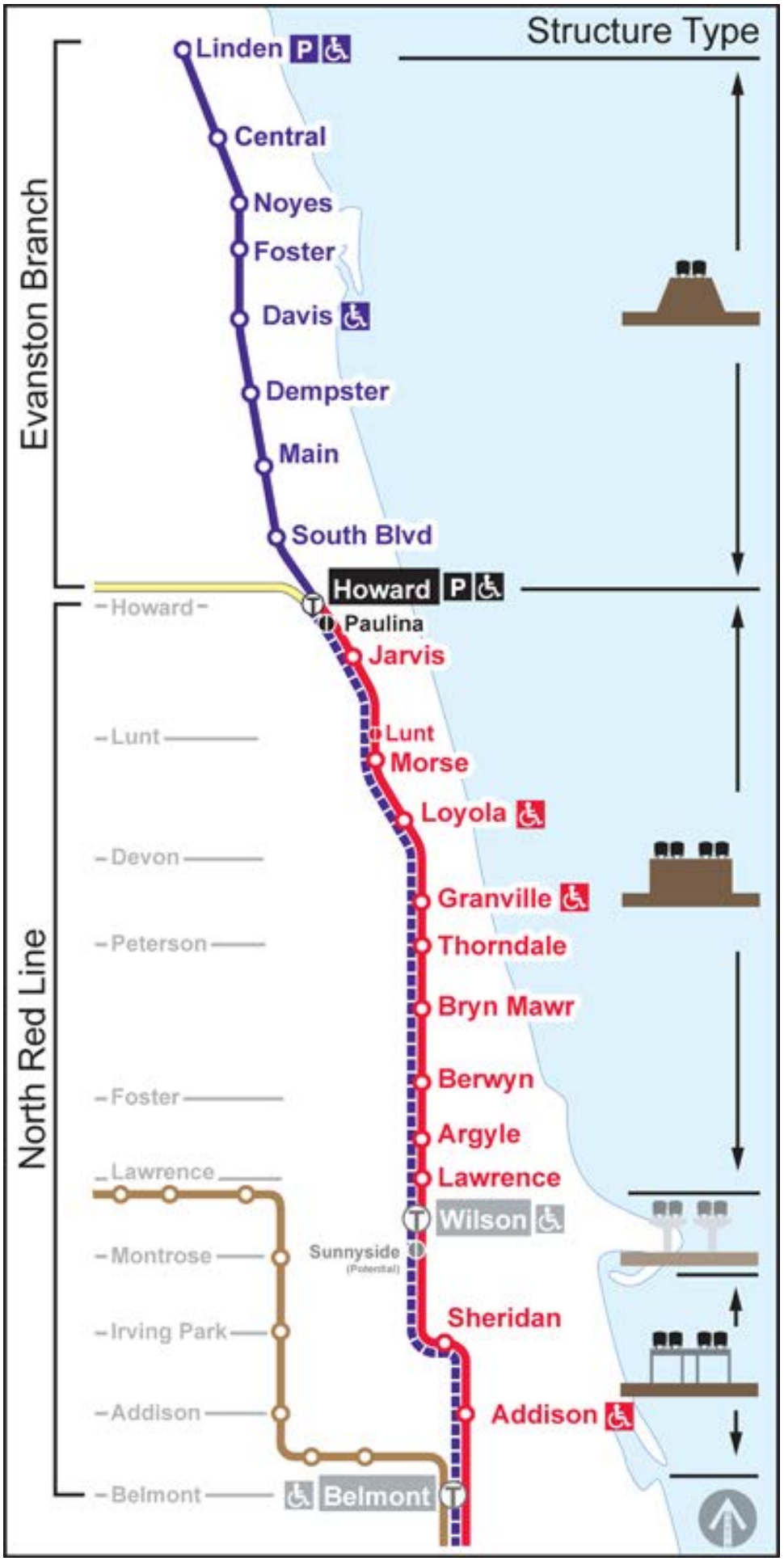

Irving Park
Addison
Roscoe
Belmont
Diversey
Fullerton
Cortland
North
Division
Chicago
Grand
Lake
Madison
Jackson
Harrison
Polk
Roosevelt
18th
Blue Island
31st
35th
Pershing
43rd
47th
51st
Garfield
59th
63rd
69th
74th
79th
83rd
87th
91st
95th
ASHLAND
Lake Michigan
UP-NW
MD-W
UP-N
UP-W
NCS
BNSF
HC
BRT Station
BRT - CTA Rail Transfer Station
Phase I
CTA Rail
CTA and PACE Bus
CTA Jump Route
Metra Rail
0
1.0
2.0
MILES
NORTH

Red and Purple Line Modernization Project
Chicago, Illinois
Core Capacity Project Development
Information Prepared November 2013

The Chicago Transit Authority (CTA) proposes to reconstruct and expand approximately 9.6 miles of existing heavy rail infrastructure along the North Red Line and the Purple Line, also known as the Evanston Branch line. These lines face multiple capacity constraints that make it challenging to meet current ridership demand and result in major delays and unreliable travel times to the central business district. The most significant constraint is Clark Junction, which is located adjacent to the existing Belmont station where the Red, Purple and Brown lines converge. This area includes two southbound and two northbound tracks shared by all three rail lines. At the junction, the northbound Brown Line crosses both the northbound and southbound Red Line and the southbound Purple Line tracks. This limits total train throughput to 20 to 23 trains per hour per track or 40 to 46 trains in a single direction. These throughput restrictions result in an approximately one minute delay for every train traveling through the junction. Other capacity constraints along the lines include slow travel speeds, overcrowded station platforms, high dwell times at stations, and limited accessibility for transit riders including persons with disabilities.

To address the issues above, the proposed project includes signalization improvements, increased traction power capacity, platform expansions, a new flyover, station consolidation, and additional tracks. The project's current estimated capital cost is $4.7 billion, which includes some state of good repair items and some core capacity improvement items. CTA expects to seek $1.5 billion from the Core Capacity program. CTA estimates the project will result in a 20 to 50 percent increase in capacity.

CTA adopted a locally preferred alternative in October 2010, which was incorporated into the region's fiscally constrained long-range transportation plan in October 2010. As of early 2014, CTA is considering undertaking the project in phases. FTA will work with CTA to establish a schedule for completing NEPA and advancing the project toward a Core Capacity Full Funding Grant Agreement.


Structure Type
Evanston Branch
North Red Line
Linden
Central
Noyes
Foster
Davis
Dempster
Main
South Blvd
Howard
Howard
Paulina
Jarvis
Lunt
Lunt
Morse
Loyola
Devon
Granville
Peterson
Thorndale
Bryn Mawr
Berwyn
Foster
Argyle
Lawrence
Lawrence
Wilson
Montrose
Sunnyside
(Potential)
Sheridan
Irving Park
Addison
Addison
Belmont
Belmont

Green Line Extension
Cambridge to Medford, Massachusetts
New Starts Engineering
(Rating Assigned January 2014)

Summary Description	
Proposed Project:	Light Rail Transit 4.7 Miles, 7 Stations
Total Capital Cost ($YOE):	$1,656.56 Million (Includes $227.7 million in finance charges)
Section 5309 New Starts Share ($YOE):	$714.41 Million (43.1%)
Annual Operating Cost (opening year 2019):	$36.69 Million
Current Year Ridership Forecast (2013):	37,900 Daily Linked Trips 11,092,400 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium-High

Project Description: The Massachusetts Bay Transportation Authority (MBTA) and Department of Transportation (MassDOT) are jointly proposing to extend the existing Green Line Light Rail Transit (LRT) route from a relocated Lechmere Station in Cambridge to College Avenue in Medford. The Green Line Extension (GLX) will operate on the exclusive right-of-way of the MBTA Commuter Rail System, adjacent to existing commuter rail service. The project includes six at-grade stations and one elevated station; 3.7 miles of at-grade guideway and one mile of elevated guideway; reconstruction of eight bridge structures to maintain grade separation on the route; and the purchase of 24 light rail vehicles. In the opening year, service will be provided twenty hours per day, seven days per week. Service will operate every six minutes during weekday peak periods, every eight to 10 minutes during weekend peak periods, and every eight 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 75,300 residents live within one-half mile of proposed stations, 26 percent of whom do not own or have access to an automobile. The project will reduce transit travel time in the project corridor by approximately 13 to 17 minutes because it will be built on fully grade-separated right-of-way through congested built-up neighborhoods, eliminating the need for passengers to make bus-to-rail transfers. 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 early 2015 and start of revenue service in 2019.

Significant Changes Since Last Evaluation (June 2012): Project capital costs increased from $1,334.62 million to $1,656.56 million as a result of advanced design development, primarily in areas of station construction, traction power supply and distribution. In addition, project financing costs were increased and vehicle costs have been increased to reflect current prices. The amount of New Starts funding requested for the GLX was increased from $557.07 million (41.7% of project cost) to $741.41 million (43.1% of project cost).

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 New Starts	$714.41	43.1%
State: Commonwealth General Fund Bonds	$714.41	43.1%
Commonwealth Operating Budget	$227.74	13.8%
Total:	**$1,656.56**	**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 January 2014)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium-High**	
Section 5309 New Starts Share	**+1 level**	The New Starts share of the project is 43.1 percent.
Project Financial Plan	**Medium**	
Capital and Operating Condition (25% of composite rating)	Medium	• The average age of the Massachusetts Bay Transportation Authority (MBTA) bus fleet is 7.3 years, which is slightly older than the industry average. • MBTA's most recent bond ratings, issued in 2012, are as follows: Moody's Investors Service Aa2 and Standard & Poor's Corporation AAA. • MBTA's current ratio of assets to liabilities as reported in its most recent audited financial statement is 0.64 (FY 2012). • There was a modest service cut in FY 2013, but no cash flow shortfalls in recent years.
Commitment of Capital and Operating Funds (25% of composite rating)	High	• All of the non-Section 5309 New Starts capital funds are committed or budgeted. Sources of funds include Commonwealth of Massachusetts general obligation bonds and the finance charges associated with the project will be funded out of the Commonwealth's operating budget. • 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 dedicated sales tax revenue, fare revenue, dedicated local property assessment revenue, parking revenue, advertising income, other real estate revenue, investment and other income, Commonwealth contract and operating assistance, and Section 5307 Preventative Maintenance federal funds.
Capital and Operating Cost Estimates, Assumptions and Financial Capacity (50% of composite rating)	Medium-Low	• Revenue growth assumptions, including farebox collections and sales tax revenues, are reasonable when compared with historical experience. • The capital cost estimate is reasonable. • The financial plan shows that MBTA has the financial capacity to cover cost increases or funding shortfalls equal to at least 8.8 percent of estimated project costs or 2.7 percent of annual system-wide operating expenses in the first full year of project operations. • MBTA's financial plan shows sufficient revenues to cover its state of good repair needs. However, the state of good repair cost estimates have been lowered since last year without sufficient explanation.

Green Line Extension
Cambridge, Somerville and Medford, Massachusetts
Engineering
(Rating Assigned January 2014)

LAND USE RATING: Medium-High

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

- Average population density across all station areas is 18,228, which corresponds to a high rating according to FTA benchmarks. Total employment served by a one seat ride is 341,920, corresponding to a high rating. Parking costs in downtown Boston exceed $30 per day, corresponding to a high rating.
- The proportion of legally binding affordability restricted housing in the project corridor compared to the proportion in the counties through which the project travels is 0.64, which corresponds to a low rating.
- Compact, traditional residential neighborhoods, interspersed with small urban retail commercial centers, typify the corridor. Newer residential development consists primarily of mid- to high-rise buildings.
- Most of the corridor is pedestrian-friendly, with sidewalks, minimal setbacks, and street trees, although 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 right-of-way.

ECONOMIC DEVELOPMENT RATING: Medium-High

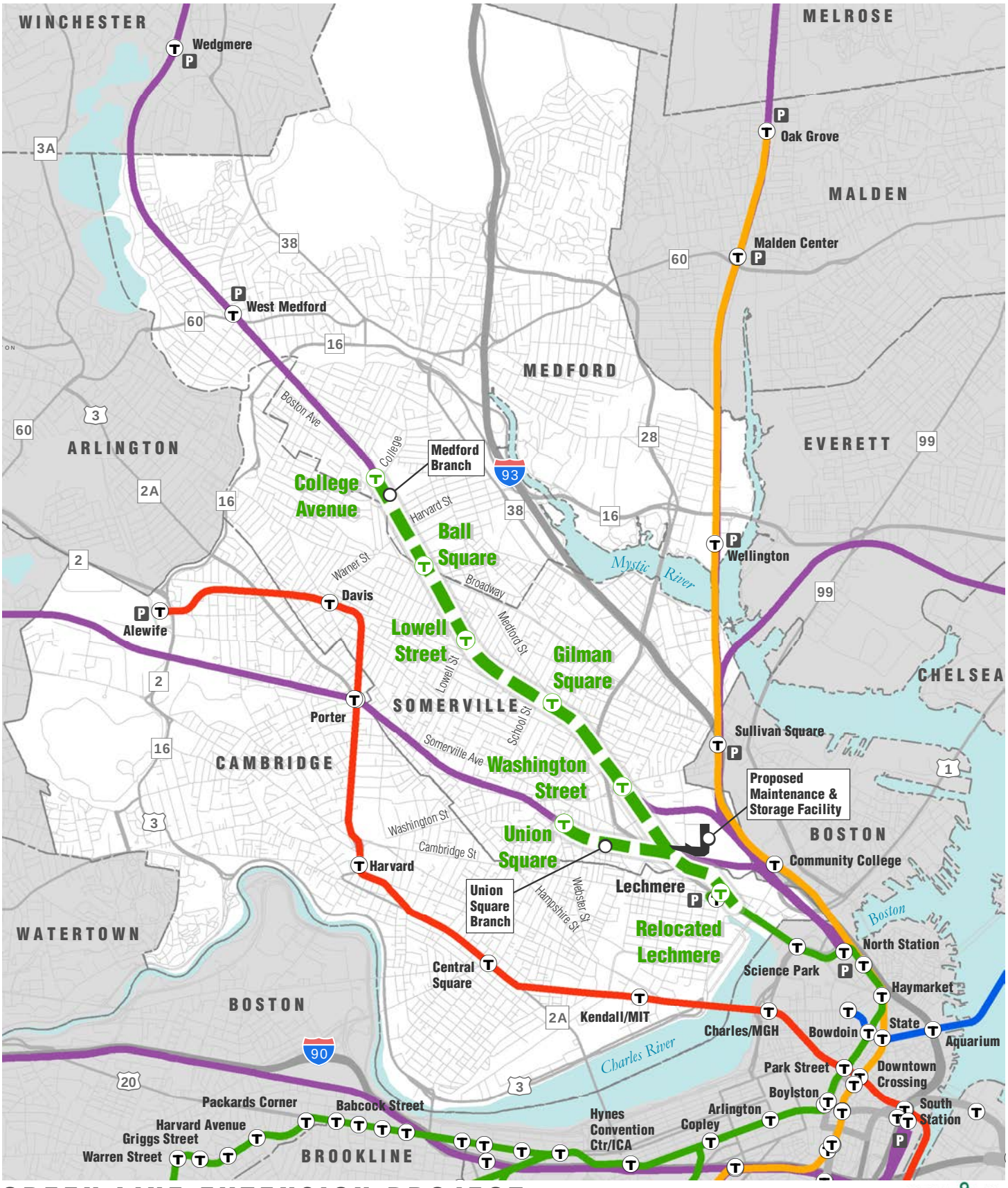
Transit-Supportive Plans and Policies: Medium-High

- *Growth Management:* State policies and financial incentives support the concentration of growth around established activity centers and major transit facilities. The citywide plans for corridor communities support channeling growth along the project corridor.
- *Transit-Supportive Corridor Policies:* While most of the 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, streetfront retail, and vertical zoning in commercial areas near transit stations.
- *Supportive Zoning Regulations Near Transit Stations:* Existing zoning throughout most of the station areas already supports moderate to high density development and mixed use development. Recent zoning changes adopted in redeveloping, formerly industrial districts support mixed-use development and walkable street networks with pedestrian amenities and continuous sidewalks.
- *Tools to Implement Land Use Policies:* 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

- *Performance of Land Use Policies:* The submittal identifies nine large-scale projects that have been completed or are under construction in station areas and seven large planned or proposed development projects.
- *Potential Impact of Transit Investment on Regional Land Use:* The corridor has a strong base in growing economic sectors, including education, information technology, and the life sciences. The corridor's capacity to accommodate additional development depends on the improvement in transportation access that would be provided by the Green Line Extension.

Tools to Maintain or Increase Share of Affordable Housing: Medium
• The high density of existing development in project station areas limits opportunities for constructing new affordable housing units. Strong State and local programs and incentives can be expected to address affordability goals in new development. State law allows appeals of local zoning restrictions on development of long-term affordable housing. All three municipalities in the corridor have requirements for the provision of affordable housing in new residential development.



GREEN LINE EXTENSION PROJECT

Project Area Map | Cambridge, Somerville, Medford, MA

- MBTA Blue Line
- MBTA Green Line
- MBTA Orange Line
- MBTA Red Line
- MBTA Silver Line
- MBTA Commuter Rail
- Existing Station
- MBTA Parking Lot
- Proposed Station
- Green Line Proposed Action
- Proposed Maintenance Facility

Source: MassGIS

0 0.25 0.5 1 Miles

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

Summary Description	
Proposed Project:	Light Rail Transit 14.1 Miles, 19 Stations
Total Capital Cost ($YOE):	$2,644.52 Million
Section 5309 New Starts Share ($YOE):	$900.00 Million (34.0%)
Annual Operating Cost (opening year 2022):	$49.15 Million
Current Year Ridership Forecast (2014):	35,200 Daily Linked Trips 12,225,300 Annual Linked Trips
Horizon Year Ridership Forecast (2035):	47,700 Daily Linked Trips 16,354,200 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium-High

Project Description: The Maryland Transit Administration (MTA) proposes to build the Baltimore Red Line, a light rail transit (LRT) line between Woodlawn in suburban Baltimore County through Downtown Baltimore, and terminating in Bayview in east Baltimore City. The Red Line 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; 26 light rail vehicles (LRV); and a railcar storage and heavy maintenance facility. In the opening year, service would be provided twenty hours per day every 10 minutes during peak periods and every 10 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 fast, 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, Greektown 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) an 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 was issued on February 28, 2013. MTA anticipates receipt of a Full Funding Grant Agreement in late 2014, and start of revenue service in late 2022.

Significant Changes Since Last Evaluation (November 2012): Project capital costs increased from $2,574.80 million to $2,644.52 million primarily due to increased construction costs for underground stations and for the heavy maintenance facility. The number of vehicles to be purchased was reduced from 28 to 26 LRVs by eliminating a two-car gap train from the operating plan. The requested amount of New Starts funding for the Red Line was reduced from $1,250.00 million (48.5% of project cost) to $900.00 million (34.0% of project cost).

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 New Starts	$900.00	34.0%
State: Maryland Transportation Trust Fund	$1,744.52	66.0%
Total:	**$2,644.52**	100.0%

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

MD, Baltimore Red Line
(Rating Assigned January 2014)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium-High**	
Section 5309 New Starts Share	**+1 level**	The New Starts share of project costs is 34.0 percent.
Composite Financial Rating	**Medium**	
Capital and Operating Condition (25% of composite rating)	Medium	• The average age of the Maryland Transit Administration (MTA) bus fleet is 7.1 years, which is in line with the industry average. • The Maryland Department of Transportation's (MDOT)), the parent organization of MTA's most recent bond ratings, issued in February 2013, are as follows: Moody's Investors Service Aa1, Fitch's AA+ and Standard & Poor's Corporation AAA. • MDOT's current ratio of assets to liabilities as reported in its most recent audited financial statement is 1.09 (FY2012). • There have been no service cutbacks in the past five years. MDOT had cash flow shortfalls in the past two fiscal years that were covered by reserve funds.
Commitment of Capital and Operating Funds (25% of composite rating)	Medium-High	• Approximately 51.5 percent of non-Section 5309 New Starts capital funds are committed or budgeted. All non-Section 5309 funds will come from the State Transportation Trust Fund (TTF). • All funds needed to operate and maintain the transit system in the first full year of operation are committed. Sources of funds include FTA Section 5307 formula funds, State TTF revenues, farebox revenues, and other operating revenues.
Capital and Operating Cost Estimates, Assumptions and Financial Capacity (50% of composite rating)	Medium-Low	• Assumed growth in TTF revenues and farebox collections is more optimistic than historical experience. • The capital cost is reasonable at this stage of the project. • MTA, along with MDOT, has the financial capacity to cover cost increases or funding shortfalls equal to 21 percent of estimated project costs and 10 percent of annual MDOT operating expenses in the first full year of the Project's operation.

Baltimore Red Line Light Rail Project
Baltimore, Maryland
Project Development
(Rating Assigned January 2014)

LAND USE RATING: Medium-High

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

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

ECONOMIC DEVELOPMENT RATING: Medium-High

Transit-Supportive Plans and Policies: Medium-High

- *Growth Management:* The State of Maryland and Baltimore County have policies and programs that actively promote the concentration of development in existing cities and towns. Maryland's 1997 Smart Growth Management Act created an incentive-based program designating Priority Funding Areas (PFA) for growth-related state infrastructure funding. Virtually the entire Red Line is within a PFA. Several State programs provide additional growth management funding incentives.
- *Transit-Supportive Corridor Policies:* The State, Baltimore County, and Baltimore City have designated areas within walking distance of transit as priority areas for development. Station Area Advisory Committees developed vision plans for station areas and later focused on station design, emphasizing pedestrian activity and aesthetics.
- *Supportive Zoning Regulations Near Transit Stations:* Existing zoning ordinances in Baltimore City generally allow densities in the medium-high to high range. The City recently has made substantive progress in developing a new zoning code to encourage higher-density, mixed use infill development with transit-oriented character. While Baltimore County has rezoned the Security Square station area to allow high densities, zoning at other outlying stations currently restricts densities to lower densities.
- *Tools to Implement Land Use Policies:* The State of Maryland and City of Baltimore provide significant incentives for compact development patterns with transit supportive characteristics. Local governments have the authority to use tax increment financing and special taxing districts to pay for transit oriented development (TOD) infrastructure, including operating and maintenance costs. Baltimore City's Capital Improvement Program can provide capital funding for TOD projects.

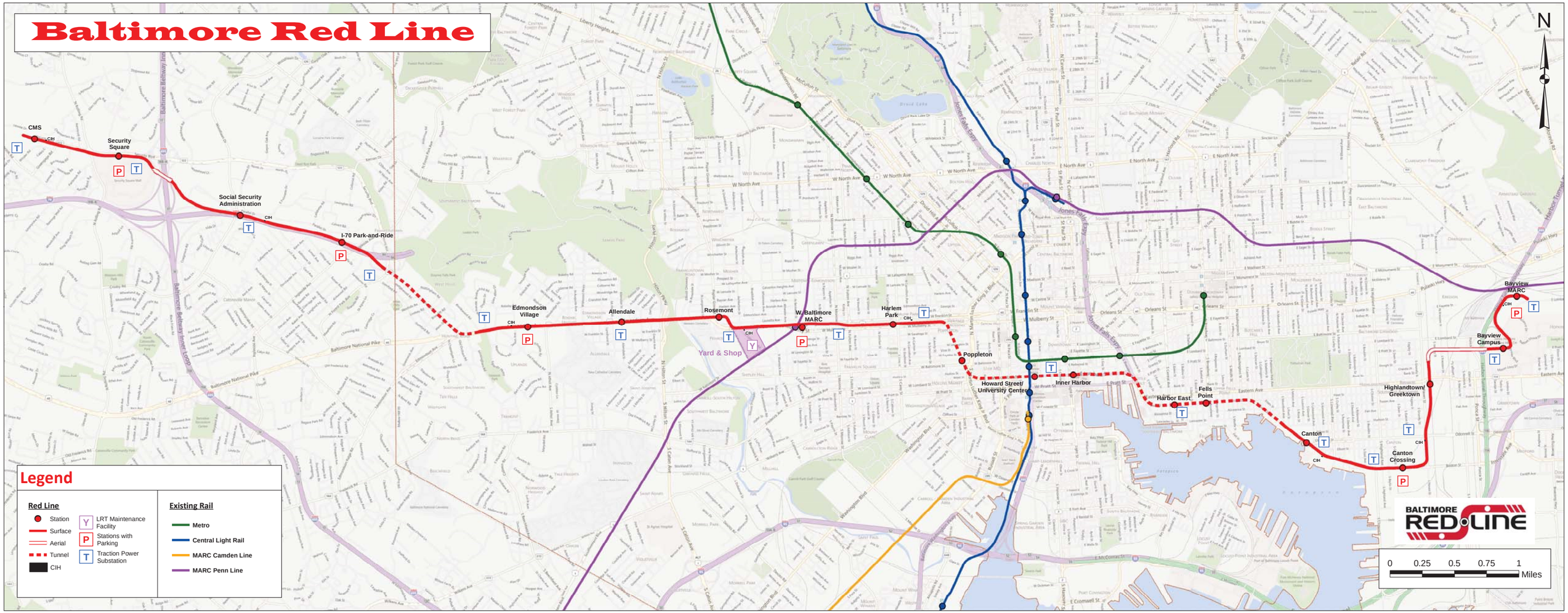
Performance and Impacts of Policies: Medium-High

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

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

- Baltimore City is involved in a wide range of initiatives to maintain and expand its inventory of affordable housing, including housing for households with very low incomes. This includes: an inclusionary zoning ordinance that requires developers to provide affordable housing under a variety of circumstances; funding and financing for construction and down payments; and multiple redevelopment efforts that are replacing obsolete, dilapidated and vacant housing. The State of Maryland provides financial assistance of various types to maintain and increase the supply of affordable housing and to provide resources for low- and moderate-income households to afford rents and mortgages.

Baltimore Red Line



Maryland National Capital Purple Line
Bethesda to New Carrollton, Maryland
New Starts Project Development
(Rating Assigned January 2014)

Summary Description	
Proposed Project:	Light Rail Transit 16.2 Miles, 21 Stations
Total Capital Cost ($YOE):	$2,371.15 Million (Includes $126.0 million in finance charges)
Section 5309 New Starts Share ($YOE):	$900.00 Million (38.0%)
Annual Operating Cost (opening year 2020):	$58.15 Million
Current Year Ridership Forecast (2014):	44,300 Daily Linked Trips 16,627,600 Annual Linked Trips
Horizon Year Ridership Forecast (2035):	56,100 Daily Linked Trips 20,979,500 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium-High

Project Description: The Maryland Transit Administration (MTA) proposes to build the Maryland National Capital Purple Line, a light rail transit (LRT) line between Bethesda in Montgomery County and New Carrollton in Prince George's County, passing through Silver Spring, Takoma Park, 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 58 light rail vehicles (LRV); and construction of two rail car storage and maintenance facilities. The project does not include any new park-and-ride facilities. In the opening year, service would be provided 20 hours per day on weekdays and weekends, every six minutes during peak periods, and every 10 to 20 minutes during off-peak periods. MTA and the Maryland Department of Transportation (MDOT) are pursuing a Public-Private Partnership (P3) as the method of project delivery for the Purple Line.

Project Purpose: The Purple Line would provide fast and reliable transit service in this cross-county corridor, improving access to several business districts and activity centers along the route. It would connect passengers via transfers to existing radial transit routes including branches of the Washington Metropolitan Area Transit Authority's Red, Green, and Orange 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. The Final EIS was published in August 2013 and a Record of Decision is anticipated in early 2014. MTA anticipates receipt of a Full Funding Grant Agreement in early 2015, and start of revenue service in late 2020.

Significant Changes Since Last Evaluation (November 2012): Project capital costs increased from $2,151.66 million to $2,371.15 million primarily due to inclusion of project finance costs, increased real estate costs from a larger number of land parcels to be acquired, and from increased cost of site preparation than previously estimated. The number of vehicles to be acquired for the project has increased from 55 to 58 LRVs due to removal of two grade-separated street crossings from the project to be replaced by at-grade crossings. While this reduced construction cost, the change resulted in slightly longer route travel time, which resulted in the need for three additional vehicles. MTA/MDOT proposed a P3 method of project delivery, and have applied for a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan from the US Department of Transportation. The Purple Line Final EIS was completed in August 2013. The requested New Starts funding amount was decreased from $1,053.00 million (48.9% of project cost) to $900.00 million (38.0% of project cost).

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 New Starts	$900.00	38.0%
State: Maryland Transportation Trust Fund (TTF)	$669.15	28.2%
Other: TIFIA Loan repaid by private concessionaire using funding from availability payments it receives from the Maryland TTF	$732.00	30.8%
Private Equity and Borrowed Funds	$70.00	3.0%
Total:	**$2,371.15**	**100.0%**

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

MD, Maryland National Capital Purple Line
(Rating Assigned January 2014)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium-High**	
Non-Section 5309 New Starts Share	**+1 level**	The New Starts share of the project is 38.0 percent.
Project Financial Plan	**Medium**	
Capital and Operating Condition (25% of composite rating)	Medium	• The average age of the Maryland Transit Administration's (MTA) bus fleet is 7.1 years, which is in line with the industry average. • The Maryland Department of Transportation's (MDOT), the parent organization of MTA's most recent bond ratings, issued in February 2013, are as follows: Moody's Investors Service Aa1, Fitch's AA+ and Standard & Poor's Corporation AAA. • MDOT's current ratio of assets to liabilities as reported in its most recent audited financial statement is 1.09 (FY 2012). • There have been no service cutbacks in the past five years. MDOT had cash flow shortfalls in the past two fiscal years that were covered by reserve funds.
Commitment of Capital and Operating Funds (25% of composite rating)	Medium-High	• Approximately 45.5 percent of non-Section 5309 New Starts capital funds are committed or budgeted. Sources of funds include a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan repaid with State Transportation Trust Fund (TTF), State TTF revenues, and private equity and debt. • All of the funds needed to operate and maintain the transit system in the first full year of operation are committed. Sources of funds include FTA Section 5307 funds, State TTF revenues, and farebox and other operating revenue.
Capital and Operating Cost Estimates, Assumptions and Financial Capacity (50% of composite rating)	Medium-Low	• Assumed growth in TTF revenues and farebox collections is more optimistic than historical experience. • The capital cost is reasonable at this stage of the project. Financing costs are based on reasonable assumptions, but are understated because they exclude interest costs incurred through 2024 (final New Starts allocation). • MTA, along with MDOT, has the financial capacity to cover cost increases or funding shortfalls equal to at least 23 percent of estimated project costs and 10 percent of annual system-wide operating expenses in the first full year of the Project's operation.

Maryland National Capital Purple Line
Bethesda to New Carrollton, Maryland
Project Development
(Rating Assigned January 2014)

LAND USE RATING: Medium

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

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

ECONOMIC DEVELOPMENT RATING: Medium-High

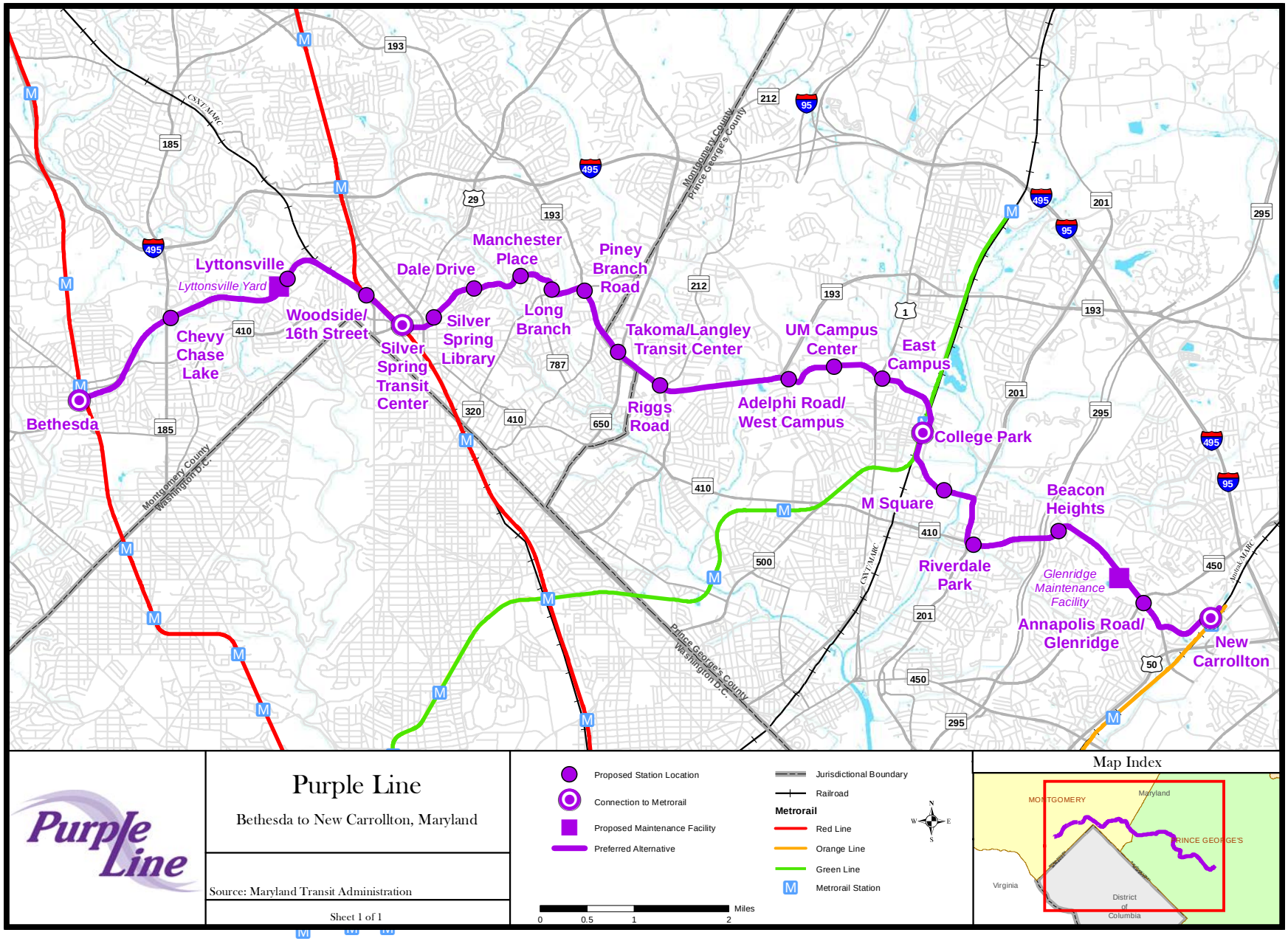
Transit-Supportive Plans and Policies: Medium-High

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

Performance and Impacts of Policies: Medium-High

- *Performance of Land Use Policies:* Prime examples of successful transit supportive development can be found in Bethesda and Silver Spring, where land use policies have played a key role in rejuvenating the areas around Metrorail stations. Multiple large-scale transit-supportive development projects recently have been completed or are under way, planned, or proposed within the project corridor.
- *Potential Impact of Transit Investment on Regional Land Use:* Substantial population and employment growth is forecast for the corridor, particularly in station areas. Expanded transportation capacity and new transit connections in the corridor are expected to increase employment opportunities for residents and help to concentrate growth in areas with high quality transit access.

Tools to Maintain or Increase Share of Affordable Housing: Medium-High
• Montgomery County has laws and policies to ensure that a substantial share of new housing is affordable. It also has loan programs and financial incentives to increase home ownership among low- and moderate-income households. Prince George's County has identified a need for additional affordable housing but has adopted few policies or tools to increase the affordable housing supply. • The State of Maryland provides financial assistance to maintain and increase the supply of affordable housing and to provide resources for low- and moderate-income households to afford rents and mortgages.


Lyttonsville
Lyttonsville Yard
Dale Drive
Manchester Place
Piney Branch Road
Woodside/ 16th Street
Silver Spring Transit Center
Silver Spring Library
Long Branch
Takoma/Langley Transit Center
UM Campus Center
East Campus
Chevy Chase Lake
Bethesda
Riggs Road
Adelphi Road/ West Campus
College Park
M Square
Beacon Heights
Riverdale Park
Glenridge Maintenance Facility
Annapolis Road/ Glenridge
New Carrollton
Montgomery County Washington D.C.
Prince George's County Washington D.C.
CSX/MARC
Amtrak/MARC
Purple Line
Bethesda to New Carrollton, Maryland
Source: Maryland Transit Administration
Sheet 1 of 1
Proposed Station Location
Connection to Metrorail
Proposed Maintenance Facility
Preferred Alternative
Jurisdictional Boundary
Railroad
Metrorail
Red Line
Orange Line
Green Line
Metrorail Station
Miles
0
0.5
1
2
Map Index
Maryland
MONTGOMERY
PRINCE GEORGE'S
Virginia
District of Columbia

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

Summary Description	
Proposed Project:	Bus Rapid Transit
	8.5 Miles, 28 Stations
Total Capital Cost ($YOE):	$215.36 Million
Section 5309 Small Starts Share ($YOE):	$74.99 Million (34.8%)
Annual Forecast Year Operating Cost:	$8.7 Million
Opening Ridership Forecast (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 bus rapid transit (BRT) line from the State Capitol in downtown Lansing, linking Michigan State University (MSU) and downtown East Lansing, to the Meridian Mall in Meridian Township. The BRT line would operate in exclusive, center-running travel lanes for approximately 6.6 miles, 1.3 miles in a side-running/single lane guideway, while the remaining 0.6 miles would be in mixed traffic. The project would replace CATA's highest ridership line (Route 1) and includes construction of six center, double-sided station platforms, 22 single-sided station platforms, 200 park-and-ride spaces, off-board fare collection, transit signal priority and the procurement of 17 new articulated buses. The BRT line would also serve two existing transportation centers: the CATA Transportation Center in downtown Lansing, a transfer point for 16 CATA routes and the MSU/CATA Transportation Center, located on MSU's campus with links to all MSU campus routes. CATA's existing maintenance facility would be used to store and maintain the BRT vehicles. In the opening year, service would be provided every 10 minutes during the morning peak period and every six minutes during the evening peak period. During off-peak periods, service would be provided every 7.5 minutes to every 10 minutes.

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

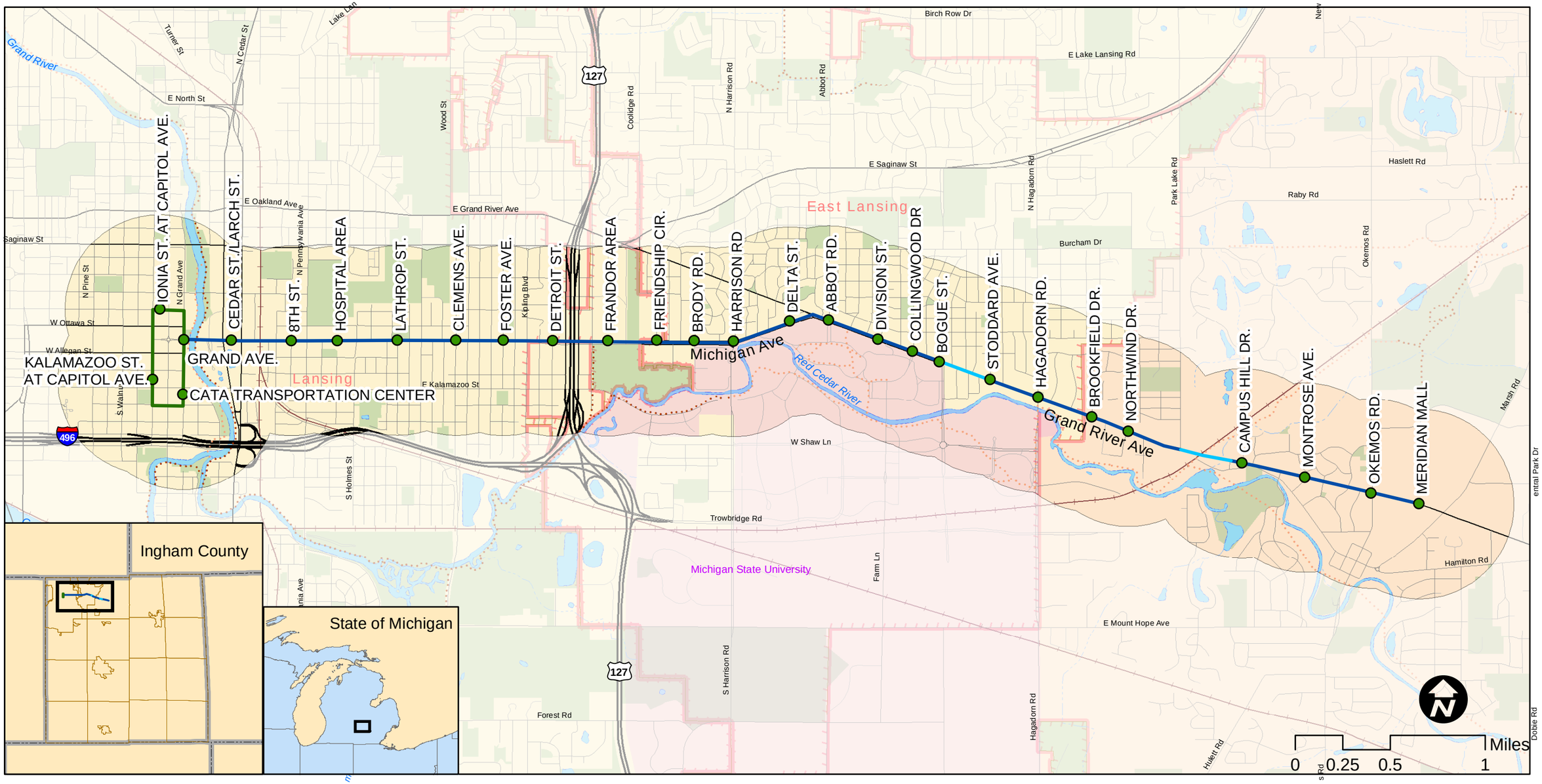
Project Development History, Status and Next Steps: CATA completed an alternatives analysis in the Michigan/Grand River Avenue Corridor in May 2011. BRT was selected as the locally preferred alternative. FTA approved the project into project development in April 2013. CATA anticipates completion of an Environmental Assessment and receipt of a Finding of No Significant Impact in late 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 (Congestion Mitigation and Air Quality Funds)	$6.34	3.0%
		3.0%
FHWA Flexible Funds (Surface Transportation Program Funds)	$6.34	1.4%
		7.1%
FHWA Flexible Funds (Transportation Alternatives)	$3.07	4.6%
		22.5%
U.S. DOT Competitive Grant	$15.26	
Federal Economic Development Funds	$10.00	
Federal Aid Highway Funds	$48.46	
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

Southwest Light Rail Transit
Minneapolis, Minnesota
New Starts 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 (2018):	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 light rail transit (LRT) line between Eden Prairie in suburban Hennepin County through the municipalities of Minnetonka, Hopkins and St. Louis Park to downtown Minneapolis. The LRT line would primarily operate in a dedicated transitway in the median of existing streets, except for approximately 1.47 miles of elevated guideway via a flyover bridge over existing freight tracks and 0.2 miles of tunnel under existing streets near the 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 SAFETEA-LU, FTA approved the project into preliminary engineering in September 2011. Under MAP-21, the project is considered to be in the project development phase since the environmental review process is not yet complete. A Draft Environmental Impact Statement (EIS) was released in October 2012. In July 2013, MC began preparing a Supplemental Draft EIS to account for changes to the project alignment that resulted from local input, the possible relocation of freight rail traffic away from a portion of the alignment and the relocation of the operations and maintenance facility. MC anticipates completion of the Supplemental Draft EIS in mid-2014, completion of a Final EIS and receipt of a Record of Decision in mid-2015, receipt of a Full Funding Grant Agreement in late 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 Hennepin County Regional Railroad Authority Bonds	$375.15 $125.05	30.0% 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 Light Rail Transit

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*

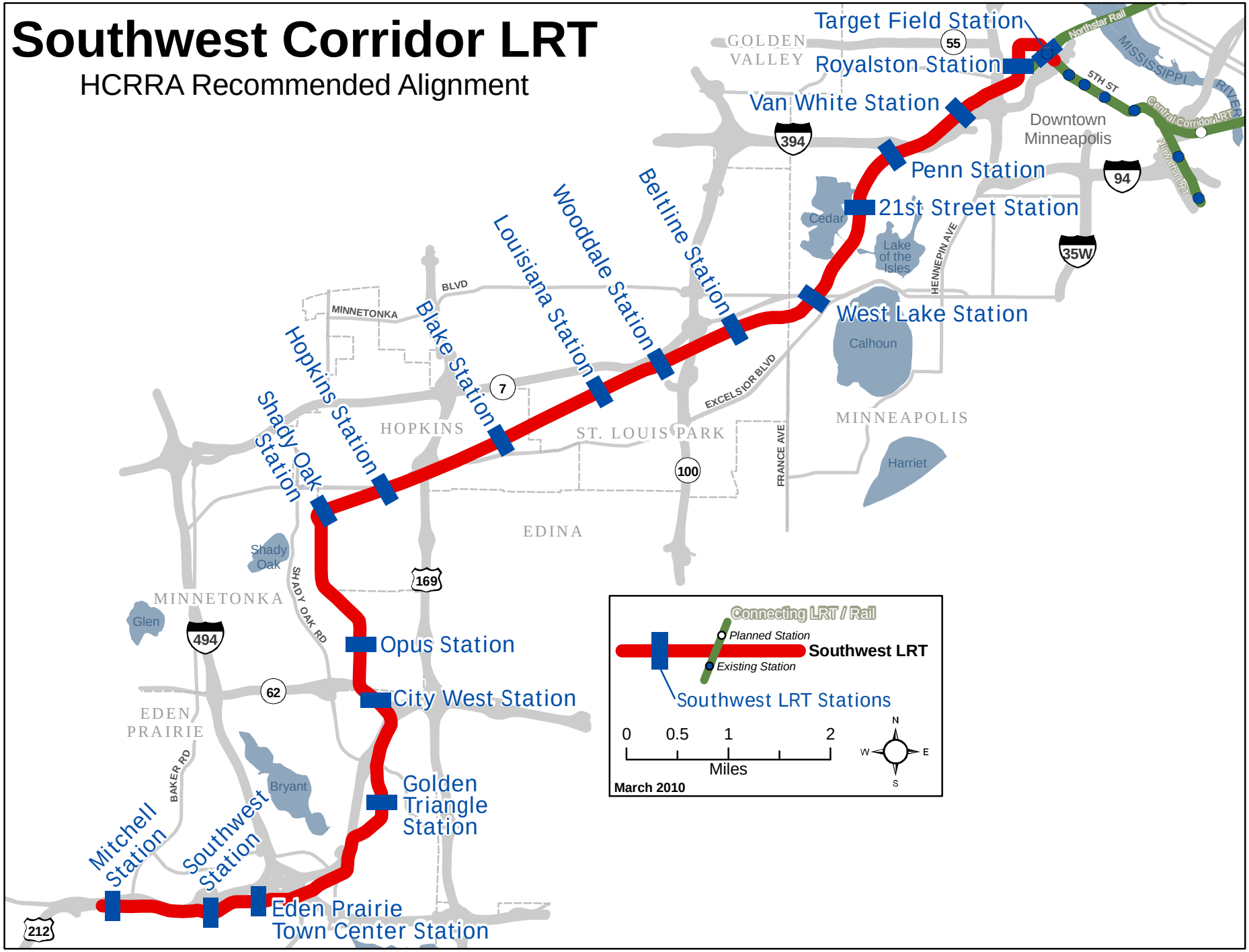
- The Metropolitan Council (MC) established a regional growth boundary to control development on the suburban edge, with limits on investments in transportation and wasterwater infrastructure in those areas. The MC's *2030 Regional Development Framework* emphasizes the need for denser development in 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*

- 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 2013)

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. Drought conditions in the Midwest continued to allow construction to advance at a quicker pace during 2012. A $15 million investment in business assistance programs has been largely successful in a 20 percent net gain in business. The project

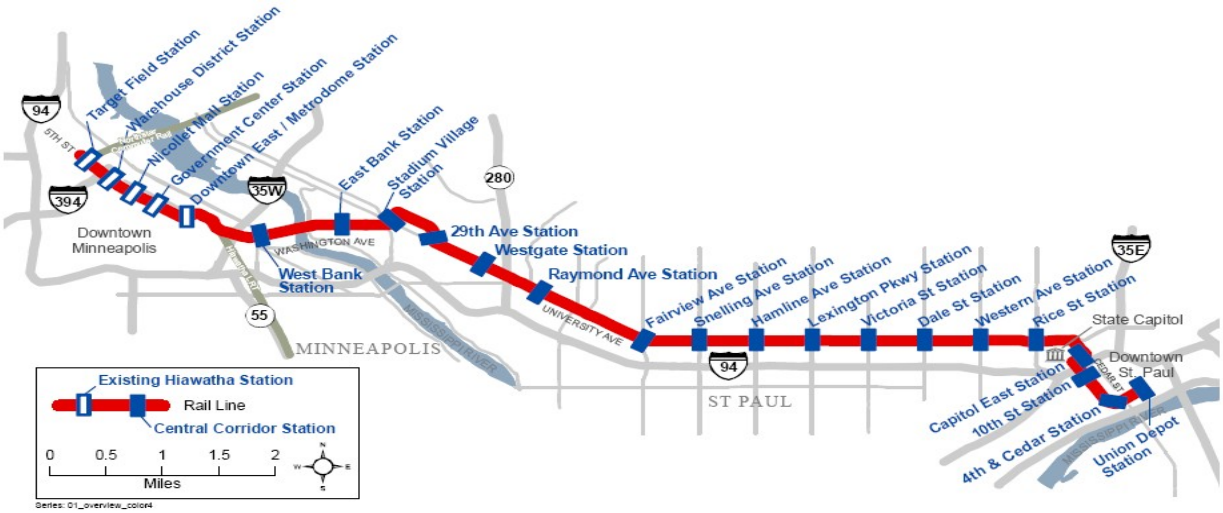
will be opening earlier than planned on June 14, 2014.

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 Central Corridor LRT project. Through FY 2014, Congress has appropriated a total of $364.80 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	$364.80 million in total New Starts appropriations through FY 2014.
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	$0.50	
TOTAL	**$956.90**	

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

Central Corridor LRT
St. Paul-Minneapolis, Minnesota



LYNX Blue Line Extension - Northeast Corridor
Charlotte, North Carolina

(November 2013)

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

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

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

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

Status

Following completion of the alternatives analysis in September 2002, CATS selected an LRT line as the locally preferred alternative (LPA) in November 2002. In April 2005, the LPA was adopted into the fiscally-constrained long-range plan. FTA approved the project into preliminary engineering in November 2007. The Draft Environmental Impact Statement (EIS) was published in August 2010, the Final (EIS) was published in October 2011, and a Record of Decision was issued in December 2011. FTA approved the project into final design in July 2012. CATS and FTA executed an FFGA on October 16, 2012, with revenue operations scheduled for March 2018. CATS is completing final design, coordinating utility relocations, acquiring Right of way acquisitions and awarding major construction packages.

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 FY 2014, Congress has appropriated $205.81 million in Section 5309 New Starts funds for the project.

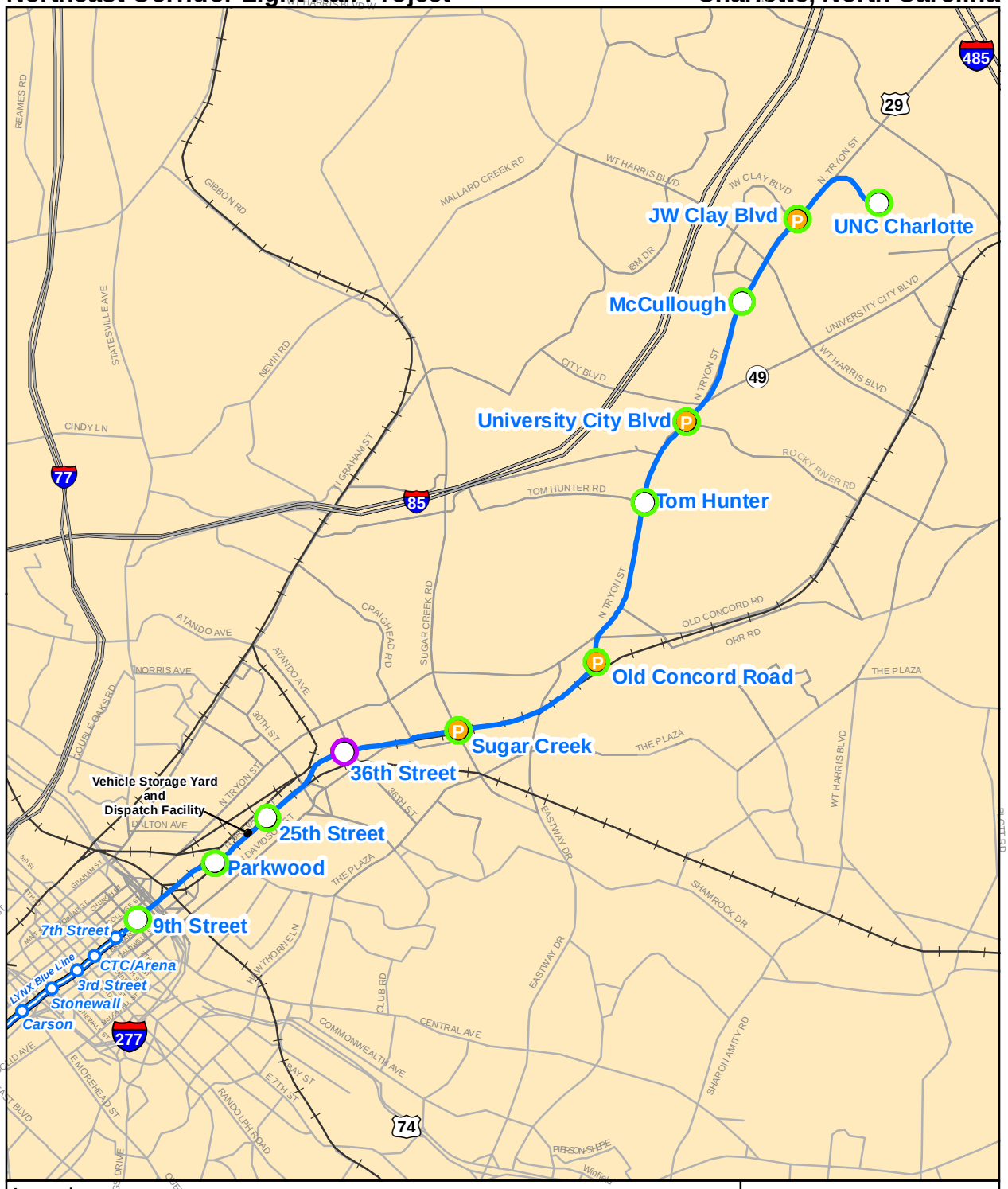
Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Starts	$580.04	$205.81 million in total appropriations through FY 2014
State: State Full Funding Grant Agreement funded from DOT Trust Fund	$299.07	
Local: ½ Cent Sales Tax	$250.05	
City of Charlotte In Kind Contribution	$13.42	
City of Charlotte Northeast Corridor Infrastructure funds	$17.50	
Total:	**$1,160.08**	

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

LYNX Blue Line Extension

Northeast Corridor Light Rail Project

Charlotte, North Carolina

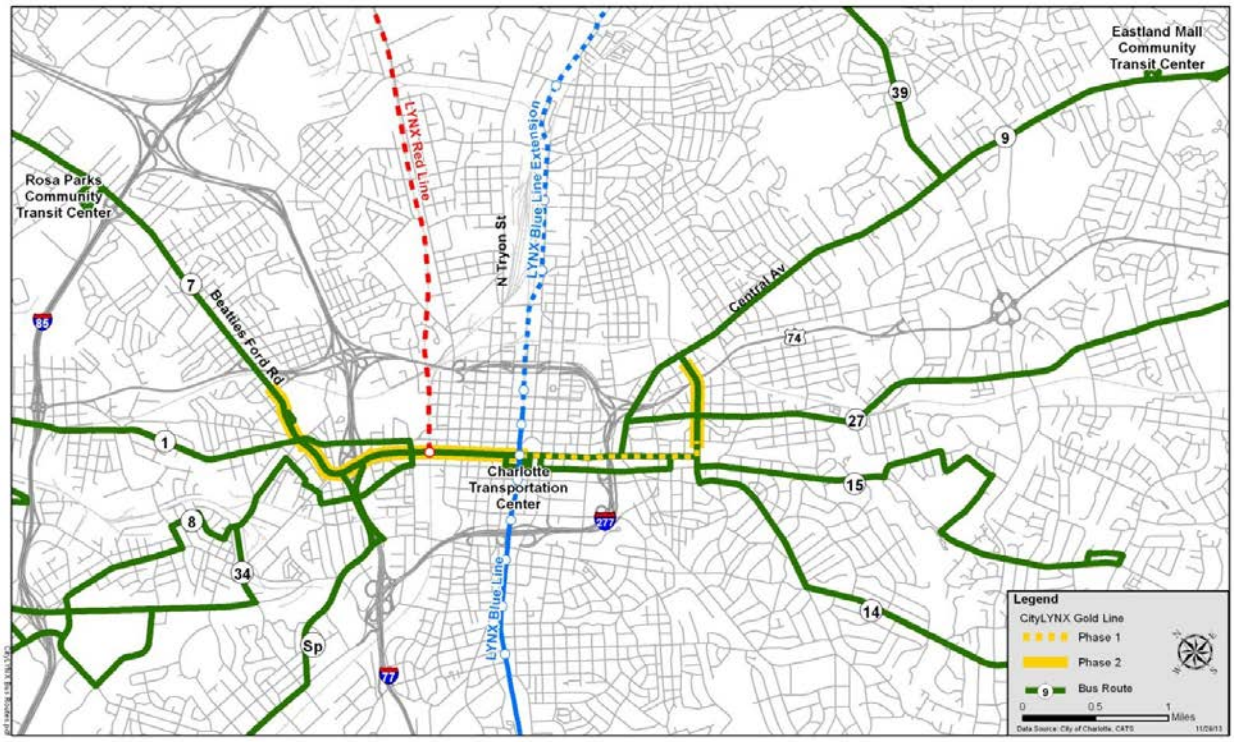


CityLYNX Gold Line Phase 2 Streetcar
Charlotte, North Carolina
Project Development
Information Prepared February 2014

The Charlotte Area Transit System (CATS) proposes to extend the CityLYNX Gold Line Phase 1 project 2.5 miles. The corridor extends approximately 2.0 miles west from the Charlotte Transportation Center to the campus of Johnson C. Smith University and 0.5 miles east from the Novant Health Presbyterian Medical Center. The proposed project will include 11 stations, right-of-way acquisition, purchase of seven vehicles and modification of six stops on the Phase 1 project. The project's current estimated capital cost is $126 million. CATS expects to seek $63 million from the Small Starts program.

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

In November 2006, CATS selected streetcar as the locally preferred alternative (LPA) and completed the environmental review process with receipt of a Finding of No Significant Impact in June 2011. The Charlotte Regional Transportation Planning Organization is expected to adopt the LPA into the fiscally constrained long-range transportation plan in April 2014. CATS anticipates receipt of a Small Starts Grant Agreement in late 2015, and start of revenue service in 2019.


Eastland Mall
Community
Transit Center
Rosa Parks
Community
Transit Center
LYNX Red Line
N Tryon St
LYNX Blue Line Extension
Beatties Ford Rd
Central Av
Charlotte
Transportation
Center
LYNX Blue Line
Legend
CityLYNX Gold Line
Phase 1
Phase 2
Bus Route
0
0.5
1
Miles
Data Source: City of Charlotte, CATS
11/28/11

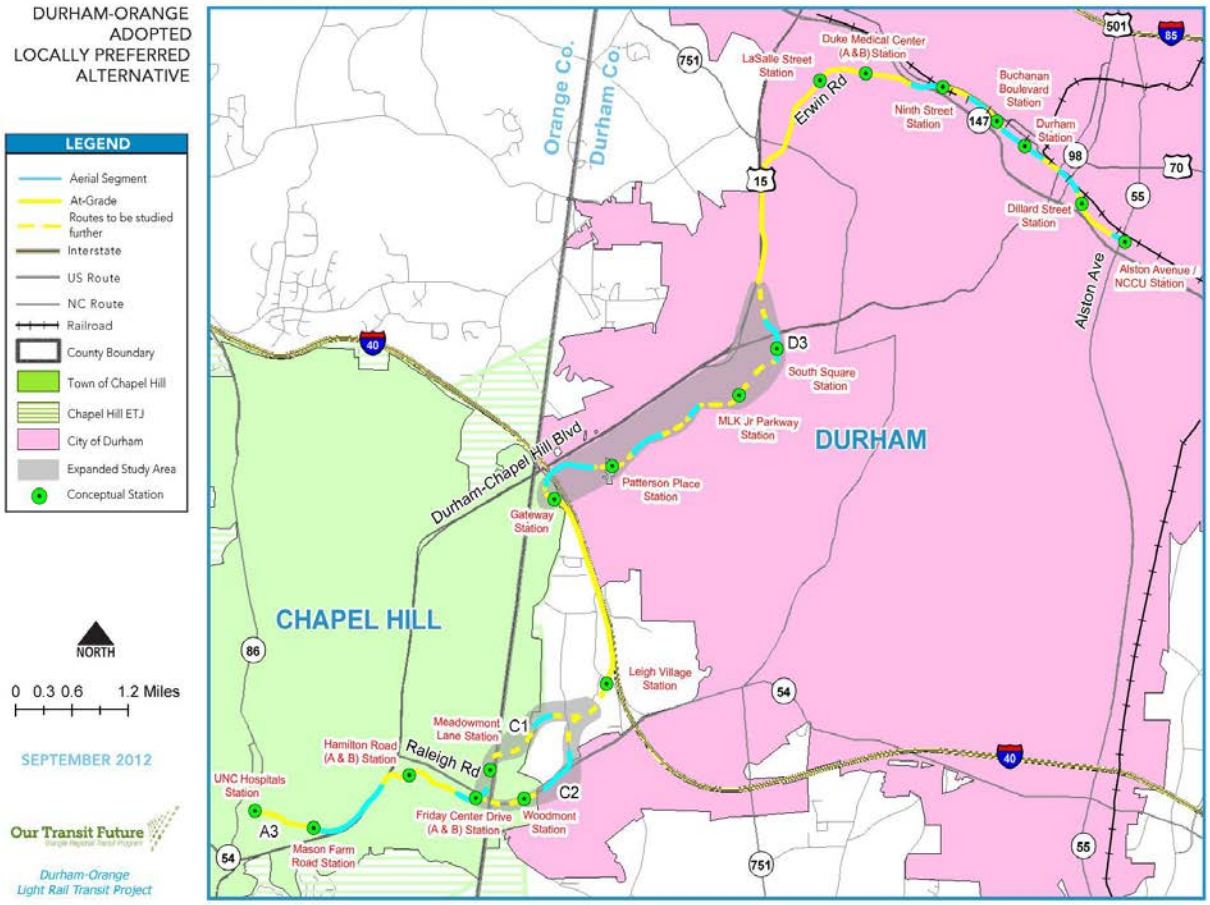
Durham-Orange Light Rail Transit
Durham, North Carolina
Project Development
Information Prepared February 2014

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

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

Triangle Transit anticipates selecting a locally preferred alternative (LPA) in December 2014, with subsequent adoption of the LPA into the region's fiscally constrained long-range transportation plan in May 2015. Triangle Transit expects to complete the environmental review process with receipt of a Record of Decision in December 2015, gain entry into the engineering phase in early 2016, receive a Full Funding Grant Agreement in 2019, and start revenue service in 2026.

DURHAM-ORANGE
ADOPTED
LOCALLY PREFERRED
ALTERNATIVE

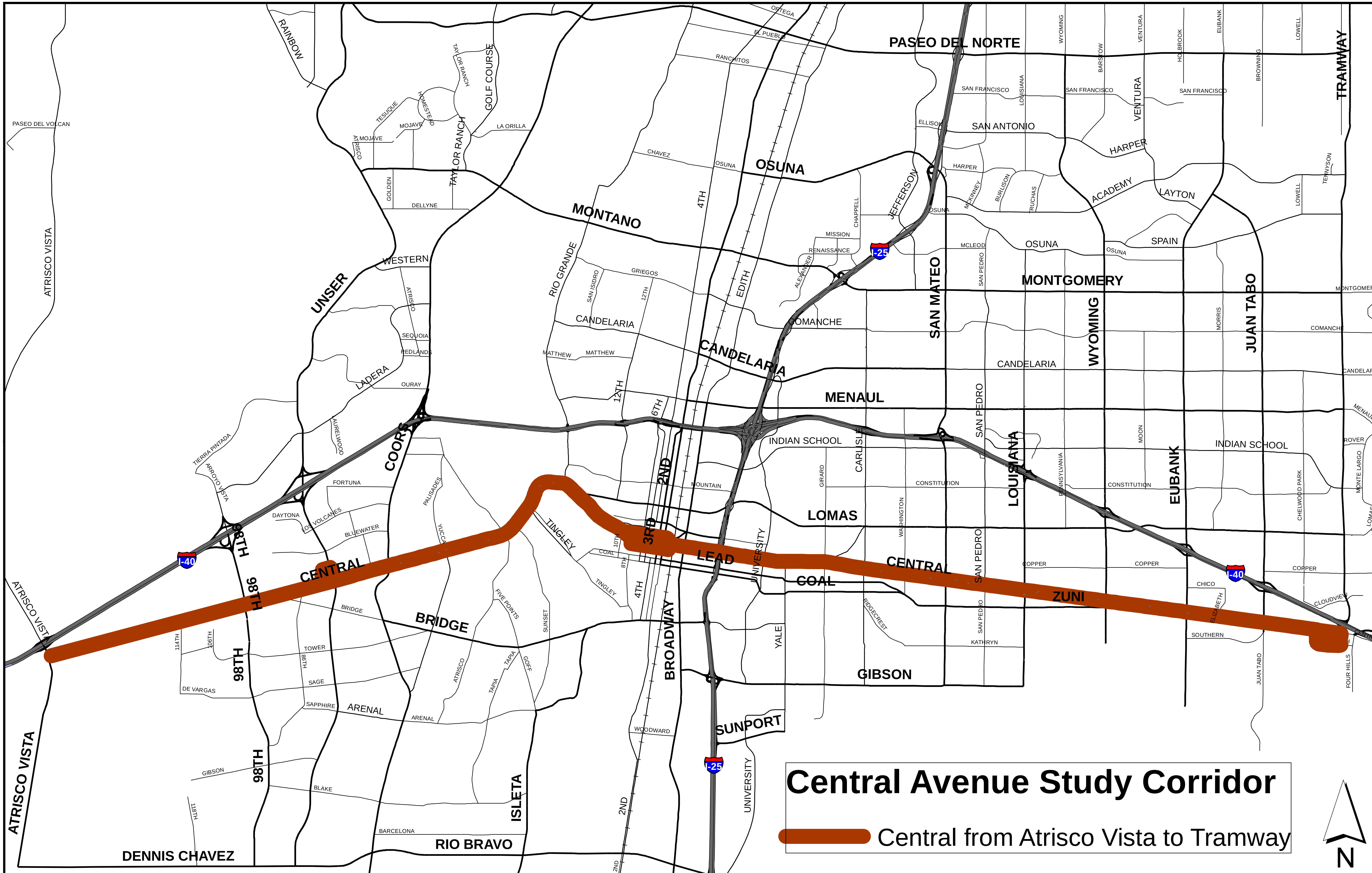


Central Avenue Corridor BRT Project
Albuquerque, New Mexico
Small Starts Project Development
Information Prepared February 2014

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

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

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


Central Avenue Study Corridor
Central from Atrisco Vista to Tramway
N
PASEO DEL NORTE
OSUNA
MONTANO
MONTGOMERY
CANDELARIA
MENAUL
INDIAN SCHOOL
LOMAS
CENTRAL
LEAD
COAL
ZUNI
BRIDGE
GIBSON
SUNPORT
ARENAL
RIO BRAVO
DENNIS CHAVEZ
UNSER
COORS
98TH
ATRISCO VISTA
ISLETA
BROADWAY
2ND
3RD
4TH
SAN MATEO
SAN PEDRO
LOUISIANA
WYOMING
EUBANK
JUAN TABO
TRAMWAY
I-40
I-25

4th Street/Prater Way BRT Project
Reno, Nevada
Small Starts Project Development
Information Prepared February 2014

The Regional Transportation Commission (RTC) proposes to implement bus rapid transit (BRT) in the 3.2-mile 4th Street/Prater Way corridor linking the business districts of Reno and Sparks. Key elements of the project include specially branded electric buses, a bus charging station, eight passenger stations (four in each direction) that will provide level boarding, off vehicle fare collection, signal priority upgrades, and real time schedule information at stations. The project will also feature conversion of the roadway from two lanes in each direction with no center turn lane to one lane in each direction with a center turn lane, construction of minimum six-foot wide sidewalks, and bicycle lanes. The project's current estimated capital cost is $52.6 million. RTC expects to seek $24.6 from the Small Starts program.

RTC indicates the project would benefit transit riders by reducing dwell time and travel time. It is intended to improve the comfort of transit riders and make transit a more convenient mode of travel.

The 4th Street/Prater Way Corridor Study was completed in 2012. An extensive community outreach process was used to develop consensus on the design concept. The design was adopted into the fiscally constrained 2035 Regional Transportation Plan on April 19, 2013. Subsequent to that action, RTC refined the design of the project. The revised design was designated as the Locally Preferred Alternative by RTC on November 15, 2013. FTA issued a Categorical Exclusion on February 7, 2014. RTC expects to receive a Small Starts Grant Agreement in August 2015, and start revenue service in 2017.

Long Island Rail Road East Side Access
New York, New York
(November 2013)

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. ESA has completed some major milestones: Manhattan Tunneling was completed in June 2011 and Queens Tunneling was completed by July 2012. The segment opening needed to connect the Manhattan to the Queens tunnels broke through in December 2012 with beneficial use/occupancy achieved in July 2013. In addition, all the major excavation in the Manhattan caverns was completed in August 2013. In 2012-2013, MTA experienced significant cost increases and schedule delays from the cancelled Manhattan station finish construction contract. MTA has repackaged the contract into three smaller contract packages and awarded two of the three in 2013. The third contract is forecasted to be awarded in 2015. 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.

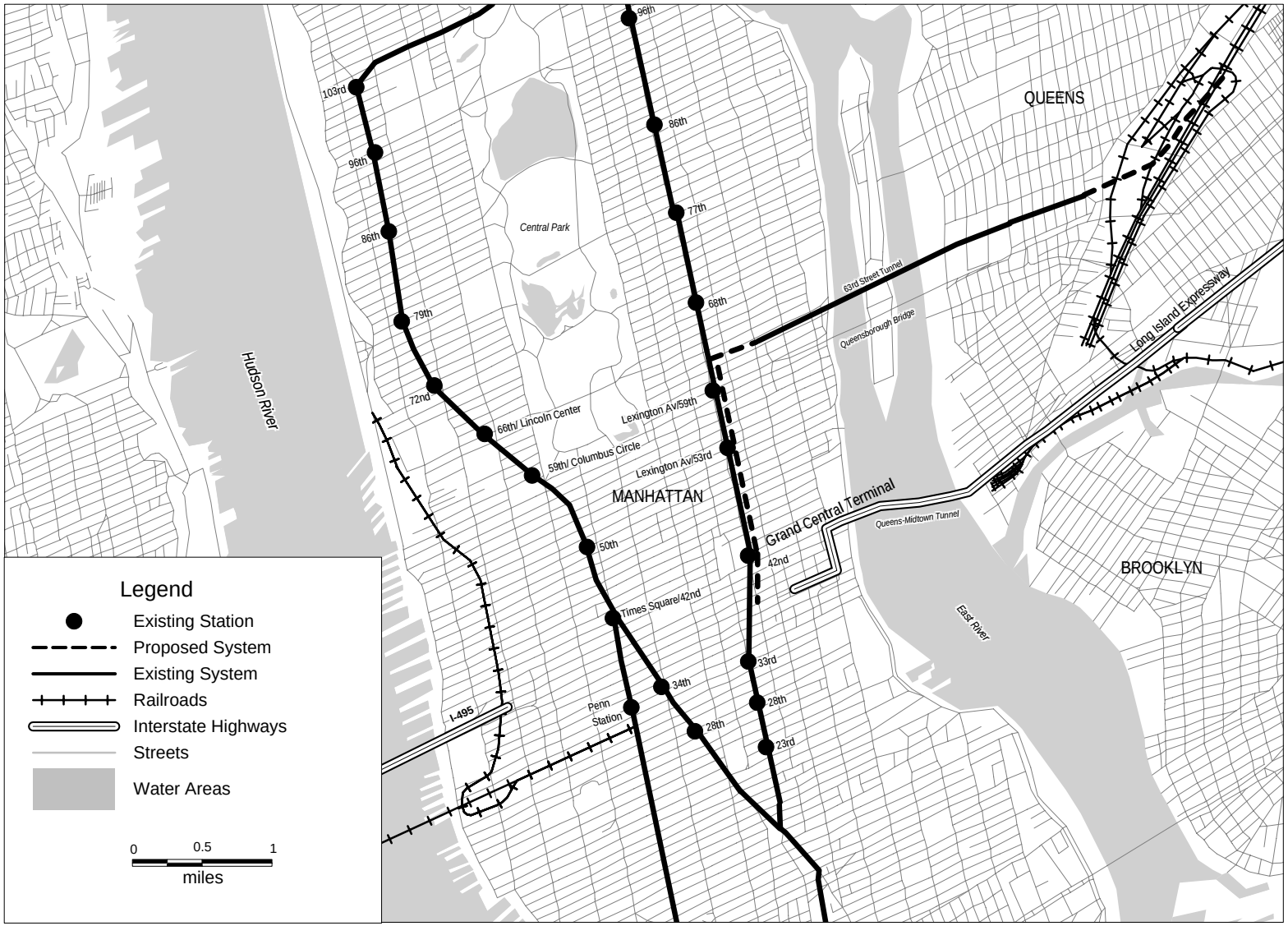
Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the LIRR East Side Access project. Through FY 2014, Congress has appropriated $2,584.89 million in Section 5309 New Starts funds including $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	$2,632.11	$2,584.89 million in total appropriations through FY 2014. This includes $195.41 million in ARRA funds.
Flexible Funds (CMAQ)	$11.20	
Section 5309 Fixed Guideway Modernization Funds	$22.98	
Section 5307 Urbanized Area Formula Funds	$16.26	
State:		
State Transportation Bond Act of 2005	$450.00	
Local:		
MTA Dedicated Sources (bonds, surplus toll revenues, etc.)	$3,217.35	
MTA Operating Budget	$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



Northeast Corridor BRT Project
Columbus, Ohio
Small Starts Project Development
Information Prepared April 2013

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 (2017):	6,600 Average Weekday Trips

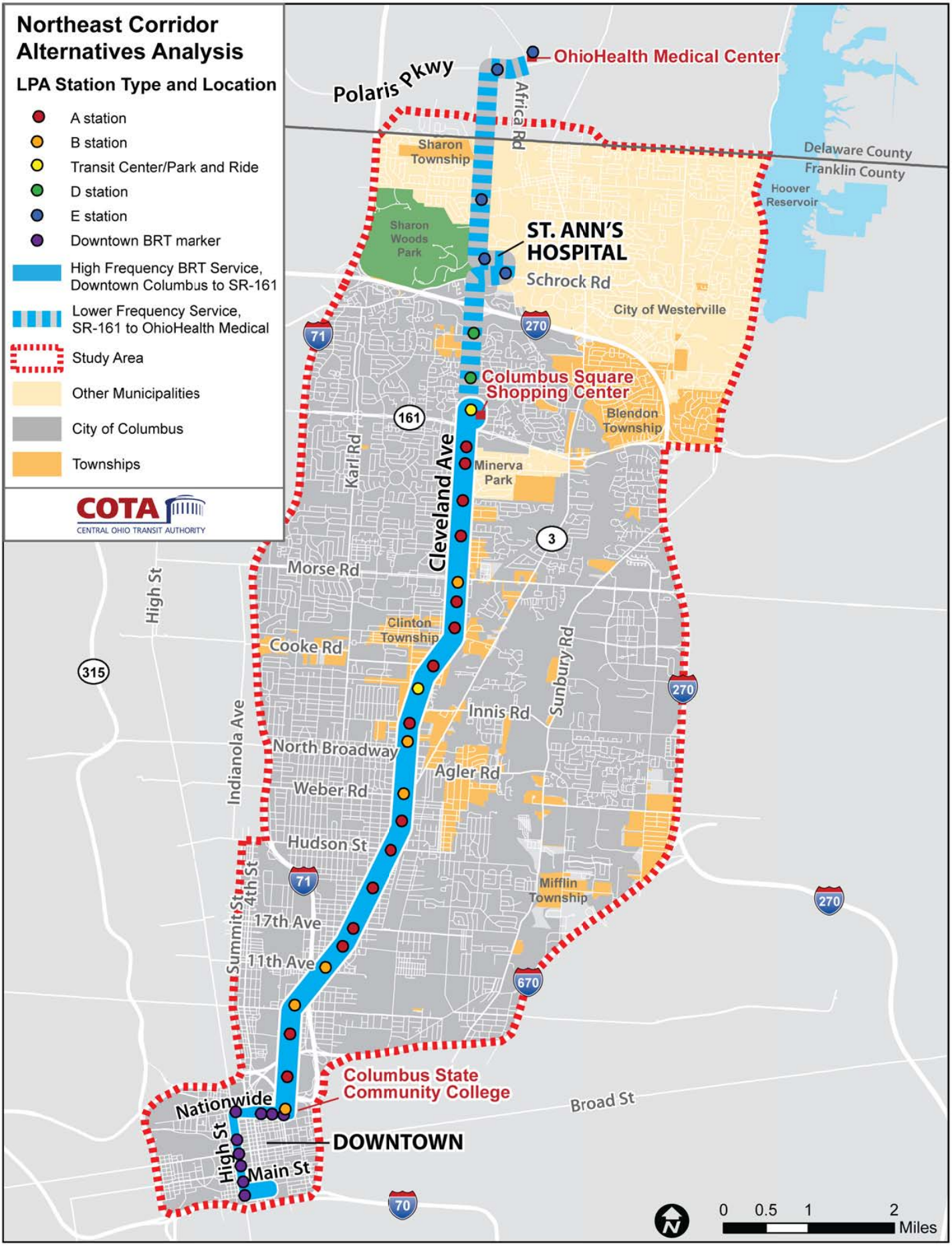
Project Description: The Central Ohio Transit Authority (COTA) is proposing a bus rapid transit (BRT) line connecting downtown Columbus with the OhioHealth Medical Center in Westerville via Cleveland Avenue. Service will operate in existing peak-period bus lanes for one mile in downtown Columbus and mixed traffic for the rest of the route. The project includes new BRT stations, traffic signal priority 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 mid-2014. COTA anticipates receipt of a Small Starts Grant Agreement in early 2016, and the start of revenue service in late 2017.

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
4th St
Summit St
17th Ave
11th Ave
Mifflin Township
670
Columbus State Community College
Broad St
Nationwide
High St
DOWNTOWN
Main St
70
0 0.5 1 2
Miles

West Eugene EmX Extension
Eugene, Oregon
Small Starts Project Development
(Rating Assigned January 2014)

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 Opening Year Operating Cost:	$1.18 Million
Opening Year Ridership Forecast (2017):	7,400 Average Weekday Trips 1,700 Daily New Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Lane Transit District (LTD) is proposing a western extension of the existing Franklin/Gateway Emerald Express (EmX) bus rapid transit (BRT) system. LTD refers to the proposed project as the West Eugene Emerald Express Extension (WEEE). The project would operate in an exclusive, at-grade right-of-way for 5.8 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 the day on weekdays, every 15 minutes during weekday evenings and Saturdays, and every 30 minutes on Sundays.

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

Project Development History, Status and Next Steps: A planning study was initiated for the corridor in June 2007 and was completed with the selection of BRT as the locally preferred alternative (LPA) in May 2011. The LPA was adopted into the region's fiscally constrained long-range plan in December 2011. FTA approved the project into project development in January 2012. An Environmental Assessment was completed in July 2012. LTD received a Finding of No Significant Impact in December 2012. LTD anticipates receiving a Small Starts Grant Agreement in 2014, and beginning revenue service 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 land use rating reflects the population and employment densities within ½-mile of proposed station areas:

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

ECONOMIC DEVELOPMENT RATING: Medium

Transit-Supportive Plans and Policies: Medium

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

Performance and Impacts of Policies: Medium-Low

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

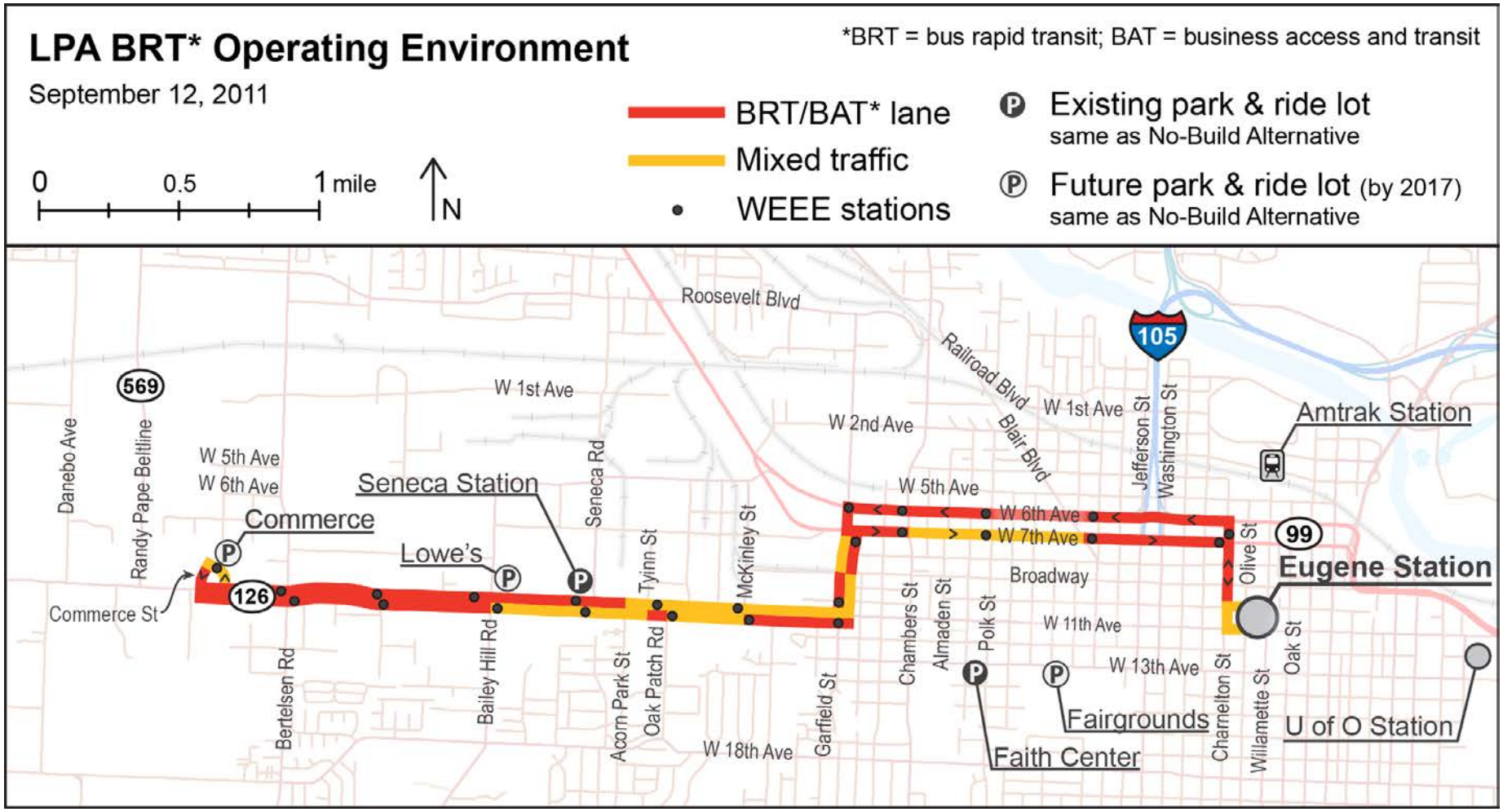

LPA BRT* Operating Environment
September 12, 2011
*BRT = bus rapid transit; BAT = business access and transit
0
0.5
1 mile
N
BRT/BAT* lane
Mixed traffic
WEEE stations
Existing park & ride lot
same as No-Build Alternative
Future park & ride lot (by 2017)
same as No-Build Alternative
Roosevelt Blvd
Railroad Blvd
105
569
W 1st Ave
W 2nd Ave
Blair Blvd
Jefferson St
Washington St
Amtrak Station
Danebo Ave
Randy Pape Beltline
W 5th Ave
W 6th Ave
Seneca Station
Seneca Rd
Commerce
Lowe's
Tyinn St
McKinley St
W 5th Ave
W 6th Ave
W 7th Ave
Olive St
99
Eugene Station
Broadway
Commerce St
126
Bertelsen Rd
Bailey Hill Rd
Acorn Park St
Oak Patch Rd
Garfield St
Chambers St
Almaden St
Polk St
W 11th Ave
W 13th Ave
Oak St
Charnelton St
Willamette St
Fairgrounds
U of O Station
W 18th Ave
Faith Center

Figure 5

Portland-Milwaukie Light Rail Project
Portland, Oregon
(November 2013)

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. Design, utility relocations and civil construction including the Willamette River Bridge are underway.

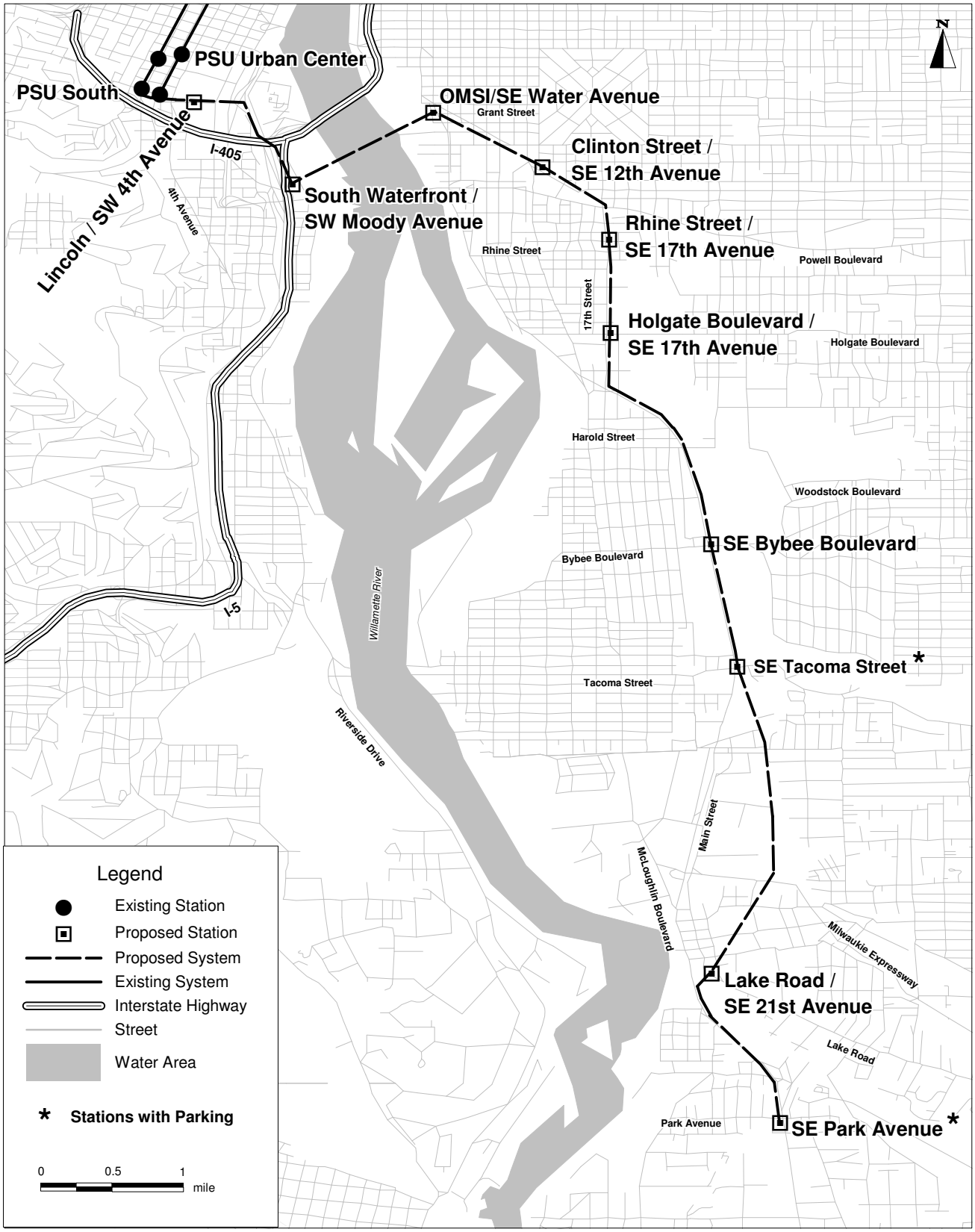
Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Portland-Milwaukie Light Rail Transit project. Through FY 2014, Congress has appropriated a total of $279.51 million for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal:		
Section 5309 New Starts FFGA Commitment:	$745.18	$279.51 million in total appropriations through FY 2014.
Section 5307 CMAQ and STP:	$140.65	
State:		
Oregon Department of Transportation (ODOT) Lottery Bond Proceeds	$353.10	
ODOT Loan Proceeds	$2.10	
Local:		
City of Portland	$63.61	
Clackamas County	$32.60	
City of Milwaukie	$5.75	
TriMet Tax Bonds and General Funds	$98.38	
Metro Nature in Neighborhoods Grant Program	$0.35	
In-Kind Property Contributions	$48.64	
TOTAL	**$1,490.35**	

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

Portland-Milwaukie LRT

Portland, Oregon



Columbia River Crossing Project
Portland, Oregon
New Starts Engineering
(Rating Assigned January 2014)

Summary Description	
Proposed Project:	Light Rail Transit 2.9 Miles, 5 Stations
Total Capital Cost ($YOE):	$2,711.83 Million (Includes $95.9 million in finance charges)
Section 5309 New Starts Share ($YOE):	$850.00 Million (31.3%)
Annual Operating Cost (opening year 2019):	$5.70 Million
Current Year Ridership Forecast (2010):	16,500 Daily Linked Trips 5,410,300 Annual Linked Trips
Horizon Year Ridership Forecast (2035):	23,400 Daily Linked Trips 7,666,300 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium-High

Project Description: The Oregon Department of Transportation (ODOT) and the Tri-County Metropolitan Transportation District (TriMet) are jointly proposing to construct the Columbia River Crossing multimodal project that includes replacement of Interstate 5 (I-5) bridges, variable electronic tolls across the new bridges, park-and-ride lots, bike and pedestrian improvements, and an extension of the existing light rail transit (LRT) system. 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, Washington. The line will 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 will 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 will operate and maintain the LRT extension. In the opening year, service will be provided 19 hours per day, seven days per week. Service will operate every 12 minutes during weekday peak periods and every 15 minutes in the off-peak and on weekends.

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 will 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 will provide direct links to the region's other LRT lines, streetcar lines, aerial tram, Amtrak passenger rail service, and most local bus routes in Portland and Vancouver.

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. ODOT and TriMet anticipate receiving a Full Funding Grant Agreement in 2014, and starting revenue operations in 2019.

Significant Changes Since Last Evaluation (November 2012): In June 2013, the Washington State Legislature decided not to provide funding for the project. ODOT and TriMet replaced the Washington State Department of Transportation as the project sponsor. ODOT and TriMet made several changes to the project scope and financial plan. The project scope was revised to eliminate the highway interchanges north of State Route 14 in Washington State. As a result, the project's capital cost decreased from $2,796.91 million to $2,711.83 million. The sources of funds in the project financial plan were revised. The Washington State legislative funds were eliminated as a source of funding. The following funding sources were added to the financial plan: toll cash proceeds from pre-completion tolling and TriMet funds. The Transportation Infrastructure Finance and Innovation Act (TIFIA) loan was increased from $850 million to $900 million.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$850.00	31.3%
FHWA Interstate Maintenance, Corridors of the Future, National Highway System, and Surface Transportation Program Funds	$84.23	3.1%
State:		
Oregon DOT and Washington State DOT General Existing Funds	$23.56	0.9%
Oregon DOT Anticipated Legislative Funds	$404.35	14.9%
Local:		
Toll Bond Proceeds	$174.47	6.4%
TIFIA Loan Repaid by Toll Revenues	$900.00	33.2%
Toll Revenues from Pre-Completion Tolling	$229.57	8.5%
TriMet Funds	$45.65	1.7%
Total:	**$2,711.83**	**100.0%**

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

OR, Portland, Columbia River Crossing
(Rating Assigned January 2014)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium-High**	
Section 5309 New Starts Share	**+1 level**	The New Starts share of the project is 31.3 percent.
Project Financial Plan (50% of summary financial rating)	**Medium**	
Capital and Operating Condition (25% of composite rating)	Medium	• The average age of the Tri-County Metropolitan Transportation District of Oregon (TriMet) bus fleet is 13.1 years, which is older than the industry average. The average age of the Clark County Public Transportation Benefit Area (C-TRAN) bus fleet is 9.1 years, which is older than the industry average. . • TriMet's most recent bond ratings, issued in August 2012, are as follows: Moody's Investors Service Aa1. The Oregon Department of Transportation's (ODOT) most recent bond ratings, issued in August 2013, are as follows: Moody's Investors Service Aa1, Fitch's AA+ and Standard & Poor's Corporation AAA. • C-TRAN's current ratio of assets to liabilities as reported in its most recent audited financial statement is 8.86 (FY2012). C-TRAN has not issued debt and does not have a credit rating. There have been no service cutbacks or cash flow shortfalls in recent years. • TriMet's current ratio of assets to liabilities as reported in its most recent audited financial statement is 2.59 (FY2013). There have been only minor service cutbacks and no cash flow shortfalls in recent years.
Commitment of Capital and Operating Funds (25% of composite rating)	Medium-Low	• Approximately six percent of the non-Section 5309 New Starts capital 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 repaid with toll revenues, ODOT state funds, previously provided WSDOT state funds, TriMet funds, tolls expected to be collected prior to completion of the project, and toll revenue bond proceeds. • All of TriMet's operating funding needed to operate and maintain the transit system in the first full year of operation 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. • Approximately 84 percent of C-TRAN's operating funding needed to operate and maintain the transit system in the first full year of operation is committed. C-TRAN's main operating revenue sources are fares and an existing local sales and use tax.

Capital and Operating Cost Estimates, Assumptions and Financial Capacity (50% of composite rating)	Medium	• Toll revenues assumptions, and the assumed bonding against those tolls, are considered optimistic. • Assumed TriMet and C-TRAN farebox collections and sales tax revenues are consistent with historical experience. • The capital cost estimate is reasonable for this stage of the project. • ODOT demonstrates the financial capacity to cover cost increases or funding shortfalls equal to 10 percent of estimated project costs, predicated on the optimistic assumptions above. • Projected cash balances and reserve account are at least 18 percent and 39 percent of annual system-wide operating expenses for Tri-Met and C-TRAN, respectively.

Columbia River Crossing Project
Portland, Oregon – Vancouver, Washington
Engineering
(Rating Assigned January 2014)

LAND USE RATING: Medium

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

- Average population density across all station areas is 2,400 persons per square mile, which corresponds to a low rating according to FTA benchmarks. Total employment served by a one seat ride is 145,000, corresponding to a medium-high rating according to FTA benchmarks. Average parking prices in downtown Vancouver are around $8.50, corresponding to a medium rating. In downtown Portland, which the project would serve with a one-seat ride, the average daily parking cost is $12, corresponding to a medium-high rating.
- The proportion of legally binding affordability restricted housing in the project corridor compared to the proportion in the counties through which the project travels is 2.74, which corresponds to a high rating.
- Downtown Vancouver features a grid street pattern, complete sidewalk network, and numerous pedestrian amenities. The Clark College Station area is well-served by trails and sidewalks but most uses closest to the station are athletic fields or open space. The Hayden Island Station in Portland is surrounded by a major highway interchange, massive shopping mall, and housing.

ECONOMIC DEVELOPMENT RATING: High

Transit-Supportive Plans and Policies: High

- *Growth Management:* Oregon's comprehensive planning system has been in place for more than 30 years, with land use laws playing a major role in determining how cities and regions grow. In Washington, state, county, municipal, and district plans and policies all promote transit- and pedestrian-friendly design and development character in the downtown Vancouver area.
- *Transit-Supportive Corridor Policies:* Portland has led conceptual redevelopment planning for the proposed Hayden Island Station area to increase the density and pedestrian-friendliness of the area. In Vancouver, the City Center Vision and Subarea Plan and the Downtown District Plan provide for increased building heights, designate pedestrian corridors, limit parking facilities, and provide for pedestrian-friendly design features (e.g., zero setbacks, blank wall restrictions).
- *Supportive Zoning Regulations Near Transit Stations:* Transit overlay zoning on Hayden Island has not yet been adopted. Vancouver's Transit Overlay District (covering all station areas) imposes minimum densities (at least 0.5 to 2.0 floor area ratio), increased maximum densities, and parking maximums.
- *Tools to Implement Land Use Policies:* The City of Vancouver offers a multi-family housing tax exemption in the downtown area. Vancouver has also designated two Revenue Development Areas to finance infrastructure improvements. Vancouver also reduces impact fees for new developments in the Transit Overlay District that include amenities for pedestrians and transit users.

Performance and Impacts of Policies: High

- *Performance of Land Use Policies:* TriMet estimates that light rail in the region has spurred over $6 billion in investment along corridors in the Portland region. Metro, Portland's metropolitan planning organization, administers a Transit Oriented Development Program that has assisted 29 development projects currently under construction or completed. A number of projects in the southern part of downtown Vancouver were completed recently, many taking advantage of reduced parking requirements and density bonuses.
- *Potential Impact of Transit Investment on Regional Land Use:* 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.

Tools to Maintain or Increase Share of Affordable Housing: Medium

- Vancouver has documented a need for affordable housing. City code extends a property tax exemption for new multifamily housing in the city center from eight to 12 years if a 20 percent affordability requirement is met. Otherwise there seem to be few tools to preserve affordability in the Vancouver portion of the project corridor. Examples of developer activity were not provided.
- The City of Portland has a range of policies, financing tools, and funding available for affordable housing, as well as stringent long-term affordability provisions (60-year timeframe). However, projects do not appear to have been targeted at the Hayden Island Station area.

Columbia River Crossing Project – Portland, OR and Vancouver, WA

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

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

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

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

Project Development History, Status and Next Steps: MTA selected BRT as the locally preferred alternative in February 2012. The project was subsequently included in the region's fiscally constrained long range transportation plan in March 2012. MTA expects to complete the environmental review process with receipt of a Finding of No Significant Impact in 2014, receive a Small Starts Grant Agreement in late 2014, and begin revenue service in 2016.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 Small Starts	$74.99	43.1%
FHWA Flexible Funds (Surface Transportation Program)	4.00	2.3%
State:		
State of Tennessee Gas Tax Funds	$35.00	20.1%
Local:		
Metro Government of Nashville and Davidson County	$60.01	34.5%
Total:	**$174.00**	**100.0%**

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

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

LAND USE RATING: Medium

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

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

ECONOMIC DEVELOPMENT RATING: Medium-High

Transit-Supportive Plans and Policies: Medium-High

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

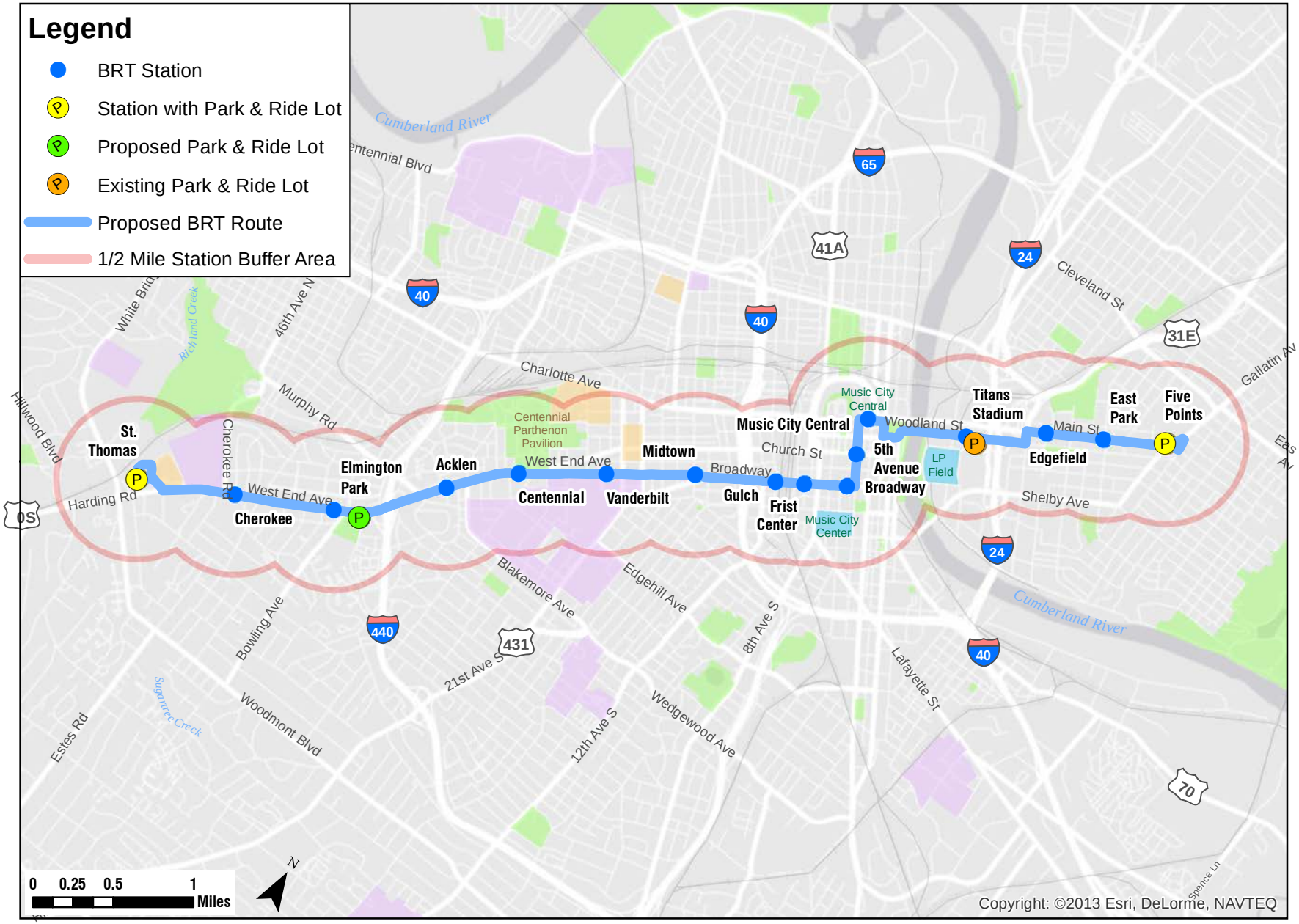
Performance and Impacts of Policies: Medium-High

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

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

- The Metro Nashville government appears to have a fairly strong set of programs and incentives targeted at affordable housing. Height and density incentives are available for affordable housing in several designated redevelopment areas within the corridor. Accessory dwellings (e.g., a small apartment on the same lot as a house) are permitted by code. Finance tools including tax increment financing, low income tax credits, landbanking, and a new affordable housing trust fund. Affordability covenants are limited to seven years in duration.

CORRIDOR MAP



Dyer Avenue Bus Rapid Transit System
El Paso, Texas
Small Starts Project Development
(Rating Assigned January 2014)

Summary Description	
Proposed Project:	Bus Rapid Transit 12.0 Miles, 12 Stations
Total Capital Cost ($YOE):	$35.89 Million
Section 5309 Small Starts Share ($YOE):	$20.40 Million (56.8%)
Annual Forecast Year Operating Cost:	$3.14 Million
Opening Year Ridership Forecast (2017):	3,400 Average Weekday Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The City of El Paso is planning a bus rapid transit (BRT) line operating in mixed traffic along a route that begins at the existing Downtown Transit Terminal, travels through downtown El Paso, serves the Five Points Transfer Center and the U.S. Army Base at Ft. Bliss and ends at the Northgate Transfer Center. The project includes the construction of BRT stations, traffic signal priority at 42 intersections, the purchase of 10 articulated buses, branded shelters, off-vehicle fare collection machines, and real-time arrival information at all stations. Service will operate every 10 minutes during weekday peak periods, every 15 minutes during weekday off-peak periods and every 20 minutes on Saturdays. Sunday service will not be offered.

Project Purpose: The Dyer Avenue Corridor is a mix of urban and suburban environments that includes residential, military and commercial areas. The City of El Paso operates five bus routes in the corridor, although only one operates beyond the Five Points Transfer Center toward the Northgate Transit Center. The project would shorten travel times for passengers traveling beyond the Five Points Transfer Center by eliminating the need to change buses. In addition, compared to El Paso County and the State of Texas, the project corridor has a higher percentage of population below the poverty level (36 percent), a lower average median household income (less than $23,950), and a higher percentage of persons using public transit for work trips (seven percent). The project would improve transit service for these individuals.

Project Development History, Status and Next Steps: In June 2009, the City of El Paso initiated an alternatives analysis to examine transit improvements in the Dyer Avenue Corridor. In October 2010, the locally preferred alternative was selected and included in the region's fiscally constrained long range transportation plan. Under SAFETEA-LU, FTA approved the project into project development as a Very Small Start in December 2011. A documented Categorical Exclusion is anticipated in June 2014. The City of El Paso anticipates receipt of a construction grant in late 2014 and the start of revenue service in March 2017.

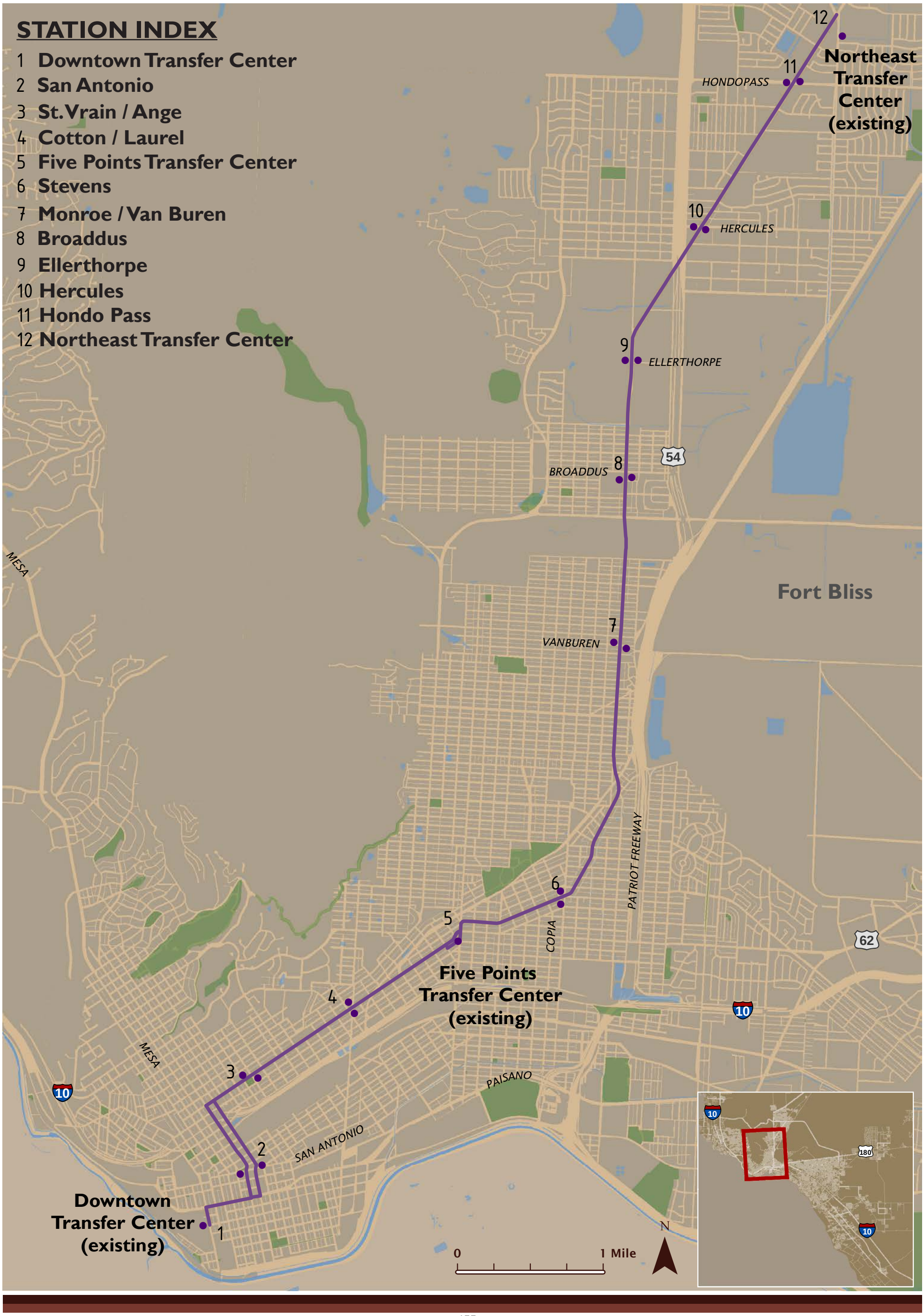
Significant Changes Since Last Evaluation (December 2012): Total estimated capital costs increased slightly from $35.25 million to $35.89 million. The requested Small Starts share decreased from 57.9 percent to 56.8 percent, while the Small Starts amount was unchanged. The cost increases are due to refined cost estimates for vehicles and construction materials based on information from the City of El Paso's Mesa Avenue Rapid Transit System line that is currently under construction.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 Small Starts FHWA Flexible Funds (Surface Transportation Program)	 $20.40 $7.29	 56.8% 20.4%
State: Texas Department of Transportation	$0.98	2.7%
Local: City of El Paso Locally-Funded Debt	$7.22	20.1%
Total:	**$35.89**	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

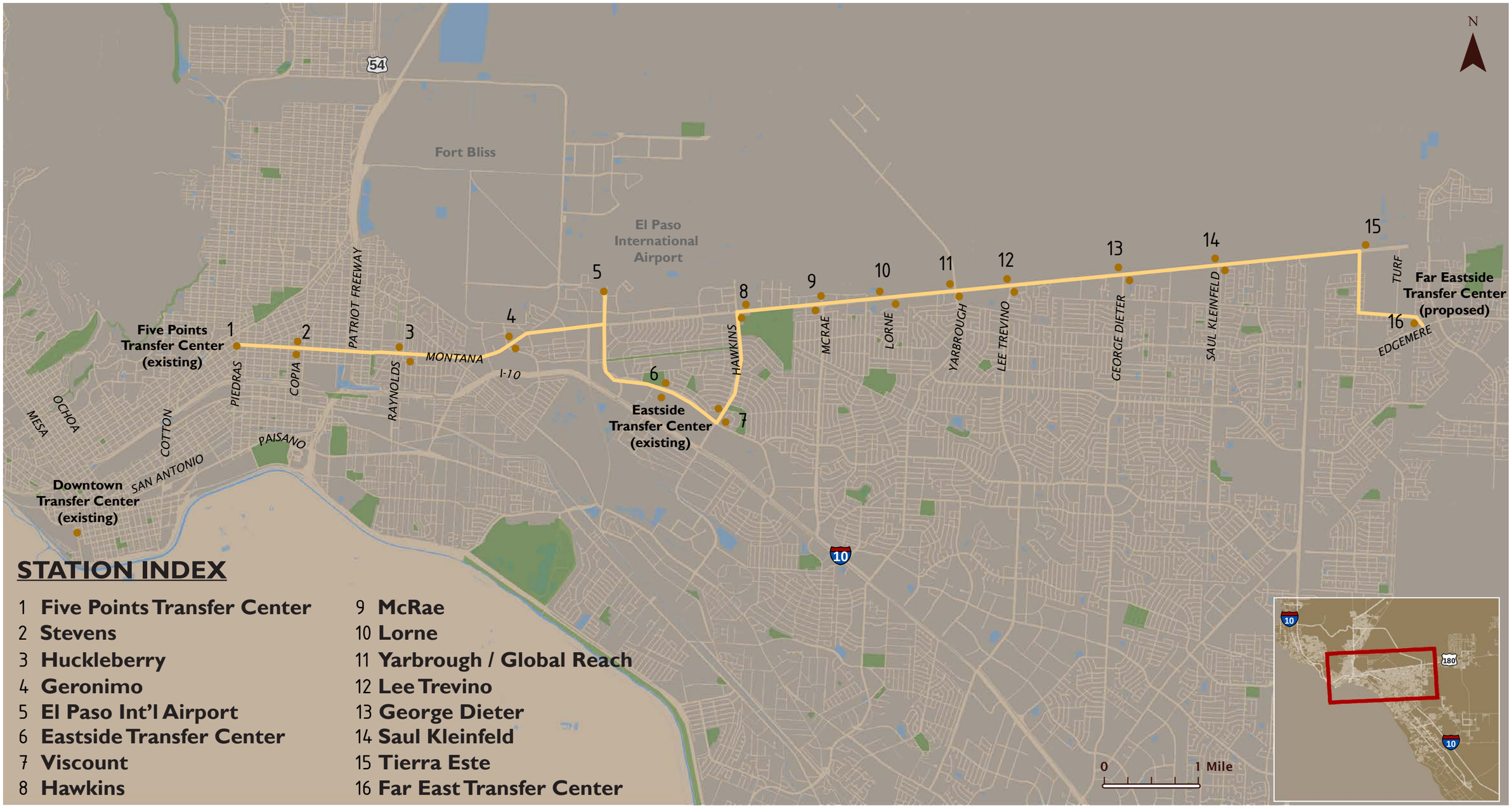
Project Description: The City of El Paso is planning a BRT line operating in mixed traffic along a route that begins at the existing Five Points Transfer Center, travels through Downtown El Paso, serves the existing Eastside Transfer Center, the El Paso International Airport and ends at the proposed 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.



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
New Starts Project Development
(Rating Assigned January 2014)

Summary Description	
Proposed Project:	Commuter Rail 27.2 Miles, 10 Stations
Total Capital Cost ($YOE):	$809.77 Million (Includes $14.1 million in finance charges)
Section 5309 New Starts Share ($YOE):	$404.88 Million (50.0%)
Annual Operating Cost (opening year 2017):	$10.57 Million
Current Year Ridership Forecast (2013):	10,200 Daily Linked Trips 3,007,500 Annual Linked Trips
Horizon Year Ridership Forecast (2035):	15,500 Daily Linked Trips 4,575,700 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The Fort Worth Transportation Authority (the T) proposes to build a double-track Tarrant County Express commuter rail line (TEX Rail) from downtown Ft. Worth providing service to northeast Tarrant County including the cities of Haltom, North Richland Hills, Colleyville, and Grapevine, to the Dallas-Ft. Worth International Airport (DFW). 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 DFW, 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 eight new stations, modifications to two existing TRE stations, expansion of an existing operations and maintenance facility currently used by TRE, construction of 2,000 park-and-ride spaces, and the purchase of eight diesel multiple unit (DMU) vehicles. In the opening year, service would be provided every 30 minutes during peak periods and every 90 minutes during off-peak periods.

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

Project Development History, Status and Next Steps: The T completed an alternatives analysis in the Southwest-to-Northeast Corridor in November 2006. Commuter rail was 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 and Record of Decision in summer 2014, receipt of a Full Funding Grant Agreement in October 2015, and start of revenue service in December 2017.

Significant Changes Since Last Evaluation (November 2012): On August 12, 2013, The T Board of Directors formally adopted a Minimum Operable Segment (MOS) as the preferred alternative primarily due to increasing project costs. The MOS reduces the TEX Rail project length from 37.6 miles to 27.2 miles and reduces the number of stations from 14 to 10. The MOS extends from downtown Ft. Worth to DFW, and includes the segment with the highest potential ridership. In December 2012, the T Board of Directors changed the vehicle technology from locomotives and passenger cars to DMUs. This change increases the project capital cost and reduces the annual operating cost.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$404.88	50.0%
FHWA Flexible Funds (Congestion Mitigation and Air Quality Funds)	$59.29	7.3%
FHWA Flexible Funds (Surface Transportation Program Funds)	$2.36	0.2%
State:		
Texas Mobility Funds	$96.31	11.9%
Local:		
Tarrant County Bonds	$20.00	2.5%
City of Grapevine Sales Tax	$85.54	10.6%
The T's Dedicated Sales Tax and Cash Balance	$134.39	16.6%
DFW In-kind Station Contribution	$7.00	0.9%
Total:	**$809.77**	**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 January 2014)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium-High**	
Section 5309 New Starts Share		The New Starts share of project costs is 50.0 percent.
Project Financial Plan	**Medium-High**	
Capital and Operating Condition (25% of composite rating)	Medium-High	• The average age of the Fort Worth Transportation Authority ("The T") bus fleet is 8.8 years, which is older than the industry average. • The T does not have bond ratings since they have not issued debt via capital markets. • The T's current ratio of assets to liabilities as reported in its most recent audited financial statement is 12.2 (FY 2012). • There have been no service cutbacks or cash flow shortfalls in recent years.
Commitment of Capital and Operating Funds (25% of composite rating)	High	• Approximately 82.2 percent of the non-Section 5309 New Starts capital funds are committed or budgeted. Sources of funds include Federal Congestion Mitigation and Air Quality funds, Federal Surface Transportation Program funds, a state grant from the Texas Mobility Fund, the City of Grapevine's dedicated sales tax revenues, The T's dedicated sales tax revenues, a portion of The T's existing cash balances, Tarrant County bond proceeds backed by ad valorem property tax revenue, and Dallas-Fort Worth Airport contributions. • Approximately 99.4 percent of the funds needed to operate and maintain the transit system in the first full year of operation is committed or budgeted. Sources of funds include FTA Section 5307 Urbanized Area Formula grants, The T's dedicated sales tax revenues, fare revenues, contributions from non-member cities, contributions from the City of Haltom and advertising, rental, and investment income.
Capital and Operating Cost Estimates, Assumptions and Financial Capacity (50% of composite rating)	Medium	• Assumed farebox collections are optimistic. Other assumptions in the financial plan are consistent with historical experience. • The capital cost estimate is reasonable. • The T has the financial capacity to cover cost increases or funding shortfalls equal to at least 25 percent of estimated project costs and 31 percent of annual system-wide operating expenses in the first year of operations.

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

LAND USE RATING: Medium-Low

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

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

ECONOMIC DEVELOPMENT RATING: Medium

Transit-Supportive Plans and Policies: Medium

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

Performance and Impacts of Policies: Medium-High

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

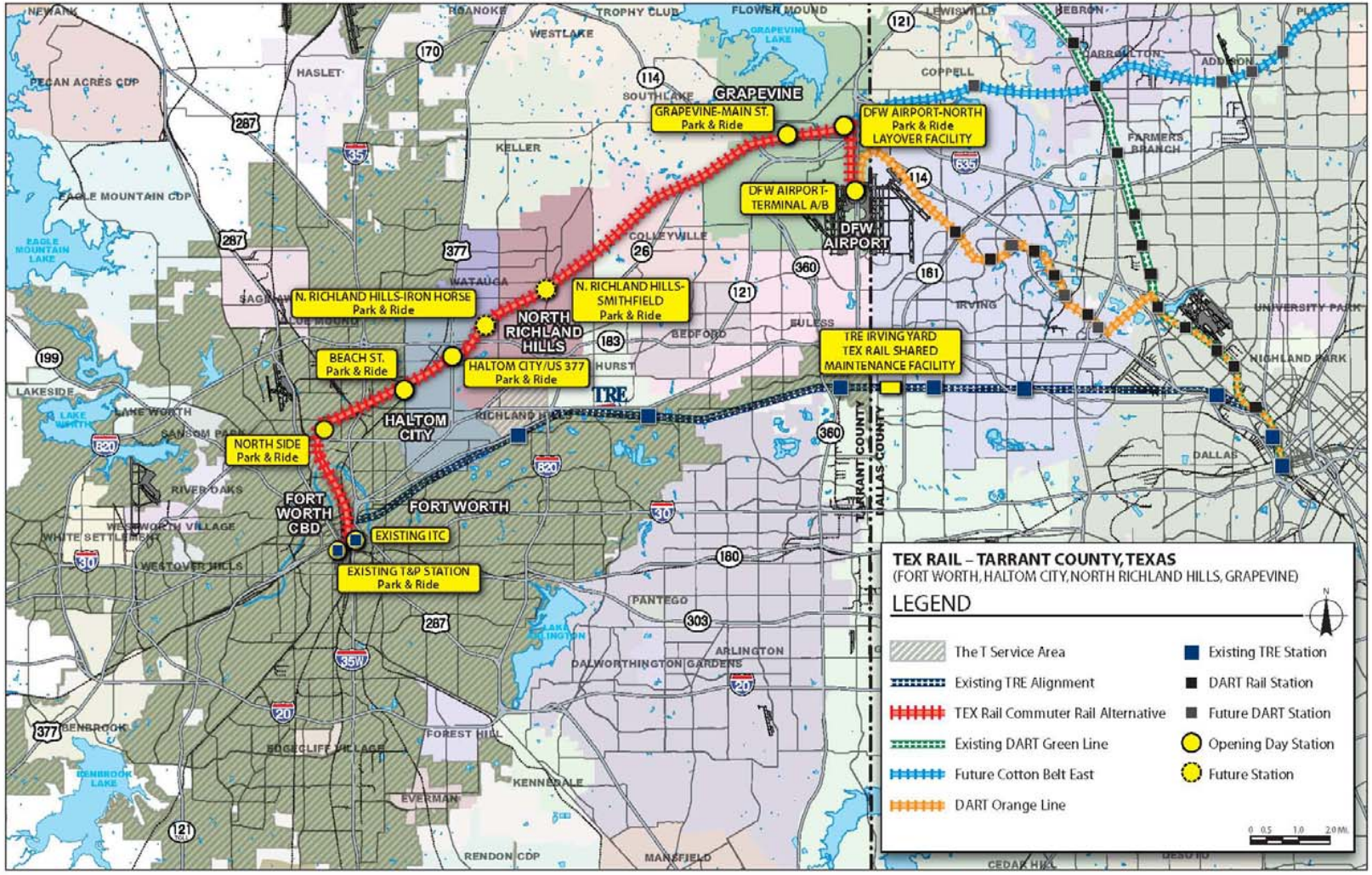
Tools to Maintain or Increase Share of Affordable Housing: Medium-Low

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

3. TEX RAIL PROJECT MAPS

This chapter contains the project map of TEX Rail (Commuter Rail) Alternative for the TEX Rail project.

Figure 3-1: TEX Rail Commuter Rail Alternative



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

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

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

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

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

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

Locally Proposed Financial Plan		
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 ½-mile of proposed station areas:

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

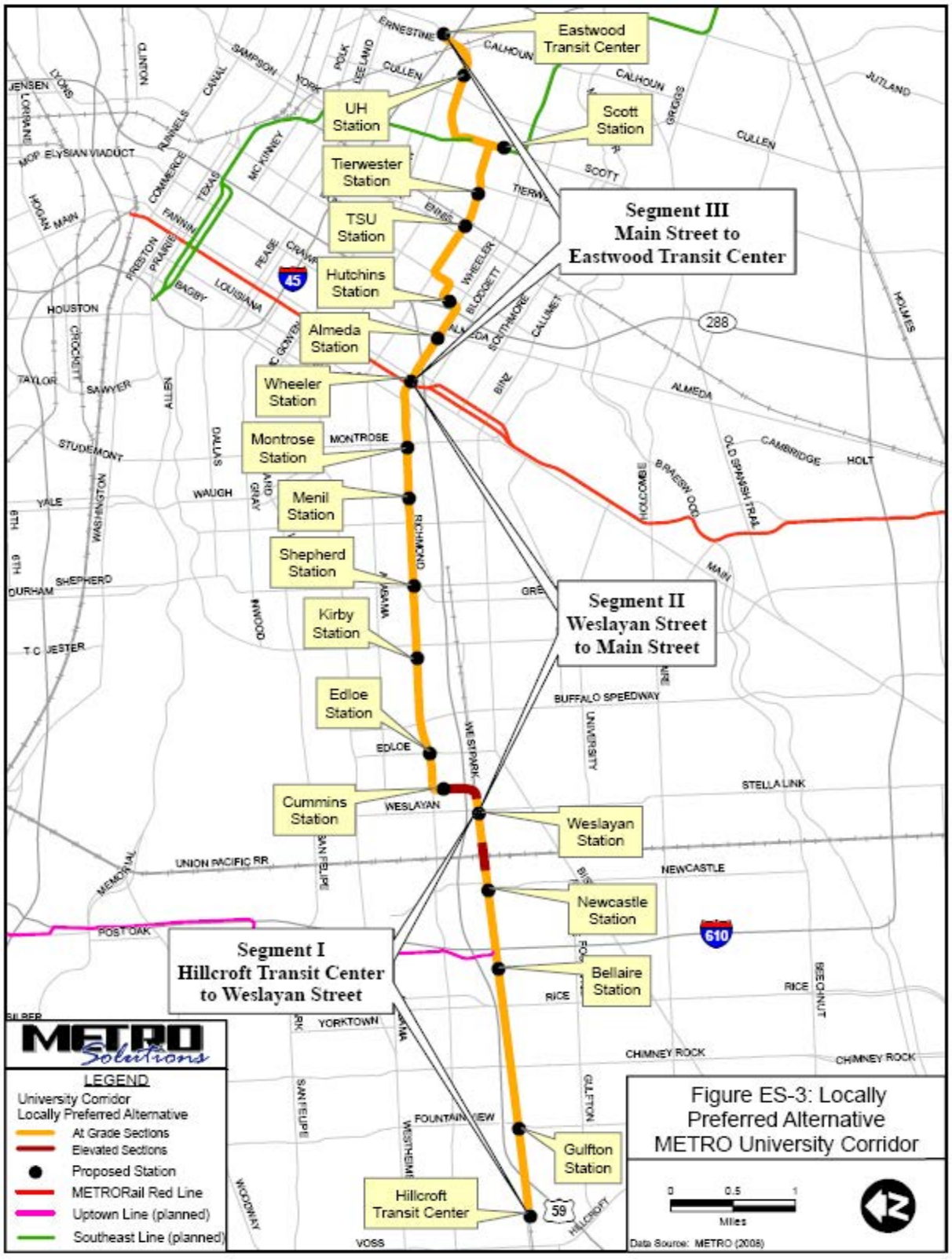
ECONOMIC DEVELOPMENT RATING: Medium

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

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

Performance and Impacts of Policies: *Medium*

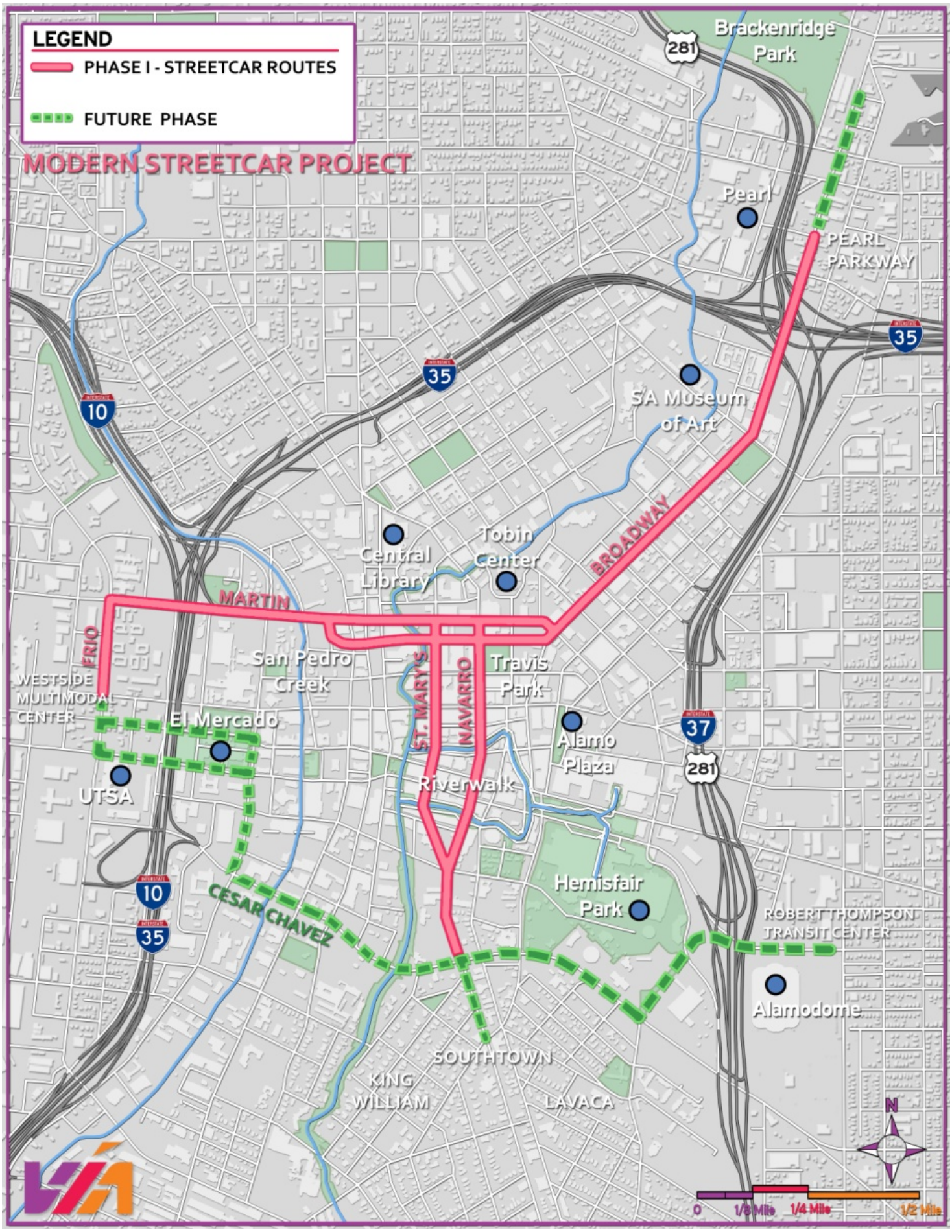
- Local officials believe the existing Red Line, which opened in January 2004, has been a catalyst for residential and commercial development in the city's downtown and Midtown areas. Moderate to strong growth is forecast for the University Corridor and small and large vacant and underutilized lots throughout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


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)

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

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

VIA completed an alternatives analysis that resulted in the Streetcar Alternatives Definition, Evaluation and Locally Preferred Alternative (LPA) Report. On September 24, 2013, VIA's Board unanimously approved the recommended LPA to advance into the environmental review process and project development. The LPA will be adopted into the fiscally constrained long-range transportation plan in fall 2014. VIA has undertaken an environmental assessment for the project which is expected to be completed by December 2014. VIA anticipates submitting a Small Starts request in late 2014 and expects to start revenue service in late 2017.


LEGEND
PHASE I - STREETCAR ROUTES
FUTURE PHASE
MODERN STREETCAR PROJECT
Brackenridge Park
281
Pearl
PEARL PARKWAY
35
10
SA Museum of Art
Central Library
Tobin Center
BROADWAY
MARTIN
FRIO
WESTSIDE MULTIMODAL CENTER
San Pedro Creek
ST. MARY'S
NAVARRO
Travis Park
El Mercado
Alamo Plaza
37
UTSA
Riverwalk
CESAR CHAVEZ
Hemisfair Park
ROBERT THOMPSON TRANSIT CENTER
Alamodome
SOUTHTOWN
KING WILLIAM
LAVACA
N
0
1/8 Mile
1/4 Mile
1/2 Mile

Provo-Orem Bus Rapid Transit
Utah County, Utah
Small Starts Project Development
Information Prepared April 2013

Summary Description	
Proposed Project:	Bus Rapid Transit 10.5 Miles, 15 Stations
Total Capital Cost ($YOE):	$159.38 Million (Includes $13.0 million in finance charges)
Section 5309 Small Starts Share ($YOE):	$74.99 Million (47.1%)
Annual Forecast Year Operating Cost:	$3.59 Million
Opening Year Ridership Forecast (2016):	12,900 Average Weekday Trips 6,400 Daily New Trips

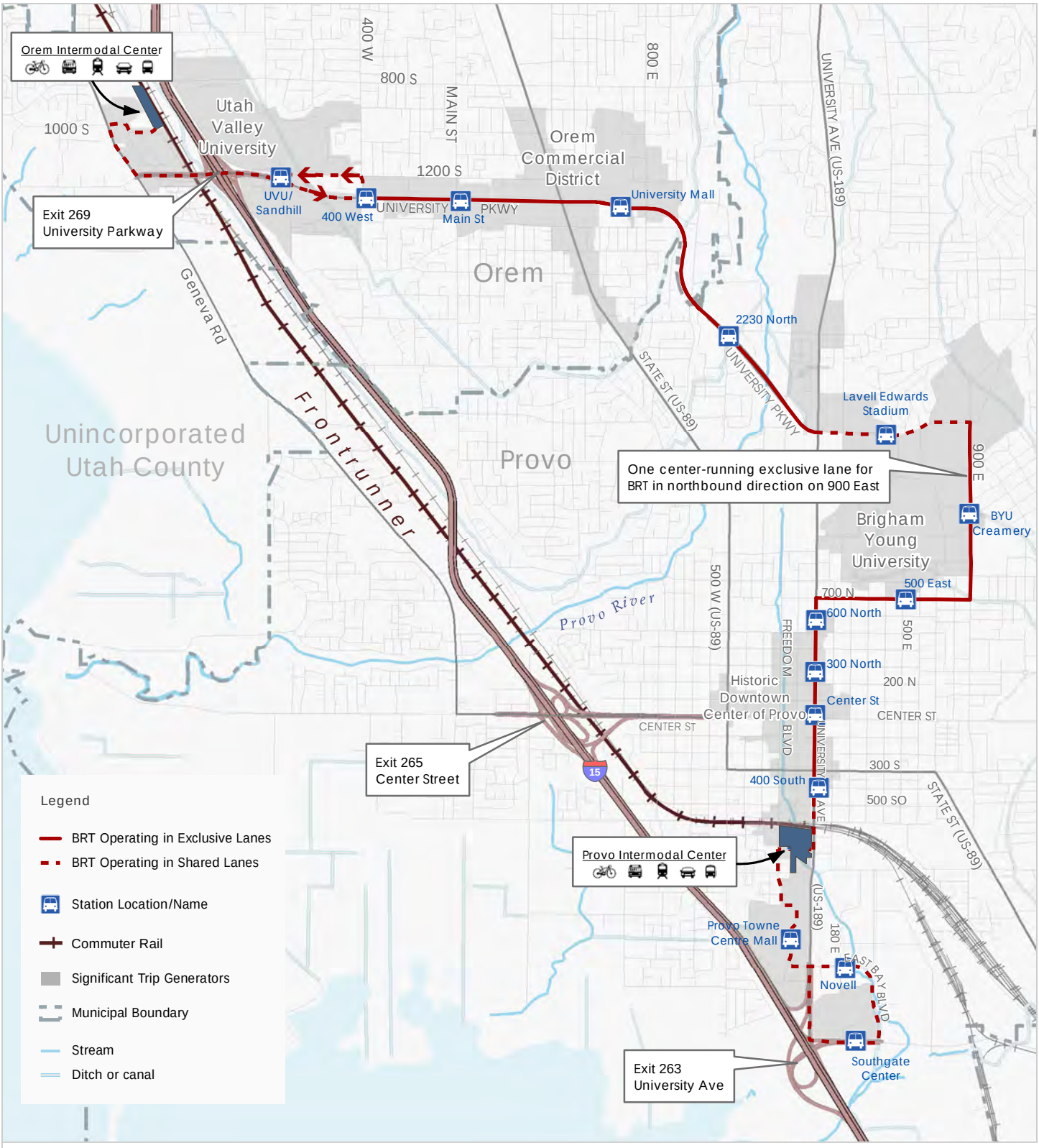
Project Description: The Utah Transit Authority (UTA) is proposing a bus rapid transit (BRT) line to serve the cities of Provo and Orem in Utah County. The proposed project would operate from the Orem Intermodal Center to the Provo Intermodal Center, in an exclusive, at-grade right-of-way for approximately 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 summer 2014. UTA anticipates receiving a Small Starts Grant Agreement in 2015, and 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	$84.39	52.9%
Total:	**$159.38**	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 2013)

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. It is anticipated that the project will be completed 7 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.

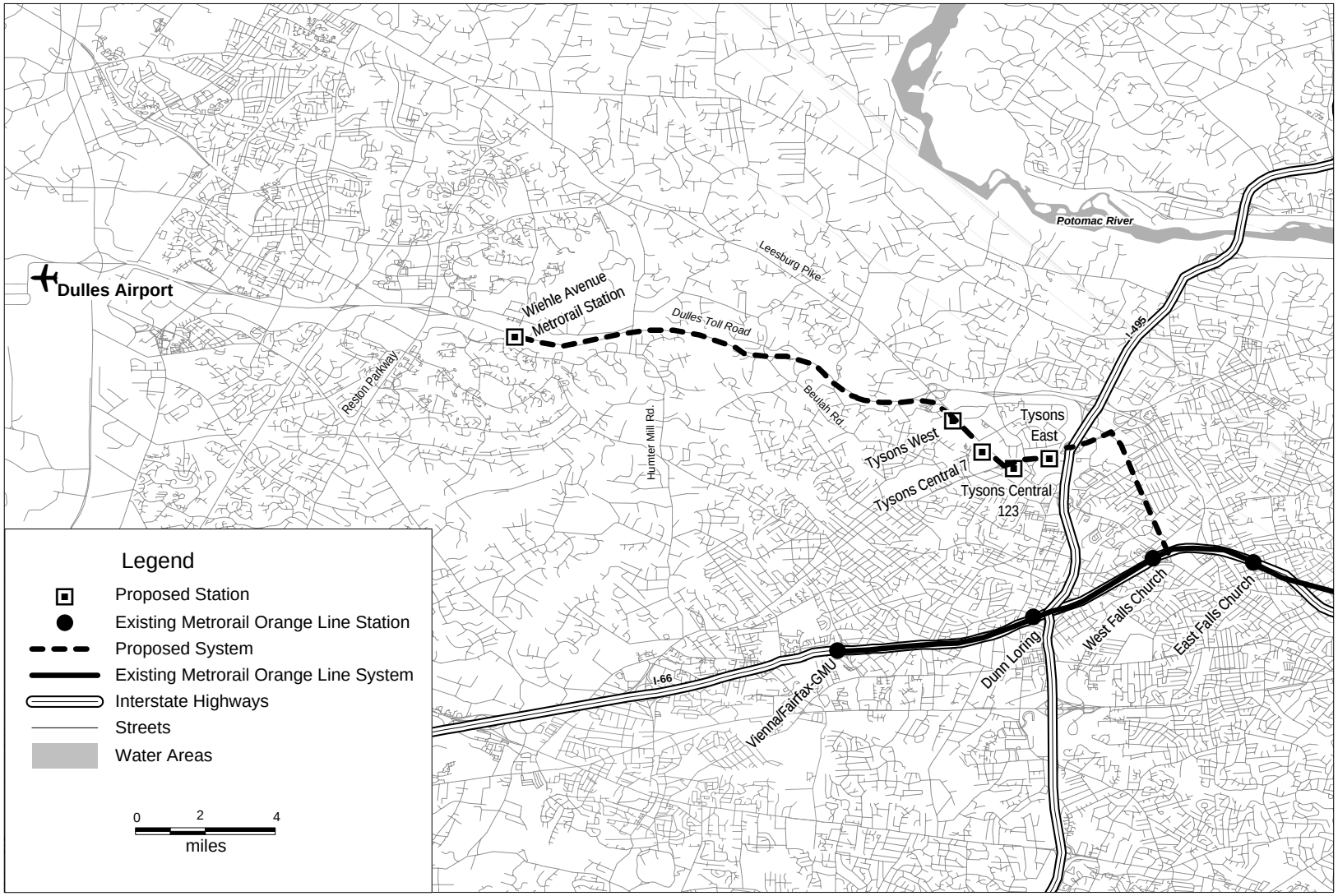
Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Dulles Corridor Metrorail Project. Through FY 2014, Congress has appropriated $797.84 million in Section 5309 New Starts funds 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	$797.84 million in total appropriations through FY 2014. 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 2013)

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 two stations, Capitol Hill and University Stadium. Twenty-seven vehicles would be procured as part of the project, which would permit five-minute peak-period operations throughout the entire Central Link line. University Link is the first phase of Sound Transit's planned North Link LRT extension to the Northgate Transit Center in North Seattle.

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

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

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

Status

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

Sound Transit redefined the project as an "Initial Segment" from Westlake Station in the Downtown Seattle Transit Tunnel south to Tukwila, which was constructed under an FFGA executed by FTA in October 2003, and 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 a 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, utility relocations,

vehicle delivery, excavation of the Capitol Hill and University Stations, and tunneling are complete. Installation of station finishes, traction power and signal systems are underway.

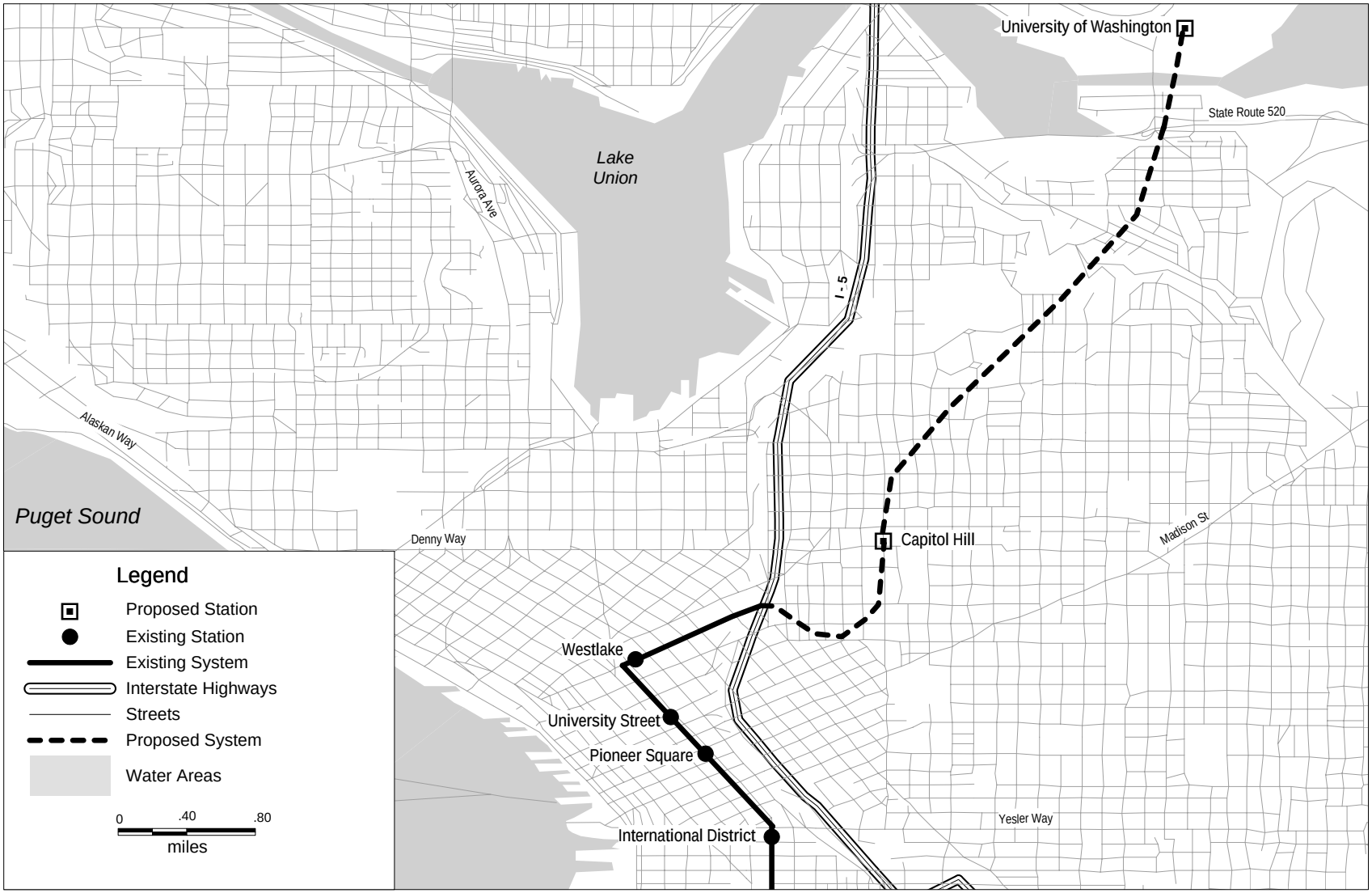
Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the University Link LRT Extension. Through FY 2014, Congress has appropriated $723.33 million in Section 5309 New Starts funds for the project including $44.0 million in ARRA funds.

Reported in Year of Expenditure Dollars		
Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal:		
Section 5309 New Starts FFGA Commitment	$813.00	$723.33 million in total appropriations through FY 2014. This includes $44 million in ARRA funds
FHWA Flexible Funds (CMAQ)	$9.00	
Section 5309 Fixed Guideway Modernization	$3.00	
Local:		
Bond Proceeds, Local Option Tax Revenues, Sales of Excess ROW	$1,122.68	
TOTAL	**$1,947.68**	

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

University Link LRT Extension

Seattle, Washington



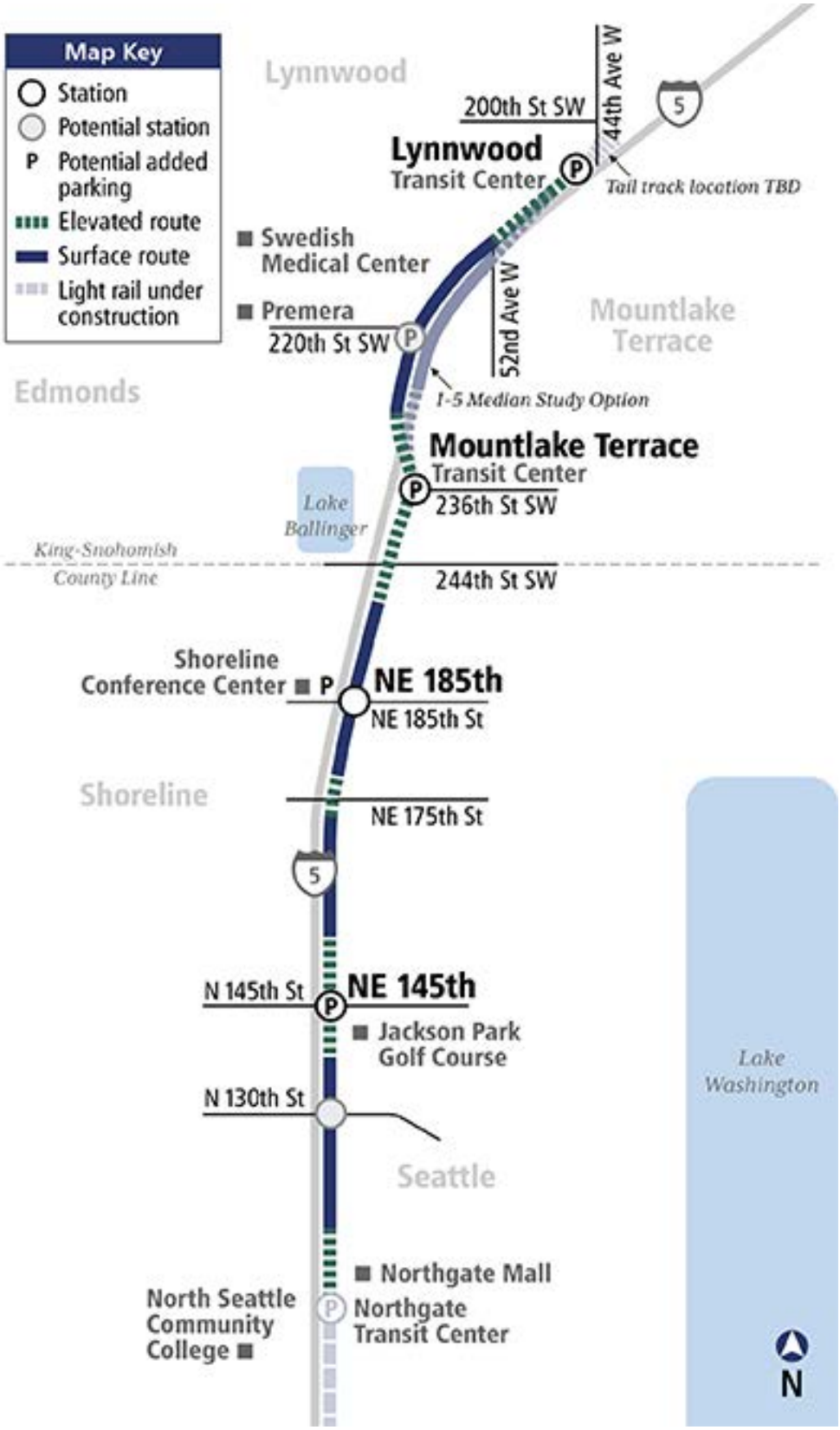
Lynnwood Link Extension
Seattle/Lynnwood, Washington
Project Development
Information Prepared November 2013

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

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

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

Sound Transit
Lynnwood Link Extension
Preferred Alternative As Selected by the Board November 2013



Fourth Plain Bus Rapid Transit
Vancouver, Washington
Small Starts Project Development
(Rating Assigned January 2014)

Summary Description	
Proposed Project:	Bus Rapid Transit 6.0 Miles, 20 Stations
Total Capital Cost ($YOE):	$53.40 Million
Section 5309 Small Starts Share ($YOE):	$38.72 Million (72.5%)
Annual Operating Cost (opening year 2016):	$3.19 Million
Current Year Ridership Forecast (2013):	5,700 Daily Linked Trips 1,802,100 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium

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

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

Project Development History, Status and Next Steps: A planning study was initiated by C-TRAN for the corridor in June 2011, which was completed with the selection of BRT as the locally preferred alternative (LPA) in June 2012. The LPA was adopted into the region's fiscally constrained long-range plan in August 2012. FTA approved the project into project development in April 2013. C-TRAN anticipates completing a documented categorical exclusion in April 2014, receiving a Small Starts Grant Agreement and initiating construction in mid-2014, and starting revenue service in July 2016.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 Small Starts	$38.72	72.5%
FHWA Flexible Funds (Congestion Mitigation and Air Quality Funds)	$4.00	7.5%
State:		
Regional Mobility Grant	$3.00	5.6%
Local:		
C-TRAN Capital Reserve	$7.19	13.5%
City of Vancouver	$0.49	0.9%
Total:	**$53.40**	**100.0%**

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

Fourth Plain Bus Rapid Transit Project
Vancouver, Washington
Project Development
(Rating Assigned January 2014)

LAND USE RATING: Medium

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

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

ECONOMIC DEVELOPMENT RATING: Medium-High

Transit-Supportive Plans and Policies: Medium-High

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

Performance and Impacts of Policies: Medium-High

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

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

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

Fourth Plain Bus Rapid Transit Project - Vancouver, Washington

Figure 1. Project Map