

Annual Report on Funding Recommendations

Fiscal Year 2013

Capital Investment and Paul S. Sarbanes Transit in Parks
Programs

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

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Table of Contents

Introduction.....	1
Background.....	3
General Commitment Guidelines for Capital Investment Program Projects.....	4
The FY 2013 Funding Allocations and Recommendations.....	8
Recommendations for Existing Full Funding Grant Agreements.....	8
Recommendations for Existing Project Construction Grant Agreements	14
Recommendations for Pending Full Funding Grant Agreements and New Full Funding Grant Agreements	14
Other Capital Investment Program Funding Recommendations	17
Recommendations for Project Construction Grant Agreements.....	19
Project Evaluation and Ratings.....	23

Appendix

Paul S. Sarbanes Transit in Parks Program.....	A-1
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Tables and Maps

Table 1 FY 2013 Funding for Capital Investment Program	6
Table 2A Summary of FY 2013 Project Ratings	25
Table 2B Detailed Summary of FY 2013 Local Financial Commitment Ratings.....	26
Table 2C Detailed Summary of FY 2013 Project Justification Ratings	27
Map of Existing Full Funding Grant Agreement Projects... ..	28
Map of Projects in Final Design, Preliminary Engineering, and Project Development... ..	29

Alphabetical List of Acronyms

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

Introduction

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

The Capital Investment Grant Program

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

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

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

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

and the request represents less than 10 percent of the project's anticipated total capital cost. These "exempt" projects would be subjected only to basic Federal grant requirements and would not be evaluated and rated under the proposed criteria. Under reauthorization, FTA is proposing to further streamline the process by reducing the number of FTA-approval steps in the project development process for all projects.

This Report provides general information about the Capital Investment Program, including the guidelines that the United States Department of Transportation (DOT) uses to make funding recommendations for proposed projects and projects currently in construction. A brief description of each project recommended for funding is provided. Table 1 identifies the Fiscal Year (FY) 2013 funding amount recommended for individual projects, with information on each project's cost and funding history, and is categorized according to FTA's reauthorization proposal. Tables 2A, 2B, and 2C provide the results of the evaluation and rating of projects under the SAFETEA-LU statutorily mandated New Starts and Small Starts criteria.

The Paul S. Sarbanes Transit in Parks Program

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

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

Annual Reports in recent years included two Appendices that do not appear in this Report. The first was an Appendix with profiles of projects in the Capital Investment Grant program "pipeline." Those profiles reflected the status of projects as of November of the year preceding the February issuance of the *Annual Report*. In order to provide easy access to updated information on projects as they advance toward construction funding, as well as information on new projects as they are admitted into the pipeline, FTA is now maintaining and updating profiles about each project on the FTA Web site at http://fta.dot.gov/12304_13960.html.

The second Appendix, the summary of the evaluation and rating process used to assess projects, appeared in earlier reports but is not in this Report. The FY 2013 *Evaluation and Rating Process* does not differ from the process used for the FY 2012 *Annual Report* except for the adjustment that FTA makes annually to the "breakpoints" used for rating the cost effectiveness of proposed projects. This adjustment is based on the Gross Domestic Product Index (also known as the GDP deflator). The revised breakpoints currently in use were defined in the *Reporting Instructions for the Section 5309 New Starts Criteria* (August 2011) available on the FTA Web site at http://fta.dot.gov/12304_2619.html.

Background

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

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

This *Annual Report* presents the ratings for all projects that have been approved by FTA to engage in preliminary engineering, final design, or project development. FTA no longer requires project sponsors to submit annual information for evaluation and rating in the *Annual Report*, unless significant issues were raised in prior year evaluations that warranted a rerating or there was a significant change to the project.

Detailed supporting information on each project, including a project description, project map, notes on the project's progress, and a discussion of any significant issues since the last evaluation can be found on FTA's website at http://fta.dot.gov/12304_13960.html. 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 PCGAs should not be construed as

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

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

General Commitment Guidelines for Capital Investment Projects

- Any project recommended for an FFGA or PCGA should meet the project justification, local financial commitment, and process criteria established in Section 5309 and be consistent with Executive Order 12893, *Principles for Federal Infrastructure Investments*, issued January 26, 1994.
- To the extent that funds can be obligated in the coming fiscal year under existing FFGAs and PCGAs, these commitments should be honored before any new funding recommendations are made.
- The FFGA and PCGA define the terms of the Federal New Starts and Small Starts funding commitment to a project. Upon completion of an FFGA or PCGA, the New or Small Starts funding commitment has been fulfilled. Additional New or Small Starts funding will not be recommended. Any additional costs beyond the scope of the commitment outlined in the FFGA or PCGA are the responsibility of the grantee. FTA works closely with grantees to identify and implement strategies for containing capital costs at the level indicated in the FFGA or PCGA at the time it was executed.
- Funding for initial planning efforts such as an alternatives analysis (AA) is no longer eligible for Section 5309 funding under SAFETEA-LU, but may be provided through grants under the Section 5303 Metropolitan Planning Program, the Section 5307 Urbanized Area Formula Program, the Section 5339 Alternatives Analysis Program, or Title 23 "flexible funding."
- Firm funding commitments, embodied in FFGAs or PCGAs, will not be made until the sponsor has demonstrated that its project is ready for such an agreement, i.e., the project's development and design has progressed to the point where its scope, costs, benefits, and impacts are considered firm and final.
- Funding should be provided to the most qualified investments to allow them to proceed through the process on a reasonable schedule, to the extent that funds can be obligated to such projects in the upcoming fiscal year. Funding recommendations will be based on the results of the project evaluation process and resulting project justification, local financial commitment, overall project ratings, and considerations such as project readiness and the availability of funds.
- FTA generally proposes to provide funding under one-year capital construction grants, rather than PCGAs, for smaller projects whose sponsors are seeking less than \$25 million in Capital Investment Program funds and whose request can be met with a single-year appropriation or existing appropriations.
- 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 its development process, information concerning costs, benefits, financial plans, and impacts is refined and the project ratings may be reassessed to reflect new information.

Table 1 - FY 2013 Funding for Capital Investment Program

Project	Rating	Total Project Cost	Total New or Small Starts Funding	Section 5309 Major Capital Investment Program Appropriations and Allocations Received Through FY11 (including American Recovery and Reinvestment Act)	FY12 Section 5309 Major Capital Investment Program Appropriations and Allocations	FY12 Bus and Bus Facilities Appropriations ⁺	Proposed FY13 Budget Recommendation
Totals by Phase							
Existing and Recommended Full Funding Grant Agreements					\$1,237,578,000		\$1,932,032,056
Recommended Project Construction Grant Agreements					\$35,481,000		\$127,566,794
Other Capital Investment Program Funding Recommendations					\$0		\$120,000,000
Oversight Activities					\$19,550,000		\$55,887,150
Unallocated FY12 Appropriations					\$511,453,760		\$0
Ferry Capital Projects (AK or HI)					\$15,000,000		\$0
Denali Commission					\$5,000,000		\$0
GRAND TOTAL					\$1,824,062,760		\$2,235,486,000

Existing Full Funding Grant Agreements - Projects Under Construction or Open for Service

CO Denver, Eagle Commuter Rail	FFGA	\$2,043,143,000	\$1,030,449,000	\$84,500,000	\$140,920,000		\$150,000,000
CT Hartford, New Britain - Hartford Busway	FFGA	\$567,053,000	\$275,300,000	\$54,152,232	\$0	\$45,000,000	\$58,715,922
FL Orlando, Central Florida Commuter Rail Transit -- Initial Operating Segment	FFGA	\$357,225,011	\$178,612,505	\$101,223,855	\$47,308,000		\$30,080,650
MN St. Paul-Minneapolis, Central Corridor LRT	FFGA	\$956,900,000	\$473,950,000	\$80,175,225	\$93,144,000		\$98,443,694
NY New York, Long Island Rail Road East Side Access	FFGA	\$7,386,003,583	\$2,632,113,826	\$1,963,268,338	\$203,424,000		\$215,000,000
NY New York, Second Avenue Subway Phase I	FFGA	\$4,866,614,468	\$1,300,000,000	\$990,049,379	\$186,566,000		\$123,384,621
TX Dallas, Northwest/Southeast LRT MOS	FFGA	\$1,406,215,977	\$700,000,000	\$539,363,431	\$81,606,000		\$79,030,569
TX Houston, North Corridor LRT	FFGA	\$756,008,000	\$450,000,000	\$167,225,000	\$94,616,000		\$100,000,000
TX Houston, Southeast Corridor LRT	FFGA	\$822,919,000	\$450,000,000	\$167,225,000	\$94,616,000		\$100,000,000
UT Salt Lake County, Draper Transit Corridor	FFGA	\$193,641,000	\$116,184,600	\$10,000,000	\$100,468,000		\$5,716,600
VA Northern Virginia, Dulles Corridor Metrorail Project -- Extension to Wiehle Ave.	FFGA	\$3,142,471,634	\$900,000,000	\$520,282,364	\$90,832,000		\$96,000,000
WA Seattle, University Link LRT Extension	FFGA	\$1,947,682,000	\$813,000,000	\$405,286,000	\$104,078,000		\$110,000,000
Total Existing New Starts Full Funding Grant Agreements		\$24,445,876,673	\$9,319,609,931	\$5,082,750,824	\$1,237,578,000	\$45,000,000	\$1,166,372,056

Pending Full Funding Grant Agreements - Projects First Recommended For Funding in Prior Year Reports

CA Sacramento, South Sacramento Corridor Phase 2	Medium	\$270,000,000	\$135,000,000	\$49,340,000		TBD	\$45,660,000
CA San Francisco, Third Street Light Rail Phase 2 - Central Subway	Medium-High	\$1,578,300,000	\$942,200,000	\$72,162,500		TBD	\$150,000,000
CA San Jose, Silicon Valley Berryessa Extension Project	Medium	\$2,330,021,971	\$900,000,000	\$10,819,008		TBD	\$150,000,000
HI Honolulu, High Capacity Transit Corridor Project	Medium-High	\$5,125,955,000	\$1,550,000,000	\$119,990,000		TBD	\$250,000,000
OR Portland, Portland-Milwaukie Light Rail Project	Medium-High	\$1,490,350,173	\$745,175,087	\$0		TBD	\$100,000,000
Total Pending Full Funding Grant Agreements		\$10,794,627,144	\$4,272,375,087	\$252,311,508		TBD	\$695,660,000

New Full Funding Grant Agreement Funding Recommendations in FY13

NC Charlotte, LYNX Blue Line Extension - Northeast Corridor	Medium-High	\$1,069,217,178	\$534,608,570	\$36,955,000	\$0		\$70,000,000
Total New Full Funding Grant Agreement Funding Recommendations		\$1,069,217,178	\$534,608,570	\$36,955,000	\$0		\$70,000,000

Table 1 - FY 2013 Funding for Capital Investment Program

Project	Rating	Total Project Cost	Total New or Small Starts Funding	Section 5309 Major Capital Investment Program Appropriations and Allocations Received Through FY11 (including American Recovery and Reinvestment Act)	FY12 Section 5309 Major Capital Investment Program Appropriations and Allocations	FY12 Bus and Bus Facilities Appropriations ⁺	Proposed FY13 Budget Recommendation
Other Major Capital Investment Program Funding Recommendations							
CA Los Angeles, Regional Connector Transit Corridor	Medium-High	\$1,342,541,000	\$671,265,090	\$0	\$0		\$31,000,000
CA Los Angeles, Westside Subway Extension	Medium	\$5,662,347,180	\$2,399,524,000	\$0	\$0		\$50,000,000
WA Vancouver, Columbia River Crossing Project	Medium-High	\$3,507,872,000 *	\$850,000,000	\$0	\$0		\$39,000,000
Total Other Capital Investment Program Funding Recommendations		\$10,512,760,180	\$3,920,789,090	\$0	\$0		\$120,000,000
Project Construction Grant Agreement Funding Recommendations							
AZ Mesa, Central Mesa LRT Extension	Medium-High	\$198,490,000	\$74,999,999	\$0	\$35,481,000		\$20,000,000
CA Fresno, Fresno Area Express Blackstone/Kings Canyon BRT	Medium	\$48,188,000	\$38,550,000	\$0	\$0	\$17,800,000	\$10,000,000
CA Oakland, East Bay BRT	High	\$205,481,000	\$74,999,999	\$22,410,000	\$0	\$25,000,000	\$0
CA San Francisco, Van Ness Avenue BRT	Medium-High	\$125,633,000	\$74,999,999	\$15,396,000	\$0	\$30,000,000	\$10,000,000
FL Jacksonville, JTA BRT North Corridor	Medium	\$33,482,000	\$26,785,000	\$1,267,200	\$0	\$6,443,200	\$19,074,600
FL Jacksonville, JTA BRT Southeast Corridor	Medium	\$23,877,000	\$19,101,000	\$0	\$0		\$19,101,000
MI Grand Rapids, Silver Line BRT	Medium	\$35,285,000	\$28,228,000	\$594,000	\$0	\$12,887,943	\$14,744,000
OR Eugene, West Eugene EmX Extension	Medium	\$95,567,000	\$74,999,999	\$0	\$0		\$19,410,136
TX El Paso, Dyer Corridor BRT	Medium	\$35,251,663	\$20,407,094	\$0	\$0		\$15,237,058
Project Construction Grant Agreement Funding Recommendations		\$801,254,663	\$433,071,090	\$39,667,200	\$35,481,000	\$92,131,143	\$127,566,794

⁺ In the FY12 Appropriations Act, Congress directed that all BRT projects recommended for Major Capital Investment Program in the President's FY12 budget be funded with Section 5309 Bus and Bus Facilities funds instead. For a comprehensive list of all projects covered by this directive, please see FTA's FY12 Apportionments Notice published in the Federal Register in January 2012. Only projects that continue to need funding in FY13 and beyond are listed on this table.

* Cost reported is multi-modal project cost. Transit project cost is \$940,005,000.

TBD = To Be Determined

The FY 2013 Funding Allocations and Recommendations

A total of \$1.932 billion is recommended for allocation to existing or proposed FFGAs. A total of \$127.57 million is recommended for allocation for proposed PCGAs. A total of \$120.00 million is recommended for allocation to other projects that would be in the later stages of development during calendar year 2012. The budget proposal includes a 2.5 percent set aside for management and oversight in the amount of \$55.89 million. This is an increase over past years' one percent set aside, to reflect the growing number of projects entering the Capital Investment Grant program as well as FTA's strong desire to enhance its stewardship and oversight of a set of increasingly complex major capital projects. In recent years, FTA has had to supplement funds set aside under Section 5309 with oversight resources made available under its formula program. Increasing the set aside for management and oversight of these projects thus preserves the resources available for other critical FTA oversight functions, resulting in improved oversight across all FTA programs.

Recommendations for Existing Full Funding Grant Agreements

A detailed schedule of the multiyear funding commitment negotiated by FTA and the project sponsor to finance the Federal Capital Investment Program share is included as Attachment 6 of each FFGA. Twelve projects have existing FFGAs that commit FTA to request from Congress a specified level of major capital investment funding in a given fiscal year based on the budget and schedule for the project. Table 1 of this document presents FY 2013 funding recommendations for existing FFGAs. FTA has reviewed the progress of each of these projects and is requesting \$1.17 billion. A brief description of each is provided below.

Colorado: Denver Eagle Commuter Rail

The Denver Regional Transportation District is constructing a 13-station, 30.2-mile, commuter rail project, which consists of two lines: the East Corridor from Denver International Airport to downtown Denver at Denver Union Station (DUS) and the Gold Line from DUS westward to Ward Road in Wheat Ridge. Six stations would be constructed in the East Corridor and seven along the Gold Line. The project includes 44 electric multiple unit vehicles. When completed, the Eagle Commuter Rail project would connect downtown Denver with the communities of Adams, Arvada and Wheat Ridge to the west and North Park Hill, Stapleton, Aurora/Fitzsimons, Montebello, Gateway and Denver International Airport to the east. The project is expected to serve 57,500 average weekday trips in 2030.

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

Currently there is a lack of continuous street connections between the Gold Line corridor and downtown Denver, resulting in traffic using north-south arterials and Interstates 70 and 25 to access downtown Denver. Travel time by transit is currently 20 minutes by express bus on I-70

and I-25 from Ward Road to downtown Denver; however, this time can vary by as much as eight minutes due to congestion. All other major east to west arterials do not provide, and are not planned to provide, direct connections into downtown over the next 20 years. The Gold Line is intended to provide direct, fast and frequent service as a convenient alternative to automobile use.

Connecticut: Hartford, New Britain-Hartford Busway

The Connecticut Department of Transportation 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, 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, seven park-and-ride lots, and 11 stations. The project is expected to serve approximately 16,300 average weekday trips in 2030.

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

Florida: Orlando, Central Florida Commuter Rail Transit—Initial Operating Segment

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

The project runs parallel to Interstate 4 (I-4) and US 17-92, the region's primary north-south travel routes and the location of much of the region's population and employment. I-4 is scheduled for reconstruction, and the proposed project is intended to serve as a congestion

mitigation measure, as well as more broadly provide a high capacity transit alternative to north-south travel in the corridor.

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

The Metropolitan Council, 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. The LRT line will also serve a number of major activity centers, including the University of Minnesota-Minneapolis, the State Capitol, and major event venues (Target Center and Metrodome). From Minneapolis, the LRT line 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, which will permit 7.5-minute peak period operations throughout the entire Central Corridor LRT line. A new maintenance facility will be constructed in St. Paul. The project is expected to serve approximately 40,900 average weekday trips in 2030.

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

New York: New York, Long Island Rail Road East Side Access

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

New York: New York, Second Avenue Subway Phase I

The Metropolitan Transportation Authority and New York City Transit (MTA/NYCT) are constructing 2.3 miles of new subway on Manhattan's East Side from 96th Street to 63rd Street, connecting with the existing Broadway Line at the 63rd Street Station. The Second Avenue

Subway Phase I project includes: construction of three new stations at 96th, 86th, and 72nd Streets; modification of the existing 63rd Street station; new tunnels from 92nd to 63rd Streets; station/ancillary facilities; track, signal and power systems; and the procurement of 68 rail cars. The Phase I project is a minimum operable segment of a planned 8.5-mile subway line extending the length of Manhattan's East Side from 125th Street in East Harlem to Hanover Square in the Financial District.

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

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

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

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

Texas: Houston, North Corridor LRT

The Metropolitan Transit Authority of Harris County, Texas (METRO) is constructing a 5.28-mile, 8-station, double-track light rail transit (LRT) extension of METRO's existing Red Line from the current University of Houston-Downtown (UH-D) station to Northline Commons. The project will share 7.5 miles of existing track, including 16 stations, with the Red Line providing a one-seat ride between the planned Northline Commons station to the Fannin South

station (current southern terminus of the Red Line) via downtown Houston. The project will operate in an exclusive aerial right-of-way from the existing UH-D station for approximately one mile and continue at-grade in semi-exclusive guideway in City of Houston streets to Northline Commons. Twenty-two light rail vehicles will be procured as part of the project, which will permit six-minute peak period operations throughout the entire Red Line. METRO's existing Rail Operations Center (heavy maintenance facility) will be expanded as part of the project.

The North Corridor LRT extension is intended to provide more reliable and faster transit service to core activity centers, including a one-seat ride into downtown Houston from the northern suburbs. The project is expected to serve approximately 29,900 average weekday trips in 2030.

Texas: Houston, Southeast Corridor LRT

The Metropolitan Transit Authority of Harris County, Texas (METRO) is constructing a 6.56-mile, 10-station, double-track light rail transit (LRT) line from downtown Houston to a new transit center at Palm Springs near Griggs Road. The project's downtown segment will be split into single tracks on Capital (westbound) and Rusk (eastbound) streets. The project will share approximately one mile of track with the locally-funded East End LRT line (currently under construction) in the Houston central business district (CBD). The project will operate in semi-exclusive guideway with limited mixed traffic operations on City of Houston streets. The project will intersect with METRO's existing Red Line in downtown Houston and allow LRT riders to transfer for trips to the Texas Medical Center (TMC), Reliant Stadium complex, and other major activity centers on the Red Line. Twenty-nine light rail vehicles will be procured as part of the project, which will permit six-minute peak period operations throughout the entire LRT line. The project also includes construction of a new storage/wash facility. The project is expected to serve approximately 28,800 average weekday trips in 2030.

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

Utah: Salt Lake County, Draper Transit Corridor

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

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

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

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

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

Washington: Seattle, University Link Light Rail Transit Extension

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

peak-period operations throughout the entire Central Link line. University Link is the first phase of Sound Transit's planned North Link LRT extension to the Northgate Transit Center in North Seattle. The project is expected to serve 40,200 average weekday trips in 2030.

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

Recommendations for Existing Project Construction Grant Agreements

All existing PCGAs are fully funded. Thus, no FY 2013 funding is shown in Table 1 for existing PCGAs.

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

Six projects are likely to be ready for FFGAs before the end of FY 2013 (including five pending projects recommended previously for FFGAs in prior years' *Annual Reports*.) All six projects are in the final design stage or nearing final design approval, and the environmental process has been completed or is nearing completion. For these projects, FTA recommends a total of \$765.66 million in Capital Investment Program funding in FY 2013. Table 1 identifies the funding recommended for each project and appropriations received through FY 2012. This section provides brief descriptions of the projects and Tables 2A, 2B, and 2C provide the ratings from their most recent evaluation.

California: Sacramento, South Sacramento Corridor Phase 2

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

The South Sacramento Corridor Phase 2 project is located within one of the fastest growing areas of Sacramento County. Additional development anticipated to the south along Route 99 and Interstate 5, and a high rate of employment growth forecasted for downtown Sacramento, have created the need for additional peak-period transportation capacity between the Sacramento

region's southern communities and its central business district. By extending existing LRT service south and providing new park-and-ride opportunities in the corridor, the project is intended to provide an attractive alternative to private automobiles for trips destined to downtown and other areas served by the LRT system.

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

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

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

California: San Jose, Silicon Valley Berryessa Extension Project

The Santa Clara Valley Transportation Authority (VTA) proposes to build a 10.2-mile, two-station extension of the Bay Area Rapid Transit (BART) heavy rail system from Fremont to Berryessa Road in San Jose. Called the Silicon Valley Berryessa Extension (SVBX), the project will be built on former Union Pacific freight railroad right of way from the future Warm Springs BART station in Fremont (currently under construction) to two new stations, one in Milpitas adjacent to the existing VTA Montague light rail station and one at Berryessa. The SVBX will be a two-track, third rail powered, exclusive guideway heavy rail system operating under automatic train control. The project scope includes the purchase of 40 new BART passenger cars for operation on the extension, 4,800 park-and-ride spaces, and improvements to the existing BART Hayward rail car storage and maintenance yard. This extension of the BART system will provide a direct rapid transit connection between Santa Clara County and San Mateo, San Francisco, Contra Costa, and Alameda counties. The project is expected to serve 46,000 average weekday trips in 2035.

The SVBX is intended to provide increased transit access to and from Santa Clara employment and activity centers for both Santa Clara residents and residents from throughout the San Francisco Bay Area. Regional transit connectivity will be improved by extending and interconnecting BART with VTA light rail and other existing transit services in Santa Clara County. Increasing transit service in the SVBX corridor will provide improved travel alternatives to the severely congested and worsening travel routes of Interstate 880 and Interstate 680 between Alameda and Santa Clara counties.

Hawaii: Honolulu, High-Capacity Transit Corridor Project

The City and County of Honolulu and the Honolulu Authority for Rapid Transit propose to construct the High-Capacity Corridor Transit Project, a 20.1-mile rail line with 21 stations. The project would serve the south shore of Oahu from a western terminus in Kapolei, past Pearl Harbor and Honolulu International Airport, through downtown Honolulu, to an eastern terminus at Ala Moana Center. The electrified (third rail) line will be almost entirely on elevated structure in existing public rights of way—primarily arterial streets. Rail service would extend over 20 hours each day with automated trains running every three minutes in the weekday peak periods and six minutes during most off-peak hours. The project is expected to serve 116,000 average weekday trips in 2030.

The corridor is geographically constrained by the ocean to the south and two mountain ranges to the north. Pearl Harbor reaches well inland from the ocean and pinches the already-narrow corridor near its midpoint. Severe highway congestion persists on H-1, a freeway that extends through the length of the corridor, and on the limited number of major arterials that serve the corridor. In the urban core around downtown Honolulu, street capacity is similarly limited by the scarcity of continuous arterials. The proposed project would be fully grade-separated, provide higher-speed and more reliable transit service than the current heavily used bus service on the capacity constrained roadways, and produce substantial reductions in travel times for large numbers of transit riders in the corridor.

North Carolina: Charlotte, LYNX Blue Line Extension - Northeast Corridor

The Charlotte Area Transit System is proposing the construction of a 9.3-mile light rail transit line that would extend from Uptown Charlotte, the region's central business district, northeast to the US 29 interchange to the University of North Carolina-Charlotte (UNCC). The project includes 11 stations and four park-and-ride lots with a total of approximately 3,200 spaces. Service would be provided every ten minutes during peak periods, every 15 minutes during off-peak periods, and every 20 minutes in the evenings. The project is expected to serve 24,600 average weekday trips in 2035.

The project would provide a reliable, time-competitive 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 would 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 the UNCC's University City and Uptown campuses.

Oregon: Portland-Milwaukie Light Rail Project

The Tri-County Metropolitan Transportation District of Oregon (TriMet) proposes to construct a 7.3-mile, double-track light rail transit (LRT) extension of the existing Yellow Line from the downtown Portland transit mall across the Willamette River, to southeast Portland, the city of Milwaukie, and urbanized areas of Clackamas County. The project includes construction of a new multimodal bridge across the Willamette River (a 1.3-mile segment that will include joint operations for buses, light rail and streetcars), ten new stations, one surface park-and-ride lot with 320 spaces, one park-and-ride garage with 355 spaces, expansion of an existing maintenance facility, and the acquisition of 18 light rail vehicles. The project is expected to serve 22,800 average weekday trips in 2030.

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

Other Capital Investment Program Funding Recommendations

The President's Budget for FY 2013 includes \$120 million for three projects that are expected to reach the final design stage of project development during calendar year 2012. This funding is intended to assist with the advancement of project development and design to the point where scope, costs, benefits, and impacts are considered firm and final—a necessary prerequisite for an FFGA. This will allow consideration of an FFGA on as rapid a schedule as is feasible given the circumstances of project development. These projects may receive an FFGA should they make the necessary progress during FY 2013.

California: Los Angeles, Regional Connector

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is planning the 1.9-mile, 3 station Regional Connector project to improve connections between light rail lines in downtown Los Angeles. The proposed project would connect the existing Metro Gold and Blue lines and the Exposition Line, which is under construction. The Regional Connector would travel underground through downtown Los Angeles extending from the Metro Blue Line terminus at Figueroa Street, continuing north under Figueroa Street, then east under 2nd Street and connecting with the Gold Line at 1st and Alameda Streets. Four new light rail vehicles would be purchased to augment the existing fleet. Service would be provided at 2.5-minute peak and 5-minute off-peak headways. The project is expected to serve approximately 88,200 average weekday trips in 2035.

The proposed Regional Connector project is located within the Los Angeles central business district (CBD), which has extensive bus and rail service, yet there is no quick and reliable way to cross the CBD without making multiple transfers. LACMTA operates three existing light rail lines that provide service to the CBD including the Gold Line to Pasadena, the Gold Line Eastside extension, and the Blue Line to Long Beach. The Exposition Line, currently under

construction, will use the same downtown terminus as the Blue Line, providing additional service to the CBD. Currently, the Blue and Gold lines are not connected, meaning that passengers must transfer by way of the subway to make a trip involving both lines. The Regional Connector project would create a direct connection between the light rail lines and improve travel time and mobility for transit riders through the CBD.

California: Los Angeles, Westside Subway Extension

The Westside Subway Extension project, sponsored by the Los Angeles County Metropolitan Transportation Authority (LACMTA), would extend the existing LACMTA heavy rail system 8.9 miles from its terminus at the Wilshire/Western Subway Station to the Veterans Affairs West Los Angeles Medical Center, located west of Interstate 405. The alignment would be entirely underground and primarily follow Wilshire Boulevard. The project scope includes construction of seven stations, the procurement of 104 new heavy rail vehicles and improvements to the existing Division 20 Rail Maintenance and Storage Yard to accommodate the additional vehicles. The project is expected to serve approximately 78,700 average weekday trips in 2035.

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

Washington: Vancouver, Columbia River Crossing

The Washington State Department of Transportation (WSDOT) proposes to construct the Columbia River Crossing multimodal project that includes replacement of Interstate 5 bridges, new interchanges, variable electronic tolls across the new bridge, park-and-ride lots, bike and pedestrian improvements, and an extension of the existing light rail transit (LRT) system. Partner agencies include the Oregon Department of Transportation, Tri-County Metropolitan Transportation District (TriMet), Southwest Washington Regional Transportation Council (the metropolitan planning organization for Clark County), Portland Metro (the metropolitan planning organization for the Portland region), and Clark County Public Transit Benefit Area Authority (C-TRAN). The transit portion of the project includes an extension of TriMet's Yellow Line LRT from the existing Expo Station in north Portland to Clark College in downtown Vancouver. The line would include an elevated transit structure over the North Portland Harbor, an elevated structure over the Columbia River via the new multimodal bridge, and an at-grade portion in Vancouver. It would also include the procurement of 19 light rail vehicles (LRVs) and

construction of approximately 2,900 park-and-ride spaces. In addition, TriMet's current maintenance facility at Ruby Junction in the City of Gresham would be expanded and improvements for speed and reliability to Portland's Steel Bridge would occur. TriMet would operate the service under contract to C-TRAN. The project is expected to serve approximately 22,000 average weekday trips in 2030.

Interstate-5 (I-5) is the primary north/south highway from California to Canada and the only crossing of the Columbia River in the corridor. It includes two drawbridges. Currently, congestion on I-5 reduces bus travel speeds and reliability. Congestion worsens when the bridges open to allow large river vessels to pass through. The light rail transit line would connect Portland and Vancouver and link the region's largest and most concentrated employment area (downtown Portland) with the commercial and residential areas of Clark County. The transit project would provide direct links to the region's other LRT lines, streetcar lines, aerial tram, Amtrak passenger rail service, and most TriMet and C-TRAN bus routes.

Recommendations for Project Construction Grant Agreements

The President's Budget for FY 2013 requests \$127.57 million for nine projects that would receive either a PCGA or a single-year construction grant because their request for Capital Investment Program funding is less than \$100 million. One of these is a light rail project and the remaining eight are bus rapid transit (BRT).

Table 1 identifies the funding recommended for each project and appropriations received through FY 2012. A description of each of the projects is presented below. Tables 2A, 2B, and 2C provide the project ratings.

Arizona: Mesa, Central Mesa Light Rail Transit Extension

Valley Metro Rail Incorporated (METRO) proposes to build a four-station, 3.1-mile double track extension of the existing 20-mile Central Phoenix/East Valley Light Rail Transit (LRT) line connecting downtown Phoenix, Tempe, and Mesa, from the eastern terminus of the Central Phoenix line in west Mesa to a new terminus in central Mesa. Four new at-grade stations located in the median of Main Street would be constructed, as would a surface park-and-ride facility with 500 parking spaces at the Mesa Drive Station. Seven LRT vehicles needed to provide service on the Central Mesa Extension would be provided from METRO's existing Central Phoenix fleet. Service would be provided every ten minutes during weekday peak and mid-day periods, every 20 minutes on weekday evenings, and every 15 minutes on weekends. The project would improve connections between major activity and employment centers located east and west of the project route such as downtown Phoenix, downtown Tempe, Sky Harbor International Airport, and Arizona State University. The project is expected to open in 2016 and carry 9,700 average weekday trips.

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

Fresno Area Express (FAX) proposes to implement street-running bus rapid transit (BRT) along a 13.8-mile route linking North Fresno, Downtown Fresno, and the Southeast Growth Area. The

project includes 26 stations with real-time passenger information displays, distinctive branding of buses, bus-only lanes in congested locations, traffic signal priority, and the purchase of eight low-floor, low-emissions articulated compressed natural gas buses. Dedicated lanes for the BRT vehicles would be implemented along approximately 20 percent of the alignment. When completed, the project would provide more frequent, faster service in a high-ridership commercial corridor and help to stimulate transit-oriented infill development. On weekdays, BRT service will operate every 10 minutes during rush hours and every 15 minutes in the off-peak; on weekends, service will operate every 20 minutes. The project is expected to open in 2014 and carry 7,200 average weekday trips.

California: Oakland East Bay Bus Rapid Transit

The Alameda-Contra Costa Transit District (AC Transit) is planning the 14.4-mile East Bay Bus Rapid Transit (BRT) project, which would operate from downtown Berkeley through downtown Oakland to San Leandro, terminating at the San Leandro Bay Area Rapid Transit (BART) station one of the densest and most transit dependent areas in the San Francisco Bay area. The project includes exclusive transit lanes over approximately 75 percent of the alignment, transit signal priority, real time bus information at 28 stations, and barrier-free proof-of-payment fare collection. The BRT service will operate every five minutes during peak weekday periods. The project will improve the speed and reliability of service to current riders, including large numbers of minority, low-income, and transit-dependent residents, by offering higher-frequency service, reduced travel times, and greater schedule reliability. The project is expected to open in 2016 and carry 41,700 average weekday trips.

FTA has included the Oakland East Bay Bus Rapid Transit project in the FY 2013 Annual Report, but with no funding proposed. The project has already received \$22.41 million in appropriations, which could be used for the initial year of a Project Construction Grant Agreement during FY 2013 if the project reaches that milestone during FY 2013. Since entering project development, AC Transit has continued to modify the project resulting in project schedule delays.

California: San Francisco, Van Ness Avenue Bus Rapid Transit

The San Francisco County Transportation Authority and the San Francisco Municipal Transportation Agency are planning a 2-mile exclusive lane bus rapid transit (BRT) facility on Van Ness Avenue. The system would be operated by the San Francisco Municipal Transportation Agency. 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 constructing the busway, the project includes traffic signal pre-emption, pedestrian crossings, and 60 new vehicles. Service would operate at five-minute frequencies during weekday peak periods. The project would reduce travel times, improve service reliability, and provide enhanced customer amenities along a corridor where forty-six percent of households do not own cars. The project is expected to open in 2016 and carry 52,400 average weekday trips.

Florida: Jacksonville, JTA Bus Rapid Transit North Corridor

The Jacksonville Transportation Authority is proposing a 9.3-mile bus rapid transit (BRT) line running north of downtown Jacksonville to Interstate 295, through a heavily transit-dependent corridor. The project connects to the BRT Phase 1 Downtown project currently underway and includes transit signal priority, the purchase of eight low-floor, branded, diesel-hybrid vehicles and construction of 14 stations with real-time passenger information system and off-board fare collection. Service would operate seven days a week, with 10-minute frequencies during peak periods and 15-minute frequencies during off-peak periods. The project is expected to open in 2013 and carry 4,600 average weekday trips.

The North Corridor has the highest density of transit trips in the JTA system and serves the highest regional concentration of zero-automobile households; in areas closest to downtown Jacksonville, nearly 50 percent of persons over 16 years of age use transit to commute to work. Current service in the corridor operates every 20 to 60 minutes and is delayed by traffic congestion, 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.

Florida: Jacksonville, JTA Bus Rapid Transit Southeast Corridor

The Jacksonville Transportation Authority is proposing an 11.1-mile bus rapid transit (BRT) line running southeast of downtown Jacksonville to Southside Boulevard and serving Avenues Mall, a major trip generator. The project connects to the BRT Phase 1 Downtown project currently underway and includes transit signal priority at five intersections, the purchase of eight low-floor, branded, diesel-hybrid vehicles, and construction of seven stations with real-time passenger information and off-board fare collection. Service would operate seven days a week, with 10-minute frequencies during peak periods and 15-minute frequencies during off-peak periods. The project is expected to open in 2014 and carry 4,700 average weekday trips.

The BRT Southeast Corridor project would result in more frequent, faster transit service in a heavily transit-dependent corridor. The Southeast corridor is currently served by several bus routes, but none provide direct service from downtown to the southeast, nor to Avenues Mall. Many Southeast corridor residents are low-income, and a significant portion of the population is transit-dependent.

Michigan: Grand Rapids, Silver Line Bus Rapid Transit

The Interurban Transit Partnership is proposing to implement a 9.6-mile bus rapid transit line along Division Avenue from the Grand Rapids central business district to 60th Street/Division Avenue. The project includes real-time passenger information at stations, traffic signal priority, off-board fare collection and the purchase of ten, low-floor, hybrid-fueled buses. The proposed service would operate with 10-minute headways during peak periods and 15-minute headways during off-peak periods. The BRT line would improve transit travel times and reliability during peak periods for both existing and new transit riders traveling from residential areas along

Division Avenue to major employment and educational venues in the central business district. The project is expected to open in 2014 and carry 7,200 average weekday trips.

Oregon: West Eugene Emerald Express

The Lane Transit District (LTD) is proposing an 8.9-mile westerly extension of the existing Franklin/Gateway EmX bus rapid transit (BRT) line called the West Eugene Emerald Express Extension (WEEE). The project would operate in an exclusive bus lane for 5.8 miles and in mixed traffic for 3.1 miles. The project includes seven new diesel-electric hybrid buses, 13 stations, 150 park-and-ride stations, real-time arrival information, pre-paid fare collection, and signal priority. Service will operate on 10-minute frequencies during peak and off-peak periods on weekdays, 15-minute frequencies during weekday evenings and on Saturdays, and 30-minute frequencies on Sundays. The project is expected to open in 2017 and carry 7,400 average weekday trips.

The project will improve transit service through the implementation of an exclusive bus lane and transit signal priority along a portion of the alignment. 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.

Texas: El Paso, Dyer Corridor Bus Rapid Transit

The City of El Paso is planning a 12-mile bus rapid transit (BRT) line operating in mixed traffic along a route that begins at the Downtown Transit Terminal, travels through downtown El Paso, serves the Five Points Transfer Center and the U.S. Army Base at Fort Bliss and ends at the Northgate Transfer Center. The project includes construction of 12 new BRT stations, traffic signal priority at 42 intersections, and the purchase of ten articulated buses. Branded shelters, off-vehicle fare collection machines, and real-time arrival information at all stations, are also included. Service will operate six days a week, with 10-minute headways during peak periods and 15-minute headways during off-peak periods. Sunday service will not be offered. The project is expected to open in September 2015 and carry 3,400 average weekday trips.

The project corridor includes three major segments: Downtown El Paso, Campbell/Kansas Streets to the Five Points Transfer Center, and Five Points Transfer Center to the Northgate Transfer Center. The City of El Paso currently operates five bus routes in the corridor, but only one operates beyond the Five Points Transfer Center. The project would help to shorten travel times for passengers traveling beyond the Five Points Transfer Center. Thirty six percent of the Dyer Corridor's population lives at or below the poverty level and is transit dependent. The project would also improve transit service to these individuals.

Project Evaluation and Ratings

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

Tables 2A, 2B, and 2C present the ratings for all projects currently advancing through the project development process. Table 2A is the Summary of FY 2013 Project Ratings; Table 2B is the Detailed Summary of FY 2013 Local Financial Commitment Ratings; and Table 2C is the Detailed Summary of FY2013 Project Justification Ratings. Projects are rated against a number of measures that reflect the project justification and local financial commitment criteria established by SAFETEA-LU.

The FY 2013 project evaluation process does not differ from the process used for the FY 2012 *Annual Report*.

Since publication of the FY 2012 *Annual Report* in February 2011, several New and Small Starts projects have received or will soon receive Full Funding Grant Agreements or Project Construction Grant Agreements. In addition, several New Starts projects have been approved into preliminary engineering or final design, and several Small Starts projects have been approved into project development. These include the following:

New Starts Projects that Received Full Funding Grant Agreements

- Denver, CO – Eagle Commuter Rail
- Hartford, CT – New Britain - Hartford Busway
- Orlando, FL – Central Florida Commuter Rail Transit Initial Operating Segment
- Minneapolis-St. Paul, MN – Central Corridor LRT
- Houston, TX – North Corridor LRT
- Houston, TX – Southeast Corridor LRT
- Draper, UT – Draper Transit Corridor

New Starts Project with Full Funding Grant Agreement Pending Congressional Review

- San Jose, CA – Silicon Valley Berryessa Extension Project

Small Starts Projects that Received Project Construction Grant Agreements

- San Bernardino, CA – E Street Corridor sBX BRT
- Fitchburg, MA – Commuter Rail Improvements

Small Starts Project with Project Construction Grant Agreement Pending Congressional Review

- Austin, TX – MetroRapid Bus Rapid Transit (BRT) Project

New Starts Projects Approved into Final Design

- San Jose, CA – Silicon Valley Berryessa Extension Project
- Honolulu, HI – High Capacity Transit Corridor Project
- Portland, OR – Portland-Milwaukie Light Rail Project

New Starts Projects Approved into Preliminary Engineering

- San Diego, CA – Mid-Coast Corridor
- Baltimore, MD – Baltimore Red Line
- Bethesda to New Carrollton, MD – Maryland National Capital Purple Line
- Minneapolis, MN – Southwest Corridor LRT

Small Starts Projects Approved into Project Development

- Jacksonville, FL – JTA BRT Southeast Corridor
- Eugene, OR – West Eugene Emerald Express BRT
- El Paso, TX – Dyer Corridor BRT

In addition, since the publication of the FY 2012 *Annual Report* in February 2011, four exempt projects have received all of the appropriations needed for their project and are no longer included in the report. These include the following:

- Tucson, AZ – Tucson Streetcar
- Stamford, CT – Stamford Urban Transitway Phase II
- Providence, RI – South Corridor Commuter Rail
- Boston, MA -- Assembly Square

Table 2A -- Summary of FY 2013 Project Ratings

Phase State, City, Project	Capital Cost (millions)	Financing Costs (millions)	Total Capital Cost (millions)	Total New or Small Starts Funding Requested (millions)	New or Small Starts Funds Share of Capital Costs	Overall Project Rating	Local Financial Commitment Rating	Project Justification Rating
Final Design								
CA San Francisco, Third Street Light Rail Phase 2 - Central Subway	\$1,578.3	\$0.0	\$1,578.3	\$942.2	59.7%	Medium-High	Medium	Medium-High
CA San Jose, Silicon Valley Berryessa Extension Project	\$2,217.5	\$112.5	\$2,330.0	\$900.0	38.6%	Medium	Medium	Medium
DE Wilmington, Wilmington to Newark Commuter Rail Improvements *	\$78.4	\$0.0	\$78.4	\$25.0	31.9%	Exempt	Exempt	Exempt
HI Honolulu, High Capacity Transit Corridor Project	\$4,879.0	\$247.0	\$5,126.0	\$1,550.0	30.2%	Medium-High	Medium	Medium-High
OR Portland, Portland-Milwaukie Light Rail Project	\$1,228.5	\$261.9	\$1,490.4	\$745.2	50.0%	Medium-High	Medium	Medium-High
Preliminary Engineering								
CA Los Angeles, Regional Connector Transit Corridor	\$1,342.5	\$0.0	\$1,342.5	\$671.3	50.0%	Medium-High	Medium	Medium-High
CA Los Angeles, Westside Subway Extension	\$5,128.8	\$533.5	\$5,662.3	\$2,399.5	42.4%	Medium	Medium	Medium
CA Sacramento, South Sacramento Corridor Phase 2	\$261.9	\$8.1	\$270.0	\$135.0	50.0%	Medium	Medium	Medium
CA San Diego, Mid Coast Corridor Transit Project	\$1,641.8	\$212.0	\$1,853.8	\$916.5	49.4%	Medium-High	Medium-High	Medium
MD Baltimore, Red Line	\$2,219.2	\$0.0	\$2,219.2	\$1,109.0	50.0%	Medium-High	Medium	Medium-High
MD Maryland National Capital Purple Line	\$1,925.5	\$0.0	\$1,925.5	\$962.6	50.0%	Medium-High	Medium-High	Medium-High
MN Minneapolis, Southwest LRT	\$1,220.5	\$30.0	\$1,250.5	\$625.2	50.0%	Medium	Medium	Medium
NC Charlotte, LYNX Blue Line Extension - Northeast Corridor	\$989.1	\$80.1	\$1,069.2	\$534.6	50.0%	Medium-High	Medium-High	Medium
RI Pawtucket, Pawtucket/Central Falls Commuter Rail Station *	\$53.6	\$0.0	\$53.6	\$25.0	46.6%	Exempt	Exempt	Exempt
TX Houston, University Corridor LRT	\$1,392.9	\$170.2	\$1,563.1	\$781.5	50.0%	Medium	Medium	Medium
WA Vancouver, Columbia River Crossing Project	\$3,438.4	\$69.5	\$3,507.9	\$850.0	24.2%	Medium-High	Medium	Medium-High
Small Starts Project Development								
AZ Mesa, Central Mesa LRT Extension	\$190.3	\$8.2	\$198.5	\$75.0	37.8%	Medium-High	Medium-High	Medium
CA Fresno, Fresno Area Express Blackstone/Kings Canyon BRT	\$48.2	\$0.0	\$48.2	\$38.6	80.0%	Medium	Medium	Medium
CA Oakland, East Bay BRT	\$197.6	\$7.9	\$205.5	\$75.0	36.5%	High	High	Medium-High
CA San Francisco, Van Ness Avenue BRT	\$125.6	\$0.0	\$125.6	\$75.0	59.7%	Medium-High	Medium	High
FL Jacksonville, JTA BRT North Corridor	\$33.5	\$0.0	\$33.5	\$26.8	80.0%	Medium	Medium	Medium
FL Jacksonville, BRT Southeast Corridor	\$23.9	\$0.0	\$23.9	\$19.1	80.0%	Medium	Medium	Medium
MI Grand Rapids, Silver Line BRT	\$34.3	\$1.0	\$35.3	\$28.2	80.0%	Medium	Medium	Medium
OR Eugene, West Eugene EmX Extension	\$95.6	\$0.0	\$95.6	\$75.0	78.5%	Medium	Medium	Medium
TX El Paso, Dyer Corridor BRT	\$35.3	\$0.0	\$35.3	\$20.4	57.9%	Medium	Medium	Medium

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

Table 2B -- Detailed Summary of FY 2013 Local Financial Commitment Ratings

Phase State, City, Project	Local Financial Commitment Summary Rating	Local Financial Commitment Factors									
		New Starts Share		Capital Plan				Operating Plan			
		Rating	New Starts Funding Request (millions \$)	Summary Rating	Current Capital Condition Rating	Commitment of Capital Funds Rating	Reasonableness of Estimates and Financial Capacity Rating	Summary Rating	Current Operating Condition Rating	Commitment of Operating Funds Rating	Reasonableness of Estimates and Financial Capacity Rating
Final Design											
CA San Francisco, Third Street Light Rail Phase 2 - Central Subway	Medium	Medium-High	\$942.2	Medium	Medium	High	Medium-Low	Medium	Medium-Low	Medium-High	Medium
CA San Jose, Silicon Valley Berryessa Extension Project	Medium	Medium-High	\$900.0	Medium	Medium	High	Medium-Low	Medium	Medium	High	Medium-Low
DE Wilmington, Wilmington to Newark Commuter Rail Improvements *	Exempt	Exempt	\$25.0	Exempt	-	-	-	Exempt	-	-	-
HI Honolulu, High Capacity Transit Corridor Project	Medium	High	\$1,550.0	Medium	Medium	High	Medium-Low	Medium-High	High	High	Medium-Low
OR Portland, Portland-Milwaukie Light Rail Project	Medium	Medium	\$745.2	Medium	Medium-Low	Medium-High	Medium-Low	Medium-High	Medium-High	High	Medium
Preliminary Engineering											
CA Los Angeles, Regional Connector Transit Corridor	Medium	Medium	\$671.3	Medium	Medium	Medium	Medium-Low	Medium	Medium	High	Medium-Low
CA Los Angeles, Westside Subway Extension	Medium	Medium-High	\$2,399.5	Medium	Medium	Medium-High	Medium-Low	Medium	Medium	High	Medium-Low
CA Sacramento, South Sacramento Corridor Phase 2	Medium	Medium	\$135.0	Medium	Medium-High	Medium-High	Medium-Low	Medium	Medium-Low	High	Medium-Low
CA San Diego, Mid Coast Corridor Transit Project	Medium-High	Medium-High	\$916.5	Medium-High	High	High	Medium	Medium-High	Medium-High	Medium-High	Medium
MD Baltimore, Red Line	Medium	Medium	\$1,109.0	Medium	Medium-High	Medium	Medium	Medium-High	Medium-High	High	Medium
MD Maryland National Capital Purple Line	Medium-High	Medium	\$962.6	Medium-High	Medium-High	Medium-High	Medium	Medium-High	Medium	High	Medium
MN Minneapolis, Southwest LRT	Medium	Medium	\$625.2	Medium	Medium-High	Medium	Medium	Medium-High	High	High	Medium
NC Charlotte, LYNX Blue Line Extension - Northeast Corridor	Medium-High	Medium	\$534.6	Medium-High	Medium-High	High	Medium	Medium-High	Medium	High	Medium
RI Pawtucket, Pawtucket/Central Falls Commuter Rail Station *	Exempt	Exempt	\$25.0	Exempt	-	-	-	Exempt	-	-	-
TX Houston, University Corridor LRT	Medium	Medium	\$781.5	Medium	Medium-Low	Medium	Medium	Medium	Medium-Low	High	Medium-Low
WA Vancouver, Columbia River Crossing Project	Medium	High	\$850.0	Medium	Medium	Medium	Medium-Low	Medium-High	Medium-High	Medium-High	Medium
Small Starts Project Development											
AZ Mesa, Central Mesa LRT Extension	Medium-High	Medium-High	\$75.0	Medium-High	Medium-High	High	Medium	Medium-High	Medium	High	Medium
CA Fresno, Fresno Area Express Blackstone/Kings Canyon BRT	Medium	N/A	\$38.6	N/A	-	-	-	N/A	-	-	-
CA Oakland, East Bay BRT	High	N/A	\$75.0	N/A	-	-	-	N/A	-	-	-
CA San Francisco, Van Ness Avenue BRT	Medium	N/A	\$75.0	N/A	-	-	-	N/A	-	-	-
FL Jacksonville, JTA BRT North Corridor	Medium	N/A	\$26.8	N/A	-	-	-	N/A	-	-	-
FL Jacksonville, BRT Southeast Corridor	Medium	N/A	\$19.1	N/A	-	-	-	N/A	-	-	-
MI Grand Rapids, Silver Line BRT	Medium	N/A	\$28.2	N/A	-	-	-	N/A	-	-	-
OR Eugene, West Eugene EmX Extension	Medium	N/A	\$75.0	N/A	-	-	-	N/A	-	-	-
TX El Paso, Dyer Corridor BRT	Medium	N/A	\$20.4	N/A	-	-	-	N/A	-	-	-

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

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

Table 2C -- Detailed Summary of FY 2013 Project Justification Ratings

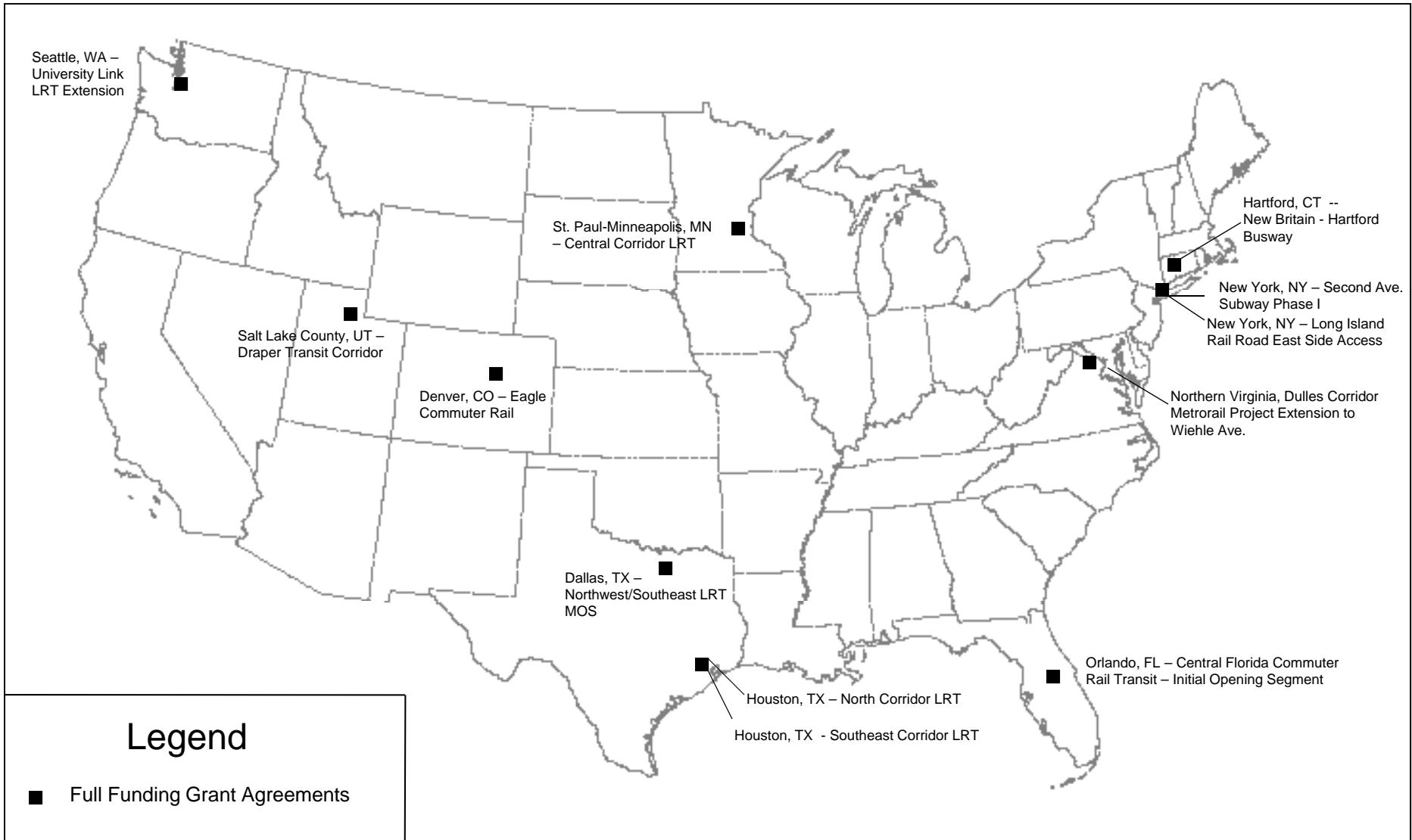
Phase State, City, Project	Project Justification Summary Rating	Environmental Benefits		Operating Efficiencies		Mobility Improvements			Cost Effectiveness		Economic Development			Land Use Rating		
		Rating	EPA Air Quality Designation for Transportation-Related Criteria Pollutants	Rating	System Operating Cost per Psgr. Mile - Baseline Alternative	System Operating Cost per Psgr. Mile - Build Alternative	Rating	User Benefits per Passenger Mile	Transit Dependents Using Project	Transit Dependent User Benefits per Passenger Mile	Rating	Cost per Hour of User Benefit	Summary Rating		Transit-Supportive Plans and Policies Rating	Performance and Impacts of Policies Rating
Final Design																
CA San Francisco, Third Street Light Rail Phase 2 - Central Subway	Medium-High	High	Nonattainment	Medium	\$0.00	\$0.00	Medium-High	10.7	6,100	43.8	Medium	\$23.46	High	Medium-High	High	High
CA San Jose, Silicon Valley Berryessa Extension Project	Medium	High	Nonattainment	Medium	\$0.30	\$0.28	Medium-Low	0.6	3,400	0.6	Medium	\$25.44	Medium-High	Medium-High	Medium-High	Medium-Low
DE Wilmington, Wilmington to Newark Commuter Rail Improvements *	Exempt	Exempt	-	Exempt	-	-	Exempt	-	-	-	Exempt	-	Exempt	-	-	Exempt
HI Honolulu, High Capacity Transit Corridor Project	Medium-High	Medium	Attainment	Medium	\$0.43	\$0.34	Medium-High	3.6	18,600	3.1	Medium-High	\$16.18	Medium-High	Medium	Medium-High	Medium
OR Portland, Portland-Milwaukie Light Rail Project	Medium-High	Medium	Attainment	Medium	\$0.46	\$0.44	Medium-High	4.7	4,300	5.1	Medium	\$24.19	High	High	High	Medium
Preliminary Engineering																
CA Los Angeles, Regional Connector Transit Corridor	Medium-High	High	Nonattainment	Medium	\$0.27	\$0.26	High	10.6	39,800	12.6	Medium-High	\$12.77	Medium-High	Medium-High	Medium-High	Medium-High
CA Los Angeles, Westside Subway Extension	Medium	High	Nonattainment	Medium	\$0.26	\$0.26	Medium-High	4.7	34,500	5.2	Low	\$32.83	Medium-High	Medium-High	Medium-High	Medium-High
CA Sacramento, South Sacramento Corridor Phase 2	Medium	High	Nonattainment	Medium	\$0.71	\$0.69	Medium-Low	3.8	1,200	3.7	Medium	\$20.86	Medium	Medium	Medium	Low
CA San Diego, Mid Coast Corridor Transit Project	Medium	High	Nonattainment	Medium	\$0.23	\$0.21	Medium	2.5	22,200	2.5	Medium	\$25.50	Medium-High	Medium-High	Medium-High	Medium
MD Baltimore, Red Line	Medium-High	High	Nonattainment	Medium	\$0.51	\$0.47	Medium-High	4.6	21,900	3.7	Medium	\$21.92	Medium-High	Medium-High	Medium-High	Medium-High
MD Maryland National Capital Purple Line	Medium-High	High	Nonattainment	Medium	\$0.20	\$0.21	Medium-High	5.0	31,100	4.3	Medium	\$23.82	Medium-High	Medium-High	Medium-High	Medium
MN Minneapolis, Southwest LRT	Medium	Medium	Attainment	Medium	\$0.44	\$0.45	Medium	2.1	13,400	2.1	Medium-Low	\$31.16	Medium-High	Medium-High	Medium-High	Medium
NC Charlotte, LYNX Blue Line Extension - Northeast Corridor	Medium	High	Nonattainment	Medium	\$0.58	\$0.54	Medium	3.5	5,100	5.7	Medium	\$21.70	Medium-High	Medium-High	Medium-High	Medium-Low
RI Pawtucket, Pawtucket/Central Falls Commuter Rail Station *	Exempt	Exempt	-	Exempt	-	-	Exempt	-	-	-	Exempt	-	Exempt	-	-	Exempt
TX Houston, University Corridor LRT	Medium	High	Nonattainment	Medium	\$0.34	\$0.34	Medium-High	5.5	20,500	6.5	Medium	\$22.05	Medium	Medium-Low	Medium	Medium-Low
WA Vancouver, Columbia River Crossing Project	Medium-High	Medium	Attainment	Medium	\$0.45	\$0.38	Medium-High	6.6	2,500	8.5	Medium	\$21.41	High	High	High	Medium
Small Starts Project Development																
AZ Mesa, Central Mesa LRT Extension	Medium	N/A	-	N/A	-	-	N/A	-	-	-	Medium	\$19.42	Medium-High	Medium-High	Medium-High	Medium-Low
CA Fresno, Fresno Area Express Blackstone/Kings Canyon BRT	Medium	N/A	-	N/A	-	-	N/A	-	-	-	Medium	VSS	Medium	VSS	VSS	Medium
CA Oakland, East Bay BRT	Medium-High	N/A	-	N/A	-	-	N/A	-	-	-	High	\$12.23	Medium	Medium-Low	Medium	Medium
CA San Francisco, Van Ness Avenue BRT	High	N/A	-	N/A	-	-	N/A	-	-	-	High	\$5.62	High	Medium-High	High	High
FL Jacksonville, JTA BRT North Corridor	Medium	N/A	-	N/A	-	-	N/A	-	-	-	Medium	VSS	Medium	VSS	VSS	Medium
FL Jacksonville, BRT Southeast Corridor	Medium	N/A	-	N/A	-	-	N/A	-	-	-	Medium	VSS	Medium	VSS	VSS	Medium
MI Grand Rapids, Silver Line BRT	Medium	N/A	-	N/A	-	-	N/A	-	-	-	Medium	VSS	Medium	VSS	VSS	Medium
OR Eugene, West Eugene EmX Extension	Medium	N/A	-	N/A	-	-	N/A	-	-	-	High	\$6.90	Medium	Medium	Medium-Low	Low
TX El Paso, Dyer Corridor BRT	Medium	N/A	-	N/A	-	-	N/A	-	-	-	Medium	VSS	Medium	VSS	VSS	Medium

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

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

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

Existing Full Funding Grant Agreements FY2013



Project Development, Preliminary Engineering and Final Design FY 2013



Appendix: Paul S. Sarbanes Transit in Parks Program

Paul S. Sarbanes Transit in Parks Program

Background

Section 5320 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), as amended by the SAFETEA-LU Technical Corrections Act of 2008 (June 6, 2008; 122 Stat. 1572), established the Paul S. Sarbanes Transit in Parks Program (Transit in Parks Program), formally known as the Alternative Transportation in Parks and Public Lands (ATPPL) program. The program is administered by the Federal Transit Administration (FTA) in partnership with the Department of the Interior (DOI) and the U.S. Department of Agriculture's Forest Service. Congress appropriated \$26,900,000 in Fiscal Year (FY) 2011.

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

Section 5320 requires the Secretary of Transportation to annually submit a report on the allocation of Transit in Parks Program funds. The section further stipulates that this report be part of FTA's *Annual Report*. As such, this section of the *Annual Report* describes the project selection process for FY 2011.

Project Evaluation and Funding

The number of proposed projects and the amount of requested funding in FY 2011 far exceeded available funds. In accordance with a Memorandum of Agreement between DOT and DOI, FTA staff is working closely with representatives of the Federal land management agencies to select the most meritorious projects – those that are both strong transportation projects and that best meet the unique needs of Federal lands. The evaluation criteria were based on (1) demonstration of need, (2) visitor mobility and experience benefits, (3) environmental benefits, and (4) operational efficiency and financial sustainability.

For FY 2011, a total of 106 project proposals were received, totaling \$90.8 million. After one project was determined to be ineligible, and 13 projects were withdrawn at the request of the Federal land management agencies, 92 projects totaling \$85.3 million were evaluated.

At the time this report was prepared, FTA had not completed the FY 2011 evaluation process. Thus, the report describes the applications received. On January 17, 2012, FTA announced the selection of FY 2011 and a partial selection of FY 2012 projects, which can be found on the FTA website at <http://fta.dot.gov/documents/TransitInParks2011POST.pdf>. Based on the availability of FY 2012 funds at the time projects were selected, and in accordance with the FY 2011 Notice of Funding Availability, FTA and DOI agreed to announce a partial selection of FY 2012 projects from the proposals received in FY 2011.

Planning vs. Capital Projects

The 92 alternative transportation projects evaluated for FY 2011 represent a diverse set of capital and planning projects. Sixty-one of the proposals are for capital projects (\$72.7 million) and 31 are for planning projects (\$12.6 million).

Distribution by Federal Land Management Agency

As predicted by the August 2001 DOT–DOI study on alternative transportation needs in public lands, the National Park Service (NPS) had the highest need for alternative transportation. In addition to the NPS, other agencies that submitted proposals in FY 2011 included the U.S. Forest Service (USFS), the U.S. Fish and Wildlife Service, the Bureau of Land Management, the Bureau of Reclamation, and the Army Corps of Engineers.

For FY 2011, 44 projects associated with the NPS requested \$39.3 million. Projects associated with other agencies requested:

- U.S. Forest Service – 18 projects for \$22.1 million
- U.S. Fish and Wildlife Service – 14 projects for \$9.2 million
- Army Corps of Engineers – 4 projects for \$1.9 million;
- Bureau of Land Management (BLM) – 2 projects for \$2.3 million.

Eight project proposals involve multiple Federal agencies, for a total of \$10 million. The NPS is involved in seven joint projects, the U.S. Fish & Wildlife Service is involved in four such projects, BLM is involved in two, and the U.S. Forest Service and Bureau of Reclamation are each involved in one joint project.

Types of Projects

SAFETEA-LU allows a broad range of projects to be funded by this program. The types of projects proposed in FY 2011 are consistent with the types of projects selected in the past, and include: purchase of buses for new transit service, replacement of old buses and trams, installation of accessible bus stops, construction of bicycle and pedestrian pathways, provision of facilities and vehicles for ferry service, rehabilitation of rail facilities, the installation of intelligent transportation system components, multi-modal safety enhancements, and alternative transportation planning studies.

New vs. Existing Systems

The Transit in Parks Program provides capital and planning funding to both existing and new alternative transportation systems. Proposals for existing systems typically request funding for replacement vehicles and system enhancements. Proposals for new systems typically request funding for feasibility studies, new construction or vehicle acquisition.

For FY 2011, proposals from existing alternative transportation systems included Yosemite National Park (CA), Inyo National Forest (CA), Cape Cod National Seashore (MA), Back Bay National Wildlife Refuge (VA), Cuyahoga Valley National Park (OH), BLM's Colorado Riverway Special Recreation Management Area (UT), and Gateway National Recreation Area (NY).

Proposals for new alternative transportation systems included projects at San Antonio Missions National Historic Park (TX), the Red Rock Ranger District of Coconino National Forest (AZ), John Heinz National Wildlife Refuge (PA), Minnesota Valley National Wildlife Refuge (MN), and the Grandview Ridge office of the BLM (CO).

Geographic Distribution

Proposals evaluated for FY 2011 are located in 29 states, the District of Columbia, Puerto Rico, and all major geographic regions of the United States – northeast, south, mid-west, and west. These projects are located in both rural and urban areas. The individual funding proposals ranged from \$62,627 to \$3.0 million.

Technical Assistance, Research, and Planning

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

From the program funds allocated in FY 2011 for technical assistance, research, and planning, a small percentage will be used to fund a program of research on alternative transportation in public lands that has been developed by FTA together with DOI and the USFS.

Funding decisions for technical assistance, research, and planning activities for FY 2012 have not yet been determined.