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House Proposal to End Two Transit Programs Could Impact \$15 Billion in Projects

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MAY 25, 2011

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TABLE OF CONTENTS

Section	Page
Executive Summary	3
Introduction.....	5
Background.....	6
Full-Funding Grant Agreements	9
New Starts Projects Awaiting Approval	13
Small Starts Projects.....	18

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EXECUTIVE SUMMARY

The budget blueprint adopted April 15 by the House of Representatives proposes to eliminate almost \$15 billion in transit funding beginning with the fiscal year that starts Oct. 1 by ending a pair of programs that help state and local governments with capital transportation projects.¹

Eliminating the New Starts and Small Starts programs would leave municipal, state and transit authority applicants around the country short of money they were counting on. In some cases, they have contractual obligations to construction companies that were written on the expectation of federal grants. In at least two cases, they have paid the bills and are awaiting federal money.

House Republicans, who drafted the budget plan, say such projects should be paid for locally because they serve local needs.² They haven't said whether they would cut projects already in the pipeline, or whether they would only close the program for new projects.

New Starts and Small Starts are the largest source of federal government funding for capital investment in transit. Twenty-three New Starts projects expect \$14.4 billion in federal funds under the program, beginning in 2012, according to data compiled by Bloomberg Government. Another 22 Small Starts projects are requesting \$820 million in funding.

The projects range in size from New York's \$7.4 billion Long Island Rail Road East Side Access to the \$27.1 million Mesa Corridor Bus Rapid Transit project in El Paso, Texas.

The elimination of the New Starts or Small Starts programs could impact hundreds of companies, from multinationals including Skanska AB to local subcontractors. One project in Virginia has more than 150 companies on its list of subcontractors. Among the companies that are now working on projects funded by New Starts are the following:

- URS Corp. of San Francisco, California,
- Granite Construction Inc. of Watsonville, California,
- Tutor Perini Corp. of Sylmar, California,
- Jacobs Engineering Group Inc. of Pasadena, California,
- Obrascon Huarte Lain S.A. of Madrid through its Judlau Contracting unit,
- Grupo Dragados S.A. of Madrid,
- Siemens AG of Munich through its Siemens Mobility Division,
- Skanska AB of Stockholm,
- Bechtel Group Inc. of San Francisco,
- Parsons Brinckerhoff of New York City,
- Kiewit Corp. of Omaha, Nebraska,
- HNTB Corp. of Kansas City, Missouri.

¹ House Concurrent Resolution 34. <http://www.bgov.com/legislation/120272>. Retrieved May 24, 2011.

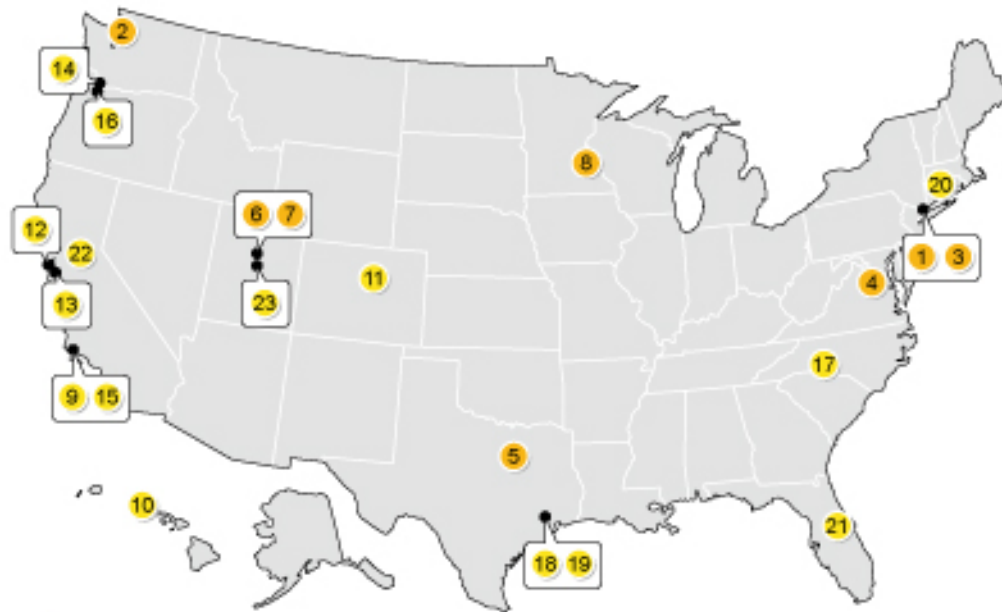
² House Budget Committee report on House Concurrent Resolution 34. <http://www.bgov.com/legislation/1202724>. Retrieved May 17, 2011.

House Cuts May Eliminate \$15 Billion for Transit

The House of Representatives proposes to eliminate two programs that fund capital investment in transit. Twenty-three New Starts projects seeking \$14.4 billion in grants are illustrated on the map. Twenty-two Small Starts projects expecting \$820 million in grants aren't shown.

New Starts projects expecting funds

- 8** New Starts projects with committed funding
- 15** New Starts projects requesting funding



- | | |
|--|--|
| 1 Long Island Rail Road East Side Access | 9 Westside Subway Extension |
| 2 University Link Light Rail Extension | 10 High Capacity Transit Corridor Project |
| 3 Second Avenue Subway | 11 Eagle Commuter Rail |
| 4 Dulles Corridor Metrorail Extension | 12 Third Street Light Rail - Central Subway |
| 5 Northwest/Southeast Light Rail | 13 Silicon Valley Berryessa Extension |
| 6 Weber County-Salt Lake City Commuter Rail | 14 Columbia River Crossing |
| 7 Mid-Jordan Light Rail | 15 Regional Connector Transit Corridor |
| 8 Central Corridor Light Rail | 16 Portland-Milwaukie Light Rail |
| | 17 LYNX Blue Line Extension |
| | 18 North Corridor Light Rail |
| | 19 Southeast Corridor Light Rail |
| | 20 New Britain-Hartford Busway |
| | 21 Central Florida Commuter Rail |
| | 22 South Sacramento Corridor Phase II |
| | 23 Draper Transit Corridor |

Graphic: Danny Dougherty
Source: Data compiled by Bloomberg

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INTRODUCTION

The House Republican proposal puts the cities, states, regions and transit authorities working on New Starts and Small Starts projects in the position of having to find the money elsewhere or abandon projects in which they've already invested. In some cases, they have spent hundreds of millions of dollars because of a federal commitment to deliver funds in the future.

House Republicans have said only that they want to eliminate the two programs. They haven't said whether they would cut projects already in the pipeline, including those that have federal grant commitments, or whether they would only close the program for proposed projects.

This Bloomberg Government Study looks first at New Starts projects and divides them into two groups: those with full-funding grant agreements and the others. The New Starts projects face the greatest potential loss if federal funding is eliminated. The study then looks at the Small Starts projects.

BACKGROUND

The Department of Transportation's Federal Transit Administration provides funding and technical assistance to build and maintain transit systems. Its funds come from the Mass Transit Account within the Highway Trust Fund and the General Fund. Most Transit Administration funds are disbursed through formula grants with the rest of the discretionary grant programs.

The New Starts program dates to the 1970s and the Urban Mass Transportation Administration. UMTA was later superseded by the Transit Administration. New Starts and the related Small Starts are discretionary grant programs that evaluate projects based on criteria such as projected ridership, jobs created, availability of funding and other measures.³ The programs fund heavy and light rail systems⁴ and bus rapid transit systems, which provide dedicated lanes, signal timing prioritization and passenger platforms that mirror the operational benefits of rail systems.

The difference between New Starts and Small Starts is primarily one of size. New Starts projects cost more than \$250 million or request more than \$75 million in federal funds. Small Starts projects cost less than \$250 million⁵ and are eligible for a maximum of \$75 million from the federal government. In practice, the low-cost projects are also more likely to be bus rapid transit projects.

Like many transportation infrastructure projects, transit ones can take years to complete. Applicants proceed through four phases -- project design, preliminary engineering, final design, and full-funding grant agreement -- and are reviewed by the Transit Administration throughout. Costs and federal funding tend to increase as projects move closer to completion.

³ Details on the New Starts evaluation criteria can be found at: [http://www.fta.dot.gov/documents/FY12_Evaluation_Process\(1\).pdf](http://www.fta.dot.gov/documents/FY12_Evaluation_Process(1).pdf). Retrieved May 19, 2011.

⁴ Heavy rail systems are subways or commuter trains that operate on rights-of-way separated from traffic. Light rail systems include trolleys that operate at street level in mixed traffic.

⁵ See 49 USC 5309.



Key Activities	Key Activities	Key Activities	Key Activities
Develop the concept	Identify environmental impact	Finalize project definition	Respond to any inquiries that arise during 60-day congressional review
Analyze alternatives	Design major critical project elements to eliminate delays	Finalize property acquisition	Construct project
Select locally preferred alternative	Estimate costs	Finalize third party agreements including procurement of construction services	Provide details as needed to FTA's project management oversight program
	Define procurement requirements and strategies	Secure full-funding grant agreement (New Starts) or Project Construction Grant Agreement (Small Starts)	

Source: Federal Transit Administration.⁶

Projects that make it through the three development stages enter into a full-funding grant agreement with Transit Administration.⁷ These agreements define the project scope, construction schedule and budget. They also limit the federal government's risk from cost overruns on the project.

The grant agreements are usually multi-year contracts that detail an annual federal funding stream. Project sponsors make the initial payments and are then reimbursed by the Transit Administration. The agency says Congress has consistently appropriated money to meet payout schedules and amounts specified in the grant agreements. With that understanding, project sponsors sign contracts to buy property and hire builders for the projects.

⁶ For more details on the New Starts project development process, see http://www.fta.dot.gov/planning/newstarts/planning_environment_7229. Retrieved May 19, 2011.

⁷ For Small Starts projects, the agreement is called a Project Construction Grant Agreement (PCGA).

New Starts funds can be used at any point after the preferred alternative has been selected. The federal government appropriated \$2 billion for such projects in the 2010 spending bill and \$1.8 billion in fiscal 2009⁸ and the American Recovery and Reinvestment Act supplemented that with an additional \$750 million appropriation in early 2009. Under the spending agreement reached in April between the White House and Congress, the federal government will allocate \$1.6 billion on the two programs in fiscal 2011.

⁸ For fiscal year 2010, see 75 Federal Register 27056. For fiscal year 2009, see 74 Federal Register 20019.

FULL-FUNDING GRANT AGREEMENTS

The Transit Administration makes a final commitment to the project in a full-funding grant agreement that spells out how much money it will provide in each year. The agency lists eight projects as having such agreements.

The Transit Administration puts an escape clause in those agreements, however, by stipulating that payments depend on Congress appropriating the funds for any given year.⁹ That condition allows even a federal financial commitment to be reversed if Congress chooses. If Congress prevented the agency from meeting its commitment, it would create a budget problem for the recipient and may create a legal challenge.

Three projects - the Long Island Rail Road's East Side Access, Seattle's University Link light rail, and New York's Second Avenue Subway - have the largest amounts of federal money outstanding under full-funding grant agreements. They are together awaiting more than \$1.9 billion under their grant agreements, which are critical to moving these projects forward.

In Texas, the Dallas Area Rapid Transit project is already operational, as is Utah's Weber County commuter rail. Utah's Mid-Jordan line will begin operations in August 2011. Federal government grants to those projects are scheduled to continue through fiscal 2013. If New Starts is cancelled, transit authorities would have to find \$557.8 million to cover the federal portion of the cost.

The Transit Administration's most recent full-funding grant agreement was signed in April with the Metropolitan Council committing federal money through 2015 for the Central Corridor Light Rail Transit project that connects Minneapolis and St. Paul.

"FTA has executed a CCLRT full-funding grant agreement contractually committing the federal government to paying its 50 percent share," Laura Baenen, a spokeswoman for the council, said in an e-mail. "Met Council fully expects FTA to uphold its commitment."

Some project sponsors, including Los Angeles and Denver, have raised sales taxes to help pay for projects. If New Starts is eliminated, that money may have been sunk into work that is less likely to be completed.

Six projects at the full-funding stage are incomplete. New York's Second Avenue subway project, for example, is expected to cost \$4.9 billion, of which the federal government is contributing \$1.3 billion or 26.7 percent.

⁹ Full-Funding Grant Agreements Guidance. http://www.fta.dot.gov/funding/grants/grants_financing_4119.html. Retrieved May 16, 2011.

Eight Projects Have Full-Funding Grant Agreements

The Transit Administration is the source for the project cost and New Starts authorization figures in the table below. City, transit or state authorities provided the names of the companies working on the projects.

Project/Location/Funding	Project Description	Contractors
<p>Project: Long Island Rail Road East Side Access</p> <p>Location: New York</p> <p>Total Project Cost: \$7.4 billion</p> <p>New Starts Authorization: \$2.6 billion</p> <p>New Starts Remaining: \$883.84 million</p>	<p>Long Island Rail Road's 3.5 mile commuter rail extension from its Main and Port Washington branch lines in Long Island and Queens to Grand Central Terminal.</p>	<p>Granite Construction, Traylor Brothers, Frontier - Kemper Constructors (Joint Venture); Dragados Judlau (Joint Venture); Schiavone Construction/Kiewit; Perini Corporation.</p>
<p>Project: University Link Light Rail Extension</p> <p>Location: Seattle</p> <p>Total Project Cost: \$1.9 billion</p> <p>New Starts Authorization: \$813.0 million</p> <p>New Starts Remaining: \$517.7 million</p>	<p>Central Puget Sound Regional Transit Authority's 3.1-mile extension of its Central Link light rail transit Initial and Airport Link segments from Westlake Station in downtown Seattle to the University of Washington.</p>	<p>Two consortia: 1) a partnership of Jaydee Construction, Frank Coluccio Construction and Michaels Construction; and 2) Trailer, Frontier-Kemper.</p> <p>Vehicles purchased from Kinkisharyo International LLC</p>
<p>Project: Second Avenue Subway - Phase I</p> <p>Location: New York</p> <p>Total Project Cost: \$4.9 billion</p> <p>New Starts Authorization: \$1.3 billion</p> <p>New Starts Remaining: \$507.1 million</p>	<p>The Metropolitan Transit Authority's 2.3 miles of new subway on Manhattan's East Side from 63rd Street to 96th Street, including new stations at 72nd, 86th and 96th Streets. The initial phase of a planned 8.5 mile subway.</p>	<p>Kiewit Infrastructure Corp. and Judlau Contracting, a subsidiary of Spain's Obrascon Huarte Lain S.A.</p>
<p>Project: Dulles Corridor Metrorail Extension</p> <p>Location: Virginia</p> <p>Total Project Cost: \$3.1 billion</p> <p>New Starts Authorization: \$900 million</p> <p>New Starts Remaining: \$475.7 million</p>	<p>Washington Metropolitan Airports Authority's 11.7-mile extension of Metrorail to Wiehle Avenue in Reston, Virginia. The first phase of a 23.1 mile extension to Dulles International Airport.</p>	<p>Bechtel Group and URS Corp.</p> <p>More than 150 subcontractors, including Hewlett-Packard; Hertz Rental; Office Depot; Lane Construction; Home Depot.</p>

Project/Location/Funding	Project Description	Contractors
<p>Project: Northwest/Southeast Light Rail</p> <p>Location: Dallas</p> <p>Total Project Cost: \$1.4 billion</p> <p>New Starts Authorization: \$700 million</p> <p>New Starts Remaining: \$246.9 million</p>	<p>Dallas Area Rapid Transit's 21-mile, two-segment extension of its light rail system. The southeast segment runs 10.1 miles from Dallas's central business district to Buckner Boulevard. The northwest segment runs 10.9 miles from Victory Station to the City of Farmers Branch.</p>	<p>Archer-Western Contractors; Herzog; Brunson Builders; Carcon Industries; STV; Jacobs Engineering; AECOM; KAI-Texas; Arredonda, Zepeda and Brunz; Lina T. Ramey & Associates.</p> <p>Vehicles purchased from Kinkisharyo.</p>
<p>Project: Weber County to Salt Lake City Commuter Rail</p> <p>Location: Salt Lake City</p> <p>Total Project Cost: \$611.7 million</p> <p>New Starts Authorization: \$489.4 million</p> <p>New Starts Remaining: \$132.1 million</p>	<p>Utah Transit Authority's 44-mile commuter rail line from Weber County to Salt Lake City, including eight stations.</p>	<p>Consortium of Kiewit, Herzog and Parsons Brinckerhoff.</p>
<p>Project: Mid-Jordan Light Rail</p> <p>Location: Salt Lake City</p> <p>Total Project Cost: \$535.4 million</p> <p>New Starts Authorization: \$428.3 million</p> <p>New Starts Remaining: \$178.9 million</p>	<p>Utah Transit Authority's 10.6-mile southwestern extension of the Mid-Jordan light-rail system, including nine new stations.</p>	<p>Consortium of Kiewit, Herzog and Parsons Brinckerhoff.</p> <p>Vehicles purchased from Siemens AG.</p>
<p>Project: Central Corridor Light Rail</p> <p>Location: Minneapolis - St. Paul, Minnesota</p> <p>Total Project Cost: \$956.9 million</p> <p>New Starts Authorization: \$474.0 million (all outstanding)</p>	<p>New light rail linking downtown Minneapolis and St. Paul.</p>	<p>Walsh Construction; Ames Construction; C.S. McCrossan; PCL Construction Services; Aldridge Electric; Collins Electrical Systems; Carl Bolander&Sons, Graham Construction Services.</p> <p>Vehicles purchased from Siemens AG.</p>
<p>Total Project Cost: \$20.8 billion Total New Starts Authorization: \$7.7 billion Total New Starts Outstanding: \$3.4 billion</p>		

New Starts and Small Starts projects provide direct or indirect contracts for hundreds of companies around the country. Companies working on projects with full-funding grant agreements are likely to have contracts in hand. The Dulles Metrorail extension project in Virginia lists more than 150 subcontractors.

NEW STARTS PROJECTS AWAITING APPROVAL

The closer a project moves to the full-funding grant agreement phase, the greater the local spending for studies, design, engineering and other essential work. Cities, regions, transit authorities and states have a greater incentive to salvage that work if federal money is cut off.

In and around Houston, the Metropolitan Transit Authority of Harris County is penciling in \$900 million in two equal New Starts grants for two light rail projects costing a total \$1.58 billion. The two projects are scheduled for completion in 2014.

"If the New Starts funding were eliminated, we would have to slow the build-out of the project and complete one line at a time, as funding became available," said Margaret O'Brien Molina, a spokeswoman for the authority.

Harris County has two of the 15 projects in the Transit Administration pipeline that are bigger than \$100 million and don't yet have full-funding grant agreements. Collectively, the 15 projects on that list are seeking \$11 billion in federal money and plan to find another \$16 billion from other sources.

For other projects, it's federal funding or no project, at least in the short term. The Central Florida Commuter Rail line in Orlando is one.

"If the project does not receive federal funding, it would not move forward at this time," Steve Olson, a spokesman for the Florida Department of Transportation's District Five said in an e-mail.

The table below shows projects in the Transit Administration pipeline that are worth at least \$100 million and aren't yet under a full-funding grant agreement. The projects' financial details are from the Transit Administration. Company details come from project sponsors.

Fifteen Projects Are Seeking \$11 Billion in New Starts Funds

Project/Location/Funding	Project Description	Companies
<p>Project: Westside Subway Extension</p> <p>Location: Los Angeles</p> <p>Total Project Cost: \$5.3 billion</p> <p>New Starts Request: \$2.1 billion</p>	<p>Metropolitan Transportation Authority's extension from Wilshire & Western to the Veterans Affairs West LA Medical Center.</p>	<p>Parsons Brinckerhoff</p>

Project/Location/Funding	Project Description	Companies
<p>Project: High Capacity Transit Corridor Project</p> <p>Location: Honolulu</p> <p>Total Project Cost: \$5.3 billion</p> <p>New Starts Request: \$1.6 billion</p>	<p>Honolulu Rapid Transit's new rail line from Pearl Harbor to Ala Moana Center through downtown Honolulu and including the airport.</p>	<p>Kiewit Infrastructure West</p>
<p>Project: Eagle Commuter Rail</p> <p>Location: Denver</p> <p>Total Project Cost: \$2.0 billion</p> <p>New Starts Request: \$1.03 billion</p>	<p>Regional Transportation District's construction of two commuter rail lines: the East Line from the airport to Union Station; the Gold Line to Ward Road in Wheat Ridge</p>	<p>Planning, Design, Construction and Operations: Fluor Enterprises Inc.; Uberior, John Laing; Ames Construction; Balfour Beatty Rail Inc.; Alternate Concepts Inc.; HDR.</p> <p>Rolling Stock: Hyundai - Rotem USA.</p> <p>Support to Regional Transportation District: Jacobs Engineering; Goldman Sachs; J.P. Morgan; Freshfields Bruckhaus Deringer</p>
<p>Project: Third Street Light Rail - Central Subway</p> <p>Location: San Francisco</p> <p>Total Project Cost: \$1.6 billion</p> <p>New Starts Request: \$942.2 million</p>	<p>The Municipal Transportation Agency's extension of the Third Street light rail under central business district and Chinatown.</p>	<p>AECOM and EPC Consultants (Joint Venture); Parsons Brinkerhoff and Telamon Engineering Consultants, Inc; PB, Michael Willis Architects & Kwan Henmi Architects, (Joint Venture); HNTB and B&C Transit (Joint Venture); Hill International, Inc.; Synergy Project Management Inc.</p>

Project/Location/Funding	Project Description	Companies
<p>Project: Silicon Valley Berryessa extension</p> <p>Location: San Jose, California</p> <p>Total Project Cost: \$2.6 billion</p> <p>New Starts Request: \$900.0 million</p>	<p>Santa Clara Valley Transportation Authority's extension of the Bay Area Rapid Transit rail from Fremont to San Jose, adding two stations.</p>	<p>Pre-qualified teams for \$785 million design-build contract: 1) KSG Constructors (Kiewit Infrastructure West, Stacy and Witbeck, Inc.; Granite Construction); 2) Skanska-Shimmick-Herzog; 3) Tutor Perini and Parsons SVBX; 4) Walsh/Flatiron/Comstock</p>
<p>Project: Columbia River Crossing</p> <p>Location: Vancouver, Washington</p> <p>Total Project Cost: \$3.6 billion</p> <p>New Starts Request: \$850 million</p>	<p>Oregon and Washington departments of transportation's new bridge with road and rail lines.</p>	<p>David Evans and Associates; Parametrics; Parsons Brinckerhoff</p>
<p>Project: Regional Connector Transit Corridor</p> <p>Location: Los Angeles</p> <p>Total Project Cost: \$1.4 billion</p> <p>New Starts Request: \$819.6 million</p>	<p>Metropolitan Transportation Authority's construction of 1.9 miles of track, including three stations, to connect the Gold, Blue and Exposition lines.</p>	<p>CDM & AECOM (Joint Venture)</p>
<p>Project: Portland - Milwaukie Light Rail</p> <p>Location: Portland , Oregon</p> <p>Total Project Cost: \$1.5 billion</p> <p>New Starts Request: \$745.2 million</p>	<p>Tri-County Metropolitan Transportation District's extension of the Yellow Line from downtown Portland to Milwaukie.</p>	<p>Stacy and Witbeck, Inc.; Mowat Construction; Kiewit Infrastructure, TY Lin</p>
<p>Project: LYNX Blue Line Extension - Northeast Corridor</p> <p>Location: Charlotte, North Carolina</p> <p>Total Project Cost: \$977 million*</p> <p>New Starts Request: \$488.5 million*</p>	<p>Charlotte Area Transit System's new 9.4-mile light rail line from 7th Street to the University of North Carolina, including 11 stations.</p>	<p>STV Ralph Whitehead Associates</p>

Project/Location/Funding	Project Description	Companies
<p>Project: North Corridor LRT</p> <p>Location: Houston</p> <p>Total Project Cost: \$756 million</p> <p>New Starts Request: \$450 million</p>	<p>Metropolitan Transit Authority's light rail line from University of Houston - Downtown to the Northline Mall Transit Center.</p>	<p>Houston Rapid Transit (a joint venture of Granite Construction; Parsons; Kiewit; Stacy and Witbeck)</p>
<p>Project: Southeast Corridor LRT</p> <p>Location: Houston</p> <p>Total Project Cost: \$822.9 million</p> <p>New Starts Request: \$450 million</p>	<p>Metropolitan Transit Authority's new light rail line from the Houston central business district to the Palm Center.</p>	<p>Houston Rapid Transit (a joint venture of Granite Construction; Parsons; Kiewit; Stacy and Witbeck)</p>
<p>Project: New Britain - Hartford Busway</p> <p>Location: Hartford, Connecticut</p> <p>Total Project Cost: \$567.1 million**</p> <p>New Starts Request: \$267.9 million**</p>	<p>Connecticut Department of Transportation's 9.4-mile busway between downtown New Britain and downtown Hartford, including up to 11 stations.</p>	<p>None selected</p>
<p>Project: Central Florida Commuter Rail</p> <p>Location: Orlando, Florida</p> <p>Total Project Cost: \$357.3 million</p> <p>New Starts Request: \$178.6 million</p>	<p>Florida Department of Transportation's new commuter rail line from Volusia County through Seminole County to Orange County and downtown Orlando.</p>	<p>Archer Western/RailWorks Track Systems Inc.</p> <p>Vehicles purchased from Motive Power Inc.</p>
<p>Project: South Sacramento Corridor Phase II</p> <p>Location: Sacramento, California</p> <p>Total Project Cost: \$270 million</p> <p>New Starts Request: \$135 million</p>	<p>Extension of the South Corridor light rail to Cosumnes River College.</p>	<p>AECOM; Systra Consulting</p>

Project/Location/Funding	Project Description	Companies
Project: Draper Transit Corridor Location: Draper, Utah Total Project Cost: \$206 million New Starts Request: \$123.6 million	Construction of a new light rail line between the City of Sandy and the City of Draper.	Kiewit, Herzog, Parsons (Joint Venture)

Total Project Cost: \$27.2 billion
New Starts Request: \$11.0 billion

* Lynx project figures are from the Charlotte Area Transit System.

** New Britain-Hartford Busway figures are from the Connecticut Department of Transportation.

SMALL STARTS PROJECTS

Almost half of the projects in the Transit Administration's pipeline have a project cost of less than \$100 million, putting them in the Small Starts program. The smallest of them - those requesting less than \$25 million in federal funding - can bypass the criteria applied to those seeking more money. As a result, some sponsors say their projects already have secured the congressional appropriations they need even if they haven't received the money.

The Wilmington-Newark commuter rail improvement project in Delaware is receiving \$24.99 million from the Transit Administration for a \$78.4 million project. Brett Taylor, director of policy and communications at the Delaware Department of Transportation, said Congress has appropriated the money for that project.

The small projects are together requesting \$820 million in federal money. They include light-rail, commuter rail and bus rapid transit projects. The companies that are working on them are some of the same firms that work on large projects: AECOM, URS Corp., CH2M Hill, New Flyer, Wilbur Smith, Systra Consulting.

Project	Description
<p>Project: Central Mesa LRT Extension</p> <p>Location: Mesa, Arizona</p> <p>Total Project Cost: \$198.5 million</p> <p>Small Starts Request: \$75 million</p>	Valley Metro Rail Inc.'s extension of the Central Phoenix/East Valley light rail.
<p>Project: E Street Corridor BRT</p> <p>Location: San Bernardino, California</p> <p>Total Project Cost: \$191.7 million</p> <p>New Starts Request: \$75 million</p>	Omnitrans's new bus rapid transit along E Street in San Bernardino.
<p>Project: East Bay Bus Rapid Transit</p> <p>Location: Oakland, California</p> <p>Total Project Cost: \$216.1 million</p> <p>New Starts Request: \$75.0 million</p>	Alameda-Contra Costa Transit District's bus rapid transit through Berkeley, Oakland and San Leandro.
<p>Project: Perris Valley Line</p> <p>Location: Riverside, California</p> <p>Total Project Cost: \$232.1 million</p> <p>New Starts Request: \$75 million</p>	Riverside County Transportation Commission's extension of the Route 91 Metrolink commuter rail between Los Angeles and Riverside.

Project	Description
<p>Project: Van Ness Avenue Bus Rapid Transit</p> <p>Location: San Francisco</p> <p>Total Project Cost: \$118.5 million</p> <p>New Starts Request: \$75 million</p>	<p>San Francisco County Transportation Authority's bus rapid transit facility on Van Ness Avenue.</p>
<p>Project: Mason Corridor BRT</p> <p>Location: Fort Collins, California</p> <p>Total Project Cost: \$82 million</p> <p>New Starts Request: \$65.6 million</p>	<p>City of Fort Collins's bus rapid transit from downtown Fort Collins to Harmony Road.</p>
<p>Project: Fresno Area Express Blackstone/Kings Canyon Bus Rapid Transit</p> <p>Location: Fresno, California</p> <p>Total Project Cost: \$48.2 million</p> <p>New Starts Request: \$38.6 million</p>	<p>Fresno Area Express's bus rapid transit from north Fresno to downtown Fresno, and south.</p>
<p>Project: MetroRapid Bus Rapid Transit</p> <p>Location: Austin, Texas</p> <p>Total Project Cost: \$47.6 million</p> <p>New Starts Request: \$38.1 million</p>	<p>Capital Metro Transportation Authority's new bus rapid transit along North Lamar/South Congress and Burnett/South Lamar.</p>
<p>Project: Silver Line Bus Rapid Transit</p> <p>Location: Grand Rapids, Michigan</p> <p>Total Project Cost: \$37 million</p> <p>New Starts Request: \$29.6 million</p>	<p>Interurban Transit Partnership's bus rapid transit along Division Avenue from the Grand Rapids central business district to 60th St.</p>
<p>Project: Nostrand Avenue Bus Rapid Transit</p> <p>Location: New York</p> <p>Total Project Cost: \$39.9 million</p> <p>New Starts Request: \$28.4 million</p>	<p>New York City Department of Transportation's and New York MTA's new bus rapid transit along Nostrand Avenue from Sheepshead Bay to the Williamsburg Bridge.</p>

Project	Description
<p>Project: Wilmington to Newark Commuter Rail Improvements</p> <p>Location: Wilmington, Delaware</p> <p>Total Project Cost: \$78.4 million</p> <p>New Starts Request: \$25.0 million</p>	<p>Delaware Transit Corporation's new 1.5-mile commuter rail track.</p>
<p>Project: Assembly Square Station</p> <p>Location: Boston</p> <p>Total Project Cost: \$50.7 million</p> <p>New Starts Request: \$25 million</p>	<p>Massachusetts Bay Transportation Authority's new Assembly Square Station on the Orange Line.</p>
<p>Project: Pawtucket/Central Falls Commuter Rail Station</p> <p>Location: Pawtucket, Rhode Island</p> <p>Total Project Cost: \$53.6 million</p> <p>New Starts Request: \$25 million</p>	<p>Rhode Island Department of Transportation's new Pawtucket/Central Falls commuter rail station on the Providence - Boston commuter line.</p>
<p>Project: VelociFTA Bus Rapid Transit</p> <p>Location: Roaring Fork Valley, Colorado</p> <p>Total Project Cost: \$39.3 million</p> <p>New Starts Request: \$25 million</p>	<p>Roaring Fork Transportation Authority's new bus rapid transit line from Aspen to Glenwood Springs.</p>
<p>Project: South County Commuter Rail</p> <p>Location: Providence, Rhode Island</p> <p>Total Project Cost: \$49.2 million</p> <p>New Starts Request: \$24.9 million</p>	<p>Rhode Island Department of Transportation's extension of commuter rail from Providence to Wickford Junction/North Kingston.</p>
<p>Project: Urban Transitway Phase II</p> <p>Location: Stamford, Connecticut</p> <p>Total Project Cost: \$48.3 million</p> <p>New Starts Request: \$24.7 million</p>	<p>City of Stamford's extension of its Urban Transitway to Route 1 with bus priority lanes.</p>

Project	Description
<p>Project: RapidRide E Line Bus Rapid Transit</p> <p>Location: King County, Washington</p> <p>Total Project Cost: \$48.1 million</p> <p>New Starts Request: \$21.6 million</p>	<p>King County Metro's new bus rapid transit line connecting Seattle and Shoreline via Aurora Avenue North.</p>
<p>Project: West Seattle Bus Rapid Transit (RapidRide)</p> <p>Location: King County, Washington</p> <p>Total Project Cost: \$28.4 million</p> <p>New Starts Request: \$21.3 million</p>	<p>King County Metro's new bus rapid transit line from Westwood Village to the Seattle central business district.</p>
<p>Project: JTA Bus Rapid Transit North Corridor</p> <p>Location: Jacksonville, Florida</p> <p>Total Project Cost: \$21.3 million</p> <p>New Starts Request: \$17 million</p>	<p>Jacksonville Transportation Authority's new bus rapid transit line from downtown Jacksonville to I-295.</p>
<p>Project: RapidRide F Line Bus Rapid Transit</p> <p>Location: King County, Washington</p> <p>Total Project Cost: \$36.8 million</p> <p>New Starts Request: \$15.9 million</p>	<p>King County Metro's new rapid transit line connecting Burien, SeaTac Airport, Tukwila and Renton.</p>
<p>Project: Mesa Corridor Bus Rapid Transit</p> <p>Location: El Paso, Texas</p> <p>Total Project Cost: \$27.1 million</p> <p>New Starts Request: \$13.5 million</p>	<p>City of El Paso's new bus rapid transit line along Mesa Street from downtown to the Westside Transit terminals.</p>
<p>Project: Modern Streetcar</p> <p>Location: Tucson, Arizona</p> <p>Total Project Cost: \$196.5 million</p> <p>New Starts Request: \$5.8 million</p>	<p>City of Tucson Department of Transportation's new streetcar line in downtown Tucson.</p>
<p>Total Project Cost: \$1.89 billion Total New Starts Requests: \$820 million</p>	