

Annual Report on Funding Recommendations

Fiscal Year 2012

Capital Investment and Paul S. Sarbanes Transit in Parks
Programs

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

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Alphabetical List of Acronyms

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

Introduction

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

The Capital Investment Grant Program

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

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

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

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

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

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

The Paul S. Sarbanes Transit in Parks Program

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

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

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

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

Background

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

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

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

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

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

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

General Commitment Guidelines for Capital Investment Projects

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

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

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

Table 1 - FY 2012 Funding for Capital Investment Program

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

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

The FY 2012 Funding Allocations and Recommendations

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

Recommendations for Existing Full Funding Grant Agreements

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

New York: Long Island Rail Road East Side Access

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

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

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

New York: New York, Second Avenue Subway Phase I

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

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

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

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

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

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

Utah: Salt Lake City Mid-Jordan Light Rail Transit

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

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

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

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

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

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

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

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

Washington: Seattle, University Link Light Rail Transit Extension

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

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

Recommendations for Existing Project Construction Grant Agreements

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

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

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

California: Sacramento, South Sacramento Corridor Phase 2

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

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

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

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

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

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

California: San Jose, Silicon Valley Berryessa Extension Project

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

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

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

Colorado: Denver, Eagle Commuter Rail

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

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

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

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

Connecticut: Hartford, New Britain–Hartford Busway

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

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

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

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

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

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

Hawaii: Honolulu High-Capacity Transit Corridor Project

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

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

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

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

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

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

Oregon: Portland-Milwaukie Light Rail Project

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

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

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

Texas: Houston, North Corridor Light Rail Transit

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

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

Texas: Houston, Southeast Corridor Light Rail Transit

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

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

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

Utah: Salt Lake County, Draper Transit Corridor

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

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

Recommendations for Project Construction Grant Agreements

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

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

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

Arizona: Mesa, Central Mesa Light Rail Transit Extension

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

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

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

California: Oakland East Bay Bus Rapid Transit

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

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

California: San Francisco, Van Ness Avenue Bus Rapid Transit

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

Florida: Jacksonville, JTA Bus Rapid Transit North Corridor

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

Michigan: Grand Rapids, Silver Line Bus Rapid Transit

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

Texas: El Paso, Mesa Corridor Bus Rapid Transit

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

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

Washington: King County, RapidRide E Line Bus Rapid Transit

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

Washington: King County, RapidRide F Line Bus Rapid Transit

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

Other Capital Investment Program Funding Recommendations

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

- ***Funding for Advanced Project Development - \$300 million***

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

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

- ***Funding for Early Project Development - \$100 million***

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

Project Evaluation and Ratings

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

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

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

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

New Starts Projects Approved into Final Design

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

New Starts Projects Approved into Preliminary Engineering

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

Small Starts Projects Approved into Project Development

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

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

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

Table 2A -- Summary of FY 2012 Project Ratings

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

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

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

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

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

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

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

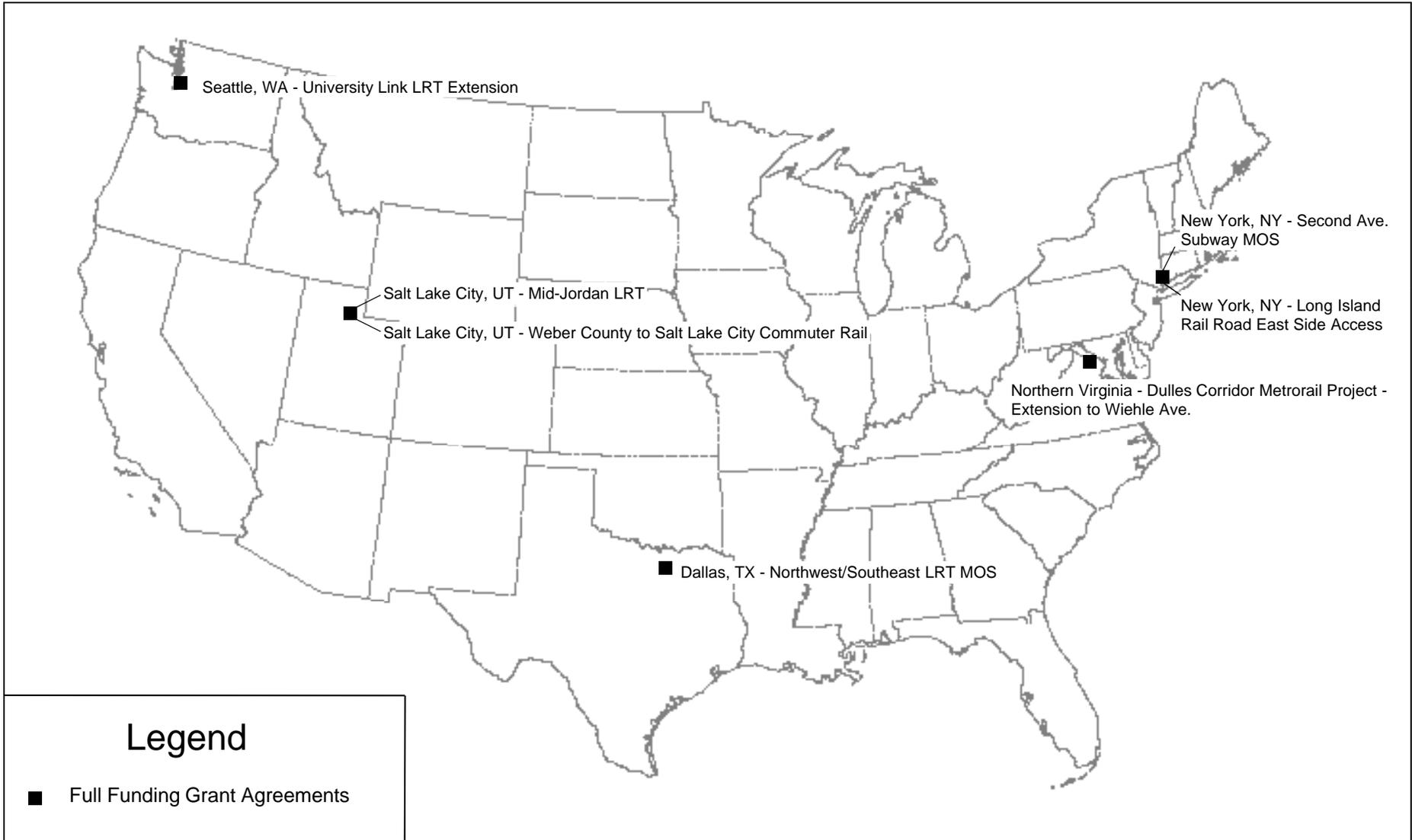
*This project has not been rated; under §5309(e)(8)(A), proposed New Starts projects requiring less than \$25.00 million in §5309 New Starts funding are exempt from the project evaluation and rating process

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

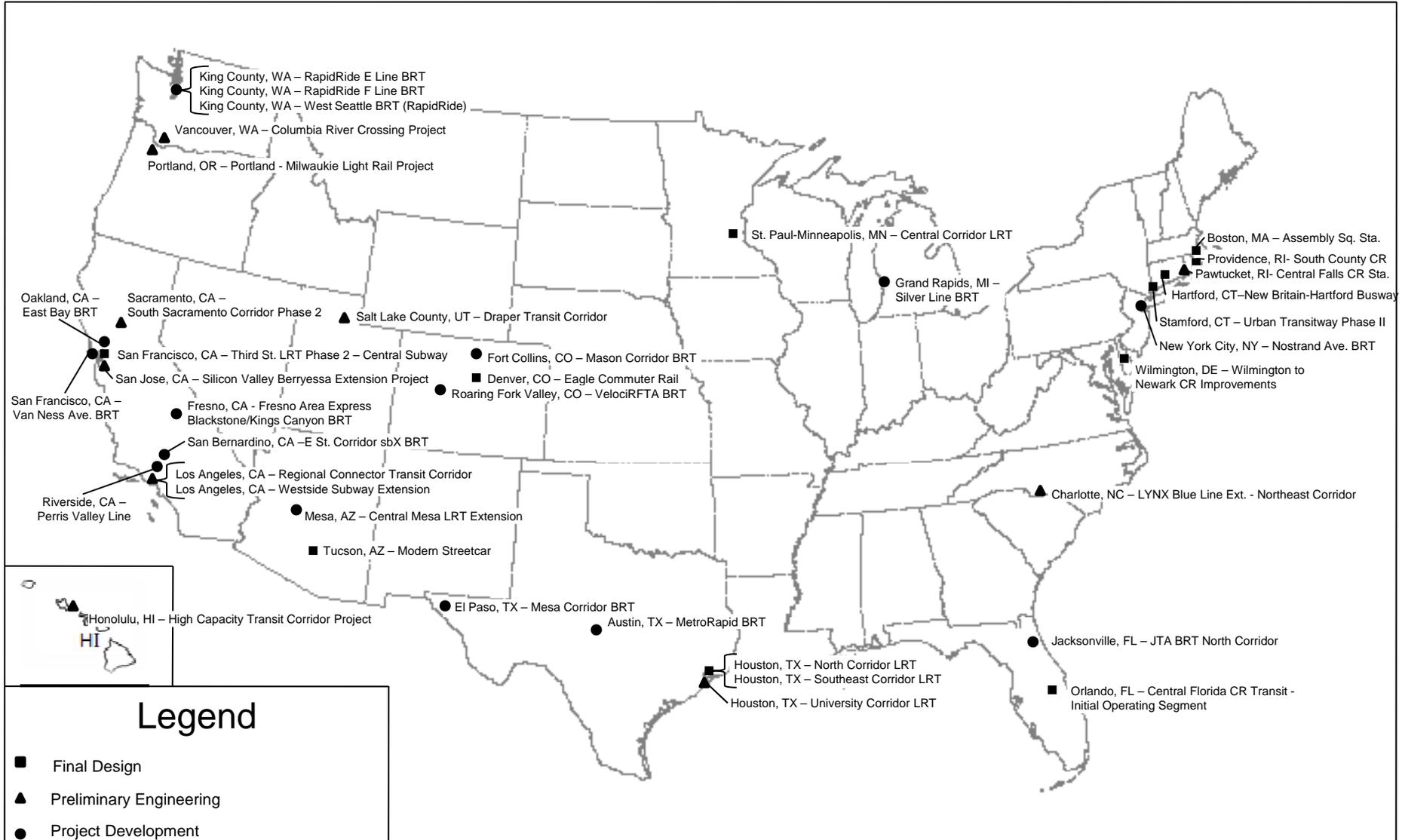
"N/A" signifies that this criterion does not apply to Small Starts projects per the simplified evaluation process specified in SAFETEA-L.

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

Existing Full Funding Grant Agreements FY2012



Project Development, Preliminary Engineering and Final Design FY 2012



Appendix: Paul S. Sarbanes Transit in Parks Program

Paul S. Sarbanes Transit in Parks Program

Background

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

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

Section 5320 stipulates that the Secretary of Transportation annually submit a report on the allocation of Transit in Parks Program funds. The section further stipulates that this report be part of FTA's *Annual Report*. As such, this section of the *Annual Report* describes the project selection process for FY 2009 and FY 2010.

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

Project Evaluation and Funding

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

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

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

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

Planning vs. Capital Projects

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

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

Distribution by Federal Land Management Agency

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

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

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

Types of Projects

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

New vs. Existing Systems

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

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

Geographic Distribution

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

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

Technical Assistance, Research, and Planning

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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