

# Annual Report on Funding Recommendations

Fiscal Year 2011

New Starts, Small Starts, and Paul S. Sarbanes Transit in  
Parks Program

Report of the Secretary of Transportation  
to the United States Congress  
Pursuant to 49 U.S.C. 5309(k)(1)

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## Alphabetical List of Acronyms

<b>Acronym</b>	<b>Name</b>
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	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 <sup>st</sup> Century (1998)
STP	Surface Transportation Program
USC	United States Code
YOE	Year of Expenditure

## **Executive Summary**

This *Annual Report on Funding Recommendations* is issued by the Secretary of Transportation to help inform the appropriations cycle for the upcoming fiscal year by providing information on projects included in the Federal Transit Administration's (FTA) discretionary New Starts and Small Starts programs. These programs are part of the Major Capital Investment Grant Program provisions of 49 USC 5309, most recently reauthorized in August 2005 by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).<sup>1</sup> New Starts projects are those whose sponsors are requesting \$75 million or more in New Starts funds, or anticipating a total capital cost of \$250 million or more (49 USC 5309(d)). Small Starts projects are those whose sponsors are requesting less than \$75 million in Small Starts funds and anticipating a total capital cost of less than \$250 million (49 USC 5309(e)).

FTA's discretionary Major Capital Investment Grant program 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 fixed guideway systems across the country—heavy rail, light rail, commuter rail, bus rapid transit systems, 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 viable and livable communities.

This report provides vital funding and project information to Congress about the New and Small Starts programs. It also serves as guidance to project sponsors so that improvements in project development can be made.

This report also includes information about 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. 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 information in this report is arranged in three appendices:

- **APPENDIX A: NEW AND SMALL STARTS PROJECT PROFILES** provides: the status of eight New Starts projects awarded Full-Funding Grant Agreements (FFGA); the detailed results of FTA's evaluation and rating of the project justification and local financial commitment criteria for 19 proposed major capital investments in preliminary engineering or final design; the results of FTA's streamlined evaluation and rating of six Small Starts and four Very Small Starts projects in project development (simple, low-risk projects that qualify for a highly simplified project evaluation and rating process by FTA);

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

and brief summaries of the status of six projects in the preliminary engineering or final design stages whose sponsors are requesting less than \$25 million in New Starts funding and, which are, therefore, currently exempt from the New Starts evaluation and rating process. Project profiles in this report reflect information as of November 2009 or earlier.

- **APPENDIX B: FY 2011 EVALUATION AND RATING PROCESS** describes FTA's process for evaluating and rating New Starts projects currently in the preliminary engineering and final design stages, including the measures and rating breakpoints used. Also covered here is the evaluation and rating process for Small Starts and Very Small Starts projects in the project development stage.
- **APPENDIX C: PAUL S. SARBANES TRANSIT IN PARKS PROGRAM** describes the allocation of funds under this program as required by SAFETEA-LU under 40 USC 5320. SAFETEA-LU Section 3021, which amended Section 5320 of Title 49 USC, established a new program to fund transit projects in national parks and public lands. The program is implemented by the U.S. Department of Transportation in consultation with the U.S. Department of the Interior and other Federal land management agencies. Section 3021(m) of SAFETEA-LU stipulates that the annual report on the allocation of this program's funds be included in this *Annual Report*.

## **Introduction**

FTA and local sponsors of New Starts and Small Starts projects typically enter into multi-year contractual agreements that formally establish the maximum level of Federal Section 5309 New and Small Starts financial assistance and outline the terms and conditions of Federal financial participation. For projects requiring \$75 million or more in New Starts funding, or with 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 Small Starts funding, with a total project cost of less than \$250 million, the requisite agreement is the Project Construction Grant Agreement (PCGA).

The FFGA or PCGA defines the project, including its cost, scope, and schedule; commits to a maximum level of New Starts or Small Starts financial assistance (subject to 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. (Note that FTA may administer Small Starts funding as a capital grant for project sponsors whose total Small Starts 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 assures the grantee of predictable Federal financial support for the project (subject to Congressional appropriations), 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, and/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. FTA is not directly involved in the design and construction of New Starts or Small Starts 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.<sup>2</sup>

For projects under an FFGA or PCGA that have not yet been fully funded, this report includes a summary profile of the projects' scope, expected ridership, and implementation status. In a few cases, profiles for projects already in revenue operation are included in this report because additional funds are needed in FY 2011 to fulfill the FFGA.

The report also includes detailed information, evaluations, and ratings for all New and Small Starts projects that are approved by FTA to actively engage in preliminary engineering, final design, and Small Starts project development. Per FTA's June 2007 *Guidance on New Starts/Small Starts Policies and Procedures*, FTA no longer requires New Starts and Small Starts project sponsors to submit information for evaluation in the *Annual Report* if their project is not a candidate for funding, unless significant issues were raised in prior year evaluations that

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<sup>2</sup> 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).

warranted a re-rating. Instead, the *Annual Report* conveys the most recent ratings of such projects, notes their progress, and discusses any significant issues since that evaluation.

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 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 New and Small Starts Projects**

- Any project recommended for an FFGA or PCGA should meet the project justification, local financial commitment, and process criteria established by Sections 5309(d) and 5309(e) 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 included in the FFGA or PCGA at the time it was executed.
- Funding for initial planning efforts such as alternatives analysis 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 sponsors have demonstrated that their projects are 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 decisions will be based on the results of the project evaluation process and resulting project justification, local financial commitment, and 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, these decisions will be 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.

- FTA generally proposes to fund under one-year capital grants rather than PCGAs those Small Starts projects whose sponsors request less than \$25 million in total Small Starts funding or who make a request that can be met with a single year appropriation or existing appropriations.
- FTA encourages an overmatch of New Starts/Small Starts funding as a means of funding more projects and leveraging state, local, and other Federal financial resources.

FTA emphasizes that the process of project evaluation and rating is ongoing. As proposed projects proceed through the project development process, information concerning costs, benefits, and impacts is refined and the ratings may be reassessed to reflect new information.

## **FY 2011 Funding Allocations and Recommendations**

A total of \$1,559.6 million is recommended for allocation to existing or proposed New Starts FFGAs. A total of \$199.6 million is recommended for allocation for proposed Small Starts projects. An additional \$44.6 million in unallocated funding is proposed for other New or Small Starts eligible purposes. The Budget proposal also includes a 1.0 percent set-aside for management and oversight in the amount of \$18.2 million.

### ***Existing Full Funding Grant Agreements***

A detailed schedule of the multi-year funding commitment negotiated by FTA and the project sponsor to finance the federal New Starts 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. Table 1 presents FY 2011 commitments previously negotiated by FTA and reflected in Attachment 6 of each of these existing FFGAs. FTA has reviewed the progress of each of these projects and is requesting \$924.6 million, which is the aggregate of the amounts reflected in the Attachment 6 for these projects for FY 2011. Descriptions of each of these projects can be found in Appendix A.

### ***Existing Project Construction Grant Agreements***

All existing PCGAs are fully funded. Thus, no FY 2011 funding is shown in Table 1 for existing PCGAs.

### ***FFGA Recommendations***

Ten projects are likely to be ready for an FFGA in FY 2011 (including four projects previously recommended for an FFGA in the FY 2010 Annual Report.) These 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 \$635.0 million in New Starts funding in FY 2011. Table 1 identifies the funding recommended for each project and appropriations received through FY 2010, while Appendix A provides detailed descriptions of the projects, including their most recent New Starts evaluation and rating.

### ***Small Starts Funding Recommendations***

The President's Budget for FY 2011 requests \$199.6 million for nine projects that qualify under the Small Starts program. Small Starts projects are defined in SAFETEA-LU as transit capital investment projects with a total capital cost of less than \$250 million and a Section 5309 Small Starts share of less than \$75 million. In July 2007, FTA issued *Updated Interim Guidance and Instructions for Small Starts*, which documents procedures for evaluating and advancing projects into Small Starts project development for the FY 2011 evaluation cycle. The *Interim Guidance* further establishes the eligibility parameters for "Very Small Starts" projects, a subset of the lowest-cost Small Starts that may follow an even more simplified project development and evaluation process.

Of the six Small Starts projects and four Very Small Starts projects profiled in Appendix A of this report, nine proposed projects demonstrated sufficient readiness to be considered for funding in the FY 2011 President's Budget. Most of these projects are proposed to be funded under a multi-year Project Construction Grant Agreement. However, if a project's sponsor requests less than \$25 million in Small Starts funding or has received its full appropriations, FTA will award funds in a single-year capital grant rather than a PCGA.

Table 1 identifies the funding recommended for each project and appropriations received through FY 2010, while Appendix A provides a detailed description of each of the Small Starts and Very Small Starts projects, including their most recent evaluations and ratings.

### ***Other New and Small Start Funding***

The President's Budget for FY 2011 includes \$44.6 million for other New and Small Starts eligible purposes. By reserving funding for additional, but unspecified, projects in FY 2011, 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.

**FY 2011 Funding for New Starts and Small Starts Projects**

Project	Overall Project Rating	Total Capital Cost (millions \$)	Total New Starts Funding (millions \$)	Appropriations Received Through FY10 (including American Recovery and Reinvestment Act)	Amount of New Starts Funds Needed to Complete	FY 2011 President's Budget
<b>Totals by Phase</b>						
Recommended Full Funding Grant Agreements		\$42,162,617,520	\$15,914,147,055	\$5,033,068,343	\$10,881,078,712	\$1,559,610,717
Recommended Project Construction Grant Agreements and Small Starts Grants		\$1,018,736,284	\$477,544,649	\$158,581,697	\$318,962,952	\$199,635,923
Other New Starts/Small Starts Projects				\$135,012,000		\$44,644,240
Oversight Activities						\$18,221,120
Ferry Capital Projects (AK or HI)				\$84,760,000		\$0
Denali Commission				\$24,850,500		\$0
<b>GRAND TOTAL</b>		<b>\$43,181,353,804</b>	<b>\$16,391,691,704</b>	<b>\$5,436,272,540</b>	<b>\$11,200,041,664</b>	<b>\$1,822,112,000</b>
<b>Existing New Starts Full Funding Grant Agreements - Projects Under Construction or Open for Service</b>						
CO Denver, West Corridor LRT	FFGA	\$709,830,000	\$308,680,000	\$268,501,000	\$40,179,000	\$40,179,000
NY New York, Long Island Rail Road East Side Access	FFGA	\$7,386,003,583	\$2,632,113,826	\$1,703,927,338	\$928,186,488	\$215,000,000
NY New York, Second Avenue Subway Phase I	FFGA	\$4,866,614,468	\$1,300,000,000	\$752,200,379	\$547,799,621	\$197,182,000
TX Dallas, Northwest/Southeast LRT MOS	FFGA	\$1,406,215,977	\$700,000,000	\$435,325,714	\$264,674,286	\$86,249,717
UT Salt Lake City, Mid Jordan LRT	FFGA	\$535,366,000	\$428,292,800	\$228,780,050	\$199,512,750	\$100,000,000
UT Salt Lake City, Weber County to Salt Lake City Commuter Rail	FFGA	\$611,684,000	\$489,346,000	\$340,798,510	\$148,547,490	\$80,000,000
VA Northern Virginia, Dulles Corridor Metrorail Project Extension to Wiehle Ave.	FFGA	\$3,142,471,634	\$900,000,000	\$404,483,364	\$495,516,636	\$96,000,000
WA Seattle, University Link LRT Extension	FFGA	\$1,947,682,000	\$813,000,000	\$272,600,000	\$540,400,000	\$110,000,000
<b>Total Existing New Starts Full Funding Grant Agreements</b>		<b>\$20,605,867,662</b>	<b>\$7,571,432,626</b>	<b>\$4,406,616,355</b>	<b>\$3,164,816,271</b>	<b>\$924,610,717</b>
<b>Pending Full Funding Grant Agreements - Projects First Recommended For Funding in FY10 Report</b>						
FL Orlando, Central Florida Commuter Rail Transit -- Initial Operating Segment	Medium	\$357,222,858	\$178,611,429	\$66,623,030	\$111,988,399	\$40,000,000
NJ Northern New Jersey, Access to the Region's Core	Medium-High	\$8,699,979,000	\$3,000,000,000	\$280,385,726	\$2,719,614,274	\$200,000,000
TX Houston, North Corridor LRT	Medium	\$756,008,000	\$450,000,000	\$92,225,000	\$357,775,000	\$75,000,000
TX Houston, Southeast Corridor LRT	Medium	\$822,919,000	\$450,000,000	\$92,225,000	\$357,775,000	\$75,000,000
<b>Total Pending Full Funding Grant Agreements</b>		<b>\$10,636,128,858</b>	<b>\$4,078,611,429</b>	<b>\$531,458,756</b>	<b>\$3,547,152,673</b>	<b>\$390,000,000</b>
<b>New Full Funding Grant Agreement Funding Recommendations</b>						
CA San Francisco, Central Subway LRT	Medium-High	\$1,578,300,000	\$942,199,000	\$15,900,000	\$926,299,000	\$20,000,000
CO Denver, East Corridor	Medium	\$1,765,102,000	\$850,446,000	\$2,500,000	\$847,946,000	\$40,000,000
CO Denver, Gold Line	Medium	\$715,532,000	\$180,000,000	\$2,000,000	\$178,000,000	\$40,000,000
CT Hartford, New Britain - Hartford Busway	Medium	\$572,690,000	\$275,300,000	\$10,641,032	\$264,658,968	\$45,000,000
HI Honolulu, High Capacity Transit Corridor Project	Medium	\$5,347,681,000	\$1,550,000,000	\$30,000,000	\$1,520,000,000	\$55,000,000
MN St. Paul-Minneapolis, Central Corridor LRT	Medium-High	\$941,316,000	\$466,158,000	\$33,952,200	\$432,205,800	\$45,000,000
<b>Total New Full Funding Grant Agreement Funding Recommendations</b>		<b>\$10,920,621,000</b>	<b>\$4,264,103,000</b>	<b>\$94,993,232</b>	<b>\$4,169,109,768</b>	<b>\$245,000,000</b>
<b>Small Starts Funding Recommendations</b>						
CA Oakland, East Bay BRT	High	\$234,553,000	\$75,000,000	\$0	\$75,000,000	\$15,000,000
CA Riverside, Perris Valley Line	Medium-High	\$232,693,654	\$75,000,000	\$51,510,000	\$23,490,000	\$23,490,000
CA San Bernardino, E Street Corridor sbX BRT	Medium-High	\$191,706,000	\$75,000,000	\$32,370,000	\$42,630,000	\$42,630,000
CA San Francisco, Van Ness Avenue BRT	Medium-High	\$118,608,000	\$74,723,000	\$396,000	\$74,327,000	\$15,000,000
CO Fort Collins, Mason Corridor BRT	Medium	\$81,969,885	\$65,575,908	\$60,125,335	\$5,450,573	\$5,450,573
CO Roaring Fork Valley, BRT Project	Medium-High	\$43,967,000	\$24,973,000	\$810,000	\$24,163,000	\$24,163,000
NY New York City, Nostrand Ave BRT	Medium-High	\$39,872,414	\$28,398,554	\$0	\$28,398,554	\$28,398,554
TX Austin, MetroRapid BRT	Medium	\$47,000,000	\$37,600,000	\$13,370,204	\$24,229,796	\$24,229,796
WA King County, West Seattle BRT	Medium	\$28,366,000	\$21,274,000	\$0	\$21,274,000	\$21,274,000
<b>Total Small Starts Funding Recommendations</b>		<b>\$1,018,736,284</b>	<b>\$477,544,649</b>	<b>\$158,581,697</b>	<b>\$318,962,952</b>	<b>\$199,635,923</b>
<b>Other New Starts/Small Starts Projects</b>						<b>\$44,644,240</b>

## Principles for New Starts Evaluation and Rating

The projects profiled in this report are the culmination of an extensive evaluation and rating process. 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 may be advanced through the New Starts and Small Starts project development process. As they progress through project development, projects that continue to be rated *Medium* or higher will be eligible for consideration for multi-year 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 and 2B present the ratings for all projects currently advancing through the New Starts and Small Starts development process. Projects are rated against a number of measures which reflect the project justification and local financial commitment criteria established by statute. The FY 2011 project evaluation process for New and Small Starts differs from the process used in the evaluation of projects included in the FY 2004-2010 *Annual Reports* due to the passage of the SAFETEA-LU Technical Corrections Act in June 2008, which directed FTA to give "comparable, but not necessarily equal weights" to all of the project justification criteria. The revised rating process was outlined in FTA's 2009 *Guidance on New Starts/Small Starts Policies and Procedures*.

Since publication of the FY 2010 report in May 2009, several projects have been approved into New Starts Preliminary Engineering or Final Design or Small Starts Project Development. These include:

### Approved into New Starts Preliminary Engineering<sup>3</sup>

- Draper, UT -- Draper LRT
- Honolulu, HI – Rail Transit Project – East Kapolei to Ala Moana Center
- Houston, TX – University Corridor LRT
- San Jose, CA -- Silicon Valley Berryessa Extension
- Vancouver, WA -- Columbia River Crossing

### Approved into Small Starts Project Development

- Seattle, WA – West Seattle BRT

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<sup>3</sup> The Oakland Airport Connector project in Oakland, CA was concurrently approved into both preliminary engineering and final design in December 2009. However, the project's outlook is uncertain pending resolution of Civil Rights compliance concerns.

Table 2A -- Summary of FY 2011 New Starts 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
<b>Final Design</b>								
AZ Tucson, Modern Streetcar *	\$182.5	\$0.0	\$182.5	\$25.0	14%	<b>Exempt</b>	Exempt	Exempt
CA Oakland, Oakland Airport Connector*	\$484.1	\$8.6	\$492.7	\$25.0	5%	<b>Exempt</b>	Exempt	Exempt
CA San Francisco, Central Subway LRT	\$1,578.3	\$0.0	\$1,578.3	\$942.2	60%	<b>Medium-High</b>	Medium	Medium-High
CT Hartford, New Britain - Hartford Busway	\$560.7	\$12.0	\$572.7	\$275.3	48%	<b>Medium</b>	Medium	Medium
CT Stamford, Urban Transitway Phase II *	\$48.3	\$0.0	\$48.3	\$24.7	51%	<b>Exempt</b>	Exempt	Exempt
DE Wilmington, Wilmington to Newark Commuter Rail Improvements *	\$78.4	\$0.0	\$78.4	\$25.0	32%	<b>Exempt</b>	Exempt	Exempt
FL Orlando, Central Florida Commuter Rail Transit - Initial Operating Segment	\$356.3	\$0.9	\$357.2	\$178.6	50%	<b>Medium</b>	Medium	Medium
NJ Northern New Jersey, Access to the Region's Core	\$8,700.0	\$0.0	\$8,700.0	\$3,000.0	34%	<b>Medium-High</b>	Medium	Medium-High
RI Providence, South County Commuter Rail *	\$49.2	\$0.0	\$49.2	\$24.9	51%	<b>Exempt</b>	Exempt	Exempt
TX Houston, North Corridor LRT	\$710.2	\$45.8	\$756.0	\$450.0	60%	<b>Medium</b>	Medium	Medium
TX Houston, Southeast Corridor LRT	\$767.3	\$55.6	\$822.9	\$450.0	55%	<b>Medium</b>	Medium	Medium
<b>Preliminary Engineering</b>								
CA Sacramento, South Corridor Phase 2	\$270.0	\$0.0	\$270.0	\$135.0	50%	<b>Medium-Low</b>	Medium-Low	Medium
CA San Jose, Silicon Valley Berryessa Extension	\$2,203.4	\$305.8	\$2,509.1	\$900.0	36%	<b>Medium</b>	Medium	Medium
CO Denver, East Corridor	\$1,719.0	\$46.1	\$1,765.1	\$850.4	48%	<b>Medium</b>	Medium	Medium
CO Denver, Gold Line	\$627.6	\$87.9	\$715.5	\$180.0	25%	<b>Medium</b>	Medium	Medium
FL Miami, Orange Line Phase 2: North Corridor Metrorail Extension	\$1,340.9	\$163.8	\$1,504.7	\$700.0	47%	<b>Medium-Low</b>	Medium-Low	Medium
HI Honolulu, High Capacity Transit Corridor Project	\$5,057.4	\$290.3	\$5,347.7	\$1,550.0	29%	<b>Medium</b>	Medium	Medium
MA Boston, Assembly Square Station *	\$47.7	\$0.0	\$47.7	\$25.0	52%	<b>Exempt</b>	Exempt	Exempt
MA Boston, Silver Line Phase III	\$1,696.1	\$410.5	\$2,106.5	\$1,261.8	60%	<b>Medium-Low</b>	Medium-Low	Medium-High
MN St. Paul-Minneapolis, Central Corridor LRT	\$923.4	\$17.9	\$941.3	\$466.2	50%	<b>Medium-High</b>	Medium-High	Medium-High
NC Charlotte, Northeast Corridor Light Rail Project	\$1,139.2	\$40.8	\$1,180.0	\$590.0	50%	<b>Medium</b>	Medium	Medium
OR Portland, Milwaukie LRT	\$1,214.6	\$257.1	\$1,471.8	\$735.9	50%	<b>Medium-High</b>	Medium	Medium-High
TX Houston, University Corridor LRT	\$1,326.7	\$170.2	\$1,496.9	\$748.5	50%	<b>Medium</b>	Medium	Medium
UT Salt Lake City, Draper LRT	\$192.9	\$19.3	\$212.2	\$169.8	80%	<b>Medium</b>	Medium	Medium
WA Vancouver, Columbia River Crossing	\$829.8	\$116.0	\$945.8	\$750.0	79%	<b>Medium</b>	Medium	Medium
<b>Small Starts Project Development</b>								
CA Oakland, East Bay BRT	\$234.6	\$0.0	\$234.6	\$75.0	32%	<b>High</b>	High	Medium-High
CA Riverside, Perris Valley Line	\$232.7	\$0.0	\$232.7	\$75.0	32%	<b>Medium-High</b>	High	Medium
CA San Bernardino, E Street Corridor sbX BRT	\$186.7	\$5.0	\$191.7	\$75.0	39%	<b>Medium-High</b>	Medium-High	Medium
CA San Francisco, Van Ness Avenue BRT	\$118.6	\$0.0	\$118.6	\$74.7	63%	<b>Medium-High</b>	Medium	High
CO Fort Collins, Mason Corridor BRT	\$82.0	\$0.0	\$82.0	\$65.6	80%	<b>Medium</b>	Medium	Medium
CO Roaring Fork Valley, BRT Project	\$44.0	\$0.0	\$44.0	\$25.0	57%	<b>Medium-High</b>	Medium-High	Medium
MI Grand Rapids, Division Avenue BRT	\$35.7	\$1.0	\$36.7	\$29.3	80%	<b>Medium</b>	Medium	Medium
NY New York City, Nostrand Ave BRT	\$39.2	\$0.6	\$39.9	\$28.4	71%	<b>Medium-High</b>	Medium	High
TX Austin, MetroRapid BRT	\$47.0	\$0.0	\$47.0	\$37.6	80%	<b>Medium</b>	Medium	Medium
WA King County, West Seattle BRT	\$28.4	\$0.0	\$28.4	\$21.3	75%	<b>Medium</b>	Medium	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. Listings above at \$25.00 million reflect rounding.

Table 2B -- Detailed Summary of FY 2011 New Starts Ratings

Phase State, City, Project	Overall Project Rating	Local Financial Commitment Rating	Local Financial Commitment Rating			Project Justification Rating	Project Justification					
			New Starts Share Rating	Capital Plan Rating	Operating Plan Rating		Environmental Benefits Rating	Operating Efficiencies Rating †	Mobility Improvement Rating	Cost Effectiveness Rating	Economic Development Rating	Land Use Rating
<b>Final Design</b>												
AZ Tucson, Modern Streetcar *	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
CA Oakland, Oakland Airport Connector*	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
CA San Francisco, Central Subway LRT	Medium-High	Medium	Medium	Medium	Medium	Medium-High	High	Medium	Medium-High	Medium	High	High
CT Hartford, New Britain - Hartford Busway	Medium	Medium	Medium-High	Medium	Medium	Medium	High	Medium	Medium	Medium	Medium	Medium-Low
CT Stamford, Urban Transitway Phase II *	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
DE Wilmington, Wilmington to Newark Commuter Rail Improvements *	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
FL Orlando, Central Florida Commuter Rail Transit - Initial Operating Segment	Medium	Medium	Medium	Medium	Medium	Medium	Medium	---	Medium-Low	Medium-Low	---	Medium
NJ Northern New Jersey, Access to the Region's Core	Medium-High	Medium	High	Medium	Medium	Medium-High	High	---	Medium-High	Medium	---	High
RI Providence, South County Commuter Rail *	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
TX Houston, North Corridor LRT	Medium	Medium	Medium	Medium	Medium	Medium	High	---	Medium-High	Medium-High	---	Medium-Low
TX Houston, Southeast Corridor LRT	Medium	Medium	Medium	Medium	Medium	Medium	High	---	Medium	Medium	---	Medium-Low
<b>Preliminary Engineering</b>												
CA Sacramento, South Corridor Phase 2	Medium-Low	Medium-Low	Medium	Medium-Low	Medium-Low	Medium	High	Medium	Medium-Low	Medium	Medium	Low
CA San Jose, Silicon Valley Berryessa Extension	Medium	Medium	Medium-High	Medium	Medium	Medium	High	Medium	Medium-Low	Medium-Low	Medium-High	Medium-Low
CO Denver, East Corridor	Medium	Medium	Medium-High	Medium	Medium	Medium	High	Medium	Medium-Low	Medium	Medium-High	Medium-Low
CO Denver, Gold Line	Medium	Medium	High	Medium	Medium	Medium	High	Medium	Medium-Low	Medium	Medium-High	Medium-Low
FL Miami, Orange Line Phase 2: North Corridor Metrorail Extension	Medium-Low	Medium-Low	Medium-High	Medium	Medium-Low	Medium	Medium	Not Available	Medium	Medium	Not Available	Medium
HI Honolulu, High Capacity Transit Corridor Project	Medium	Medium	High	Medium	Medium	Medium	Medium	Medium	Medium-High	Medium	Medium-High	Medium
MA Boston, Assembly Square Station *	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
MA Boston, Silver Line Phase III	Medium-Low	Medium-Low	Medium	Medium-Low	Medium-Low	Medium-High	High	Not Available	Medium-High	Medium	Not Available	High
MN St. Paul-Minneapolis, Central Corridor LRT	Medium-High	Medium-High	Medium	Medium-High	Medium-High	Medium-High	Medium	Medium	Medium	Medium	High	Medium-High
NC Charlotte, Northeast Corridor Light Rail Project	Medium	Medium	Medium	Medium-High	Medium	Medium	High	Medium	Medium-High	Medium	Medium-High	Low
OR Portland, Milwaukie LRT	Medium-High	Medium	Medium	Medium	Medium	Medium-High	Medium	Medium	Medium-High	Medium	High	Medium
TX Houston, University Corridor LRT	Medium	Medium	Medium	Medium	Medium	Medium	High	Medium	Medium-High	Medium	Medium	Medium-Low
UT Salt Lake City, Draper LRT	Medium	Medium	Low	Medium-High	Medium-High	Medium	High	Medium	Medium	Medium-Low	Medium	Medium-Low
WA Vancouver, Columbia River Crossing	Medium	Medium	Low	Medium	Medium	Medium	Medium	Medium	Medium	Medium	High	Medium
<b>Small Starts Project Development</b>												
CA Oakland, East Bay BRT	High	High	N/A	N/A	N/A	Medium-High	N/A	N/A	N/A	High	Medium	Medium
CA Riverside, Perris Valley Line	Medium-High	High	N/A	N/A	N/A	Medium	N/A	N/A	N/A	Medium	---	Medium-Low
CA San Bernardino, E Street Corridor sbX BRT	Medium-High	Medium-High	Medium-High	Medium-High	Medium-High	Medium	N/A	N/A	N/A	High	Medium-Low	Medium-Low
CA San Francisco, Van Ness Avenue BRT	Medium-High	Medium	N/A	N/A	N/A	High	N/A	N/A	N/A	High	High	High
CO Fort Collins, Mason Corridor BRT	Medium	Medium	Low	Medium-High	Medium	Medium	N/A	N/A	N/A	Medium	Medium-High	Medium-Low
CO Roaring Fork Valley, BRT Project	Medium-High	Medium-High	Medium	Medium-High	Medium-High	Medium	N/A	N/A	N/A	Medium	Medium	Medium
MI Grand Rapids, Division Avenue BRT	Medium	Medium	N/A	N/A	N/A	Medium	N/A	N/A	N/A	Medium	Medium	Medium
NY New York City, Nostrand Ave BRT	Medium-High	Medium	N/A	N/A	N/A	High	N/A	N/A	N/A	High	Medium-High	High
TX Austin, MetroRapid BRT	Medium	Medium	N/A	N/A	N/A	Medium	N/A	N/A	N/A	Medium	Medium	Medium
WA King County, West Seattle BRT	Medium	Medium	N/A	N/A	N/A	Medium	N/A	N/A	N/A	Medium	Medium	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.

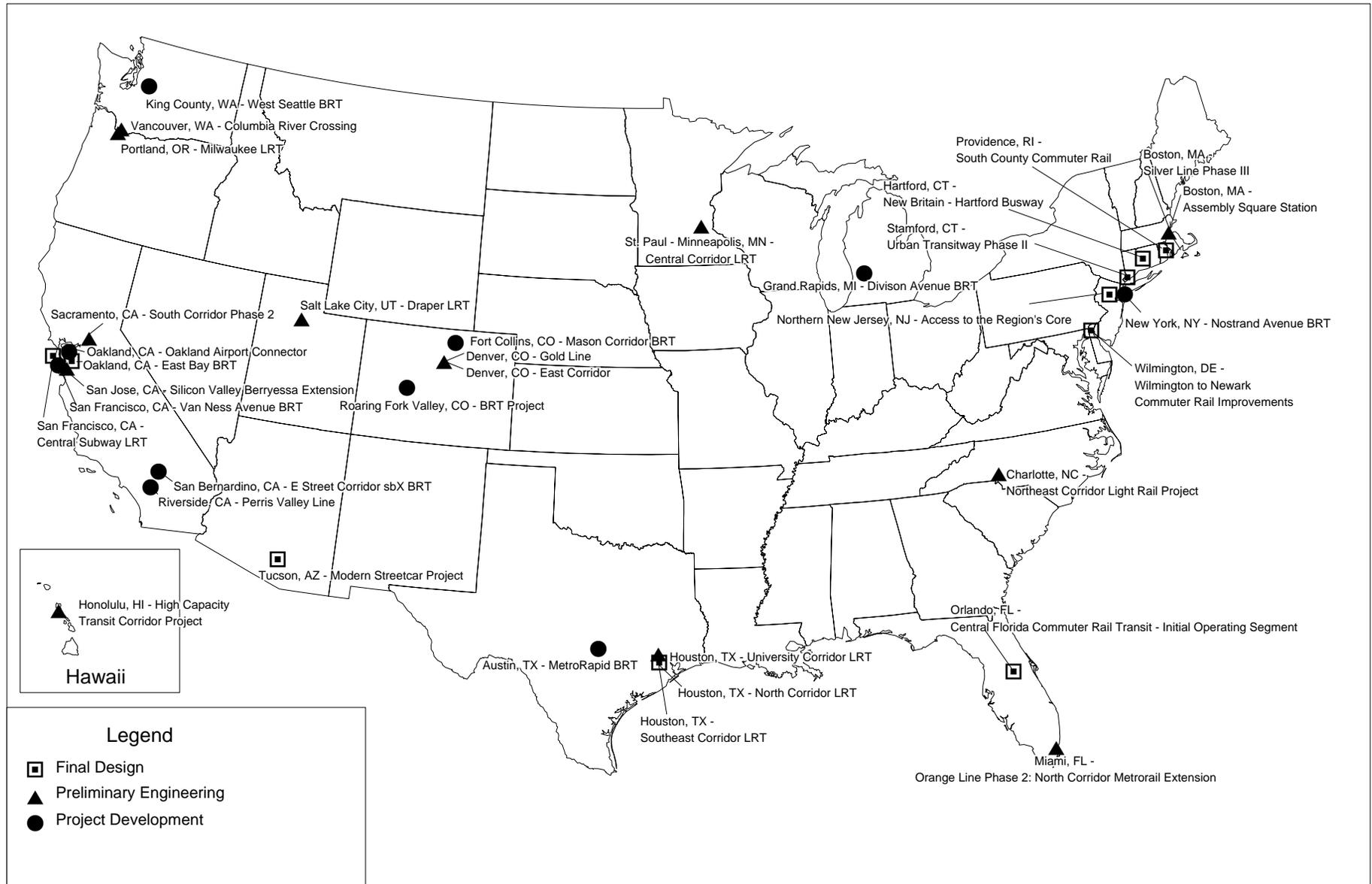
"--" signifies that the revised weighting of the project justification criteria that took effect in July 2009 does not apply to this project. Per FTA's 2006 Final Guidance on New Starts Policies and Procedures, when FTA proceeds with policy/guidance changes, it ensures existing projects far along in the development process are not adversely impacted by 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-LU and FTA's Small Starts Interim guidance.

# Full Funding Grant Agreements FY 2011



# Project Development, Preliminary Engineering and Final Design FY 2011



***Paul S. Sarbanes Transit in Parks Program***

In FY 2009, Congress appropriated \$26.90 million for the Paul S. Sarbanes Transit in Parks Program, which was consistent with funding levels authorized in SAFETEA-LU. FTA has not completed the FY 2009 evaluation process, but anticipates announcing successful applicants in the *Federal Register* once project selections have been finalized. Appendix B describes FTA's overall progress in developing the program and describes the technical assistance activities sponsored to date.