

Template 2: Certification of Technical Assumptions

LEAD AGENCY CERTIFICATION OF TECHNICAL ASSUMPTIONS IN THE DEVELOPMENT OF THE NEW STARTS CRITERIA SUBMISSION

The *(Name of Submitting Agency)*, acting in the capacity as lead agency for *(Project Name)*, the proposed New Starts project, understands that the Section 5309 New Starts criteria are used to evaluate the worthiness of proposed projects across the nation and that it is important that project sponsors address the criteria in a consistent manner.

As Chief Executive Officer of *(Name of Submitting Agency)* I hereby certify that *(Name of Submitting Agency)* has followed FTA's Reporting Instructions on Section 5309 New Starts Criteria in the preparation of this submission, including:

- ?? Model assumptions regarding socio-economic variables and land use, modeling parameters, and inputs are the same for all alternatives except for changes in the transportation network or other data that are directly attributable to each alternative.
- ?? Assumptions about policies affecting monetary costs (fares, highway tolls, and parking costs) and transit service (productivity and loading standards, etc.) need to be the same among all alternatives.
- ?? Assumptions about travel times and operating speeds of transit services must be consistent among the alternatives.
- ?? Access, egress, walking, waiting, and transfer times must be estimated consistently for all alternatives.
- ?? Transit vehicle operating speeds in mixed traffic must reflect anticipated congestion and traffic flow characteristics.
- ?? Transit sub-mode bias constants cannot be used without submitting technical justification to FTA in advance.
- ?? Factors to convert daily ridership to annual ridership must be consistent among all alternatives and must be reasonable and reflective of the operator's recent experience. Any annualization factor over 300 requires a written justification and will be scrutinized by FTA.
- ?? The highway network and zone system must be the same among all alternatives except for changes that result from the alternatives themselves.
- ?? Highway volume-time functions used to determine highway link speeds and assignments based on traffic volumes need to be the same among all alternatives.

Any methods and assumptions that differ from those described in this section have been discussed with and concurred in by FTA.

Chief Executive Officer

Date

