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Federal Funding/Community Streetcar Coalition
Sacramento, California
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Community Streetcar Coalition

- Established in 2004
- Comprised of nearly 30 cities, transit authorities, architectural and engineering firms
 - Sacramento Regional Transit District is a member
- Focused on the new small starts program and criteria for evaluating projects
- Turn attention now to regulations to implement small starts program
- Want to ensure that the FTA evaluation process recognizes that streetcars are focused on circulation as opposed to suburbs to downtown commute

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Federal Funding

- Exempt Projects
 - Seek less than \$25 million section 5309 funds
 - Exempt from most new starts requirements
 - FTA will determine project review criteria once regulations for the small starts program are finalized
- Small Starts
 - Projects seeking less than \$75 million section 5309 and total project cost below \$250 million
 - Intended to have a reduced project review process
- New Starts
 - Projects seeking more than \$75 million section 5309 funds

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New Starts/Small Starts

New Starts

- Project must be authorized for final design and construction
- FTA must approve project for advancement from AA to PE and from PE to final design and construction
- FTA will rate projects – low, medium-low, medium, medium-high or high
- To advance to final design, project must receive a medium, medium-high or high overall rating

Small Starts

- Project must be authorized for construction
- FTA must approve project for advancement from AA to project development and construction
- FTA will rate projects – low, medium-low, medium, medium-high, high
- To advance to construction, project must receive medium, medium-high or high

New Starts/Small Starts

New Starts

- FTA enters into an full funding grant agreement
- Grant decision based on:
 - Results of AA and PE
 - Justified based on a comprehensive review of mobility benefits, environmental benefits, cost-effectiveness, operating efficiencies, economic development effects, and public transportation supportive land use policies and future patterns
 - Supported by an acceptable degree of financial commitment

Small Starts

- FTA enters into a project grant agreement
- Grant decision based on:
 - Results of planning and AA
 - Justified based on review of public transit supportive land use policies, cost effectiveness and effect on local economic development; and
 - Supported by an acceptable degree of local financial commitment

New Starts/Small Starts

New Starts

- Project Justification
 - Results of AA and PE
 - Reliability of forecasting methods used to estimate costs
 - Direct and indirect costs of relevant alternatives
 - Consider range of factors such as improved mobility, air pollution, and congestion relief
 - Degree to which project increases mobility or promotes economic development
 - Population density and ridership
 - Technical capability to construct the project

Small Starts

- Project Justification
 - Project is consistent with local land use policies and likely to achieve local developmental goals
 - Cost-effectiveness at time of initiation of revenue service
 - Positive impact on local economic development
 - Reliability of forecast methods for costs and ridership
 - Other factors

Small Starts

- Project Construction Grant Agreement
 - Scope of project
 - Estimated net project cost
 - Construction schedule
 - Maximum amount of funding to be obtained
 - Obligation schedule of Federal funds
 - Non-Federal sources

Small Starts

- Corridor-Based Bus project
 - Substantial portion of project operates in ROW dedicated for public transit use
 - Substantial investment in corridor as demonstrated by:
 - Park-and-ride lots
 - Stations
 - Arrival and departure signage
 - ITS technology
 - Traffic signal priority
 - Off-board fare collection
 - Advanced bus technology
