

Holland & Knight

New Starts Symposium
Rail-Volution
October 30, 2009

Agenda

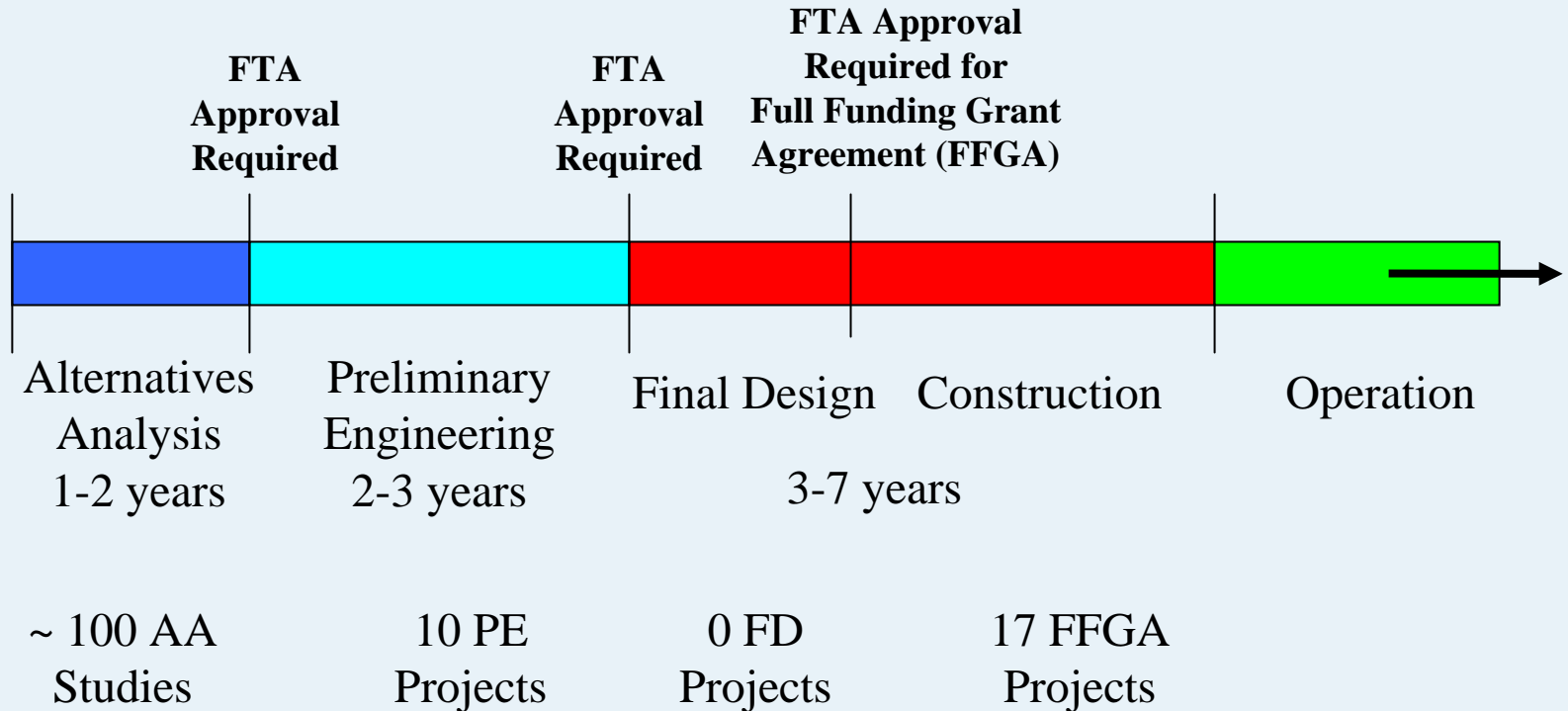
- Brief overview of New Starts/Small Starts program
- Recent and proposed changes to the program
- Interactive discussion regarding several projects
- Hear from project sponsors regarding their experiences

Funding: Supply and Demand

- Demand:
 - 18 New Starts projects in PE and Final Design
 - 21 Small Starts projects in PD
 - Total cost of pipeline: ~ \$30 billion, ~ \$11 billion in New Starts/Small Starts funding
 - FTA tracking > 100 corridor-focused planning studies considering major transit capital investments
- Supply: \$1.6+ billion annually

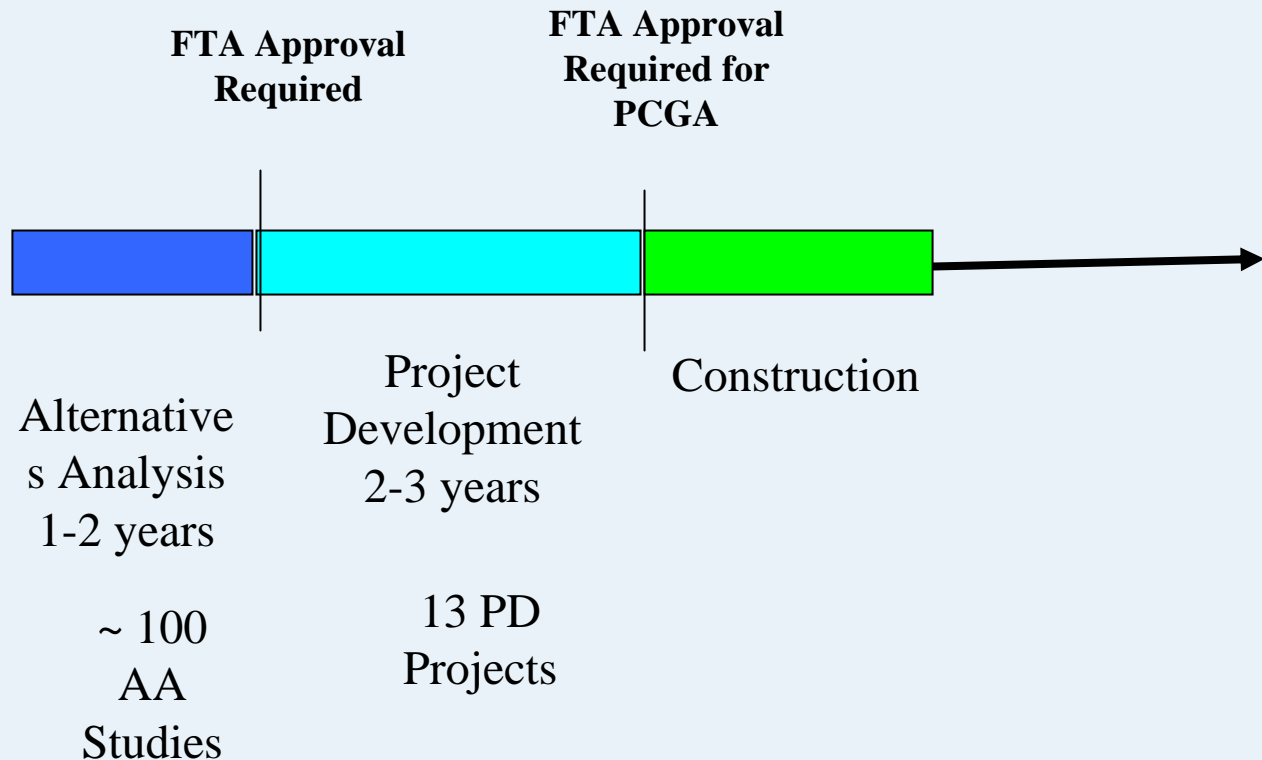
New Starts Project Development Process

- Project Development: Typically 6-12 Years



Small Starts Project Development Process

- Project Development: Typically 3-5 Years



Evolution of New Starts

	2005-08	2009	Future*
Eligibility	<ul style="list-style-type: none"> •Projects greater than \$250 M in total project cost and/or •Seek greater than \$75 M in section 5309 monies 	<ul style="list-style-type: none"> •Projects greater than \$250 M in total project cost and/or •Seek greater than \$75 M in section 5309 monies 	<ul style="list-style-type: none"> •Seek more than \$100 M in section 5309 monies •No cap on project cost
Project Review	<ul style="list-style-type: none"> •4 step process •Compare project to baseline alternative 	<ul style="list-style-type: none"> •4 step process •Compare project to baseline alternative 	<ul style="list-style-type: none"> •Eliminate New Starts AA •Eliminate baseline alternative •Rely on NEPA AA
Criteria	<ul style="list-style-type: none"> •Cost effectiveness •Public transit supportive land use •Economic development •Mobility benefits •Environmental benefits •Operating efficiencies 	<ul style="list-style-type: none"> •Cost effectiveness •Public transit supportive land use •Economic development •Mobility benefits •Environmental benefits •Operating efficiencies 	<ul style="list-style-type: none"> •Community benefits •Congestion Relief •Energy and Environmental Benefits •Economic Development •Transit supportive land use and future patterns

*House Transportation and Infrastructure Committee, July 2009

Evolution of New Starts

	2005-08	2009	Future*
Weights	<ul style="list-style-type: none"> •Cost effectiveness – 50% •Public transit supportive land use/Economic development – 20% •Mobility benefits – 20% •Environmental benefits – 0% •Operating efficiencies - 10% 	<ul style="list-style-type: none"> •Cost effectiveness – 20% •Public transit supportive land use – 20% •Economic development – 20% •Mobility benefits – 20% •Environmental benefits – 10% •Operating efficiencies - 10% 	<ul style="list-style-type: none"> •Comparable but not necessarily equal consideration to benefits
Cost Effectiveness	<ul style="list-style-type: none"> •Require “medium” to advance through rating and evaluation process •Require “medium” to be recommended for funding 	<ul style="list-style-type: none"> •Can receive a “low” or “medium-low” to advance through rating and evaluation process •Require “medium” to be recommended for funding 	<ul style="list-style-type: none"> •Eliminated as a criteria

*House Transportation and Infrastructure Committee, July 2009

Evolution of Small Starts

	2005-08	2009	Future*
Eligibility	<ul style="list-style-type: none"> •\$250 M cap on project cost •\$75 M cap on Section 5309 monies • Substantial portion of project operates in separate ROW, or substantial investment in a defined corridor 	<ul style="list-style-type: none"> •\$250 M cap on project cost •\$75 M cap on Section 5309 monies • Substantial portion of project operates in separate ROW, or substantial investment in a defined corridor 	<ul style="list-style-type: none"> •\$100 M cap on Section 5309 monies •No cap on project cost • Majority of project operates in dedicated ROW and represents substantial investment in a defined corridor
Project Review	<ul style="list-style-type: none"> •3 step process •Compare project to baseline alternative 	<ul style="list-style-type: none"> •3 step process •Compare project to baseline alternative 	<ul style="list-style-type: none"> •Eliminate New Starts/Small Starts AA •Eliminate baseline alternative •Rely on NEPA AA
Categorical Exclusion for Streetcars	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Located within existing ROW

*House Transportation and Infrastructure Committee, July 2009

Evolution of Small Starts

	2005-08	2009	Future*
Criteria	<ul style="list-style-type: none"> •Cost effectiveness, public transit supportive land use and economic development 	<ul style="list-style-type: none"> •Cost effectiveness, public transit supportive land use and economic development 	<ul style="list-style-type: none"> •Community benefits •Congestion Relief •Energy and Environmental Benefits •Economic Development •Transit supportive land use and future patterns
Weights	<ul style="list-style-type: none"> •50% cost effectiveness •50 % Land use/Economic Development 	<ul style="list-style-type: none"> •Comparable but not necessarily equal consideration •33% each to cost effectiveness, land use and economic development 	<ul style="list-style-type: none"> •Comparable but not necessarily equal consideration to benefits
Cost Effectiveness	<ul style="list-style-type: none"> •Require “medium” to advance through rating and evaluation process •Require “medium” to be recommended for funding 	<ul style="list-style-type: none"> •Can receive a “low” or “medium-low” to advance through rating and evaluation process •Require “medium” to be recommended for funding 	<ul style="list-style-type: none"> •Eliminated as a criteria

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