

Holland & Knight

**New Starts Symposium**  
**Rail-Volution**  
October 30, 2009

# Agenda

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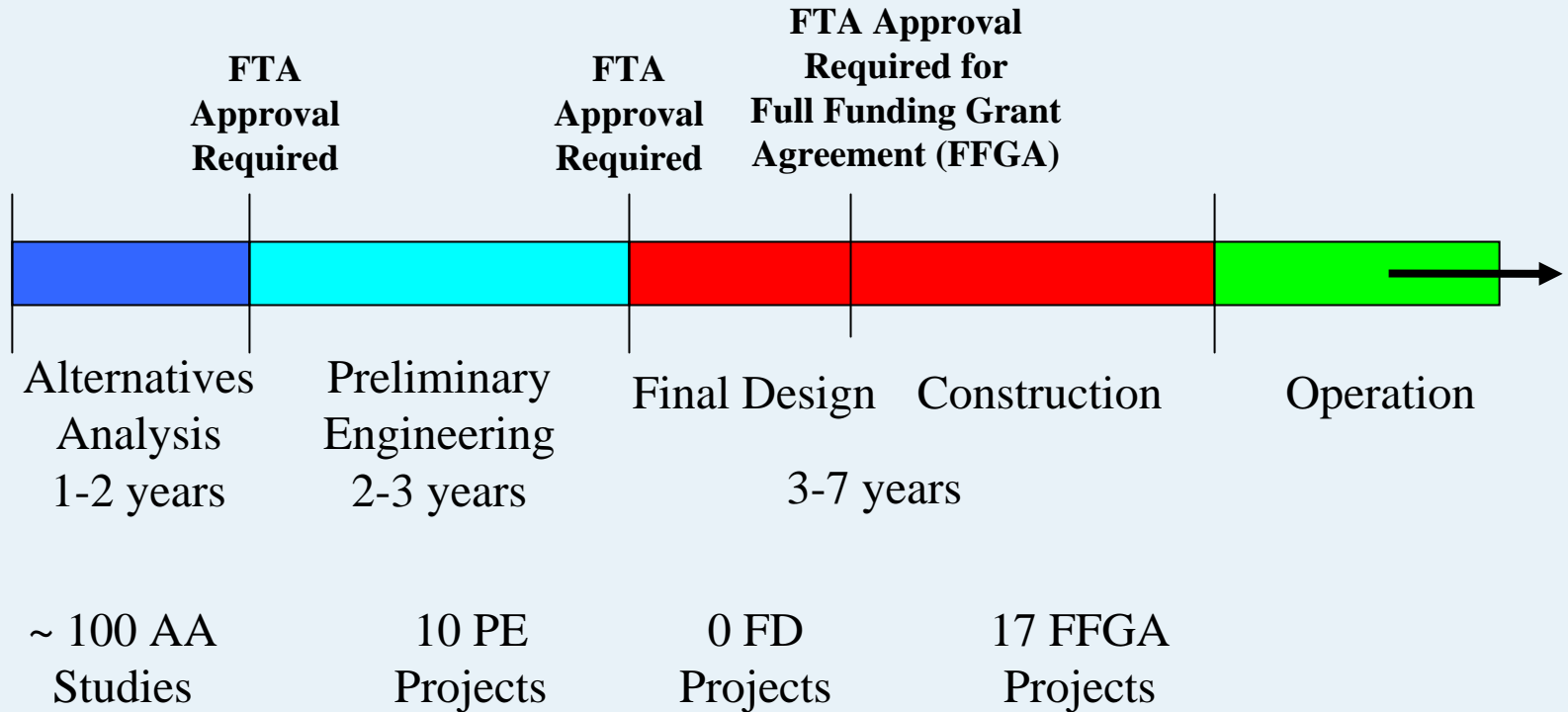
- Brief overview of New Starts/Small Starts program
- Recent and proposed changes to the program
- Interactive discussion regarding several projects
- Hear from project sponsors regarding their experiences

# 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

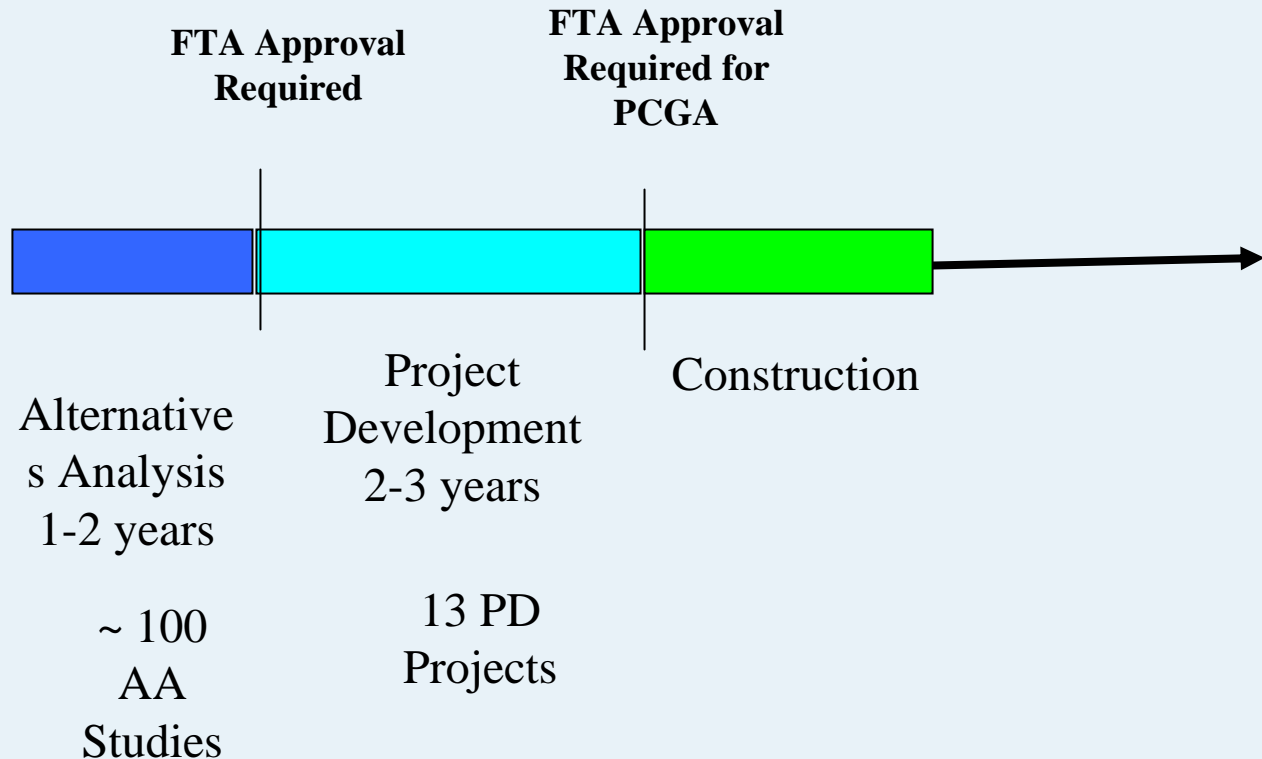
# New Starts Project Development Process

- Project Development: Typically 6-12 Years



# Small Starts Project Development Process

- Project Development: Typically 3-5 Years



# Evolution of New Starts

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

\*House Transportation and Infrastructure Committee, July 2009

# Evolution of New Starts

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

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# Evolution of Small Starts

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

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# Evolution of Small Starts

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

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