

NEW STARTS PROJECT DESCRIPTION TEMPLATE		
PROJECT NAME:		
Participating Agencies		
Lead Agency	Name	
	Contact Person	
	Address	
	Telephone Number	
	Fax Number	
	Email	
Metropolitan Planning Organization	Name	
	Contact Person	
	Address	
	Telephone Number	
	Fax Number	
	Email	
Transit Agency	Name	
	Contact Person	
	Address	
	Telephone Number	
	Fax Number	
	Email	
State Department of Transportation	Name	
	Contact Person	
	Address	
	Telephone Number	
	Fax Number	
	Email	
Other Relevant Agencies	Name	
	Contact Person	
	Address	
	Telephone Number	
	Fax Number	
	Email	
Other Relevant Agencies	Name	
	Contact Person	
	Address	
	Telephone Number	
	Fax Number	
	Email	
Other Relevant Agencies	Name	
	Contact Person	
	Address	
	Telephone Number	
	Fax Number	
	Email	

NEW STARTS PROJECT DESCRIPTION TEMPLATE (Page 2)		
Project Definition	Length (miles)	
	Mode/Technology	
	Number of Stations	
	List each station separately, including the number of park and ride spaces at each and whether structured or surface parking	
	List each station with major transfer facilities to other modes	
	Number of vehicles/rolling stock	
Type of Alignment by Segment (Number of Miles)	Above grade	
	Below grade	
	At grade	
	Exclusive	
	Mixed Traffic	
Status of Existing Right of Way	Ownership – who owns the right of way?	
	Current Use: active freight or passenger service?	

NEW STARTS PROJECT DESCRIPTION TEMPLATE (Page 3)			
Seeking Use of Project Justification Warrants?		(Select...)	
Project Planning Dates			
Current Year	Opening Year	Horizon (Select...)	Exact Horizon Year (e.g., 2035)
Capital Cost Estimate	2017 constant dollars	\$	-
	Year of Expenditure	\$	-
Levels of Service	Headways	Opening Year	Horizon Year
		Weekday Peak	
		Weekday Off-peak	
		Weekday Evening	
	Weekend		
	Hours of Service	Opening Year	Horizon Year
Weekday			
Weekend			
Type of Model Used for Travel Forecasts		(Select...)	
Fare Policy Assumptions Used in Travel Forecasts [footnote 1]			
Estimated Number of U.S. Jobs Related to Design, Construction, Operation and Maintenance of the Project			
Project Planning and Development Schedule	Project Schedule		
	<i>Insert anticipated or actual date</i>		
	Anticipated NEPA Class of Action		(Select...)
	Entry into Project Development		
	(Select NEPA class of action above)		
	LPA selected		
	LPA included in the financially constrained long range plan		
	Approval into Engineering		
	Anticipated FFGA Award		
Construction Duration (enter start and end dates)			
Initiation of Revenue Service			
Project Management			
Project Manager	Name		
	Address		
	Phone		
	Fax		
	Email		
Agency CEO	Name		
	Address		
	Phone		
	Fax		
	Email		
Key Agency Staff: Overall New Starts Criteria	Name		
	Address		
	Phone		
	Fax		
	Email		

[1] Please provide a narrative summarizing fare policy assumptions used for all regional transit services. Include this summary as an attachment.

NEW STARTS PROJECT DESCRIPTION TEMPLATE (Page 4)		
Key Agency Staff: Ridership Forecasts	Name	
	Address	
	Phone	
	Fax	
	Email	
Key Agency Staff: Cost Estimates	Name	
	Address	
	Phone	
	Fax	
	Email	
Key Agency Staff: Environmental Documentation	Name	
	Address	
	Phone	
	Fax	
	Email	
Key Agency Staff: Land Use Assessment	Name	
	Address	
	Phone	
	Fax	
	Email	
Key Agency Staff: Financial Assessment	Name	
	Address	
	Phone	
	Fax	
	Email	
Key Agency Staff: Project Maps	Name	
	Address	
	Phone	
	Fax	
	Email	
Contractors		
Current Prime Contractor	Name	
	Address	
	Phone	
	Fax	
	Email	
Prime Contractor: Project Manager	Name	
	Address	
	Phone	
	Fax	
	Email	
Contractor Responsible for Travel Forecasts	Name	
	Address	
	Phone	
	Fax	
	Email	
Contractor Responsible for Capital Cost Estimates	Name	
	Address	
	Phone	
	Fax	
	Email	

NEW STARTS TRAVEL FORECASTS TEMPLATE

PROJECT NAME:

Trips on the Project

Line	Transit market	Trips made by:	Daily linked trips		Annualization factor	Annual linked trips (daily trips * annualization factor)		Brief description of the process used to develop travel forecasts (e.g., local model, FTA simplified national model, incremental data-driven method, direct demand model)
			Current Year ()	Horizon ()		Current Year ()	Horizon ()	
1a	Modeled trips: home-based work (HBW)	Non-transit dependents			0	0	-	(Linked from Type of Model Used for Travel Forecasts field of Project Description Template)
1b		Transit dependents				0	-	
2a	Modeled trips: all other trip purposes	Non-transit dependents			0	0	-	(Linked from Type of Model Used for Travel Forecasts field of Project Description Template)
2b		Transit dependents				0	-	
3a	Special market 1 (specify)	Non-transit dependents				0	-	
3b		Transit dependents				0	-	
4a	Special market 2 (specify)	Non-transit dependents				0	-	
4b		Transit dependents				0	-	
5a	Special market 3 (specify)	Non-transit dependents				0	-	
5b		Transit dependents				0	-	
6a	Special market 4 (specify)	Non-transit dependents				0	-	
6b		Transit dependents				0	-	
7a	Subtotal (lines 1 through 6)	Non-transit dependents				0	-	
7b		Transit dependents				0	-	
8a	Total annual linked trips with special markets (lines 7a through 7b)					0	-	
8b	Total daily linked trips without special markets (lines 1a through 2b)		0	-				
9	New transit trips							

Vehicle-Miles of Travel (VMT)

Line	Mode / Technology	Daily VMT				Annualization factor	Annual VMT (for automobile, calculation is daily VMT * annualization factor; for transit, source is service plans for each mode/technology)				VMT change (Build minus No-build VMT)	
		Current Year ()		Horizon ()			Current Year ()		Horizon ()		Current Year ()	Horizon ()
		No-build	Build	No-build	Build		No-build	Build	No-build	Build		
10	Automobile					0	0	-	-	0	-	
11	Diesel bus	---	---	---	---					0	-	
12	Hybrid bus	---	---	---	---					0	-	
13	CNG bus	---	---	---	---					0	-	
14	Electric bus	---	---	---	---					0	-	
15	Heavy rail [1]	---	---	---	---					0	-	
16	Light rail / streetcar [1]	---	---	---	---					0	-	
17	Commuter rail (new diesel locomotive or DMU) [1]	---	---	---	---					0	-	
18	Commuter rail (used diesel locomotive) [1]	---	---	---	---					0	-	
19	Commuter rail (electric or EMU) [1]	---	---	---	---					0	-	

[1] For rail transit modes, report VMT in terms of total rail passenger car mileage, not train mileage. (As an illustration of the difference, the rail passenger car mileage for a commuter rail or heavy rail train with six passenger cars would be six times the train mileage.)

NEW STARTS MOBILITY, COST-EFFECTIVENESS, AND CONGESTION RELIEF TEMPLATE

PROJECT NAME:

*** To view Mobility Improvements, Cost Effectiveness and Congestion Relief results, specify the horizon year option in the Project Description Template ***

Mobility Improvements

Line	Item	Values		Source/Calculation
		Current Year ()	Horizon ()	
1	Annual linked trips on the project with double weight for trips by transit-dependent persons	0	-	Travel Forecasts Template, Line 7a + 2 * Line 7b
2	Value used in rating	-		If a 10- or 20-year horizon is used: 50 percent * Line 1 current year value + 50 percent * Line 1 horizon year value If no horizon year is used: Line 1 current year value

Cost Effectiveness

Line	Item	Values		Source/Calculation
		Current Year ()	Horizon ()	
3	Annualized project capital cost excluding enrichments (constant 2017 dollars)			Source: SCC Build Annualized worksheets
4	Annual project operating and maintenance costs (constant 2017 dollars)			Source: O & M cost models (attach documentation)
5	Annual linked trips on the project	0	-	Travel Forecasts Template, Line 8a
6	Annualized project capital and operating cost excluding enrichments (constant 2017 dollars)	\$0	-	Line 3 + Line 4
7	Annualized cost per annual linked trip on the project	\$0.00	-	Line 6 / Line 5
8	Value used in rating	-		If a 10- or 20-year horizon is used: 50 percent * Line 7 current year value + 50 percent * Line 7 horizon year value If no horizon year is used: Line 7 current year value

Congestion Relief

Line	Item	Values		Source/Calculation
		Current Year ()	Horizon ()	
9	New Weekday Linked Transit Trips	0	-	Travel Forecasts Template, Line 9
10	Value used in rating	-		If a 10- or 20-year horizon is used: 50 percent * Line 7 current year value + 50 percent * Line 7 horizon year value If no horizon year is used: Line 7 current year value

NEW STARTS LAND USE TEMPLATE (QUANTITATIVE DATA)

PROJECT NAME:			
Population, Employment and Housing – Metropolitan Area, CBD, and Corridor			
Geographic Area	Current Year ()	Horizon ()	Growth (%)
Item			
Metropolitan Area			
Total Population			-
Total Employment			-
Central Business District [see footnote 1]			
Total Employment			-
Employment – Percent of Metropolitan Area	0.0%	-	---
CBD Land Area (sq. mi.)		-	---
Employment Density (e.g., jobs per sq. mi.)	0.0	-	---
Corridor			
Total Population			-
Total Employment			-
Population – Percent of Metropolitan Area	0%	-	---
Employment – Percent of Metropolitan Area	0%	-	---
Corridor Land Area (sq. mi.)		-	---
Population Density (persons per sq. mi.)	0.0	-	---
Employment Density (jobs per sq. mi.)	0.0	-	---
Total - All Counties in which Project Stations are Located			
Housing Units - All Types	0	---	---
Housing Units - Legally Binding Affordability Restricted	0	---	---
Number of Counties		---	---
Total - All Station Areas (1/2-mile radius) [See footnote 2]			
Housing Units - All Types	0	---	---
Housing Units - Legally Binding Affordability Restricted		---	---
Population	0	-	-
Employment at New Project Stations	0	-	-
Employment at Existing Stations Along the Line [see footnote 3]		-	-
Land Area (square miles)	0.0	-	---
Housing Unit Density (units per sq. mi.) - All Types	0.0	---	---
Population Density (persons per sq. mi.)	0.0	-	---
Employment Density (persons per sq. mi.)	0.0	-	---
Station-Area Share of Legally Binding Affordability Restricted Housing Units	0%	---	---
Share of Housing Units that are Legally Binding Affordability Restricted in the Corridor compared to Share in the Counties			
Proportion in All Station Areas	0%	---	---
Proportion in All Counties in which Project Stations are Located	0%	---	---
Ratio, Proportion in All Station Areas to Proportion in All Counties in which Project Stations are Located	0.00	---	---
Housing Totals for Each County in which Project Stations are Located			
	Current Year		
County 1	County Name:		
Housing Units - All Types [See footnote 4]			
Housing Units - Legally Binding Affordability Restricted			
County 2	County Name:		
Housing Units - All Types			
Housing Units - Legally Binding Affordability Restricted			
County 3	County Name:		
Housing Units - All Types			
Housing Units - Legally Binding Affordability Restricted			
County 4	County Name:		
Housing Units - All Types			
Housing Units - Legally Binding Affordability Restricted			
County 5	County Name:		
Housing Units - All Types			
Housing Units - Legally Binding Affordability Restricted			

NEW STARTS LAND USE TEMPLATE (QUANTITATIVE DATA) page 2

Housing, Population and Employment for Each Station Area That is Part of the Proposed Project			
	Current Year	Horizon	Growth (%)
Station Area 1 [See footnote 5] Station Name:			
Housing Units - All Types		---	---
Population			-
Employment			-
Land Area (square miles)		-	---
Housing Unit Density (units per sq. mi.) - All Types	0	---	---
Population Density (persons per sq. mi.)	0	-	---
Employment Density (persons per sq. mi.)	0	-	---
Station Area 2 Station Name:			
Housing Units - All Types		---	---
Population			-
Employment			-
Land Area (square miles)		-	---
Housing Unit Density (units per sq. mi.) - All Types	0	---	---
Population Density (persons per sq. mi.)	0	-	---
Employment Density (persons per sq. mi.)	0	-	---
Station Area 3 Station Name:			
Housing Units - All Types		---	---
Population			-
Employment			-
Land Area (square miles)		-	---
Housing Unit Density (units per sq. mi.) - All Types	0	---	---
Population Density (persons per sq. mi.)	0	-	---
Employment Density (persons per sq. mi.)	0	-	---
Station Area 4 Station Name:			
Housing Units - All Types		---	---
Population			-
Employment			-
Land Area (square miles)		-	---
Housing Unit Density (units per sq. mi.) - All Types	0	---	---
Population Density (persons per sq. mi.)	0	-	---
Employment Density (persons per sq. mi.)	0	-	---
Station Area 5 Station Name:			
Housing Units - All Types		---	---
Population			-
Employment			-
Land Area (square miles)		-	---
Housing Unit Density (units per sq. mi.) - All Types	0	---	---
Population Density (persons per sq. mi.)	0	-	---
Employment Density (persons per sq. mi.)	0	-	---
Station Area 6 Station Name:			
Housing Units - All Types		---	---
Population			-
Employment			-
Land Area (square miles)		-	---
Housing Unit Density (units per sq. mi.) - All Types	0	---	---
Population Density (persons per sq. mi.)	0	-	---
Employment Density (persons per sq. mi.)	0	-	---
Station Area 7 Station Name:			
Housing Units - All Types		---	---
Population			-
Employment			-
Land Area (square miles)		-	---
Housing Unit Density (units per sq. mi.) - All Types	0	---	---
Population Density (persons per sq. mi.)	0	-	---
Employment Density (persons per sq. mi.)	0	-	---

NEW STARTS LAND USE TEMPLATE (QUANTITATIVE DATA) page 3

	Current Year	Horizon	Growth (%)
Station Area 8	Station Name:		
Housing Units - All Types		---	---
Population			-
Employment			-
Land Area (square miles)		-	---
Housing Unit Density (units per sq. mi.) - All Types	0	---	---
Population Density (persons per sq. mi.)	0	-	---
Employment Density (persons per sq. mi.)	0	-	---
Station Area 9	Station Name:		
Housing Units - All Types		---	---
Population			-
Employment			-
Land Area (square miles)		-	---
Housing Unit Density (units per sq. mi.) - All Types	0	---	---
Population Density (persons per sq. mi.)	0	-	---
Employment Density (persons per sq. mi.)	0	-	---
Station Area 10	Station Name:		
Housing Units - All Types		---	---
Population			-
Employment			-
Land Area (square miles)		-	---
Housing Unit Density (units per sq. mi.) - All Types	0	---	---
Population Density (persons per sq. mi.)	0	-	---
Employment Density (persons per sq. mi.)	0	-	---
Station Area 11	Station Name:		
Housing Units - All Types		---	---
Population			-
Employment			-
Land Area (square miles)		-	---
Housing Unit Density (units per sq. mi.) - All Types	0	---	---
Population Density (persons per sq. mi.)	0	-	---
Employment Density (persons per sq. mi.)	0	-	---
Station Area 12	Station Name:		
Housing Units - All Types		---	---
Population			-
Employment			-
Land Area (square miles)		-	---
Housing Unit Density (units per sq. mi.) - All Types	0	---	---
Population Density (persons per sq. mi.)	0	-	---
Employment Density (persons per sq. mi.)	0	-	---
Station Area 13	Station Name:		
Housing Units - All Types		---	---
Population			-
Employment			-
Land Area (square miles)		-	---
Housing Unit Density (units per sq. mi.) - All Types	0	---	---
Population Density (persons per sq. mi.)	0	-	---
Employment Density (persons per sq. mi.)	0	-	---
Station Area 14	Station Name:		
Housing Units - All Types		---	---
Population			-
Employment			-
Land Area (square miles)		-	---
Housing Unit Density (units per sq. mi.) - All Types	0	---	---
Population Density (persons per sq. mi.)	0	-	---
Employment Density (persons per sq. mi.)	0	-	---

NEW STARTS LAND USE TEMPLATE (QUANTITATIVE DATA) page 4			
	Current Year	Horizon	Growth (%)
Station Area 15 Station Name:			
Housing Units - All Types		---	---
Population			-
Employment			-
Land Area (square miles)		-	---
Housing Unit Density (units per sq. mi.) - All Types	0	---	---
Population Density (persons per sq. mi.)	0	-	---
Employment Density (persons per sq. mi.)	0	-	---
Station Area 16 Station Name:			
Housing Units - All Types		---	---
Population			-
Employment			-
Land Area (square miles)		-	---
Housing Unit Density (units per sq. mi.) - All Types	0	---	---
Population Density (persons per sq. mi.)	0	-	---
Employment Density (persons per sq. mi.)	0	-	---
Station Area 17 Station Name:			
Housing Units - All Types		---	---
Population			-
Employment			-
Land Area (square miles)		-	---
Housing Unit Density (units per sq. mi.) - All Types	0	---	---
Population Density (persons per sq. mi.)	0	-	---
Employment Density (persons per sq. mi.)	0	-	---
Station Area 18 Station Name:			
Housing Units - All Types		---	---
Population			-
Employment			-
Land Area (square miles)		-	---
Housing Unit Density (units per sq. mi.) - All Types	0	---	---
Population Density (persons per sq. mi.)	0	-	---
Employment Density (persons per sq. mi.)	0	-	---
Station Area 19 Station Name:			
Housing Units - All Types		---	---
Population			-
Employment			-
Land Area (square miles)		-	---
Housing Unit Density (units per sq. mi.) - All Types	0	---	---
Population Density (persons per sq. mi.)	0	-	---
Employment Density (persons per sq. mi.)	0	-	---
Station Area 20 Station Name:			
Housing Units - All Types		---	---
Population			-
Employment			-
Land Area (square miles)		-	---
Housing Unit Density (units per sq. mi.) - All Types	0	---	---
Population Density (persons per sq. mi.)	0	-	---
Employment Density (persons per sq. mi.)	0	-	---

[1] Optionally, employment for the largest activity center(s) served by the project may be reported.

[2] See Appendix A of the Reporting Instructions for a sample methodology for estimating station area population, households, and employment.

[3] This information should be entered only for projects that are extensions to existing lines. Provide the total employment served within a 1/2-mile radius of the existing stations along the entire line on which a no-transfer ride from the proposed project's stations can be reached. Do not include employment within a 1/2-mile radius of the new stations.

[4] Countywide housing unit totals are available from the U.S. Census Bureau's American Community Survey website

[5] Reporting of data by individual station area is required.

NEW STARTS ENVIRONMENTAL BENEFITS TEMPLATE

PROJECT NAME:

*** To view Environmental Benefits results, specify the horizon year option in the Project Description Template and the regional air quality attainment status for each criteria pollutant below ***

Attainment Status

Line	Item	Values	Source/Calculation
1	Regional air quality attainment status, carbon monoxide (CO)	(Select...)	Source: EPA Green Book
2	Regional air quality attainment status, nitrogen dioxide (NO ₂)	(Select...)	
3	Regional air quality attainment status, ozone (O ₃) (2008 8-hour standard)	(Select...)	
4	Regional air quality attainment status, particulate matter (PM _{2.5}) (2006 standard)	(Select...)	

ADDITIONAL ENVIRONMENTAL BENEFITS INPUTS REQUIRED FOR WARRANTED NEW STARTS PROJECTS ONLY

Line	Item	Values	Source/Calculation
A	Existing Annual Transit Ridership in the Corridor Today		Input by project sponsor
B	Percentage Change in Corridor Annual Transit Vehicle Hours That Would Result from Implementation of the Proposed Project		Input by project sponsor
C	Elasticity Factor	0.5	TCRP Report 95, Traveler Response to Transportation System Changes: Transit Scheduling and Frequency (2004)
D	Estimated Increase in Annual Project Ridership	0	Line A * Line B * Line C
E	Average share of transit users that previously drove	20%	Factor based on data from past projects in the CIG program
F	Estimated new transit ridership coming from autos	0	Line D * Line E
G	Average auto occupancy factor	1.15	Nation-wide average for work trips from the 2009 National Household Travel Survey
H	Estimated decrease (increase) in auto trips	0	Line F / Line G
I	Project Length	0.0	From Project Description Template
J	Average trip length factor	50%	Factor based on data from past projects in the CIG program
K	Estimated decrease (increase) in Annual Auto Vehicle Miles Travelled	0	Line H * Line I * Line J

Summary Results

		Current Year ()	Horizon ()	
5	Value of environmental benefits	-	-	Sum of lines 19, 30, 41, 52, 63, 74, 85 and 96 for current and applicable (if any) horizon year
6	Annualized capital and operating cost of project	-	-	Mobility and Cost Effectiveness Template, Line 6
7	Ratio of environmental benefits to annualized cost	-	-	Line 5 / Line 6
8	Value used in rating	-	-	If a 10- or 20-year horizon is being used: 50 percent * Line 7 current year value + 50 percent * Line 7 horizon year value If no horizon year is being used: Line 7 current year value

NEW STARTS ENVIRONMENTAL BENEFITS TEMPLATE (page 5)

Safety: Fatalities

Line	Mode	Current Year					Horizon - 10 Years					Horizon - 20 Years				
		VMT Decrease (Increase)	Conversion Factor: Fatalities / VMT	Fatality Decrease (Increase)	Monetization Factor (\$ / fatality)	Value of Improvement [1]	VMT Decrease (Increase)	Conversion Factor: Fatalities / VMT	Fatality Decrease (Increase)	Monetization Factor (\$ / fatality)	Value of Improvement [1]	VMT Decrease (Increase)	Conversion Factor: Fatalities / VMT	Fatality Decrease (Increase)	Monetization Factor (\$ / fatality)	Value of Improvement [1]
75	Automobile	0	0.000000013	0.00	\$9,100,000	-	---	0.000000013	---	\$9,100,000	-	---	0.000000013	---	\$9,100,000	-
76	Diesel Bus	0	0.000000004	0.00	\$9,100,000	-	---	0.000000004	---	\$9,100,000	-	---	0.000000004	---	\$9,100,000	-
77	Hybrid Bus	0	0.000000004	0.00	\$9,100,000	-	---	0.000000004	---	\$9,100,000	-	---	0.000000004	---	\$9,100,000	-
78	CNG Bus	0	0.000000004	0.00	\$9,100,000	-	---	0.000000004	---	\$9,100,000	-	---	0.000000004	---	\$9,100,000	-
79	Electric Bus	0	0.000000004	0.00	\$9,100,000	-	---	0.000000004	---	\$9,100,000	-	---	0.000000004	---	\$9,100,000	-
80	Heavy Rail	0	0.000000007	0.00	\$9,100,000	-	---	0.000000007	---	\$9,100,000	-	---	0.000000007	---	\$9,100,000	-
81	Light Rail / Streetcar	0	0.000000009	0.00	\$9,100,000	-	---	0.000000009	---	\$9,100,000	-	---	0.000000009	---	\$9,100,000	-
82	Commuter Rail - New diesel locomotive or DMU	0	0.000000012	0.00	\$9,100,000	-	---	0.000000012	---	\$9,100,000	-	---	0.000000012	---	\$9,100,000	-
83	Commuter Rail - Used diesel locomotive	0	0.000000012	0.00	\$9,100,000	-	---	0.000000012	---	\$9,100,000	-	---	0.000000012	---	\$9,100,000	-
84	Commuter Rail - Electric or EMU	0	0.000000012	0.00	\$9,100,000	-	---	0.000000012	---	\$9,100,000	-	---	0.000000012	---	\$9,100,000	-
85	TOTAL CHANGE	0	---	0.00	---	\$0.00	---	---	---	---	---	---	---	---	---	---

Safety: Injuries

Line	Mode	Current Year					Horizon - 10 Years					Horizon - 20 Years				
		VMT Decrease (Increase)	Conversion Factor: Injuries / VMT	Injury Decrease (Increase)	Monetization Factor (\$ / injury)	Value of Improvement [1]	VMT Decrease (Increase)	Conversion Factor: Injuries / VMT	Injury Decrease (Increase)	Monetization Factor (\$ / injury)	Value of Improvement [1]	VMT Decrease (Increase)	Conversion Factor: Injuries / VMT	Injury Decrease (Increase)	Monetization Factor (\$ / injury)	Value of Improvement [1]
86	Automobile	0	0.000000195	0.00	\$490,000	-	---	0.000000195	---	\$490,000	-	---	0.000000195	---	\$490,000	-
87	Diesel Bus	0	0.000001824	0.00	\$490,000	-	---	0.000001824	---	\$490,000	-	---	0.000001824	---	\$490,000	-
88	Hybrid Bus	0	0.000001824	0.00	\$490,000	-	---	0.000001824	---	\$490,000	-	---	0.000001824	---	\$490,000	-
89	CNG Bus	0	0.000001824	0.00	\$490,000	-	---	0.000001824	---	\$490,000	-	---	0.000001824	---	\$490,000	-
90	Electric Bus	0	0.000001458	0.00	\$490,000	-	---	0.000001458	---	\$490,000	-	---	0.000001458	---	\$490,000	-
91	Heavy Rail	0	0.000000155	0.00	\$490,000	-	---	0.000000155	---	\$490,000	-	---	0.000000155	---	\$490,000	-
92	Light Rail / Streetcar	0	0.000001696	0.00	\$490,000	-	---	0.000001696	---	\$490,000	-	---	0.000001696	---	\$490,000	-
93	Commuter Rail - New diesel locomotive or DMU	0	0.000001746	0.00	\$490,000	-	---	0.000001746	---	\$490,000	-	---	0.000001746	---	\$490,000	-
94	Commuter Rail - Used diesel locomotive	0	0.000001746	0.00	\$490,000	-	---	0.000001746	---	\$490,000	-	---	0.000001746	---	\$490,000	-
95	Commuter Rail - Electric or EMU	0	0.000001746	0.00	\$490,000	-	---	0.000001746	---	\$490,000	-	---	0.000001746	---	\$490,000	-
96	TOTAL CHANGE	0	---	0.00	---	\$0.00	---	---	---	---	---	---	---	---	---	---

[1] Value will be positive for decreases and negative for increases.

NEW STARTS FINANCE TEMPLATE

PROJECT NAME:			
Total Capital Cost of Project in Constant 2017 Dollars (from the SCC Main Worksheet)		Total Capital Cost of Project in YOE dollars (including finance charges, costs of Project Development and Engineering, and construction): (from SCC Main Worksheet)	
Section 5309 New Starts Funding Anticipated (YOE \$):		Section 5309 New Starts Share of Project Cost:	0.0%
Estimated Cost of Project Development (YOE \$):		Estimated Cost of Engineering (YOE \$):	
Total Finance Charges Included in Capital Cost (include finance charges that are expected prior to either the revenue operations date or the fulfillment of the Section 5309 New Starts funding commitment, whichever is later in time): (from SCC Main Worksheet)			
Other Federal Capital Funding Sources (Non-5309 New Starts Funds such as FTA Section 5307, Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), etc.)	Type of Funds	Dollar Amount (YOE)	% of Total Capital Cost
1. (Example: CMAQ)			0.0%
2.			0.0%
3.			0.0%
4.			0.0%
State Capital Funding Sources (Funds provided by State agencies or legislatures such as bonds, dedicated sales tax, annual legislative appropriation, transportation trust funds, etc.)	Type of Funds	Dollar Amount (YOE)	% of Total Capital Cost
1. (Example: State Transportation Fund)			0.0%
2.			0.0%
3.			0.0%
4.			0.0%
Local Capital Funding Sources (Municipal, City, County, Township, or Regional funding such as bonds, sales tax, legislative appropriation, transportation trust funds, etc.)	Type of Funds	Dollar Amount (YOE)	% of Total Capital Cost
1.			0.0%
2.			0.0%
3.			0.0%
4.			0.0%
Private Sector/In-kind match/Other (Donations of right-of-way, construction of stations or parking, or funding for the project from a non-governmental entity, business, or business assoc.)	Type of Funds	Dollar Amount (YOE)	% of Total Capital Cost
1.			0.0%
2.			0.0%
3.			0.0%
TOTAL NON-SECTION 5309 FUNDING (YOE dollars)		\$0	0.0%

QA/QC CHECK: TOTAL CAPITAL COSTS LESS SEC. 5309 FUNDING LESS NON-SEC. 5309 FUNDING (SHOULD EQUAL \$0)	\$0	---
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NEW STARTS FINANCE TEMPLATE (page 2)

New Starts Project Financial Commitment			
Other Federal Sources (Linked from page 1)	Specify Whether New or Existing Funding Source	Specify Status of Funds -- Committed, Budgeted, or Planned (See notes below)	Identify Supporting Documentation Submitted to Verify Funding Source If a public referendum is needed, provide the anticipated date
1. (Example: CMAQ)			
2.			
3.			
4.			
State Sources (Linked from page 1)			
1. (Example: State Transportation Fund)			
2.			
3.			
4.			
Local Sources (Linked from page 1)			
1.			
2.			
3.			
4.			
Private Sector/In-kind Match/Other (Linked from page 1)			
1.			
2.			
3.			

Reference Notes: The following categories and definitions are applied to funding sources:

Committed: Committed sources are programmed funds that have all the necessary approvals (legislative or referendum) to be used to fund the proposed project without any additional action. These funds have been formally programmed in the MPO's TIP and/or any related local, regional, or state CIP or appropriation. Examples include dedicated or approved tax revenues, state grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed project, and additional debt capacity that requires no further approvals and has been dedicated by the transit agency to the proposed project.

Budgeted: This category is for funds that have been budgeted and/or programmed for use on the proposed project but remain uncommitted, i.e., the funds have not yet received statutory approval. Examples include debt financing in an agency-adopted CIP that has yet to receive final legislative approval, or state grants that have been included in the state budget, but are still awaiting legislative approval. These funds are almost certain to be committed in the near future. Funds will be classified as budgeted where available funding cannot be committed until the Full Funding Grant Agreement (FFGA) is executed, or due to local practices outside of the project sponsor's control (e.g., the project development schedule extends beyond the TIP period).

Planned: This category is for funds that are identified and have a reasonable chance of being committed, but are neither committed nor budgeted. Examples include proposed sources that require a scheduled referendum, reasonable requests for state/local grants, and proposed debt financing that has not yet been adopted in the agency's CIP.

NEW STARTS FINANCE TEMPLATE (page 3)

Innovative Financing Methods (Unconventional sources of funding which may include TIFIA, State Infrastructure Banks, Public/Private partnerships, Toll Credits, etc.)		
Innovative Funding Source	Anticipated Funding Amount	Identify Supporting Documentation Submitted

Summary Information from the Operating Finance Plan				
New Starts Project Annual Operating Cost in the Opening Year (YOES):	Total Transit System (including New Starts Project) Annual Operating Cost in the Opening Year (YOES)			
Proposed Sources of Operating Funds (Proposed sources of operating funds that are anticipated to support operating expenses of the transit system including the New Starts project in the opening year.)	Dollar Amount	Type of Funding Source	Committed, Budgeted or Planned	Specify Whether New or Existing Funding Source
Farebox Revenues		---	---	---
State Revenue Source A				
State Revenue Source B				
State Revenue Source C				
Local Revenue Source A				
Local Revenue Source B				
Local Revenue Source C				
Other				
Total	\$0			

Transit System Operating Characteristics			
Current Systemwide Characteristics (Can be the same data as reported to the FTA for the National Transit Database)	Number/Value	Future Transit System with New Starts Project (Systemwide characteristics at completion of the New Starts Project)	Number/Value
Farebox Recovery Percent		Farebox Recovery Percent	
Number of Buses		Number of Buses	
Number of Rail Vehicles		Number of Rail Vehicles	
Average Fare		Average Fare	
Average Age of Buses			
Average Age of Rail Vehicles			
Revenue Miles of Service Provided		Revenue Miles of Service	
Revenue Hours of Service Provided		Revenue Hours of Service	

Rating Lookup Tables

Description	Low-end of Range	Score
Cost Effectiveness (Cost per Trip) - New Starts: Numeric Rating	0.00	N/A
	0.01	HIGH
	4.00	MEDIUM-HIGH
	6.00	MEDIUM
	10.00	MEDIUM-LOW
	15.00	LOW
Cost Effectiveness (Cost per Trip) - Small Starts: Numeric Rating	0.00	N/A
	0.01	HIGH
	1.00	MEDIUM-HIGH
	2.00	MEDIUM
	4.00	MEDIUM-LOW
	5.01	LOW
Standard Five-point Scale	0.00	NOT RATED
	0.01	LOW
	0.50	LOW
	1.50	MEDIUM-LOW
	2.50	MEDIUM
	3.50	MEDIUM-HIGH
	4.50	HIGH
Mobility: Weighted Estimated Annual Trips	0	LOW
	2,500,000	MEDIUM-LOW
	5,000,000	MEDIUM
	15,000,000	MEDIUM-HIGH
	30,000,000	HIGH
Environmental Benefits	-1000.000	LOW
	-0.100	MEDIUM-LOW
	0.000	MEDIUM
	0.050	MEDIUM-HIGH
	0.100	HIGH

NEW STARTS RATING ESTIMATION

PROJECT NAME: _____

Use this tool to calculate your New Starts project's potential overall rating. Enter a value from the drop down menu in each of the yellow cells based on the ratings you anticipate. *

Project Justification				Local Financial Commitment			
Criterion	Weight	Estimated Rating	Source/Calculation	Criterion	Weight	Estimated Rating	Source/Calculation
Mobility Improvements	16.66%		Mobility, Cost-Effectiveness, and Congestion Relief Templates	Current Financial Condition	25%	-	Enter your estimations of these ratings. See the Local Financial Commitment section in the New Starts chapter of the CIG Program Final Interim Policy Guidance for information on how FTA rates these factors.
Cost Effectiveness	16.66%			Commitment of Capital and Operating Funds	25%	-	
Congestion Relief	16.66%			Reasonableness of Financial Plan	50%	-	
Environmental Benefits	16.66%		Environmental Benefits Template	New Starts Share (Please complete the Finance Template)	-	-	
Land Use	16.66%	-	Enter your estimations of these ratings. See FTA's Guidelines for Land Use and Economic Development Effects on how FTA determines the ratings for these criteria.	Summary Rating		-	Ratings are assigned to each subfactor on a five-point scale, with Low = 1, Medium-Low = 2, Medium = 3, Medium-High = 4, and High = 5. Individual subfactor ratings are then weighted as shown to develop the summary Local Financial Commitment rating. If the summary rating is at least Medium and the New Starts share is less than 50%, the summary rating is increased one level.
Economic Development	16.66%	-					
Summary Rating		-	Ratings are assigned to each criterion on a five-point scale, with Low = 1, Medium-Low = 2, Medium = 3, Medium-High = 4, and High = 5. Individual criterion ratings are then weighted 16.66% each to develop the summary Project Justification rating.				

<p align="center">Estimated Overall Project Rating: (The Project Justification and Local Financial Commitment summary ratings are each weighted equally at 50%. However, both must be at least Medium to obtain a Medium or better overall rating.)</p>	<p align="center">Complete all templates and the highlighted cells in this worksheet to see the estimated overall rating.</p>
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[Link to CIG Program Guidance on the FTA Website](#)

* FTA is providing this tool to help project sponsors understand how their projects might rate. Any anticipated ratings entered into this spreadsheet will not be used by FTA to inform the ratings that FTA assigns. All ratings automatically computed in the templates are subject to verification by FTA. FTA has sole responsibility for assigning project ratings according to the evaluation and rating framework described in the Capital Investment Grants Program Final Interim Policy Guidance.