| SMALL 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** | |

| SMALL 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** | |
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| | **List each station with major transfer facilities to other modes** | |
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| | | |
| | | |
| | | |
| | **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?** | |

# SMALL STARTS PROJECT DESCRIPTION TEMPLATE (Page 3)

| | | | |
|---|---|---|---|
| **Seeking Use of Project Justification Warrants?** | | (Select…) | |
| | | | |
| **Project Planning Dates** | | | |
| **Current Year** | **Opening Year** | **Horizon** | **Exact Horizon Year (e.g., 2035)** |
| | | (Select…) | |
| **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*** | | |
| | ***Insert anticipated or actual date*** | | |
| | **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** | | |
| | **Anticipated SSGA/Construction Grant 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 Small 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.

| SMALL 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 | |

# SMALL 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 | - | (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 () | | | |
| | | No-build | Build | No-build | Build | | No-build | Build | No-build | Build | Current Year () | Horizon () |
| 10 | Automobile | | | | | 0 | 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.)

# SMALL 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<br>If no horizon year is used: Line 1 current year value |

## Cost Effectiveness

| Line | Item | Values | | Source/Calculation |
|---|---|---|---|---|
| | | Current Year () | Horizon () | |
| 3 | Annualized Federal share of project capital cost (constant 2017 dollars) | | - | Source: SCC Build Annualized worksheet |
| 4 | Annual linked trips on the project | 0 | - | Travel Forecasts Template, Line 8a |
| 5 | Annualized Federal share of the project per annual linked trip on the project | $0.00 | - | Line 6 / Line 5 |
| 6 | 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<br>If no horizon year is used: Line 7 current year value |

## Congestion Relief

| Line | Item | Values | | Source/Calculation |
|---|---|---|---|---|
| | | Current Year () | Horizon () | |
| 7 | New Weekday Linked Transit Trips | 0 | - | Travel Forecasts Template, Line 9 |
| 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<br>If no horizon year is used: Line 7 current year value |

# SMALL STARTS LAND USE TEMPLATE (QUANTITATIVE DATA)

**PROJECT NAME:**

| Population, Employment and Housing – Metropolitan Area, CBD, and Corridor | | | |
|---|---|---|---|
| **Geographic Area**<br>Item | **Current Year ()** | **Horizon ()** | **Growth (%)** |
| **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 | | |

# SMALL 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 | - | --- |

# SMALL 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 | - | --- |

## SMALL 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 ½-mile radius of the new stations

[4] Countywide housing unit totals are available from the U.S. Census Bureau's American Community Survey website (http://www.census.gov/acs/).

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

# SMALL 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 SMALL STARTS PROJECTS ONLY

| Line | | 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 occupany 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 Federal share of project | - | - | Mobility and Cost Effectiveness Template, Line 3 |
| 7 | Ratio of environmental benefits to annualized Federal share of project | - | - | 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<br>If no horizon year is being used: Line 7 current year value |

## SMALL STARTS ENVIRONMENTAL BENEFITS TEMPLATE (page 2)

### VALUE OF BENEFITS BY FACTOR

**Air Quality: Carbon Monoxide (CO)**

| Line | Mode | Current Year | | | | | Horizon - 10 Years | | | | | Horizon - 20 Years | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | VMT Decrease (Increase) | Conversion Factor: Emissions (kg) / VMT | Emissions Decrease (Increase) (kg) | Monetization Factor ($ / kg) | Value of Improvement [1] | VMT Decrease (Increase) | Conversion Factor: Emissions (kg) / VMT | Emissions Decrease (Increase) (kg) | Monetization Factor ($ / kg) | Value of Improvement [1] | VMT Decrease (Increase) | Conversion Factor: Emissions (kg) / VMT | Emissions Decrease (Increase) (kg) | Monetization Factor ($ / kg) | Value of Improvement [1] |
| 9 | Automobile | 0 | 0.01677 | 0.00 | - | - | --- | 0.01146 | --- | - | - | --- | 0.01026 | --- | - | - |
| 10 | Diesel Bus | 0 | 0.00583 | 0.00 | - | - | --- | 0.00326 | --- | - | - | --- | 0.00289 | --- | - | - |
| 11 | Hybrid Bus | 0 | 0.00583 | 0.00 | - | - | --- | 0.00326 | --- | - | - | --- | 0.00289 | --- | - | - |
| 12 | CNG Bus | 0 | 0.03962 | 0.00 | - | - | --- | 0.02030 | --- | - | - | --- | 0.01716 | --- | - | - |
| 13 | Electric Bus | 0 | 0.00645 | 0.00 | - | - | --- | 0.00539 | --- | - | - | --- | 0.00504 | --- | - | - |
| 14 | Heavy Rail | 0 | 0.00706 | 0.00 | - | - | --- | 0.00685 | --- | - | - | --- | 0.00673 | --- | - | - |
| 15 | Light Rail / Streetcar | 0 | 0.01051 | 0.00 | - | - | --- | 0.01020 | --- | - | - | --- | 0.01001 | --- | - | - |
| 16 | Commuter Rail - New diesel locomotive or DMU | 0 | 0.01680 | 0.00 | - | - | --- | 0.01680 | --- | - | - | --- | 0.01680 | --- | - | - |
| 17 | Commuter Rail - Used diesel locomotive | 0 | 0.01680 | 0.00 | - | - | --- | 0.01680 | --- | - | - | --- | 0.01680 | --- | - | - |
| 18 | Commuter Rail - Electric or EMU | 0 | 0.01281 | 0.00 | - | - | --- | 0.01243 | --- | - | - | --- | 0.01219 | --- | - | - |
| 19 | **TOTAL CHANGE** | **0** | **---** | **0.00** | **---** | **$0.00** | **---** | **---** | **---** | **---** | **---** | **---** | **---** | **---** | **---** | **---** |

**Air Quality: Mono-Nitrogen Oxides ($NO_x$)**

| Line | Mode | Current Year | | | | | Horizon - 10 Years | | | | | Horizon - 20 Years | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | VMT Decrease (Increase) | Conversion Factor: Emissions (kg) / VMT | Emissions Decrease (Increase) (kg) | Monetization Factor ($ / kg) | Value of Improvement [1] | VMT Decrease (Increase) | Conversion Factor: Emissions (kg) / VMT | Emissions Decrease (Increase) (kg) | Monetization Factor ($ / kg) | Value of Improvement [1] | VMT Decrease (Increase) | Conversion Factor: Emissions (kg) / VMT | Emissions Decrease (Increase) (kg) | Monetization Factor ($ / kg) | Value of Improvement [1] |
| 20 | Automobile | 0 | 0.00091 | 0.00 | - | - | --- | 0.00028 | --- | - | - | --- | 0.00020 | --- | - | - |
| 21 | Diesel Bus | 0 | 0.00867 | 0.00 | - | - | --- | 0.00208 | --- | - | - | --- | 0.00114 | --- | - | - |
| 22 | Hybrid Bus | 0 | 0.00867 | 0.00 | - | - | --- | 0.00208 | --- | - | - | --- | 0.00114 | --- | - | - |
| 23 | CNG Bus | 0 | 0.00384 | 0.00 | - | - | --- | 0.00341 | --- | - | - | --- | 0.00335 | --- | - | - |
| 24 | Electric Bus | 0 | 0.00583 | 0.00 | - | - | --- | 0.00439 | --- | - | - | --- | 0.00398 | --- | - | - |
| 25 | Heavy Rail | 0 | 0.00638 | 0.00 | - | - | --- | 0.00558 | --- | - | - | --- | 0.00532 | --- | - | - |
| 26 | Light Rail / Streetcar | 0 | 0.00950 | 0.00 | - | - | --- | 0.00831 | --- | - | - | --- | 0.00791 | --- | - | - |
| 27 | Commuter Rail - New diesel locomotive or DMU | 0 | 0.01320 | 0.00 | - | - | --- | 0.01320 | --- | - | - | --- | 0.01320 | --- | - | - |
| 28 | Commuter Rail - Used diesel locomotive | 0 | 0.09300 | 0.00 | - | - | --- | 0.04300 | --- | - | - | --- | 0.02090 | --- | - | - |
| 29 | Commuter Rail - Electric or EMU | 0 | 0.01157 | 0.00 | - | - | --- | 0.01012 | --- | - | - | --- | 0.00964 | --- | - | - |
| 30 | **TOTAL CHANGE** | **0** | **---** | **0.00** | **---** | **$0.00** | **---** | **---** | **---** | **---** | **---** | **---** | **---** | **---** | **---** | **---** |

## SMALL STARTS ENVIRONMENTAL BENEFITS TEMPLATE (page 3)

### Air Quality: Volatile Organic Compounds (VOCs)

| Line | Mode | Current Year | | | | | Horizon - 10 Years | | | | | Horizon - 20 Years | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | VMT Decrease (Increase) | Conversion Factor: Emissions (kg) / VMT | Emissions Decrease (Increase) (kg) | Monetization Factor ($ / kg) | Value of Improvement [1] | VMT Decrease (Increase) | Conversion Factor: Emissions (kg) / VMT | Emissions Decrease (Increase) (kg) | Monetization Factor ($ / kg) | Value of Improvement [1] | VMT Decrease (Increase) | Conversion Factor: Emissions (kg) / VMT | Emissions Decrease (Increase) (kg) | Monetization Factor ($ / kg) | Value of Improvement [1] |
| 31 | Automobile | 0 | 0.00060 | 0.00 | - | - | --- | 0.00027 | --- | - | - | --- | 0.00021 | --- | - | - |
| 32 | Diesel Bus | 0 | 0.00073 | 0.00 | - | - | --- | 0.00024 | --- | - | - | --- | 0.00016 | --- | - | - |
| 33 | Hybrid Bus | 0 | 0.00073 | 0.00 | - | - | --- | 0.00024 | --- | - | - | --- | 0.00016 | --- | - | - |
| 34 | CNG Bus | 0 | 0.00146 | 0.00 | - | - | --- | 0.00115 | --- | - | - | --- | 0.00111 | --- | - | - |
| 35 | Electric Bus | 0 | 0.00012 | 0.00 | - | - | --- | 0.00010 | --- | - | - | --- | 0.00010 | --- | - | - |
| 36 | Heavy Rail | 0 | 0.00013 | 0.00 | - | - | --- | 0.00013 | --- | - | - | --- | 0.00013 | --- | - | - |
| 37 | Light Rail / Streetcar | 0 | 0.00019 | 0.00 | - | - | --- | 0.00019 | --- | - | - | --- | 0.00020 | --- | - | - |
| 38 | Commuter Rail - New diesel locomotive or DMU | 0 | 0.00055 | 0.00 | - | - | --- | 0.00055 | --- | - | - | --- | 0.00055 | --- | - | - |
| 39 | Commuter Rail - Used diesel locomotive | 0 | 0.00436 | 0.00 | - | - | --- | 0.00126 | --- | - | - | --- | 0.00044 | --- | - | - |
| 40 | Commuter Rail - Electric or EMU | 0 | 0.00024 | 0.00 | - | - | --- | 0.00023 | --- | - | - | --- | 0.00024 | --- | - | - |
| 41 | **TOTAL CHANGE** | **0** | **---** | **0.00** | **---** | **$0.00** | **---** | **---** | **---** | **---** | **---** | **---** | **---** | **---** | **---** | **---** |

### Air Quality: Particulate Matter ($PM_{2.5}$)

| Line | Mode | Current Year | | | | | Horizon - 10 Years | | | | | Horizon - 20 Years | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | VMT Decrease (Increase) | Conversion Factor: Emissions (kg) / VMT | Emissions Decrease (Increase) (kg) | Monetization Factor ($ / kg) | Value of Improvement [1] | VMT Decrease (Increase) | Conversion Factor: Emissions (kg) / VMT | Emissions Decrease (Increase) (kg) | Monetization Factor ($ / kg) | Value of Improvement [1] | VMT Decrease (Increase) | Conversion Factor: Emissions (kg) / VMT | Emissions Decrease (Increase) (kg) | Monetization Factor ($ / kg) | Value of Improvement [1] |
| 42 | Automobile | 0 | 0.000010 | 0.00 | - | - | --- | 0.000010 | --- | - | - | --- | 0.000010 | --- | - | - |
| 43 | Diesel Bus | 0 | 0.000480 | 0.00 | - | - | --- | 0.000090 | --- | - | - | --- | 0.000030 | --- | - | - |
| 44 | Hybrid Bus | 0 | 0.000480 | 0.00 | - | - | --- | 0.000090 | --- | - | - | --- | 0.000030 | --- | - | - |
| 45 | CNG Bus | 0 | 0.000010 | 0.00 | - | - | --- | 0.000010 | --- | - | - | --- | 0.000010 | --- | - | - |
| 46 | Electric Bus | 0 | 0.000378 | 0.00 | - | - | --- | 0.000313 | --- | - | - | --- | 0.000299 | --- | - | - |
| 47 | Heavy Rail | 0 | 0.000413 | 0.00 | - | - | --- | 0.000398 | --- | - | - | --- | 0.000399 | --- | - | - |
| 48 | Light Rail / Streetcar | 0 | 0.000615 | 0.00 | - | - | --- | 0.000593 | --- | - | - | --- | 0.000593 | --- | - | - |
| 49 | Commuter Rail - New diesel locomotive or DMU | 0 | 0.000190 | 0.00 | - | - | --- | 0.000190 | --- | - | - | --- | 0.000190 | --- | - | - |
| 50 | Commuter Rail - Used diesel locomotive | 0 | 0.004600 | 0.00 | - | - | --- | 0.001330 | --- | - | - | --- | 0.000470 | --- | - | - |
| 51 | Commuter Rail - Electric or EMU | 0 | 0.000750 | 0.00 | - | - | --- | 0.000722 | --- | - | - | --- | 0.000723 | --- | - | - |
| 52 | **TOTAL CHANGE** | **0** | **---** | **0.00** | **---** | **$0.00** | **---** | **---** | **---** | **---** | **---** | **---** | **---** | **---** | **---** | **---** |

## SMALL STARTS ENVIRONMENTAL BENEFITS TEMPLATE (page 4)

### Greenhouse Gases (Carbon Dioxide Equivalent [$CO_2e$])

| Line | Mode | Current Year | | | | | Horizon - 10 Years | | | | | Horizon - 20 Years | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | VMT Decrease (Increase) | Conversion Factor: Emissions (ton) / VMT | Emissions Decrease (Increase) (tons) | Monetization Factor ($ / ton) | Value of Improvement [1] | VMT Decrease (Increase) | Conversion Factor: Emissions (ton) / VMT | Emissions Decrease (Increase) (tons) | Monetization Factor ($ / ton) | Value of Improvement [1] | VMT Decrease (Increase) | Conversion Factor: Emissions (ton) / VMT | Emissions Decrease (Increase) (tons) | Monetization Factor ($ / ton) | Value of Improvement [1] |
| 53 | Automobile | 0 | 0.000532 | 0.00 | $38.00 | - | --- | 0.000434 | --- | $38.00 | - | --- | 0.000397 | --- | $38.00 | - |
| 54 | Diesel Bus | 0 | 0.003319 | 0.00 | $38.00 | - | --- | 0.002854 | --- | $38.00 | - | --- | 0.002721 | --- | $38.00 | - |
| 55 | Hybrid Bus | 0 | 0.002655 | 0.00 | $38.00 | - | --- | 0.002283 | --- | $38.00 | - | --- | 0.002177 | --- | $38.00 | - |
| 56 | CNG Bus | 0 | 0.002935 | 0.00 | $38.00 | - | --- | 0.002524 | --- | $38.00 | - | --- | 0.002406 | --- | $38.00 | - |
| 57 | Electric Bus | 0 | 0.002934 | 0.00 | $38.00 | - | --- | 0.002441 | --- | $38.00 | - | --- | 0.002303 | --- | $38.00 | - |
| 58 | Heavy Rail | 0 | 0.003211 | 0.00 | $38.00 | - | --- | 0.003106 | --- | $38.00 | - | --- | 0.003073 | --- | $38.00 | - |
| 59 | Light Rail / Streetcar | 0 | 0.004779 | 0.00 | $38.00 | - | --- | 0.004623 | --- | $38.00 | - | --- | 0.004574 | --- | $38.00 | - |
| 60 | Commuter Rail - New diesel locomotive or DMU | 0 | 0.007970 | 0.00 | $38.00 | - | --- | 0.007970 | --- | $38.00 | - | --- | 0.007970 | --- | $38.00 | - |
| 61 | Commuter Rail - Used diesel locomotive | 0 | 0.007970 | 0.00 | $38.00 | - | --- | 0.007970 | --- | $38.00 | - | --- | 0.007970 | --- | $38.00 | - |
| 62 | Commuter Rail - Electric or EMU | 0 | 0.005821 | 0.00 | $38.00 | - | --- | 0.005632 | --- | $38.00 | - | --- | 0.005572 | --- | $38.00 | - |
| 63 | TOTAL CHANGE | 0 | --- | 0.00 | --- | $0.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |

### Energy Use (British Thermal Units [Btu])

| Line | Mode | Current Year | | | | | Horizon - 10 Years | | | | | Horizon - 20 Years | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | VMT Decrease (Increase) | Conversion Factor: Energy Use (million Btu) / VMT | Energy Use Decrease (Increase) (million Btu) | Monetization Factor ($ / million Btu) | Value of Improvement [1] | VMT Decrease (Increase) | Conversion Factor: Energy Use (million Btu) / VMT | Energy Use Decrease (Increase) (million Btu) | Monetization Factor ($ / million Btu) | Value of Improvement [1] | VMT Decrease (Increase) | Conversion Factor: Energy Use (million Btu) / VMT | Energy Use Decrease (Increase) (million Btu) | Monetization Factor ($ / million Btu) | Value of Improvement [1] |
| 64 | Automobile | 0 | 0.007559 | 0.00 | $1.72 | - | --- | 0.006167 | --- | $1.72 | - | --- | 0.005633 | --- | $1.72 | - |
| 65 | Diesel Bus | 0 | 0.041436 | 0.00 | $1.56 | - | --- | 0.035635 | --- | $1.56 | - | --- | 0.033978 | --- | $1.56 | - |
| 66 | Hybrid Bus | 0 | 0.033149 | 0.00 | $1.56 | - | --- | 0.028508 | --- | $1.56 | - | --- | 0.027182 | --- | $1.56 | - |
| 67 | CNG Bus | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 68 | Electric Bus | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 69 | Heavy Rail | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 70 | Light Rail / Streetcar | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 71 | Commuter Rail - New diesel locomotive or DMU | 0 | 0.096138 | 0.00 | $1.56 | - | --- | 0.096138 | --- | $1.56 | - | --- | 0.096138 | --- | $1.56 | - |
| 72 | Commuter Rail - Used diesel locomotive | 0 | 0.096138 | 0.00 | $1.56 | - | --- | 0.096138 | --- | $1.56 | - | --- | 0.096138 | --- | $1.56 | - |
| 73 | Commuter Rail - Electric or EMU | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 74 | TOTAL CHANGE | 0 | --- | 0.00 | --- | $0.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |

# SMALL 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.

# SMALL 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 construction):** (from SCC Main Worksheet) | |
| **Section 5309 Small Starts Funding Anticipated (YOE $):** | | **Section 5309 Small Starts Share of Project Cost:** | 0.0% |
| **Estimated Cost of Project Development (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 Small Starts funding commitment, whichever is later in time):** (from SCC Main Worksheet) | | | |

| **Other Federal Capital Funding Sources**<br>**(Non-5309 Small 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**<br>**(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**<br>**(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**<br>**(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 | --- |

| SMALL STARTS FINANCE TEMPLATE (page 2) | | | |
|---|---|---|---|
| **Small Starts Project Financial Commitment** | | | |
| **Other Federal Sources**<br>(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**<br>If a public referendum is needed, provide the anticipated date |
| 1. (Example: CMAQ) | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| **State Sources**<br>(Linked from page 1) | | | |
| 1. (Example: State Transportation Fund) | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| **Local Sources**<br>(Linked from page 1) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| **Private Sector/In-kind Match/Other**<br>(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 Small Starts Grant Agreement (SSGA) 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.

# SMALL 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**

| Small Starts Project Annual Operating Cost in the Opening Year (YOE$): | | Total Transit System (including Small Starts Project) Annual Operating Cost in the Opening Year (YOE$) | | |
|---|---|---|---|---|
| **Proposed Sources of Operating Funds** (Proposed sources of operating funds that are anticipated to support operating expenses of the transit system including the Small 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 Small Starts Project** (Systemwide characteristics at completion of the Small 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 |

# SMALL STARTS RATING ESTIMATION

**PROJECT NAME:**

Use this tool to calculate your Small 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

| Criterion | Weight | Estimated Rating | Source/Calculation |
|---|---|---|---|
| Mobility Improvements | 16.66% | | Mobility, Cost-Effectiveness, and Congestion Relief Template |
| Cost Effectiveness | 16.66% | | |
| Congestion Relief | 16.66% | | |
| Environmental Benefits | 16.66% | | Environmental Benefits 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. |
| 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. |

## Local Financial Commitment

| | | | |
|---|---|---|---|
| Do you anticipate that your project will qualify for the simplified financial assessment? (See the Local Financial Commitment section of the Small Starts portion of the CIG Program Final Interim Policy Guidance for the qualifying criteria.) | | | - |
| **Criterion** | **Weight** | **Estimated Rating** | **Source/Calculation** |
| Current Financial Condition | 25% | - | Enter your estimations of these ratings. See the Local Financial Commitment section in the Small Starts chapter of the CIG Program Final Interim Policy Guidance for information on how FTA rates these factors. |
| Commitment of Capital and Operating Funds | 25% | - | |
| Reasonableness of Financial Plan | 50% | - | |
| Small Starts Share (Please complete the Finance Template) | - | - | Finance Template |
| 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 Small Starts share is less than 50%, the summary rating is increased one level. If the project qualifies for the simplified financial evaluation, the rating is High if the Small Starts share is 50% or less; otherwise it is Medium. |

| | |
|---|---|
| **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.) | **Complete all templates and the highlighted cells in this worksheet to see the estimated overall rating.** |

Link to CIG Program Guidance on the FTA Website

* FTA is providing this tool solely to help project sponsors understand how their projects may rate. Any anticipated ratings entered into this spreadsheet will not inform the ratings that FTA assigns, and any ratings 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.