
Small Starts Evaluation

**Note that not all slides will be presented at TPPB
but are included for information**

Small Starts Evaluation

- A decision by council on routing needs to be made by the end of March in order to provide enough time to collect data and analyze for Small Starts Evaluation submittal in September
- The FTA evaluates our proposal using our existing system and ridership.
 - The evaluation criteria for “Warrants” favors existing high ridership corridors, including stops with high boarding numbers.
- There is an advantage to the City in keeping the BRT operating budget within 5% of total operating budget (~\$3 million), which allows us not to submit a 20-year financial plan. This could be accomplished through:
 - Temporarily truncating a line.
 - Keeping BRT frequency to what is required.

BRT Fixed Guideway Characteristics (required)

“A bus system that meets all of the following criteria: *

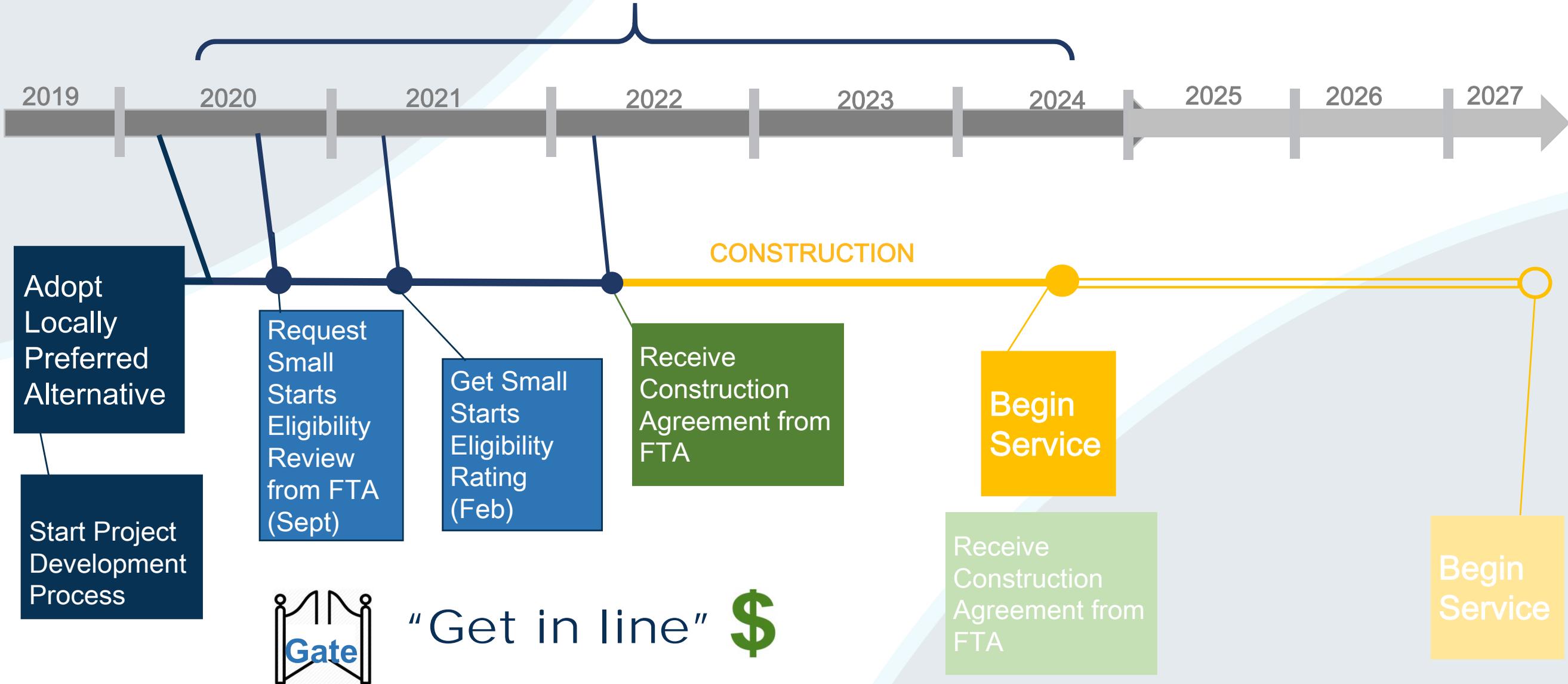
- (1) Over 50 percent of the route must operate in a separated right-of-way dedicated for transit use during peak periods. Other traffic can make turning movements through the separated right-of-way.
- (2) The route must have defined stations that are accessible for persons with disabilities, offer shelter from the weather, and provide information on schedules and routes.
- (3) The route must provide faster passenger travel times through congested intersections by using active signal priority in separated guideway, and either queue-jump lanes or active signal priority in non-separated guideway.
- (4) The route must provide short headway, bidirectional service for at least a fourteen-hour span of service on weekdays and a ten-hour span of service on weekends. Short headway service on weekdays consists of either (a) fifteen-minute maximum headways throughout the day, or (b) ten-minute maximum headways during peak periods and twenty-minute maximum headways at all other times. Short headway service on weekends consists of thirty-minute maximum headways for at least ten hours a day.

*There is an alternative avenue using corridor based BRT, which is less restrictive

Timeline

5 years minimum

Can go much longer

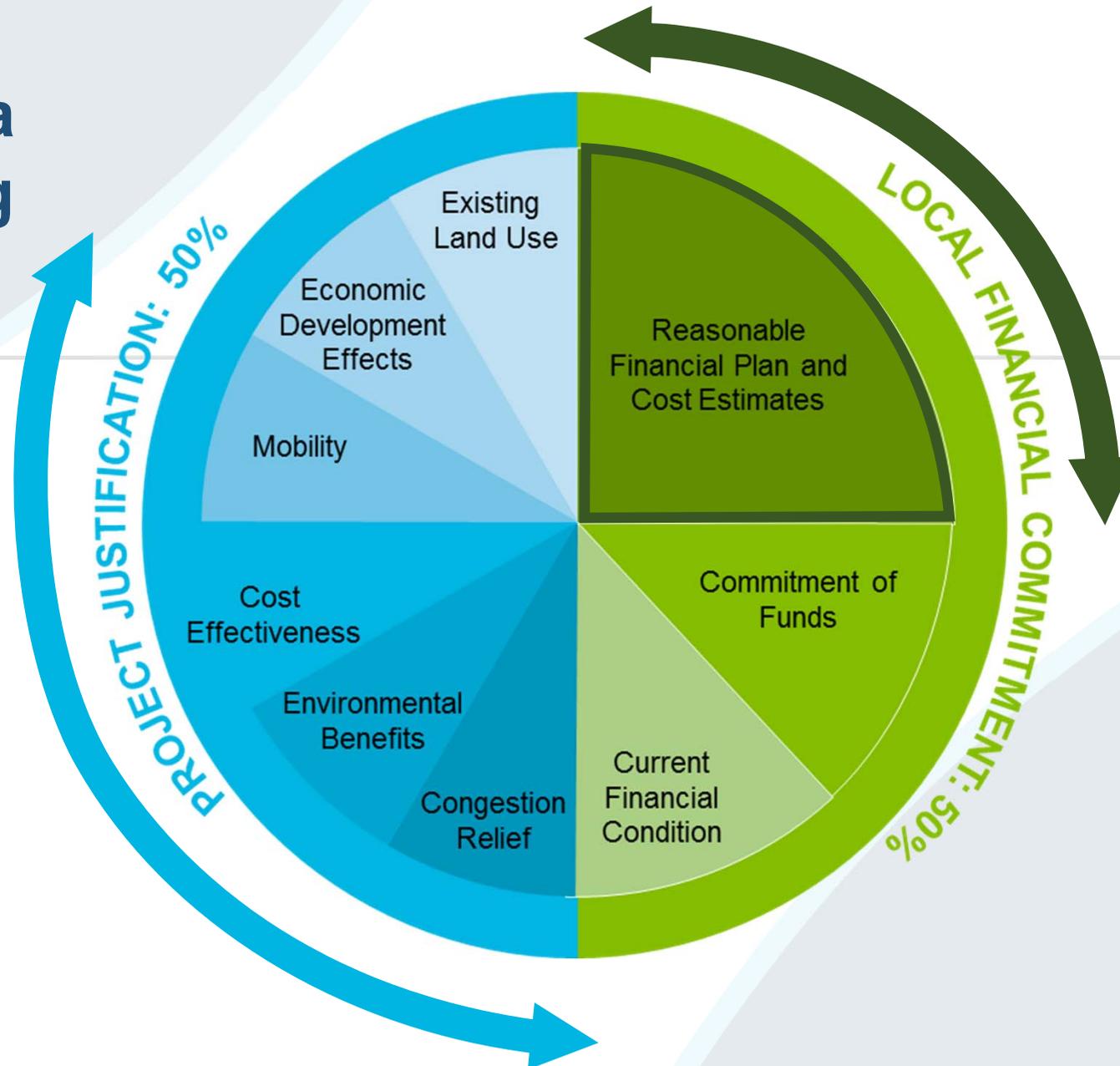


Small Starts Evaluation Criteria

Must receive a medium rating or above

Critically Important to Madison

Based Strongly on Existing Ridership on Existing System



A project must be rated medium or above

Project Evaluation and Ratings

The CIG project evaluation and ratings included in this report are based on a process specified in statute. Federal public transportation law (49 USC 5309) establishes various criteria on which proposed projects must be evaluated and specifies a five-point rating scale: *High*, *Medium-High*, *Medium*, *Medium-Low*, and *Low*. To advance in the CIG process toward a construction grant agreement, a project must be rated *Medium* or better overall. The FTA awards CIG Program funding only once the project sponsor can assure FTA that the proposed project scope, cost estimate, and budget are firm and reliable, all non-CIG funding commitments are in place, and all critical third-party agreements are completed. If a project receives a construction grant agreement from FTA, it is no longer required to be evaluated and rated.

FTA submittal using existing conditions strongly preferred/required

Time Horizons for Calculating Measures

FTA believes project evaluation based on existing conditions provides the most easily understood, most reliable, and most readily available information for decision-making. Thus, FTA is requiring all project sponsors to calculate the measures for the evaluation criteria based on current year inputs of population and employment and the opening year service plan of the proposed project. Use of current year data increases the reliability of the projected future performance of the proposed project by avoiding reliance on future population, employment, and transit service levels that are themselves forecasts. Consequently,

Table 2C -- Detailed Summary of FY 2020 Project Justification Ratings

SMALL STARTS PROJECTS State, City, Project	Environmental Benefits Rating	Mobility Improvements Rating	Congestion Relief Rating	Cost Effectiveness Rating	Economic Development Rating	Land Use Rating	Project Justification Summary Rating
Small Starts Project Development							
AZ Flagstaff, Transit Spine BRT	---	---	---	---	---	---	---
AZ Tempe, Tempe Streetcar	---	---	---	---	---	---	---
CA Los Angeles, Restoration of Historic Streetcar in Downtown Los Angeles	---	---	---	---	---	---	---
CA Sacramento, Downtown Riverfront Streetcar Project	High	Low	Medium	Medium	Medium-High	Medium	Medium
CA San Bernardino, West Valley Connector BRT	---	---	---	---	---	---	---
FL Jacksonville, First Coast Flyer Bus Rapid Transit Southwest Corridor	High	Low	Low	Medium-High	Medium-Low	Medium	Medium
FL Miami-Dade County, South Corridor Rapid Transit Project	---	---	---	---	---	---	---
FL Orlando, SunRail Connector to the Orlando International Airport	---	---	---	---	---	---	---
+++ FL Orlando, SunRail Phase II North	Not Rated	Not Rated	Not Rated	Not Rated	Not Rated	Not Rated	Not Rated
■ FL St. Petersburg, Central Avenue Bus Rapid Transit Project	Low	Medium	Medium	Medium	Medium-Low	Medium	Medium
FL Tampa, Tampa Streetcar Extension	---	---	---	---	---	---	---
IN Indianapolis, IndyGo Blue Line Rapid Transit	High	Medium-Low	Medium	Medium-High	Medium-Low	Medium	Medium
IN Indianapolis, IndyGo Purple Rapid Transit Line	High	Medium-Low	Medium	Medium-High	Medium-Low	Medium	Medium
LA Baton Rouge, TramLinkBR	---	---	---	---	---	---	---
LA New Orleans, St. Claude and Elysian Fields Streetcar Extensions	---	---	---	---	---	---	---
MI Lansing, Capital Area Transportation Authority Bus Rapid Transit Project	High	Medium-Low	Medium	Medium-High	Medium	Medium-Low	Medium
■ MN Minneapolis, METRO Orange Line Bus Rapid Transit	Low	Medium	Medium	Medium	Medium-High	Medium-High	Medium
NC Chapel Hill, North-South BRT	---	---	---	---	---	---	---
■ NV Reno, Virginia Street Bus RAPID Transit Extension	Low	Medium	Medium	Medium	Medium-Low	Medium	Medium
■ NY Albany, River Corridor Bus Rapid Transit	Low	Medium	Medium	Medium	Medium	Medium	Medium
■ NY Albany, Washington/Western Bus Rapid Transit	Low	Medium	Medium	Medium	Medium	Medium-High	Medium
■ NY New York City, Woodhaven Boulevard Select Bus Service	Medium	Medium	Medium	Medium	Medium-Low	Medium	Medium
■ OR Portland, Division Transit Project	Medium-Low	Medium	Medium	Medium	Medium-High	Medium	Medium
■ PA Pittsburgh, Downtown-Uptown-Oakland-East End Bus Rapid Transit	High	Medium	Medium	Medium	Medium	Medium-High	Medium-High
TX El Paso, Montana RTS Corridor	High	Low	Medium	Medium-High	Medium	Low	Medium
UT Ogden, Ogden/Weber State University BRT	High	Low	Medium-Low	Medium-High	Medium-Low	Medium	Medium
VA Alexandria, West End Transitway	---	---	---	---	---	---	---
WA Everett, Swift Bus Rapid Transit Orange Line	---	---	---	---	---	---	---
WA Seattle, Center City Connector	High	Medium	Medium	High	High	High	Medium-High
WA Seattle, Madison Street BRT	Medium-High	Medium	Medium	High	High	Medium-High	Medium-High
WA Seattle, RapidRide Roosevelt Project	High	Medium	Medium-Low	High	Medium-High	Medium-High	Medium-High
WA Spokane, Central City Line	Medium	Low	Medium-Low	Medium	Medium	Medium	Medium
WA Tacoma, Pacific Avenue/SR 7 Corridor BRT	High	Low	Medium-Low	Medium-High	Medium	Medium	Medium
WA Vancouver, Mill Plain Bus Rapid Transit	---	---	---	---	---	---	---
■ WI Milwaukee, Milwaukee East-West BRT	High	Medium	Medium	Medium	Medium	Medium	Medium

Ratings for Small Starts Funding FY 2020

+++ Questions remain on the capital and operating costs submitted by the project sponsor. Therefore, FTA was unable to develop ratings for the project.

--- This project entered Project Development (PD) under the MAP-21 and FAST process, which does not require FTA to perform an evaluation and rating of projects entering PD.

■ Project qualifies for Project Justification warrants outlined in FTA's Final Interim Policy Guidance.

EAST METRO

Gold Line bus-rapid transit ranking could imperil federal funding



A medium rating is not guaranteed

Feb 11, 2020 - Minneapolis

The Federal Transit Administration (FTA) released [ratings](#) late Monday for major transit projects across the country, as part of President Donald Trump's proposed budget.

Projects must win a "medium" rating or better to qualify for highly coveted federal funding. But the Gold Line was tagged with a "medium low" ranking, knocking it out of contention for federal dollars, at least for now.

Table 2A -- Capital Investment Grant Program Summary of FY 2020 Project Ratings

Small Starts Project Development					Share of al Costs	Local Financial Commitment Rating	Project Justification Rating	Overall Project Rating
Small Starts Project Development								
^ AZ Flagstaff, Transit Spine BRT	\$32.9	---	\$32.9	---	---	---	---	---
AZ Tempe, Tempe Streetcar	\$192.4	\$9.5	\$201.8	\$75.0	37.2%	Medium-High	Medium	Medium-High
CA Los Angeles, Restoration of Historic Streetcar in Downtown Los Angeles	\$282.2	\$14.2	\$296.4	\$100.0	33.7%	Medium-Low	Medium	Medium-Low
CA Sacramento, Downtown Riverfront Streetcar Project	\$209.8	\$0.0	\$209.8	\$100.0	47.7%	High	Medium	Medium-High
^ CA San Bernardino, West Valley Connector BRT	\$219.0	---	\$219.0	---	---	---	---	---
FL Jacksonville, First Coast Flyer Bus Rapid Transit Southwest Corridor	\$33.2	\$0.0	\$33.2	\$23.2	70.0%	Medium	Medium	Medium
FL Miami-Dade County, South Corridor Rapid Transit Project	\$291.0	---	\$291.0	\$97.0	33.3%	---	---	---
^ FL Orlando, SunRail Connector to the Orlando International Airport	\$175 - \$225	---	\$175 - \$225	---	---	---	---	---
+++ FL Orlando, SunRail Phase II North	\$68.2	\$0.5	\$68.7	\$34.3	50.0%	Not Rated	Not Rated	Not Rated
FL St. Petersburg, Central Avenue Bus Rapid Transit Project	\$41.4	\$0.0	\$41.4	\$20.4	49.3%	High	Medium	Medium-High
FL Tampa, Tampa Streetcar Extension	\$99.6 - \$102.6	---	\$99.6 - \$102.6	\$51.3	---	---	---	---
IN Indianapolis, IndyGo Blue Line Rapid Transit	\$200.0	\$0.0	\$200.0	\$100.0	50.0%	High	Medium	Medium-High
IN Indianapolis, IndyGo Purple Rapid Transit Line	\$140.0	\$0.0	\$140.0	\$70.0	50.0%	High	Medium	Medium-High
^ LA Baton Rouge, TramLinkBR	\$169.8	---	\$169.8	\$84.0	49.5%	---	---	---
^ LA New Orleans, St. Claude and Elysian Fields Streetcar Extensions	---	---	---	---	---	---	---	---
MI Lansing, Capital Area Transportation Authority Bus Rapid Transit Project	\$141.8	\$0.0	\$141.8	\$97.8	69.0%	Medium-Low	Medium	Medium-Low
MN Minneapolis, METRO Orange Line Bus Rapid Transit	\$150.7	\$0.0	\$150.7	\$74.1	49.2%	High	Medium	Medium-High
^ NC Chapel Hill, North-South BRT	\$96.8 - \$105.9	---	\$96.8 - \$105.9	\$77.4 - \$84.7	---	---	---	---
NV Reno, Virginia Street Bus RAPID Transit Extension	\$98.5	\$0.0	\$98.5	\$40.4	41.0%	High	Medium	Medium-High
NY Albany, River Corridor Bus Rapid Transit	\$41.4	\$0.0	\$41.4	\$26.9	65.0%	Medium	Medium	Medium
NY Albany, Washington/Western Bus Rapid Transit	\$80.6	\$0.0	\$80.6	\$60.5	75.0%	Medium	Medium	Medium
NY New York City, Woodhaven Boulevard Select Bus Service	\$231.9	\$0.0	\$231.9	\$97.1	41.9%	High	Medium	Medium-High
OR Portland, Division Transit Project	\$168.6	\$6.3	\$174.8	\$87.4	50.0%	High	Medium	Medium-High
PA Pittsburgh, Downtown-Uptown-Oakland-East End Bus Rapid Transit	\$195.5	\$0.0	\$195.5	\$97.8	50.0%	High	Medium-High	High
TX El Paso, Montana RTS Corridor	\$47.0	\$0.0	\$47.0	\$28.2	60.0%	Medium	Medium	Medium
UT Ogden, Ogden/Weber State University BRT	\$78.2	\$0.8	\$79.0	\$49.8	63.0%	Medium	Medium	Medium
^ VA Alexandria, West End Transitway	\$119 - \$140	---	\$119 - \$140	---	---	---	---	---
^ WA Everett, Swift Bus Rapid Transit Orange Line	\$67 - \$77	---	\$67 - \$77	\$35 - \$40	---	---	---	---
WA Seattle, Center City Connector	\$252.2	\$0.0	\$252.2	\$75.0	29.7%	High	Medium-High	High
WA Seattle, Madison Street BRT	\$121.3	\$0.0	\$121.3	\$59.9	49.4%	High	Medium-High	High
WA Seattle, RapidRide Roosevelt Project	\$90.2	\$0.0	\$90.2	\$45.0	49.9%	High	Medium-High	High
WA Spokane, Central City Line	\$72.0	\$0.0	\$72.0	\$53.4	74.2%	Medium	Medium	Medium
WA Tacoma, Pacific Avenue/SR 7 Corridor BRT	\$149.9	\$0.0	\$149.9	\$59.7	39.9%	High	Medium	Medium-High
WA Vancouver, Mill Plain Bus Rapid Transit	\$50.0	\$0.0	\$50.0	\$24.9	49.8%	---	---	---
WI Milwaukee, Milwaukee East-West BRT	\$54.7	\$0.0	\$54.7	\$38.7	70.7%	Medium	Medium	Medium

+++ Questions remain on the capital and operating costs submitted by the project sponsor. Therefore, FTA was unable to develop ratings for the project.

^ This project entered Project Development (PD) under the MAP-21 and FAST process. PD is the phase when a project sponsor completes the environmental review process, selects a locally preferred alternative, gets it adopted into the fiscally constrained long range plan, and develops the information necessary for the project to be evaluated and rated by FTA. Thus, the project cost, including financing charges, may not yet be known.

--- This project has not been rated because it entered PD under the MAP-21 and FAST procedures, which do not require a rating to be assigned upon entry into PD.

8 projects received Small Starts funding in FY 2020 report

Small Starts Projects That Received Construction Grant Agreements

- CA San Raphael SMART Larkspur Extension
- FL Jacksonville BRT East Corridor
- IN Indianapolis Red Line
- MI Grand Rapids Laker Line BRT
- MO Kansas City Prospect Max BRT
- NM Albuquerque Rapid Transit
- WA Everett Swift II BRT
- WA Tacoma Link Extension

MADISON DEPARTMENT



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TRANSPORTATION

Bus Rapid Transit Faces Delays, Higher Costs

Trump administration mismanagement of grant program costing county time and money.

By Graham Kilmer - Feb 12th, 2020 10:13 am

Milwaukee

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Rendering of Milwaukee County Bus Rapid Transit.

A federal agency, key to the success of Milwaukee County's East-West Bus Rapid Transit (BRT), has been dragging its feet, unresponsive to requests from the county and causing project delays of up to six months and millions in cost increases.

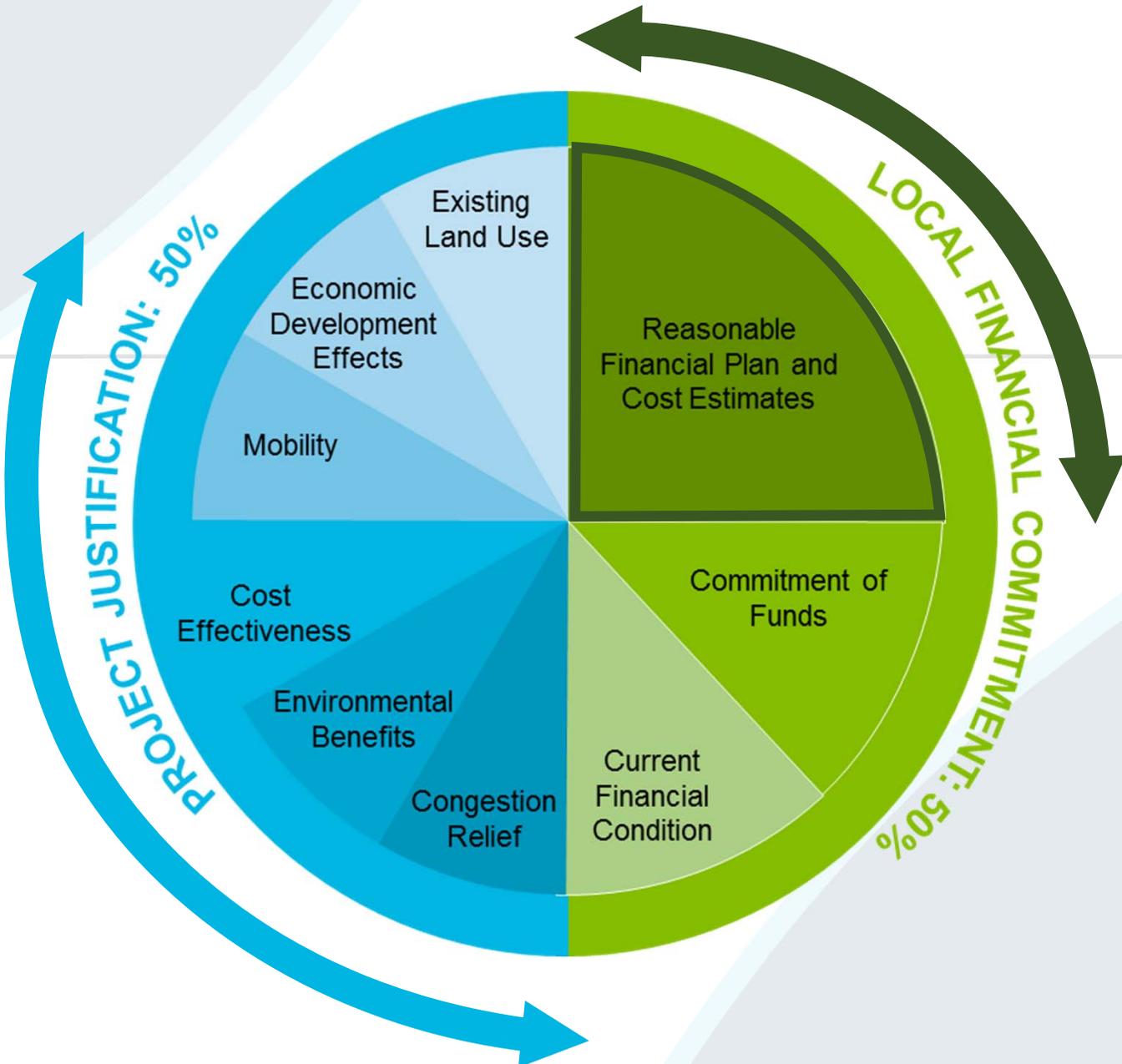
Consequences of being "in line"

Transit agencies around the country say the FTA is delaying its decision making and providing unreliable policy guidance. The House committee found that the average time needed for project approval doubled under the Trump administration. And changes in the CIG program led to more than \$845 million in cost increases for local transit agencies since 2017.

In Milwaukee County, according to documents obtained by Urban Milwaukee, the FTA has already caused up to 6 months in delays and \$1 to \$2 million in cost increases for Milwaukee's BRT project. These problems are rooted in the

TATION

Short cuts



Warrants
greatly
reduces
analysis and
scrutiny by
FTA

Streamlined
Financial
Analysis
Madison not
required to not
submit 20-year
financial plan

Ridership – two methods

Warrants – preferred by FTA

Existing ridership on existing parallel routes within ¼ mile of BRT line, including boardings and alightings within the corridor.

Challenge for data



Separate analysis – not preferred

Prepare STOPS model of existing system with BRT

Months coord with FTA



Use results to calculate

- Mobility rating
- Cost effectiveness rating
- Congestion relief rating
- Environmental rating

Prepare Demand model of future system in future horizon year with BRT

FTA may prefer system be implemented before preparing Small Starts rating



Use results to calculate

- Mobility rating
- Cost effectiveness rating
- Congestion relief rating
- Environmental rating

How Ridership Is Calculated for Warrants

- A map showing both the proposed CIG project alignment and the alignments of the existing transit routes in the corridor. Generally only transit routes within $\frac{1}{4}$ mile of the proposed project alignment should be included. Additionally, transit routes that only very briefly pass through the proposed project corridor, but do not parallel it for a significant portion of the alignment, should not be included.
- Documentation of the current transit ridership on the existing routes in the proposed project corridor. Generally this should be from boarding and alighting counts, otherwise called stop-by-stop counts of passengers getting on and off the transit services. These counts should be provided to FTA by individual route.
- A calculation of the existing transit ridership in the corridor. The number of existing riders is the sum of: 1) the number of riders on-board transit services when they begin travel into the corridor; and 2) the number of riders who board transit services in the corridor. The numbers of riders should be summed in both route directions (e.g., inbound, outbound) as long as the existing route serves the project corridor in both directions.

Ridership Needed to Satisfy Warrants

Total Proposed New Starts Project Capital Cost		Existing Weekday Transit Trips in the Corridor	Mobility Rating Automatically Assigned	Cost Effectiveness Rating Automatically Assigned	Congestion Relief Rating Automatically Assigned
\$0 to < \$50 million	And	3,000 or more	Medium	Medium	Medium
\$50 to <\$100 million	And	6,000 or more	Medium	Medium	Medium
\$100 million to <\$175 million	And	9,000 or more	Medium	Medium	Medium
\$175 to < \$250 million	And	12,000 or more	Medium	Medium	Medium
\$250 to < \$500 million	And	15,000 or more	Medium	Medium	Medium
\$500 million or more	And	Not applicable	Not Warranted		

FTA developed these proposed warrant values based on an examination of data on past and current projects in the program. Those projects that met the existing ridership and cost thresholds described above generally fell within the cost per trip breakpoints currently used to assess cost-effectiveness, thus FTA believes them to be reasonable. FTA believes proposed projects that have capital costs proportionate to the level of existing transit ridership in a strong, established transit corridor have a high likelihood of success. Thus, FTA believes they can be advanced without time-consuming and costly analysis.

Small Starts Financial Evaluation

Local Financial Commitment

Measures

The law requires that proposed projects be supported by an acceptable degree of local financial commitment, including evidence of stable and dependable financing sources to construct, maintain and operate the transit system or extension, and maintain and operate the entire public transportation system without requiring a reduction in existing services.

Project sponsors must prepare a financial plan and 20-year cash flow statement in accordance with FTA's *Guidance for Transit Financial Plans* found on our website at <https://www.transit.dot.gov/funding/funding-finance-resources/guidance-transit-financial-plans>.

3. The rating for the reasonableness of the financial plan will be based upon whether capital and operating planning assumptions are comparable to historical experience, the reasonableness of the capital cost estimate of the project, adequacy of meeting state of good repair needs, and the project sponsor's financial capacity to withstand cost increases or funding shortfalls.

Small Starts Streamlined Financial Analysis

20-yr financial plan is not required - advantageous

Small Starts projects can qualify for a highly simplified financial evaluation if the project sponsor can demonstrate the following:

- A reasonable plan to secure funding for the local share of capital costs or sufficient available funds for the local share;
- The additional operating and maintenance cost to the agency of the proposed Small Starts project is less than five percent of the project sponsor's current year approved operating budget; and
- The project sponsor is in reasonably good financial condition, as demonstrated by the past three years' audited financial statements indicating a positive cash flow over the period, a reasonable current ratio, and no material findings.

Operating Costs based on:

- Length of BRT Route
- Frequency of BRT

Goal is less than 5 percent increase – or ~\$2.5 to \$3 million

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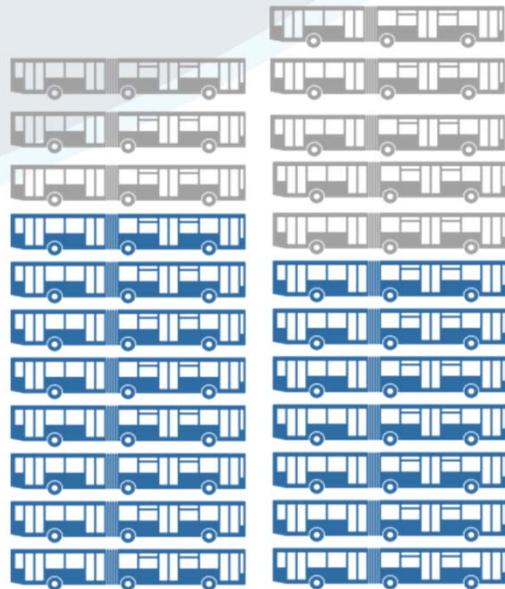


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Operating costs directly proportional to frequency

Goal <5% or \$2.5-\$3 million

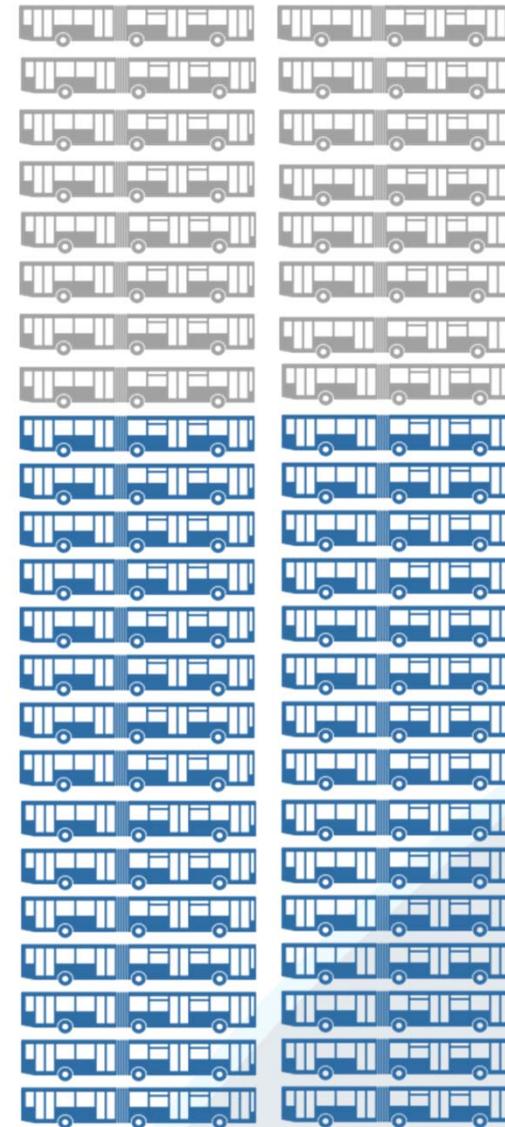
~\$3-5 million



Charging

In service with driver

10 min peak, 20 min off peak



~\$6 to \$10 million?

Charging

In service with driver

5 min peak, 10 min off peak

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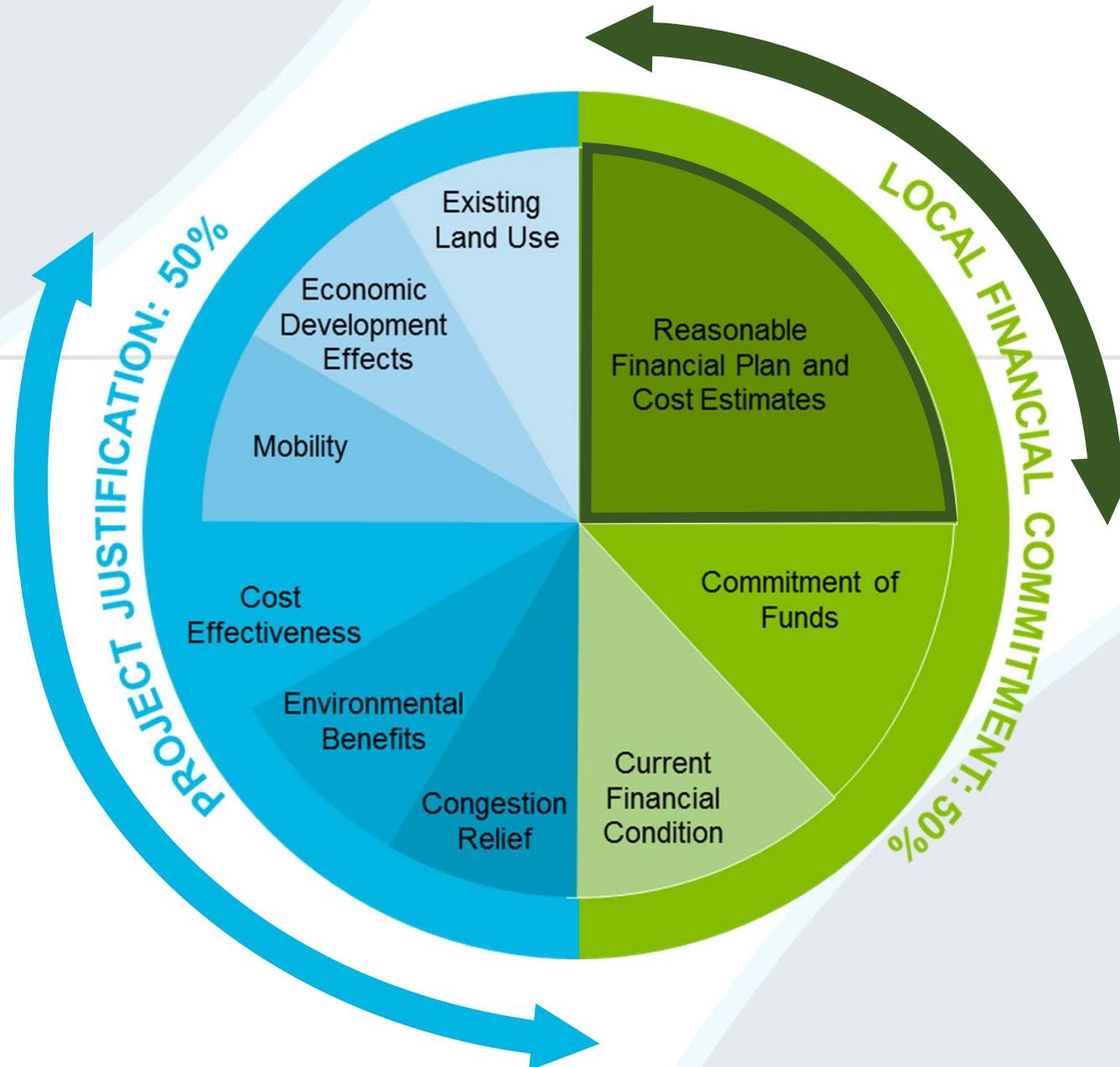
Keys to getting a medium rating

Streamlined Financial Analysis

Warrants

Follow existing high ridership routes.

Capture high ridership stops.



Keep operating costs less than 5% of operating budget