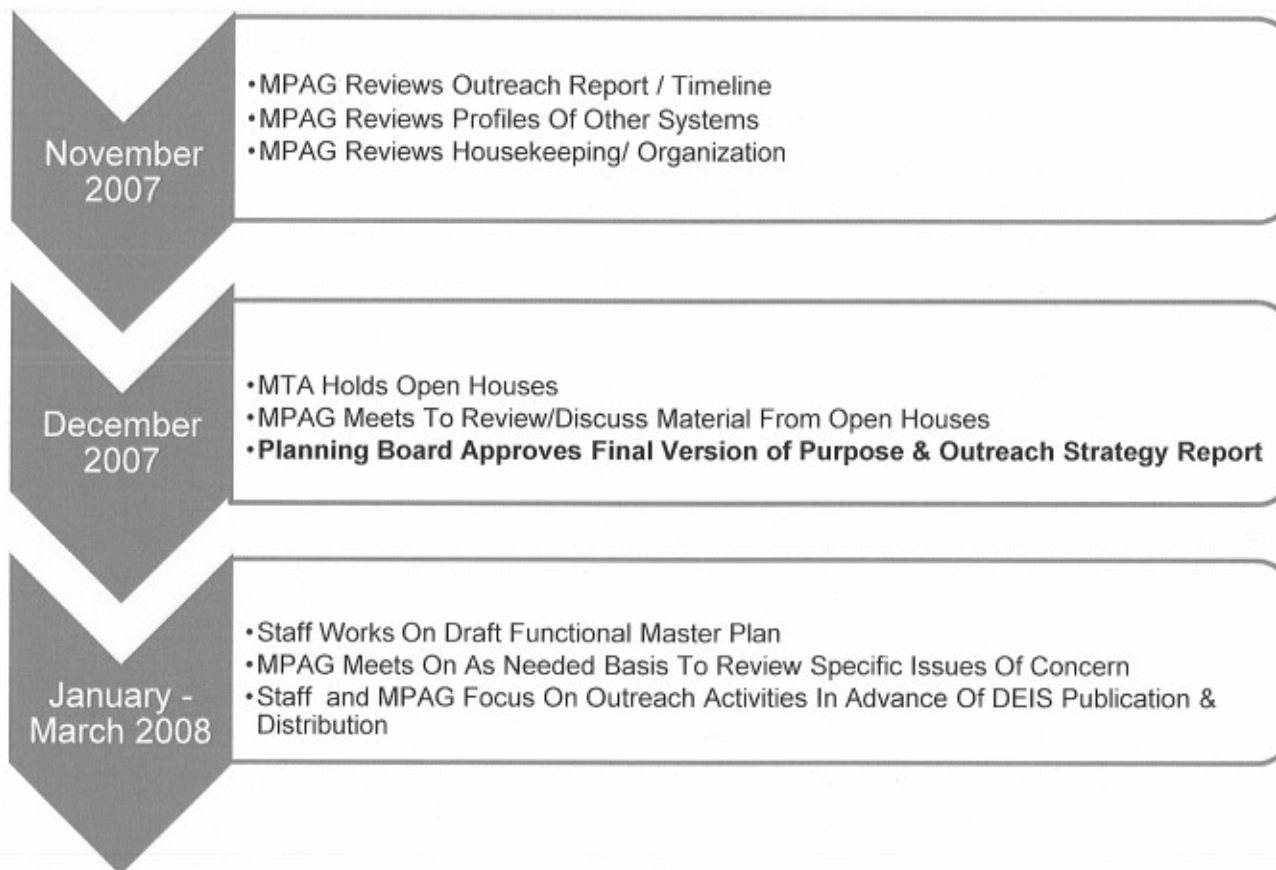


Purple Line Functional Master Plan

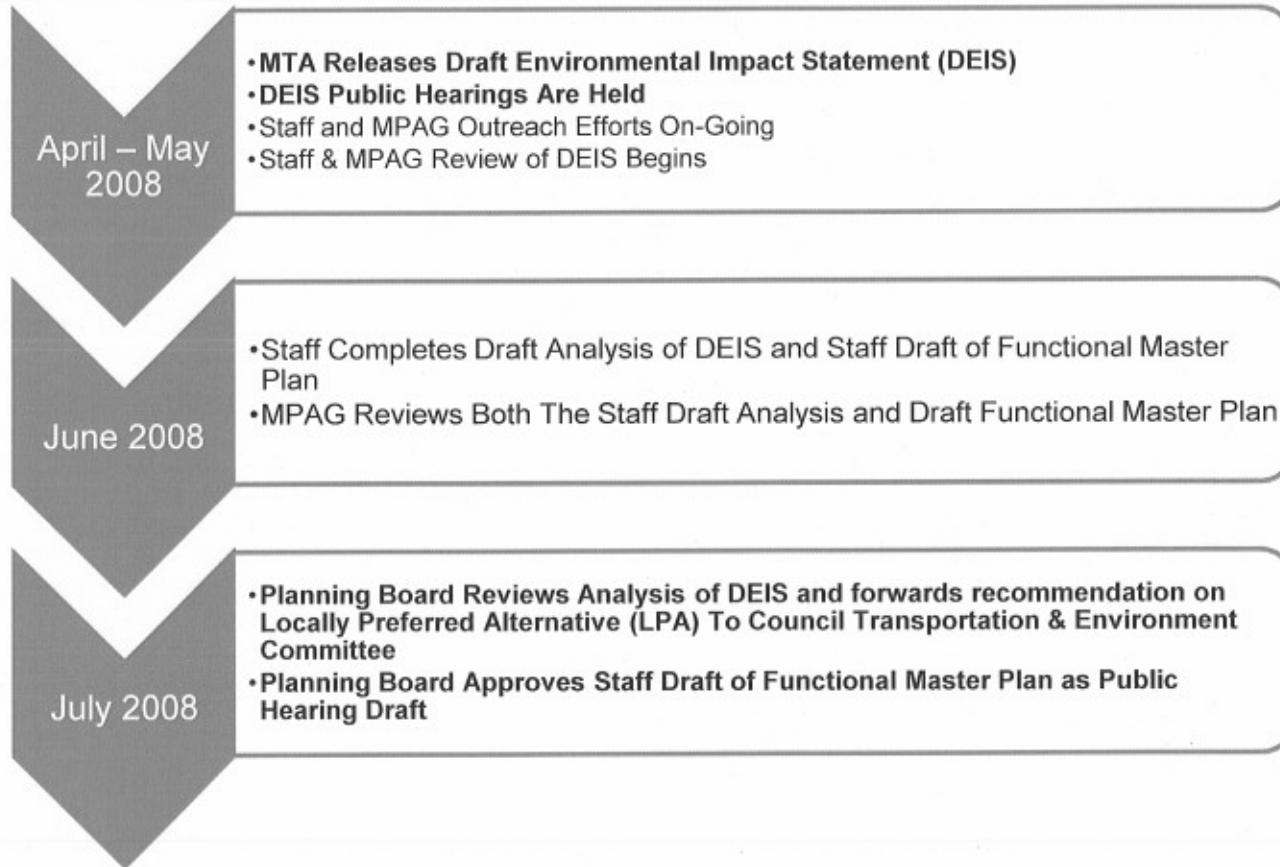
## MPAG Information Packet

November 15, 2007 Meeting

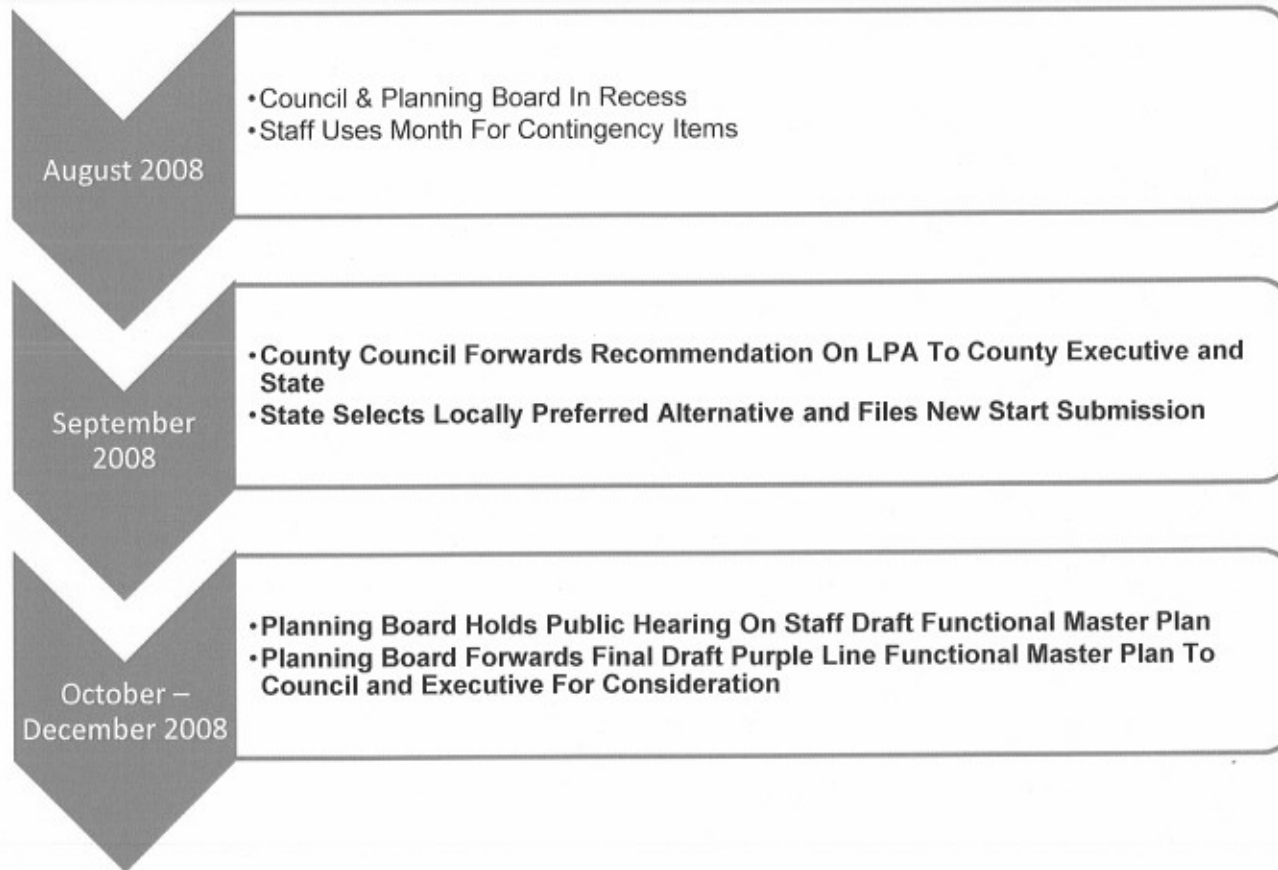
## Draft Tentative Schedule – Purple Line DEIS Review and Functional Master Plan Activities



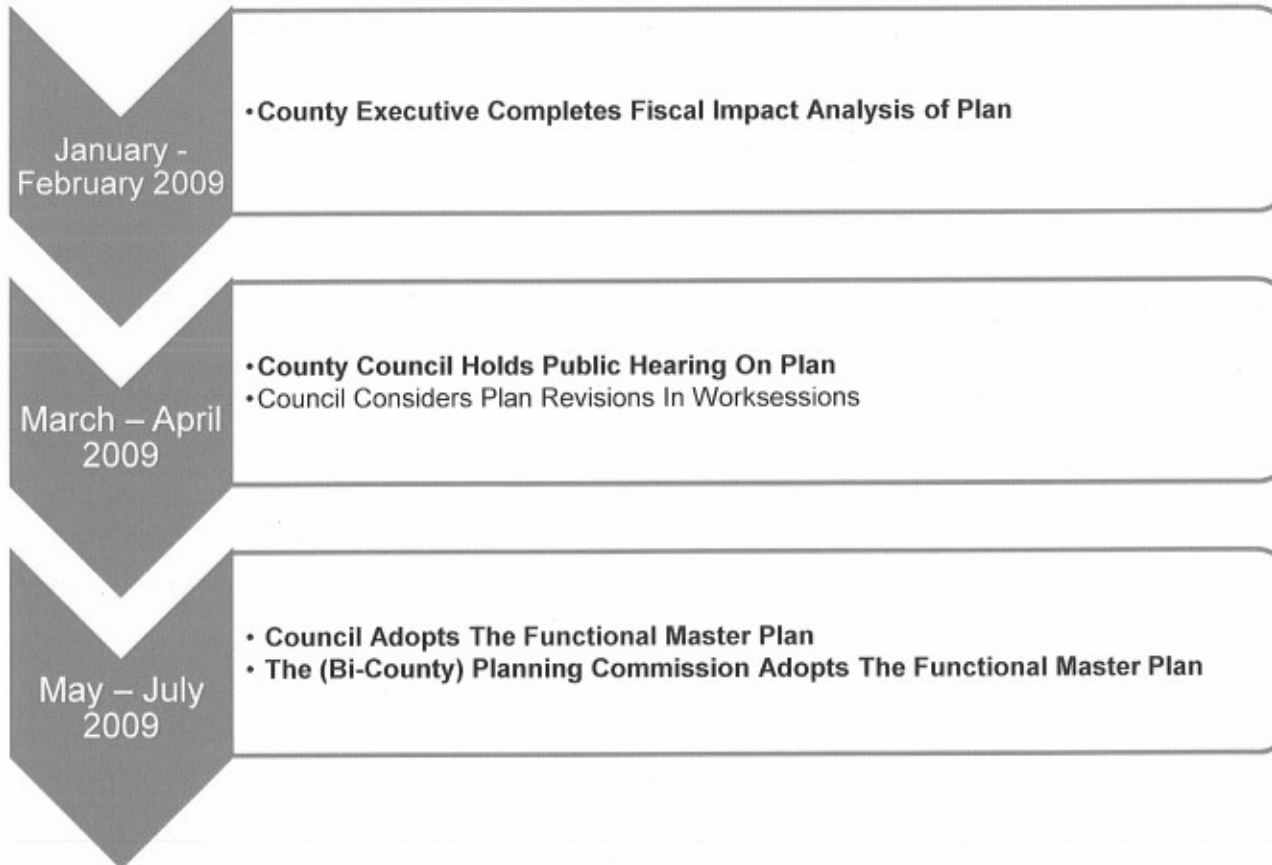
## Draft Tentative Schedule – Purple Line DEIS Review and Functional Master Plan Activities



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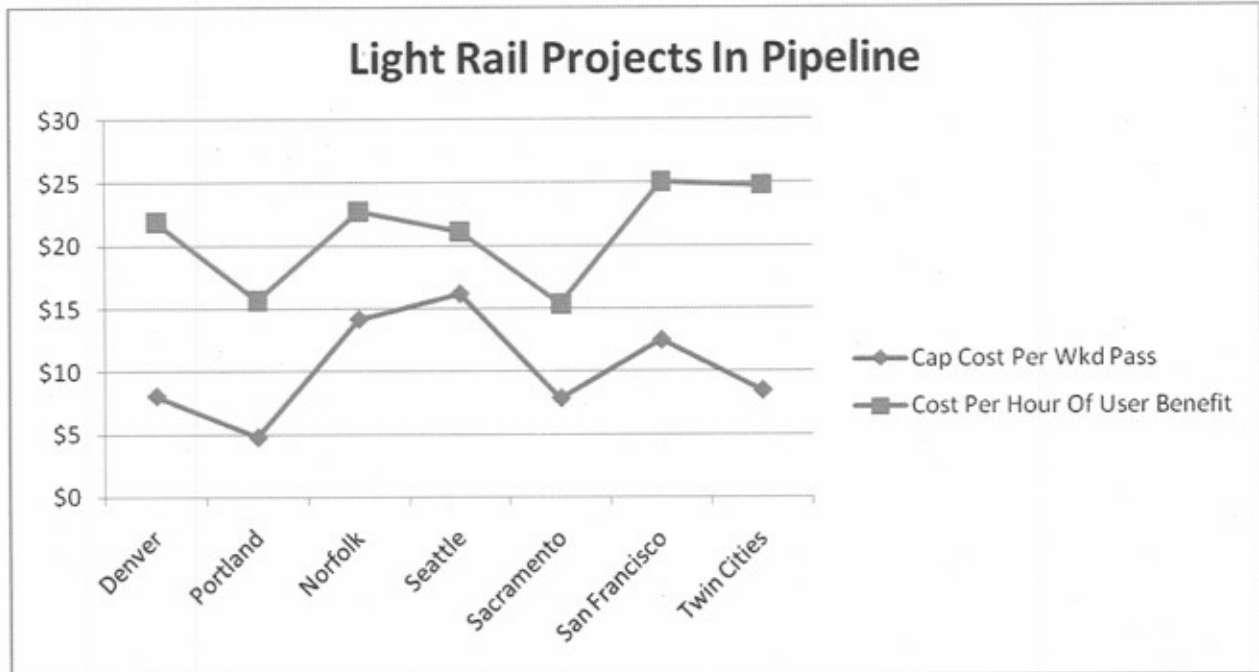


Comparison Of New Start Projects - Table One

System		Capital Cost	Est Avg Weekday Ridership In Planning Target Year	Capital Cost Per Weekday Rider In Planning Target Year	Cost Per Hour of Transportation User Benefit	FY 2008 Overall Project Rating
<b>Full Funding Grant Agreements</b>						
Long Island Railroad East Side Access - NYC	Commuter Rail	\$7,386,000,000	53,000	\$553		
Weber County To Salt Lake Commuter	Commuter Rail	\$611,680,000	11,800	\$206		
Largo Metrorail	Heavy Rail	\$433,900,000	15,310	\$112		
Ravenswood Chicago	Heavy Rail	\$529,910,000	68,000	\$31		
Hudson Bergen - NJ	Heavy Rail	\$1,215,000,000	34,900	\$138		
Phoenix	LRT	\$1,412,120,000	49,900	\$112		
Metro Gold LA	LRT	\$898,810,000	23,000	\$155		
Southeast Corridor - Denver	LRT	\$879,270,000	38,100	\$92		
North Shore LRT Connector - Pittsburg	LRT	\$435,000,000	14,300	\$121		
Northwest/ Southeast LRT - Dallas	LRT	\$1,406,220,000	45,900	\$122		
Central Link Initial Segment - Seattle	LRT	\$2,436,900,000	42,500	\$228		
<b>Averages For LRT</b>	LRT	\$1,244,720,000	35,617	\$139		
<b>Pending Full Funding Agreements</b>						
West Corridor LRT - Denver	LRT	\$574,180,000	28,300	\$81	\$21.97	Medium
South Corridor I-205 Portland Mall LRT	LRT	\$557,400,000	46,500	\$48	\$15.69	Medium
<b>Averages For Pending LRT Projects</b>	LRT	\$565,790,000	37,400	\$60	\$18.83	
<b>Projects In Final Design</b>						
New Britan - Hartford Busway	BRT	\$458,780,000	15,200	\$120	\$22.07	Medium
Northstar Corridor Rail - Minneapolis	Commuter Rail	\$307,320,000	5,100	\$239	\$25.48	Medium
Second Avenue Subway - Phase One - NYC	Heavy Rail	\$4,655,420,000	213,000	\$87	\$14.16	High
Norfolk LRT	LRT	\$232,100,000	6,500	\$142	\$22.77	Medium
University Link LRT Extension - Seattle	LRT	\$1,645,880,000	40,200	\$162	\$21.14	High
<b>Projects In Preliminary Engineering</b>						
Downtown Transit Service Enhancement - Jacksonville	BRT	\$15,610,000	12,400	\$5	N/A	N/A
Silver Line Phase III - Boston	BRT	\$1,167,320,000	147,500	\$31	\$21.97	Medium
North Corridor BRT Houston TX	BRT	\$275,340,000	11,400	\$96	\$15.59	Medium
Southeast Corridor BRT Houston TX	BRT	\$169,840,000	13,900	\$48	\$11.38	Medium
Stamford Urban Transitway - Phase Two	Busway	\$40,000,000	N/A	N/A	N/A	N/A
Wilmington - Newark Commuter Rail Improvements	Commuter Rail	\$68,670,000	5,000	\$55	N/A	N/A
Access To Region's Core - NJ	Commuter Rail	\$7,380,860,000	261,000	\$112	\$24.35	Medium
Corridor One Rail - Harrisburg PA	Commuter Rail	\$19,420,000	1,600	\$48	N/A	N/A
South County Commuter Rail - Providence RI	Commuter Rail	\$42,270,000	2,300	\$73	N/A	N/A
North Corridor Metrorail Extension - Miami	Heavy Rail	\$1,372,190,000	20,300	\$268	\$20.91	Medium
Dulles Corridor Metrorail Extension - NVA	Heavy Rail	\$2,065,000,000	85,700	\$96	\$24.96	Medium
South Corridor LRT Extension - Sacramento	LRT	\$226,250,000	11,300	\$79	\$15.36	Medium
Central Subway - San Francisco	LRT	\$1,410,750,000	44,700	\$125	\$25.12	Medium
Central Corridor LRT - St Paul / Minneapolis	LRT	\$932,300,000	43,300	\$85	\$24.84	Medium
<b>Averages For BRT</b>	BRT	\$407,027,500	46,300	\$35	\$16.31	
<b>Averages For LRT</b>	LRT	\$856,433,333	33,100	\$103	\$21.77	

Comparison Of New Start Projects - Table Two

System		Distance (Miles)	Number of Stations	Station Spacing (Feet)	Cost Per Mile	% Non Federal	Local Funding Source
<b>Full Funding Grant Agreements</b>							
Long Island Railroad East Side Access - NYC	Commuter Rail	3.5	N/A	N/A	\$2,110,285,714	64%	State & Local Bonds & Local Toll Revenues
Weber County To Salt Lake Commuter	Commuter Rail	44.0	8	29,040	\$13,901,818	20%	Sales Tax Revenue and Project Right of Way
Largo Metrorail	Heavy Rail	3.1	2	8,184	\$139,967,742	40%	Maryland Transportation Trust Fund & WMATA TIFF
Ravenswood Chicago	Heavy Rail	9.1	19	2,529	\$58,231,868	20%	IDOT & Chicago RTA
Hudson Bergen - NJ	Heavy Rail	6.1	7	4,601	\$199,180,328	46%	NJ Transportation Trust Fund & Port Authority Utility Reimbursements
Phoenix	LRT	19.6	27	3,833	\$72,046,939	54%	City Sales Tax - Transit Specific / Dedicated
Metro Gold LA	LRT	5.9	8	3,894	\$152,340,678	22%	Sales Tax
Southeast Corridor - Denver	LRT	19.1	13	7,758	\$46,035,079	40%	RTD (Transit Dedicated) Sales Tax Revenue Based Bonds
North Shore LRT Connector - Pittsburg	LRT	1.2	3	2,112	\$362,500,000	20%	State & County Bonds
Northwest/ Southeast LRT - Dallas	LRT	21.0	16	6,930	\$66,962,857	50%	Regional Sales Tax - Transit Specific
Central Link Initial Segment - Seattle	LRT	13.9	11	6,672	\$175,316,547	80%	Retail Sales / Vehicle Excise Taxes / Long Term Bonds
<b>Averages For LRT</b>	<b>LRT</b>	<b>13.5</b>	<b>13</b>	<b>5,463</b>	<b>\$92,544,238</b>	<b>44%</b>	
<b>Pending Full Funding Agreements</b>							
West Corridor LRT - Denver	LRT	12.1	12	5,324	\$47,452,893	48%	RTD (Transit Dedicated) Sales Tax and Bond Proceeds
South Corridor I-205 Portland Mall LRT	LRT	8.3	15	2,922	\$67,156,627	26%	Varies - Includes Tri - Met (Transit) Payroll Tax
<b>Averages For Pending LRT Projects</b>	<b>LRT</b>	<b>10.2</b>	<b>13.5</b>	<b>3,989</b>	<b>\$55,469,608</b>	<b>37%</b>	
<b>Projects In Final Design</b>							
New Britan - Hartford Busway	BRT	9.4	11	4,512	\$48,806,383	20%	State Transportation Funds
Northstar Corridor Rail - Minneapolis	Commuter Rail	40.5	5	42,768	\$7,588,148	49%	State GO Bonds and Other Local Sources
Second Avenue Subway - Phase One - NYC	Heavy Rail	2.3	3	4,048	\$2,024,095,652	71%	State Bond Act of 2005 & MTA (Transit) Dedicated Funds
Norfolk LRT	LRT	7.4	11	3,552	\$31,364,865	29%	Primarily City Issued Bonds & VA Mass Transit fund
University Link LRT Extension - Seattle	LRT	3.1	2	8,184	\$530,929,032	54%	Local Option Tax and Bond Proceeds
<b>Projects In Preliminary Engineering</b>							
Downtown Transit Service Enhancement - Jacksonville	BRT	8.4	22	2,016	\$1,858,333	40%	State & JTA (Transit) Funds
Silver Line Phase III - Boston	BRT	1.4	2	3,696	\$833,800,000	40%	Bond Proceeds & Dedicated Tax Revenues
North Corridor BRT Houston TX	BRT	5.4	8	3,564	\$50,988,889	50%	Metro (Transit) Dedicated Sales Tax
Southeast Corridor BRT Houston TX	BRT	6.0	11	2,880	\$28,306,667	50%	Metro (Transit) Dedicated Sales Tax
Stamford Urban Transitway - Phase Two	Busway	0.6	N/A	N/A	\$66,666,667	21%	City General Fund
Wilmington - Newark Commuter Rail Improvements	Commuter Rail	1.5	1	7,920	\$45,780,000	49%	State Transportation Trust Fund
Access To Region's Core - NJ	Commuter Rail	9.3	1	49,104	\$793,640,860	45%	State Transportation Trust Fund & Port Authority of NY NJ Funds
Corridor One Rail - Harrisburg PA	Commuter Rail	37.4	7	28,210	\$519,251	20%	State Capital Funds
South County Commuter Rail - Providence RI	Commuter Rail	20.0	1	105,600	\$2,113,500	20%	N/A
North Corridor Metrorail Extension - Miami	Heavy Rail	9.5	7	7,166	\$144,441,053	39%	State Transportation Funds & Local Sales Tax
Dulles Corridor Metrorail Extension - NVA	Heavy Rail	11.6	5	12,250	\$178,017,241	49%	Toll Road Revenues & Transportation Improvement District
South Corridor LRT Extension - Sacramento	LRT	4.3	4	5,676	\$52,616,279	45%	State Traffic Relief Congestion Program & Sales Tax Developer Fee
Central Subway - San Francisco	LRT	1.7	3	2,992	\$829,852,941	39%	Sales Tax Funds & Other Sources
Central Corridor LRT - St Paul / Minneapolis	LRT	11.0	16	3,630	\$84,754,545	50%	State G.O. Bonds and Regional Rail Authority
<b>Averages For BRT</b>	<b>BRT</b>	<b>5.3</b>	<b>11</b>	<b>2,603</b>	<b>\$76,797,642</b>	<b>45%</b>	
<b>Averages For LRT</b>	<b>LRT</b>	<b>5.7</b>	<b>8</b>	<b>3,903</b>	<b>\$151,135,294</b>	<b>45%</b>	



Note: Cap Cost Per Weekday Pass is arrived at by dividing the estimated total capital costs by the estimated weekday ridership (times 252 weekdays in a year) – then dividing by ten as a means of making the comparison easier. **This variable is not a variable used by FTA in the rating process.**

Source: FY 2008 Annual Report On Funding Recommendations – FTA

#### Portland Highlights

8.3 Mile Segment Connects To Existing LRT, Includes a Spur Operating In Existing Transit Mall  
 Eight Stations, 2,100 Park & Ride Spaces, Parallel To I-205 For Most Part, Trips To/From Portland CBD  
 80% of Boardings & 60% of Travel time Benefits Are From Trips With One End In I-205 Corridor.  
 Nationally Recognized Growth Management Program

#### Sacramento Highlights

4.3 Mile Segment Connects To Existing LRT.  
 Four Stations, Primarily At Grade With Six Street Crossings, 2,700 Park & Ride Spaces, No Yard  
 Improvements or New Vehicles  
 Expected To Provide Attractive Alternative To Auto Commutes To / From CBD – Almost 75% of the  
 Project Travel Time Benefits Are Attributable To These Trips

#### Seattle (University Link) Highlights

3.1 Mile Proposed (All Tunnel) Extension of Central Link Segment Now Under Construction  
 30 New LRT Vehicles Would Enable Five Minute Peak Period Service  
 High Density Area – Three Largest Urban Centers In The State Are Along The Corridor  
 Designed To enhance Bi-Directional Peak Period Travel  
 Estimate Forecast Year Weekday Ridership of 40,200 compared to Portland's 46,500 and Sacramento's  
 11,300