

PROJECT DESCRIPTION TEMPLATE

PROJECT NAME:		Sarasota North South Bus Rapid T
Participating Agencies		
Lead Agency	Name	Sarasota County Transportati
	Contact Person	Anthony C. Beckford, General
	Address	5303 Pinkney Ave
	Telephone Number	(941) 861-1006
	Fax Number	(941) 861-1000
	Email	abeckfor@scgov.net
Metropolitan Planning Organization	Name	Sarasota Manatee Metropolia
	Contact Person	Michael Howe, Executive Dire
	Address	7632 15th Street East, Sarasot
	Telephone Number	(941) 359-5772
	Fax Number	(941) 359-5779
	Email	mhowe@sarasota-manateemj
Transit Agency	Name	Sarasota County Transportati
	Contact Person	Anthony C. Beckford, General
	Address	5303 Pinkney Ave
	Telephone Number	(941) 861-1006
	Fax Number	(941) 861-1000
	Email	abeckfor@scgov.net
State Department of Transportation	Name	Florida Department of Transpo
	Contact Person	Stan Cann, Secretary
	Address	P.O. Box 1249, Bartow, FL 3
	Telephone Number	863-519-2201
	Fax Number	
	Email	
Other Relevant Agencies	Name	City of Sarasota, Florida
	Contact Person	Robert Bartolotta, City Manag
	Address	1565 First St, Sarasota, FL 34
	Telephone Number	(941) 954-4102
	Fax Number	
	Email	robertbartolotta@sarasotagov
Other Relevant Agencies	Name	Sarasota Bradenton Internatio
	Contact Person	Fredrick J. Piccolo, Executive
	Address	6000 Airport Circle
	Telephone Number	Sarasota, FL 34243
	Fax Number	941-359-5007
	Email	tina.parks@srq-airport.com
Other Relevant Agencies	Name	Sarasota County Government
	Contact Person	James L. Ley, County Adminis
	Address	1660 Ringling Boulevard - Sar
	Telephone Number	941-861-5111
	Fax Number	
	Email	jley@scgov.net

PROJECT DESCRIPTION TEMPLATE (Pa

Project Definition	Length (miles)	8.27	
	Mode/Technology	Fixed Route/Hybrid Diesel-Ele	
	Number of Stations	29 BRT Stations at 16 Locatio	
	List each station separately, including the number of park and ride spaces at each and whether structured or surface parking	USF with Park & Ride (200 ne SRQ 1 Station DeSoto Rd @ University 2 Sta Railroad Corridor @ 45th 2 St Railroad Corridor @ Myrtle 2 S Railroad Corridor @ MLK 2 St Railroad Corridor @ 19th - 22 Railroad Corridor @ 15th - 12 10th Street between Lemon a Lemon Avenue @ 6th Street (Lemon Avenue @ 1st Street (State Street between Lemon e Orange Avenue @ Oak Street Mound Street just east of Osp U.S. 41 @ Bahia Vista - 2 Sta U.S. 41 @ SMH 1 Center Stat Transfer Station Siesta Drive	
	List each station with major transfer facilities to other modes	USF with Park & Ride (Auto tr New College with Park & Ride Sarasota/Bradenton Internatio 1st St @ Orange Ave (Expres Siesta Drive @ Westfield Mall 1st Avenue @ Lemon Avenue	
	Number of vehicles/rolling stock	8 vehicles (6 in peak service -	
	Type of Alignment by Segment (Number of Miles)	Above grade	0
		Below grade	0
		At grade	8.27
		Exclusive	4.15
Mixed Traffic			
Status of Existing Right of Way	Ownership – who owns the right of way?	See attached	
	Current Use: active freight or passenger service?	See attached	

PROJECT DESCRIPTION TEMPLATE (Pa			
Project Planning Dates	Base Year	Base	
Capital Cost Estimate	2008 constant dollars	\$	
	Year of Expenditure	\$	
Levels of Service	Headways	<i>Weekday Peak</i>	15-min
		<i>Weekday Off-peak</i>	20 min (9:00am to 3:00pm) 40
		<i>Weekday Evening</i>	40-min
		<i>Weekend</i>	45-min all day
	Hours of Service	<i>Weekday</i>	5 am - 11:30 pm
	<i>Weekend</i>	6 am - 11:30 pm Saturday / 7:	
Opening Year Travel Forecast			
Fare Policy Assumptions Used in Travel Forecasts [footnote 1]		see attached memo	
Project Planning and Development Schedule	<i>Project Schedule</i>		
	Planning Studies Initiated		
	Planning Studies Completed		
	LPA selected		
	LPA included in the financially constrained long range plan		
	Included in Financially Constrained TIP		
	Initiation of DEIS		
	Completion of DEIS		
	Initiation of FEIS		
	Completion of FEIS		
	Public Referenda (where applicable)		
	Preliminary Engineering (duration – dates of beginning and ending)		
	Final Design (duration)		
	FFGA- submit request to award (duration)		
	Construction (duration)		
Testing (duration)			
Revenue Operations			
Project Management			
Project Manager	Name	Anthony C. Beckford, General	
	Address	5303 Pinkney Ave, Sarasota F	
	Phone	(941) 861-1006	
	Fax	(941) 861-1000	
	Email	abeckfor@scgov.net	
Agency CEO	Name	Anthony C. Beckford, General	
	Address	5303 Pinkney Ave, Sarasota F	
	Phone	(941) 861-1006	
	Fax	(941) 861-1000	
	Email	abeckfor@scgov.net	
Key Agency Staff: Overall New Starts Criteria	Name	Sarah W. Blanchard, A.I.C.P.,	
	Address	5303 Pinkney Ave, Sarasota F	
	Phone	(941) 650-2284	
	Fax	(941) 861-1000	
	Email	sblancha@scgov.net	
Key Agency Staff: Ridership Forecasts	Name	Clarke B. Davis, General Man	
	Address	1001 Sarasota Center Blvd., S	
	Phone	(941) 861-0922	
	Fax	(941) 861-0770	
	Email	cbdavis@scgov.net	
Key Agency Staff: Cost Estimates	Name	Jeff Seward, Chief Financial P	
	Address	1660 Ringling Blvd, Sarasota,	
	Phone	(941) 861-7284	
	Fax	(941) 861-5960	
	Email	jseward@scgov.net	

[1] Please summarize fare policy assumptions used for all regional transit services modeled in the fo Project Description Template.

PROJECT DESCRIPTION TEMPLATE (Pa

Project Management (continued)

Key Agency Staff: Environmental Documentation	Name	Theresa Conner, P.E., General
	Address	5303 Pinkney Ave, Sarasota F
	Phone	(941) 861-0560
	Fax	(941) 861-0992
	Email	tconnor@scgov.net
Key Agency Staff: Land Use Assessment	Name	Matt Lewis, Manager
	Address	1660 Ringling Blvd, Sarasota,
	Phone	(941) 861-5140
	Fax	(941) 861-5593
	Email	mdlewis@scgov.net
Key Agency Staff: Financial Assessment	Name	Jeff Seward, Chief Financial P
	Address	1660 Ringling Blvd, Sarasota,
	Phone	(941) 861-7284
	Fax	(941) 861-5960
	Email	jseward@scgov.net
Key Agency Staff: Project Maps	Name	Sarah W. Blanchard, A.I.C.P.,
	Address	5303 Pinkney Ave, Sarasota F
	Phone	(941) 650-2284
	Fax	(941) 861-1000
	Email	swblancha@scgov.net
Contractors		
Current Prime Contractor	Name	HDR Engineering Inc.
	Address	2621 Cattleman Road, Sarasc
	Phone	941-342-2700
	Fax	
	Email	tom.wilcox@hdrinc.com
Prime Contractor: Project Manager	Name	David Vozzolo
	Address	1101 King Street, Suite 400, A
	Phone	703-518-8500
	Fax	
	Email	david.vozzolo@hdrinc.com
Contractor Responsible for Travel Forecasts	Name	Peter Mazurek
	Address	1101 King Street, Suite 400, A
	Phone	703-518-8500
	Fax	
	Email	pete.mazurek@hdrinc.com
Contractor Responsible for Capital Cost Estimates	Name	Michael Hochschild, AICP
	Address	1801 Main Street, Suite 1000,
	Phone	713-335-1800
	Fax	
	Email	mike.hochschild@hdrinc.com

Transit Project
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Page 2)

Electric Motor Bus

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Page 4)

al Manager
FL, 34233

FL, 34236

Planning Officer
FL, 34236

Senior Planner
FL, 34233

ota, FL 34232-6212

Alexandria, VA 22314-2944

Alexandria, VA 22314-2944

Housotn, Texas 77002-8120

COST-EFFECTIVENESS FOR SMALL STARTS TEMPLATE

PROJECT NAME:

Sarasota North South Bus Rapid Transit Project

Cost Effectiveness

Line	Item	Alternative		Difference	Value	Source/Calculation
		New Starts Baseline	New Starts Build			
21	Annualized capital cost (millions of constant 2008 dollars)	\$ 2	\$ 6	\$ 4	---	Source: SSC Worksheets
22	Total systemwide annual operating and maintenance cost (millions of constant 2008 dollars)	\$ 31	\$ 31	\$ (1)	---	Source: O&M cost models (attach documentation).
23	Total annualized cost in forecast year (millions of constant 2008 dollars)	\$ 34	\$ 37	\$ 3	---	Sum of lines 21 and 22
24	Annual user benefits total (hours)	---	---	133,388	---	Line 6
25	Cost-Effectiveness: incremental annualized cost / annualized user benefits (\$/hour)	---	---	---	\$25.94	Line 23 divided by line 24
26	Total transit ridership	2,418,040	2,551,955	133,915		Linked from Travel Forecasts template
27	Cost Per New Transit Trip: incremental annualized cost / incremental annual transit trips (\$/new trip)				\$25.84	Line 23 divided by line 26

TRAVEL FORECASTS TEMPLATE (OPENING YEAR)

PROJECT NAME:		Sarasota North South Bus Rapid Transit Project									
Line	Trip-Purpose-Specific Information	Source	Purpose 1		Purpose 3	Purpose 4	Purpose 5	Purpose 6	Purpose 7	Purpose 8	DAILY TOTAL
1	Daily transit trips, Baseline Alternative	Summit: table 30	7,928								7,928
2	Daily transit trips, Build Alternative	Summit: table 40	8,092								8,092
3	Daily person trips, Build Alternative	Summit: table 20	3,318,906								3,318,906
4	Daily hours of user benefits (UB)	Summit: table 70 / 60	274								274
5	Positive UB hours from coverage changes	Summit: (tables 44+47+48) / 60									0
6	Change in hours of UBs due to capping	Summit: capping impact / 60									0
7	Daily hours of UBs for transit dependents	Summit: standard report	274	*NOT STRATIFIED							274
Trip-Purpose-Specific Quality-Control Measures											
8	Daily new transit trips		164	0	0	0	0	0	0	0	164
9	Daily new transit trips -- distribution (%)		100%	0%	0%	0%	0%	0%	0%	0%	100%
10	Daily user benefits -- distribution (%)		100%	0%	0%	0%	0%	0%	0%	0%	100%
11	Daily transit trips, Baseline Alternative -- distribution (%)		100%	0%	0%	0%	0%	0%	0%	0%	100%
12	Percent change in user benefits due to capping		0%	0%	0%	0%	0%	0%	0%	0%	0%
13	Percent of user benefits accruing to transit dependents		100%	0%	0%	0%	0%	0%	0%	0%	100%

Line	Special-Markets Information	Source	P&R	Market 2	Market 3	Market 4	Market 5	Market 6	Market 7	Market 8	ANNUAL TOTAL
14	Special-market project trips per event-day	Special-market forecasts	329								83,895
15	Special-market UB hours per event-day	Special-market forecasts	21								5,355
16	Special-market pass-miles per event-day	Special-market forecasts	91								23,205
17	Annualization factor (event-days / year)	Special-market forecasts	255								---
Special-Markets Quality-Control Measures											
18	Annual new transit trips, special markets only -- distribution (%)		100%	0%	0%	0%	0%	0%	0%	0%	100%
19	Annual user benefits, special markets only -- distribution (%)		100%	0%	0%	0%	0%	0%	0%	0%	100%
20	Minutes of user benefits per project trip, special markets only		3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8

Line	General Information	Source	Entry	General Information	Source	Entry	
21	Annualization factor (days/year)	Current/similar guideway	305				
22	Daily project trips, no special mkts	Travel forecasts	2,736				
23	Daily project trips, transit dependents	Travel forecasts	2,736	Station-area employees (within 1/2 mile)	Linked from Land Use Template	70,633	
24	Daily project pass-miles, no special mkts	Travel forecasts	8,901	Station-area residents (within 1/2 mile)	Linked from Land Use Template	68,585	
25	Daily project pass-miles, tm dependents	Travel forecasts	8,901	Project length (miles)	Linked from Project Descrip Template	8.3	
General Quality Control Measures (Excluding Special Markets)			Value	General Quality Control Measures (Excluding Special Markets)			Value
26	Minutes of user benefits per daily project trip (before capping)		6.0	Daily project trips per station area employee		0.04	
27	Minutes of user benefits per daily project trip (after capping)		6.0	Daily project trips per station area resident		0.04	
28	Percent of user benefits that are coverage related		0%	Daily minutes of user benefits per station area employee		0.23	
29	Percent of user benefits that are off-model		6%	Daily minutes of user benefits per station area resident		0.24	
30	Percent of project trips that are new transit trips		6%				
31	Project average trip distance / project length		39%				

QUANTITATIVE LAND USE INFORMATION FOR SMALL STARTS	
PROJECT NAME:	Sarasota North South Bus Rapid Transit Project
Population and Employment – Metropolitan Area, CBD, and Station Areas	
Item	BaseYear/Opening Year
Metropolitan Area	
Total Population	966,172
Total Employment	526,239
Central Business District [see footnote 1]	
Total Employment	29,300
Employment – Percent of Metropolitan Area	0.055678123
CBD Lane Area (sq. mi.)	9.0
Employment Density (e.g., jobs per sq. mi.)	3,256
Total All Station Areas (1/2-mile radius) [See footnote 2]	
Housing Units	31,579
Population	68,585
Employment	70,633
Land Area (square miles)	12.6
Housing Unit Density (units per sq. mi.)	2,506
Population Density (persons per sq. mi.)	5,443
Employment Density (persons per sq. mi.)	5,606

[1] Additional employment in Sarasota Memorial Hospital/Waldemeere activity area (S of CE ~15,000 reported).

FINANCE TEMPLATE

PROJECT NAME:		Sarasota North South Bus Rapid Transit Project	
Total Capital Cost of Project in Millions of Constant 2008 Dollars (from the SCC Main Worksheet)	\$79,342,000	Total Capital Cost of Project in Millions of YOE dollars (including finance charges, cost of PE and FD, and construction): (from SCC Main Worksheet)	
Section 5309 New Starts Funding Anticipated (YOE \$):	\$67,118,400	Section 5309 New Starts Share of Project Cost:	
Estimated Cost of Preliminary Engineering (YOE \$):	\$2,515,000	Estimated Cost of Final Design (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, even if the financing charges are incurred by a funding partner that is not the project sponsor): (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), Section 5309 Rail Modernization, etc.)			
	Type of Funds	Dollar Amount (millions of YOE dollars)	
Section 5307 and Section 5310 funds are anticipated during construction phase, but funds are not earmarked for		\$0	
2)			
3)			
4)			
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 (millions of YOE dollars)	
1) FDOT	Grant	\$8,449,600	
2)			
3)			
4)			
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 (millions of YOE dollars)	
1) Surtax 3 - Transit Greenway	Sales Tax	\$7,100,000	
2) County Funding (expected to be \$0 after donations of ROW and other in-kind are determined during PE	General Revenues	\$1,230,000	
3)			
4)			
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 (millions of YOE dollars)	
Donations of right-of-way etc are planned but exact amounts are not confirmed - this will be determined			
2)			
3)			
TOTAL NON-SECTION 5309 FUNDING (millions of YOE dollars)		\$16,779,600	
QA/QC CHECK: TOTAL CAPITAL COSTS LESS SECTION 5309 FUNDING LESS NON-SEC. 5309 FUNDING (SHOULD EQUAL \$0)		\$0	

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 Funding Source
Section 5307 and Section 5310 funds are anticipated during construction phase, but funds are not earmarked for BRT			
2)			
3)			
4)			
State Sources (Linked from page 1)			
1) FDOT	Existing	Committed	
2)			
3)			
4)			
Local Sources (Linked from page 1)			
1) Surtax 3 - Transit Greenway	Existing	Committed	
2) County Funding (expected to be \$0 after donations of ROW and other in-kind are determined during PE			
3)			
4)			
Private Sector/In-kind Match/Other (Linked from page 1)			
Donations of right-of-way etc are planned but exact amounts are not confirmed - this will be determined during PE	New	Planned	Station location on USF property
2)			
3)			

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

Committed: Committed sources are programmed capital funds that **have all the necessary approvals** (legislative or referendum) to be used to fund the proposed project **without any ac** capital 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, stat 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 h 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 a include debt financing in an agency-adopted CIP that has yet to receive final legislative approval, or state capital grants that have been included in the state budget, but are still awaiting legi 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 Agreeemer 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 tha referendum, reasonable requests for state/local capital grants, and proposed debt financing that has not yet been adopted in the agency's CIP.

FINANCE TEMPLATE (page 3)

Innovative Financing Methods

(Unconventional sources of funding which may include TIFIA, State Infrastructure Banks, Public/Private partnerships, Toll Credits, revenue finance methods, etc.)

Innovative Funding Source	Anticipated Funding Amount	Identify Supporting Document

Summary Information from the Operating Finance Plan

New Starts Project Annual Operating Cost in the Forecast Year (YOE\$):	\$1,448,000	Total Transit System (including New Starts Project) Annual Operating Cost in the Forecast Year (YOE\$)		
Proposed Sources of Operating Funds (Proposed sources of operating funds that are anticipated to support operating expenses of the transit system.)	Dollar Amount	Type of Funding Source	Annual/Dedicated	Specified
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)
Farebox Recovery Percent	8%	Farebox Recovery Percent
Number of Buses	49	Number of Buses
Number of Rail Vehicles	0	Number of Rail Vehicles
Current Annual Passenger Boardings	2,194,600	
Daily Passenger Boardings	12,346	
Average Fare	\$0.36	Average Fare
Average Age of Buses	5.8	
Average Age of Rail Vehicles	N/A	
Revenue Miles of Service Provided	2,161,113	Revenue Miles of Service
Revenue Hours of Service Provided	147,307	Revenue Hours of Service

\$83,898,000
80.0%
\$2,611,000
\$0
% of Total Capital Cost
0.0%
0.0%
0.0%
0.0%
% of Total Capital Cost
10.1%
0.0%
0.0%
0.0%
% of Total Capital Cost
8.5%
1.5%
0.0%
0.0%
% of Total Capital Cost
0.0%
0.0%
0.0%
20.0%
