

Qualitative Land Use and Economic Development Information for Small Starts Template

1. EXISTING LAND USE

Address the following issues in a 1-2 page narrative:

- What is the general character of land use in the proposed New Starts station areas (e.g., types of uses, density of development, pedestrian-oriented design features)?
- What major trip generators are served that are not reflected in the reported quantitative population and employment data (e.g., professional sports stadiums, colleges and universities, hospitals and medical centers)?
- What are typical parking costs and supply (e.g., on-street, off-street lots, structured) in station areas?

2. TRANSIT SUPPORTIVE PLANS AND POLICIES

Address the following issues in a 2-3 page narrative:

- What efforts have been undertaken to develop transit-supportive policies for the proposed Small Starts corridor (e.g., local comprehensive plans, subarea plans, economic development plans, transit station area planning activities)? Who is responsible, and what is the timeframe for completion of these efforts?
- What are the approximate or typical densities, types of uses, and mix of uses allowed under existing and/or proposed zoning in the proposed Small Starts station areas? How do existing and/or proposed zoning regulations support pedestrian-friendly design? What is the timeline for adopting changes to station-area zoning?
- What financial, regulatory, or other tools and incentives are available to promote transit-supportive development in station areas (e.g., tax breaks, low-interest loans, reduced impact fees, expedited development review, assistance with land assembly, infrastructure finance, joint development programs)? Have these tools and incentives been applied in practice?

3. PERFORMANCE AND IMPACTS OF LAND USE POLICIES

Address the following issues in a 1-2 page narrative:

- What examples exist of recent or proposed transit-supportive development in the Small Starts station areas, or in other areas served by transit in the jurisdiction?
- To what extent do local and regional economic conditions and market trends support development in the corridor?
- To what extent is land in the station areas available for development or redevelopment? What barriers exist to redevelopment (e.g., land assembly, contamination, inadequate infrastructure)?

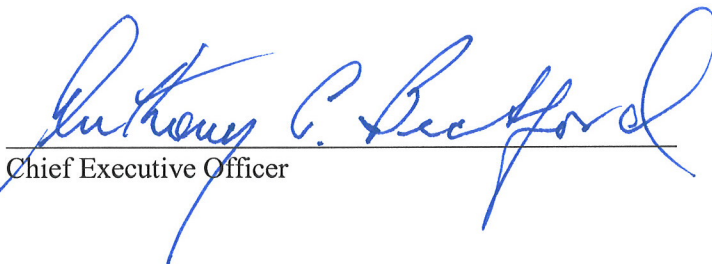
Certification of Technical Methods (required for SS only)

As Chief Executive Officer of **Sarasota County Transportation Authority**, I understand that FTA's *Reporting Instructions for Section 5309 Small Starts Criteria* (July 2010) and *Updated Interim Guidance and Instructions for Small Starts* establish common conventions for the development of information on proposed Small Starts projects that are crucial to the fair and evenhanded evaluation of projects. These conventions include:

1. The horizon year used for the travel forecasts is the expected opening year of the project.
2. The ridership forecasts are based on a single set of projections and policies consistent with the regional transportation plan and are held constant for the preparation of travel forecasts for the Small Starts Baseline and Small Starts Build alternatives, including:
 - land use, demographics, socio-economic characteristics, and travel patterns;
 - the highway network, except as modified for changes inherent to the Build alternative (such as the conversion of traffic lanes to transit-only rights-of-way);
 - transit service policies regarding geographic coverage, span of service, and headways, modified where necessary to integrate transit guideways into the bus system;
 - pricing policies (fares, highway tolls, and parking costs); and
 - transit capacity provided given projected transit volumes, productivity standards, and loading standards.
3. The travel models used to prepare the forecasts have been developed and tested with the best available data on current conditions in the urban area, including:
 - Highway speed data collected in the year **2010**;
 - Transit travel-time data collected in **2010**;
 - Home-interview/travel-diary data collected in **2008 - 2009**; and
 - Transit on-board survey data collected in **2008 - 2009**.
4. Except for the impacts of physical changes introduced by the alternatives themselves, the performance of the highway and transit systems is held constant between the Small Starts Baseline and Small Starts Build alternatives, including:
 - highway congestion levels;
 - transit operating speeds in mixed traffic; and
 - maximum access and egress distances to/from transit services, as well as representations of walking, waiting, and transfer times.
5. Transit-mode-specific constants describing the unmeasurable attributes of individual modes are either the same across all transit line-haul modes or are derived from ridership experience on existing transit modes in the metropolitan area, and have magnitudes that are within acceptable ranges as reviewed and approved by FTA.
6. Service levels in both the Small Starts Baseline and Small Starts Build alternatives have been adjusted to meet projected ridership levels using consistent vehicle-loading standards.
7. The forecasts of ridership and transportation benefits have been subjected to quality-assurance reviews designed to identify and correct large errors that would threaten the usefulness of the information in project evaluation.
8. The forecast of ridership using park/ride access to an individual transit stop/station does not exceed the capacity of the associated park/ride lot as reported in the current planning and/or environmental documents for the alternatives.

9. The definitions of the baseline and build alternatives are up-to-date, include all items known to be part of the proposed scopes, and specifically identify any remaining sources of uncertainty in the scope of the project.
10. The capital cost estimates for the baseline and build alternatives are up-to-date, are based on unit costs that apply to expected conditions during construction, and specifically identify remaining uncertainties in those unit costs.
11. Estimates of operating and maintenance costs for the baseline and build alternatives are based on current local experience, are adjusted for differences in vehicle and service characteristics, and for any transit modes new to the system, are consistent with experience in similar settings elsewhere. All cost components are variable, not fixed. Costs vary with changes in service levels.
12. Annualization factors used to convert daily ridership and operating/maintenance costs into yearly totals are consistent with local experience and are the same for the baseline and build alternatives.
13. The capital cost estimates are presented in 2010 base year dollars as well as year-of-expenditure (YOE) dollars.
14. The financial plan has been updated with information from the most recent budget cycle.
15. Any financing costs incurred because of the project have been included in the total project cost as required by FTA, regardless of whether the project sponsor is seeking reimbursement of the costs from Small Starts funds.
16. The full cost of project development has been included in the total project cost as required by FTA.

Therefore, I hereby certify that **Sarasota County Transportation Authority** (agency) has followed FTA's *Reporting Instructions for Section 5309 Small Starts Criteria* (July 2010) and the *Updated Interim Guidance and Instructions for Small Starts* in general, and the above-listed conventions in particular, in the preparation of this submission except for item(s) NA that **Sarasota County Transportation Authority** (agency) has discussed with FTA and that FTA has approved.



Chief Executive Officer

Date