



Central Corridor Light Rail Transit

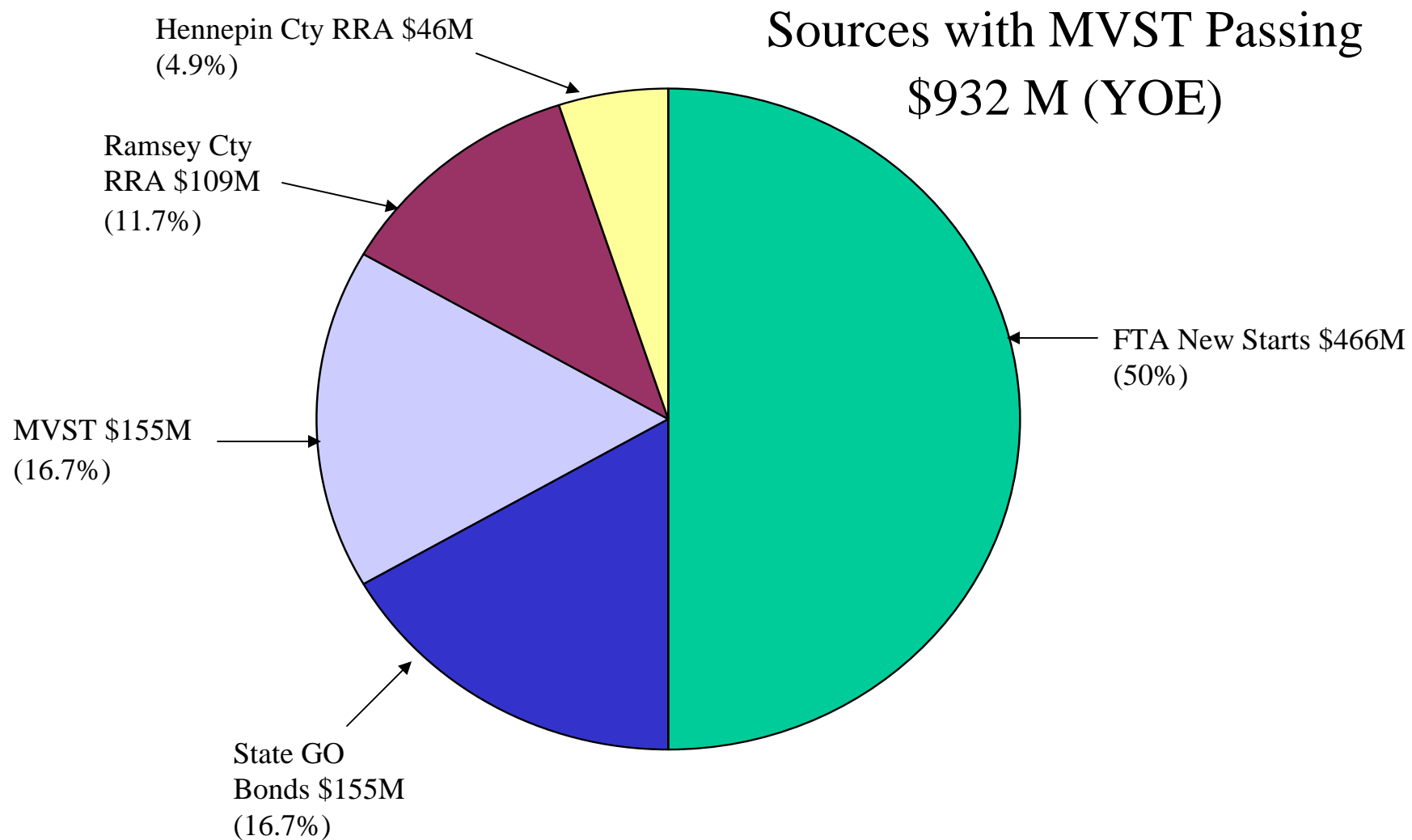
CCLRT Financing and Funding Plan

Central Corridor Management
Committee

November 8, 2006



Central Corridor Light Rail Transit

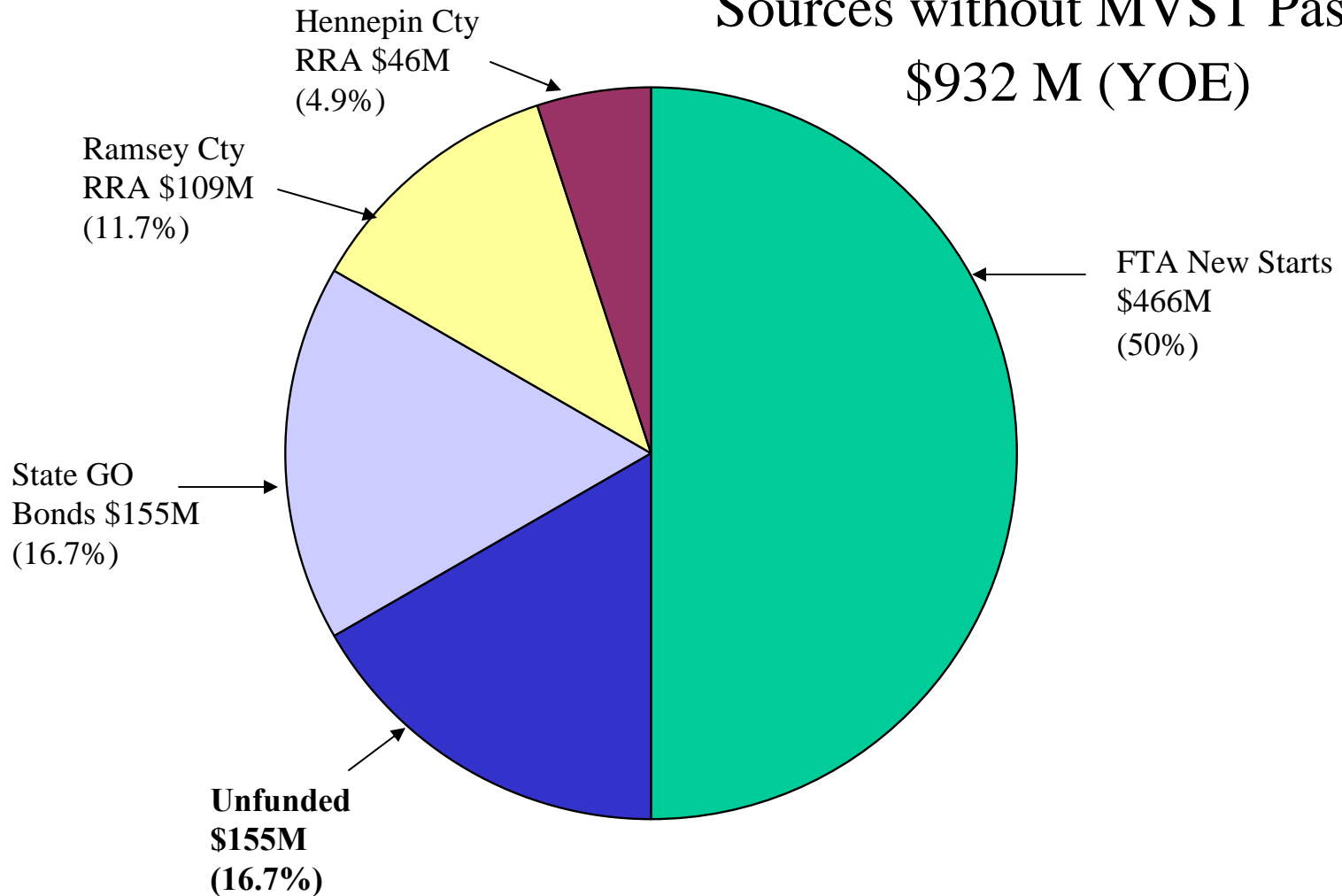


10.25.06 FTA will require budget reductions to comply with CEI.



Central Corridor Light Rail Transit

Sources without MVST Passing
\$932 M (YOE)



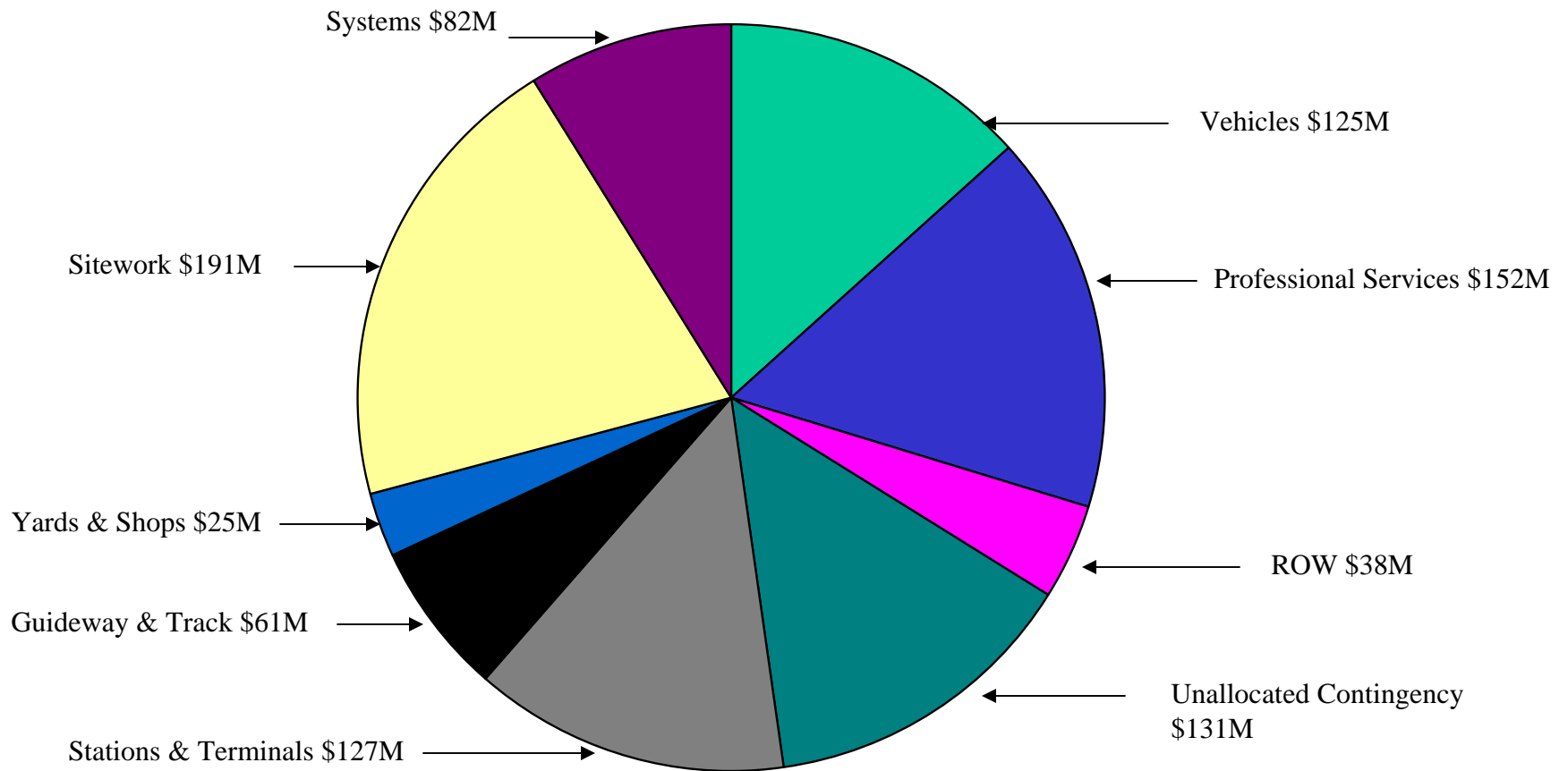
11/8/06 CCMC

10.25.06 FTA will require budget reductions to comply with CEI.



Central Corridor Light Rail Transit Uses

\$932 M (YOE)



11/8/06 CCMC

10.25.06 FTA will require budget reductions to comply with CEI.

FTA Cost Effectiveness Index

$$\text{CEI} = \frac{\text{Annualized capital and operating costs}}{\text{Annual travel time savings}}$$



Cost Effectiveness Rating



<u>Rating</u>	<u>CEI</u>	<u>Value</u>
High	\leq	\$11.49
Medium-High	\$11.50 -	\$14.99
Medium	\$15.00 -	\$22.99
Medium-Low	\$23.00 -	\$28.99
Low	\geq	\$29.00

CEI Ratings Needed to Advance Projects



Enter Preliminary Engineering	≤ \$28.99
Enter Final Design	≤ \$28.99
Secure Full Funding Grant	≤ \$22.99

Cost Effectiveness for Peer LRT Projects

Preliminary Engineering



• Sacramento South	Medium-High	\$13.59
• Seattle University	Medium	\$19.93
• Norfolk	Medium	\$21.66
• Houston North	Medium-Low	\$23.80
• Houston South	Medium-Low	\$24.31

Central Corridor LRT Scope Issues *



	<u>Estimated</u>
• University East Bank Tunnel	\$155M
• St. Paul Fourth Street to Union Depot	\$ 72M
• University Avenue Reconstruction	\$ 55M
• Light Rail Vehicle Fleet Size	\$ 39M
• 3 LRV Capacity Platforms	\$ 16M
• LRV Storage Facility	\$ 24M
• Traction Power Capacity	\$ 14M