



U.S. Department of Transportation
Station Development Peer Exchange:
Federal Perspective

June 22, 2016



LADDERS OF OPPORTUNITY

— Revitalize — Connect — Work —

 U.S. Department of Transportation

“At USDOT we are making opportunity and inclusion part of everything we do. ”

—Secretary Anthony R. Foxx

America’s highways, railways, airports, ports and transit systems help drive our economy. The choices we make about future transportation projects, the people they touch and places they connect, will play a role in determining how widely opportunity expands throughout America.



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revitalize

Transportation infrastructure can lift up neighborhoods and regions by attracting new opportunities, jobs, and housing.

connect

A multimodal transportation system provides Americans with safe, reliable, and affordable connections to employment, education, healthcare, and other essential services.

work

Infrastructure investment creates jobs and paves the way for business, particularly small and disadvantaged business enterprises.

Connecting People to Opportunity

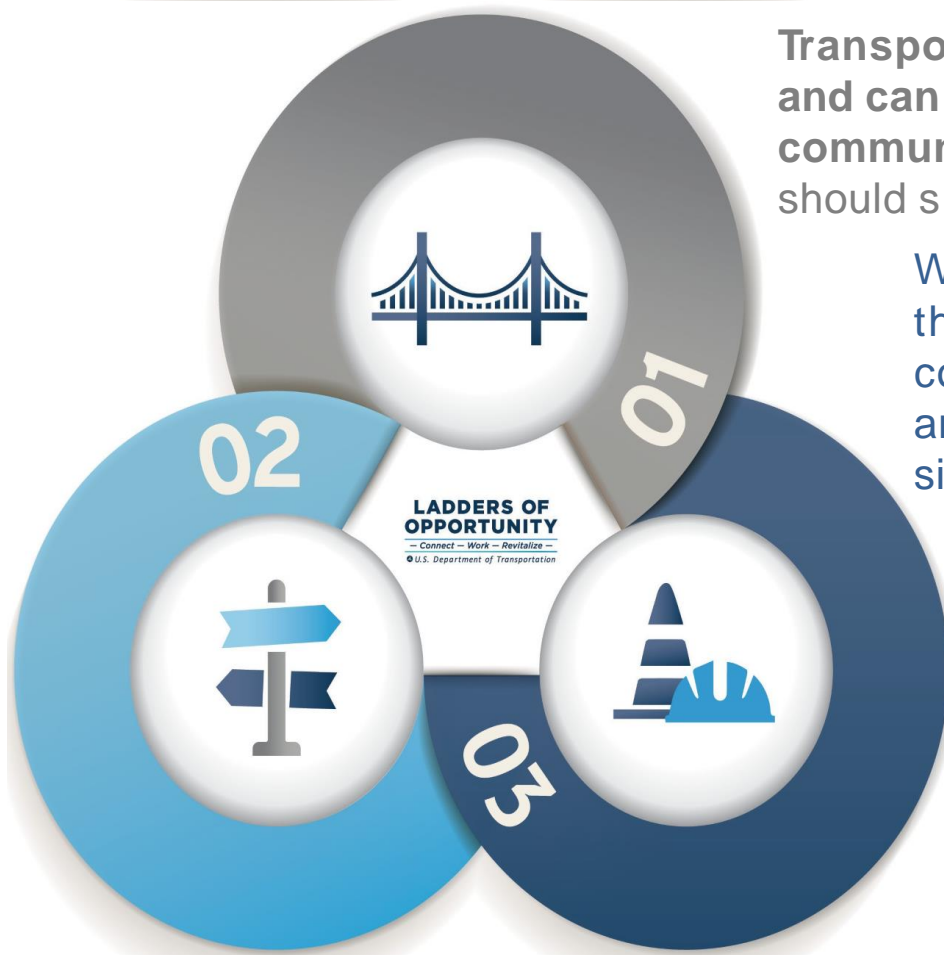
– *A Vision for Bridging the Divide* –

The challenge we face as a country is that we must reinvent how we think about transportation. We need to aspire to more, we need a transportation system that connects a big missing dot in the line between income inequality and opportunity. – Secretary Anthony R. Foxx

Transportation connects people to opportunity and can invigorate opportunity within communities. To the greatest extent possible, we should support transportation projects that do both.

While we cannot change the past, we can ensure that current and future transportation projects connect and strengthen communities, including areas that have, in the past, been on the wrong side of transportation decisions.

Transportation facilities should be built by, for and with the communities impacted by them. Development of transportation facilities should meaningfully reflect and incorporate the input of all the people and communities they touch.



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CHOICES

“Transportation should not create division; it should be the solution to past divisions.”

— *Secretary Anthony R. Foxx*



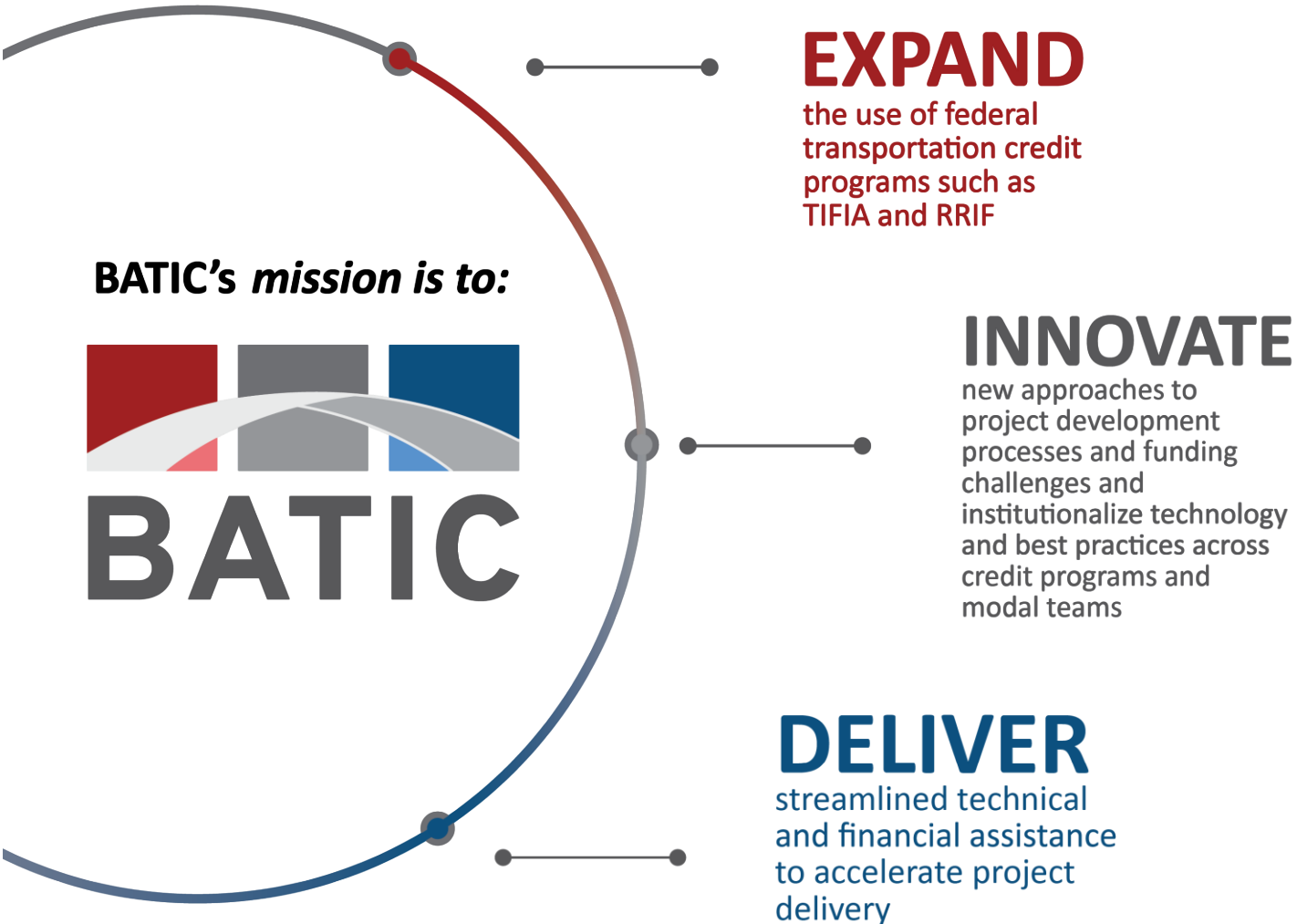
A New Formula for Infrastructure Investment



The Build America Transportation Investment Center serves as the single point of contact and coordination for states, municipalities and project sponsors looking to:

- UTILIZE** federal transportation expertise,
- APPLY** for federal transportation credit programs
- and **EXPLORE** ways to access private capital and expertise in public private partnerships.

Mission



Additional DOT Resources

- Innovation in Practice Case Studies Webinar Series through BATIC Institute:
 - Pennsylvania Rapid Bridge Replacement
 - Denver Union Station
 - Eagle P3 Commuter Rail
- TIFIA's FAST Act guidance webinars:
 - Active Transportation Networks
 - State Infrastructure Banks (SIBs)
 - Ports
 - Transit Oriented Development (TOD)
- Best Practices Papers:
 - Surface Transportation P3s
 - Availability Payment Concessions P3 Model Contract Guide
 - Core Toll Concession P3 Model Contract Guide

Looking Ahead: Build America Bureau

- Administer the application process for USDOT finance programs and the new Nationally Significant Freight and Highway Projects program;
- Provide technical assistance and communicate best practices and financing and funding opportunities;
- Reduce uncertainty and delays related to environmental reviews and permitting;
- Assist in mitigating project delivery and procurement risks and costs for projects financed by the USDOT infrastructure finance programs;
- Increase transparency and the public availability of information regarding projects financed by the USDOT infrastructure finance programs.



New Priority for the Bureau: Transit Oriented Development (TOD)

The FAST Act:

- 1st long-term Federal transportation bill in 10+ years
- Authorizes \$305 billion for FY 2016 - 2020 for all surface transportation modes
- Establishes National Surface Transportation and Innovative Finance Bureau (Build America Bureau)
- Makes TOD expenses and projects eligible under the TIFIA and RRIF Credit Assistance Programs



TIFIA Credit Program Overview

The Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) established a Federal credit program under the U.S. Department of Transportation (DOT) for eligible transportation projects of national or regional significance.

TIFIA Program Objectives

- Leverage limited Federal resources and stimulate capital investment
- Facilitate projects with significant public benefits
- Fill capital market gaps for secondary/subordinate capital
- Limit Federal exposure by relying on market discipline
- Encourage new revenue streams and private participation
- Be a flexible, “patient” investor willing to take on investor concerns about investment horizon, liquidity, predictability and risk

FAST Act Changes: TIFIA TOD Projects

- **Transit-Oriented Development (TOD)** – The FAST Act expands the TIFIA program by making TOD projects eligible for TIFIA credit assistance
- **Eligibility** – TIFIA must ascertain the TOD Project’s relationship to a transportation facility, including:
 - The TOD Project’s distance from the transportation facility
 - The nexus between the TOD Project and the transportation facility
- **Eligible Project Elements** – Subject to TOD project-specific review, a variety of elements could be eligible including the following, among others:
 - Property acquisition
 - Site preparation
 - Walkways
 - Pedestrian and bicycle access to a public transportation facility
 - Demolition of existing structures

RRIF Program Priorities

- Enhance public safety
- **Promote economic development***
- Enhance the environment
- Improve competitiveness of U.S companies in international markets
- Endorsed in State planning documents
- **Improve railroad stations and passenger facilities and increase TOD***
- Preserve or enhance rail or intermodal service to small communities/rural areas
- **Enhance service and capacity in the national rail system***
- Materially alleviate rail capacity problems....



FAST Act Changes: RRIF TOD Projects

- **Transit-Oriented Development (TOD)** – The FAST Act expands the RRIF program by making economic development (TOD) projects eligible for RRIF credit assistance
- **Economic Development** – commercial and residential development, and related infrastructure and activities that:
 - incorporate private investment
 - are physically or functionally related to a passenger rail station or multimodal station that includes rail service
 - have a high probability of the Applicant commencing the construction contracting process not later than ninety (90) days after the date on which the loan or loan guarantee is obligated, and
 - have a high probability of reducing the need for financial assistance under any other Federal program by increasing ridership, tenant lease payments, or other activities that generate revenue exceeding costs

Caveats and Conditions

- Authority for funding TOD sunsets in December 2019
- Recipients of TOD funding must provide a non-Federal match of not less than 25% of the total amount expended by the recipient for the project

FRA



Moving America Forward

“Imagine whisking through towns at speeds over 100 miles an hour, walking only a few steps to public transportation, and ending up just blocks from your destination.

Imagine what a great project that would be to rebuild America.”

President Obama, April 2009, High-Speed Rail Vision

FRA



High Speed and Intercity Passenger Rail





FRA Financial Assistance for Stations

West

- Portland, OR
- Sacramento, CA
- San Francisco -Transbay
- San Jose - Diridon
- Seattle King Street
- Tacoma, WA
- Tukwila, WA

Central

- Alton, IL
- Ann Arbor, MI
- Battle Creek, MI
- Dearborn, MI
- Denver Union Station
- Lawrence, KS
- Milwaukee Airport
- New Orleans
- Normal, IL
- St. Louis, MO
- Troy, MI
- Waterloo, IN

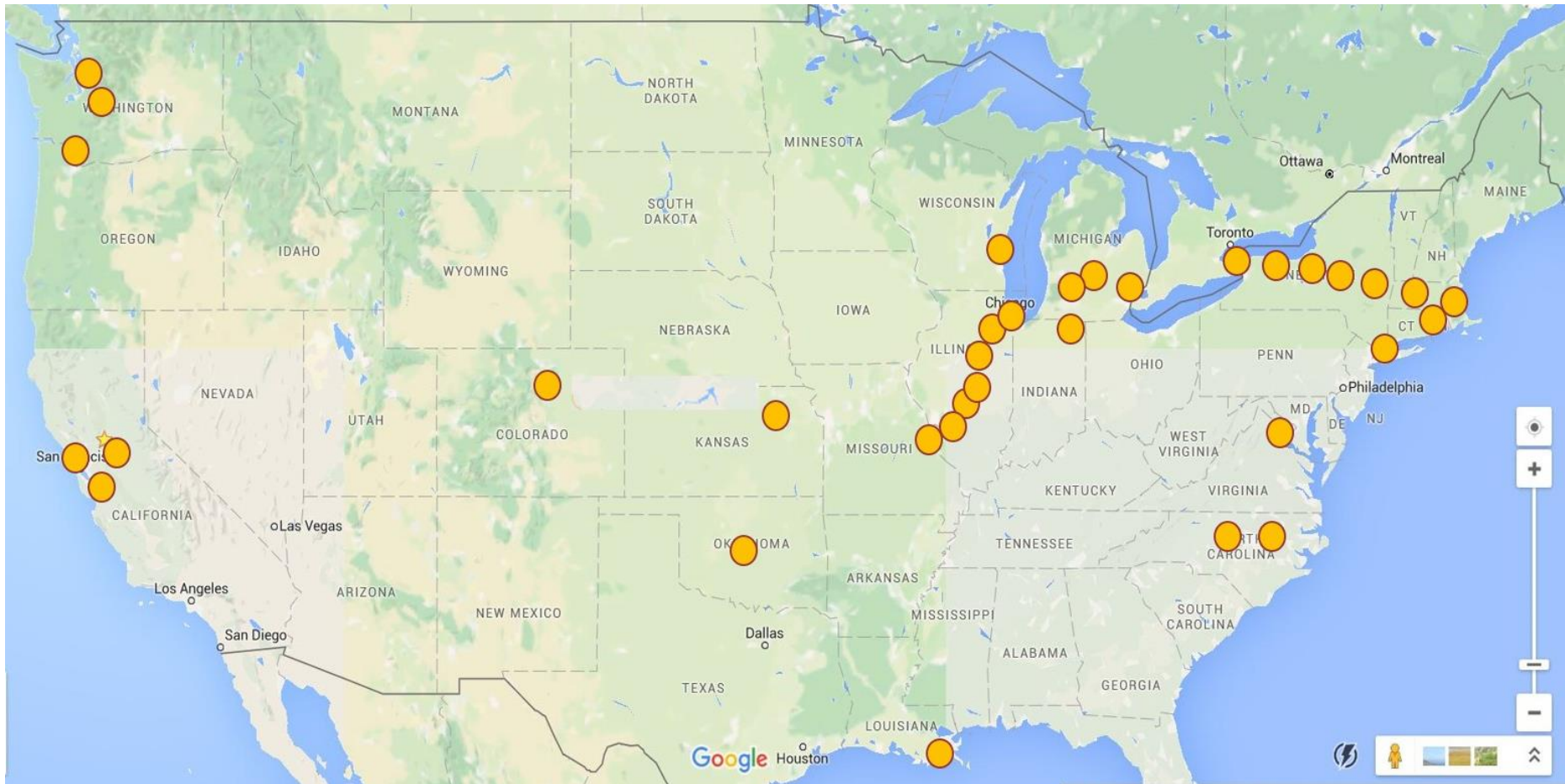
East

- Albany-Rensselaer
- Boston - South Station
- Buffalo-Depew
- Lexington, NC
- New York – Penn/Moynihan
- Niagara Falls
- Northampton, MA
- Providence, RI
- Raleigh, NC
- Rochester, NY
- Schenectady, NY
- Washington Union Station

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FRA Financial Assistance for Stations





FRA Financial Assistance for Stations

City	Station/Project	Program	Amount
San Francisco	Transbay Transit Center	HSIPR	\$400,000,000
NYC	Moynihan Station	Various	\$207,912,723
Denver	Denver Union Station	RRIF	\$155,000,000
Boston	Boston South Station	HSIPR	\$32,500,000
Dearborn	Dearborn Intermodal Rail Facility	HSIPR	\$28,204,450
Raleigh	Raleigh Union Station	TIGER	\$26,500,000
Sacramento	Sacramento Valley Station	Various	\$23,292,000
San Jose	San Jose South Terminal Station	HSIPR	\$17,999,998
Rochester	Rochester Station	Various	\$17,900,000
Niagara Fall	Niagara Falls International	TIGER	\$16,500,000
Seattle	King Street Station	HSIPR	\$16,209,802
Alton, IK	Alton Regional Multimodal Station	TIGER	\$13,850,000
Raleigh	Raleigh Station	Various	\$11,966,076
Portland	Portland Union Station	HSIPR	\$11,207,825
Troy	Troy Multimodal Transit Facility	HSIPR	\$8,485,212

FRA



Rochester, NY FRA-funded Station Project

“Good jobs and new companies come to areas that invest in local infrastructure. . .”



Rochester Station to CBD

TOD provides greater access at the scale of the station area.
Station provides access at the scale of the network.



Financial Assistance for Station Development

- TIFIA
- RRIF
- TIGER (Transportation Investment Generating Economic Recovery) Discretionary Grant Program
 - All surface transportation modes (road, rail, transit, port)
 - Projects with significant impact on Nation, a region or a metro area
 - Seven rounds since 2009; \$4.6 billion in funding
 - Currently reviewing projects for TIGER 8



Financial Assistance for Station Development

TIGER is almost made for Station Projects...

- Primary Selection Criteria:
 - State of good repair
 - Economic competitiveness
 - Quality of life
 - Environmental sustainability
 - Safety
- Secondary Selection Criteria:
 - Innovation
 - Partnership
- Project Readiness
- Ladders of Opportunity



Federal Perspective - FRA Station Area Planning Guidance

“Station areas are unique places where high-speed and intercity passenger rail can connect seamlessly with intermodal options like public transit. The infill development around the station can boost economic growth and community vitality.”

Former FRA Administrator Joseph Szabo

Principles

1. Location: Optimize the station location.
2. Transportation: Maximize station connections with other transportation modes
3. Development:
 - Shape it through urban design
 - Focus infill development around the station



Station Typologies as a Tool for Station Development Planning

Station Typology Concept

- Define station typologies/categorize stations
- Define a station development model for each station typology
- Apply that model to all stations within a given category

Purpose/Use

- Provides a framework for thinking about station development
- Could be used to define minimum standards for stations



UK Study – BETTER RAIL STATIONS

Cat.	Qty	TYPE OF STATION	TRIPS PER YEAR	TICKET REVENUE PER YEAR (£)
A	25	National Hub	> 2 M	> 20 M
B	66	Regional Interchange	> 2 M	> 20 M
C	275	Important Feeder (City or Busy Junction)	500 K – 2 M	2 – 20 M
D	302	Medium Staffed Core Inter-Urban Business or Urban Commuting	250 – 500 K	1 – 2 M
E	675	Small - Staffed	< 250 K	< 1 M
F	1,192	Small - Unstaffed Basic	< 250	< 1 M
Total	2,535			



Station Program & Planning Guidelines

Cat.	Qty	TYPE OF STATION	TRIPS PER YEAR	% of TOTAL RIDERSHIP
1	31	Large – 7 Majors; 24 Large Staffed Major regional urban center; connecting public transit	< 400 K	66%
2	178	Medium – Staffed by Amtrak in suburbs, commuter, airport, city center college town; State Corridors	100 – 400 K	26%
3	150	Caretaker – Not staffed by Amtrak; may have caretaker; urban edge	20 – 100 K	5%
4	151	Shelter – Not staffed; rural and town	< 20 K	4%
Total	510			



FRA Perspective – Final Takeaways

- Don't forget transportation!
- Consider and plan for long term financial sustainability
- Partner with the community and facility stakeholders
- Federal financial assistance means Federal requirements
- FRA has an interest (even when we are not providing financial assistance) --- talk to us.

FRA



Thank You

Leo Wetula

leo.wetula@dot.gov

(202) 493-6188