

APPENDIX A: MEETING MATERIALS

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HANDOUTS



Oasis Rail Transit Project Fact Sheet

February 2016

ABOUT THE EASTERN CORRIDOR PROGRAM

The Eastern Corridor is a program of integrated, multi-modal transportation investments. The Program enhances our regional transportation network by improving travel and connections between central Cincinnati and the communities extending east through Hamilton County into western Clermont County.

Program elements include improvements to existing roadway networks, new rail transit, expanded bus routes and improvements for bicyclists and pedestrians.

The Eastern Corridor Program is administered by the Ohio Department of Transportation (ODOT) in cooperation with the Eastern Corridor Program Partners.

For more information, visit
www.EasternCorridor.org
or call the Eastern Corridor



OASIS RAIL TRANSIT OVERVIEW

Oasis Rail Transit is a regional rail line designed to better connect people with the places they work, live and play. Oasis would provide a new transportation alternative for the Eastern Corridor region, moving workers, residents and visitors between downtown Cincinnati and the City of Milford, and the communities in between. The proposed rail corridor extends approximately 17 miles and is anticipated to travel along a combination of existing and new tracks. Oasis rail stations would serve as strong catalysts for local community enhancement and economic growth.

The Oasis Transit Rail project has undergone the most extensive study and feasibility review of all rail lines in the envisioned Greater Cincinnati regional rail network. The Oasis line would be a foundation upon which future passenger rail lines can be added, connecting communities throughout the Greater Cincinnati region. The project is now positioned to be considered for local sponsorship and project planners are reviewing the best options for how to proceed.

PUBLIC INPUT HAS HELPED SHAPE OASIS RAIL TRANSIT

Public input has helped guide and inform the development and ongoing refinement of the Oasis Rail Transit project. Early discussions on how to improve transportation in the Eastern Corridor identified rail transit as a desired option. Further input from the public has helped shape initial proposed services and schedules, identify possible station locations, determine the features to be considered for the trains and more.

In late 2013, planners conducted a comprehensive online survey about the Oasis project. People from across the region provided feedback regarding proposed services, schedules, and desired train and station features. Of those that answered questions about anticipated use (703 people), more than 80% indicated they were supportive of the rail line and would ride the train.

Other public input opportunities have included:

- Public meetings
- Community update presentations (to the public, community councils, interest groups, etc.)
- Workshops and focus groups
- Eastern Corridor Development Team meetings
- Community-wide paper, telephone and online surveys
- Feedback tools provided via the Eastern Corridor website, email and telephone hotline



Oasis Rail Transit Fact Sheet

OASIS RIDERSHIP PROJECTIONS

The following ridership projections are for the year 2020:

	Daily Boarding	Annual Boarding
Peak Weekday Basic Service	3,200	832,000
Off-Peak Weekday Basic Service	2,100	546,000
TOTAL	5,300	1,378,000

The above numbers reflect the 2015 update using the Federal Transit Administration (FTA) travel forecasting model. They do not consider potential new/increased development that could be attracted to the rail service/stations, which could increase ridership nor do they include ridership estimates for evening, weekend or special service.

The estimated peak-period, weekday travel time from Milford to the Riverfront Transit Center by rail is approximately 35 minutes (train travel and dwell time at stations combined).

FUNDING OPTIONS

Public projects such as the Oasis Rail Transit line are typically funded by a combination of federal, state and local resources. Potential funding sources include but are not limited to federal grants, Federal Transit Authority (FTA) and Federal Highway (FHWA) formula and program funds, state grants, and funding from state departments of transportation. From a local and regional standpoint, funding options include value capture opportunities at station areas (special assessment districts, tax increment districts, etc.), reallocation of existing city and county resources, contributions from local jurisdictions, support from local communities, foundations and businesses as well as Public Private Partnerships (P3s).

NEXT STEPS

Overall assessment of the recently completed studies indicate that the Oasis Rail Transit is worthy of advancing for more detailed analysis. The next step would be to enter into the FTA Project Development process. Before doing so however, Oasis planners need to identify a project sponsor and secure the funding required for completing Project Development tasks.

Local and regional planners are currently considering how best to proceed with the project. They are also seeking input from the public. Individuals can submit their comments by sending an email to EasternCorridor@EasternCorridor.org, clicking on the Submit Feedback option on the Eastern Corridor website, www.EasternCorridor.org or by completing an Oasis Rail Transit Comment Form that will be available on the Eastern Corridor website through March 10, 2016.

ECONOMIC AND FINANCIAL ANALYSIS

As part of recently completed studies, Oasis planners compared the estimated benefits of the Oasis line against the estimated costs of implementing the line. Results showed that estimated benefits exceed estimated costs and that the project is expected to earn \$.10 to \$.19 for every dollar invested in the rail line. In addition, it is anticipated that initial investments made would be paid back within 31 years.

During the anticipated four-year construction period, Oasis is expected to create more than 2,200 jobs. In the long-term, the line would bring approximately 260 jobs to our region.

SHARE YOUR THOUGHTS

Complete a Comment Form or
Submit Feedback on:
www.EasternCorridor.org

Send an email to:
EasternCorridor@EasternCorridor.org

or send written comments to:
Oasis Rail Transit Project
7844 Remington Road
Cincinnati, OH 45242



Oasis Rail Transit

Diesel Multiple Unit (DMU) Fact Sheet

February 2016



Approximately 17 miles in length, the proposed Oasis Rail Transit corridor extends between downtown Cincinnati and the City of Milford and would initially be served by seven stations. In addition to providing a new rail-based regional transportation option serving Eastern Corridor communities, the Oasis line would also offer new opportunities for community enhancement and development.

PREFERRED RAIL VEHICLE TYPE: DMU

One of the most prominent features considered for the Oasis line is the actual rail vehicle (or train) that would transport passengers to their destinations. Early studies completed for the Eastern Corridor Program recommended that self-propelled passenger coaches be considered as the preferred rail vehicle type. Further studies explored in more detail the technologies available for the line including:

- Diesel-powered locomotives pulling single or bi-level passenger coaches
- Electrically-powered streetcar-type vehicles
- Electrically-powered light rail vehicles call Electric Multiple Units (EMU/LRT)
- Diesel-powered passenger cars (Diesel Multiple Units or DMUs)



The results of those studies confirmed that diesel-powered passenger cars, or DMUs, would be the most appropriate technology for the Oasis Rail Transit line. Features of DMUs that made it stand out beyond other rail vehicle choices included:

- DMUs are flexible in terms of operational capabilities and can efficiently serve the 17-mile Oasis corridor – which is too short for traditional “push-pull” locomotives and coach cars but generally too long for streetcar-type vehicles – and efficiently manage the spacing between stations.
- DMUs are very responsive. They can accelerate and brake quickly which results in attractive travel times between stations.
- DMUs are self-propelled and the technology that powers the train is highly efficient and low-emission. No overhead electrical system is required which reduces initial capital costs.

More information about rail vehicles is available in the *Oasis Rail Conceptual Alternative Solutions Report, Feb. 8, 2016*, now posted on the Oasis Rail Transit Project Documents page of the Eastern Corridor website: www.EasternCorridor.org



Oasis Rail Transit

Diesel Multiple Unit (DMU) Fact Sheet

- DMUs are comfortable, quiet, attractive and proven rail passenger cars that are used by many progressively-minded cities in the U.S. and throughout the world.
- DMUs are self-propelled, and can operate in trains or in single units.
- DMUs are designed to share tracks with freight trains, potentially reducing the capital investment necessary to implement new passenger rail service.

Other factors considered include vehicle costs; operating and maintenance costs; flexibility to expand service; and likelihood of community/customer acceptance.

FRA COMPLIANCE

As proposed, portions of the Oasis Rail Transit line could share tracks already in place and in use by freight trains. The Federal Rail Administration (FRA) requires that trains sharing tracks with freight operations either be FRA Compliant or FRA Alternatively Compliant vehicles.

FRA Alternatively Compliant Vehicles

- Require a waiver from FRA in order to operate on tracks shared with freight trains
- Feature a lighter, European design
- Are experiencing a surge in US demand

FRA Compliant Vehicles

- Are already approved to operate on tracks shared with freight trains, without restrictions
- Tend to be somewhat bigger and heavier than Alternatively-Compliant vehicles
- Feature higher floors which may require taller, more expensive station platforms

Although both of these vehicle types address the needs of the Oasis line and offer the features desired, **the Eastern Corridor Program Partners and the public have identified the lighter-weight, FRA Alternatively Compliant DMU as the preferred rail vehicle type for the Oasis Rail Transit line.**

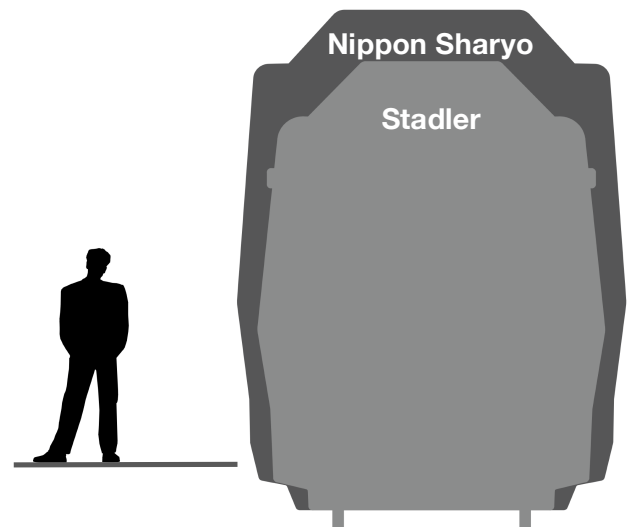


Made by Stadler, the rail vehicle above is an FRA Alternatively Compliant train.

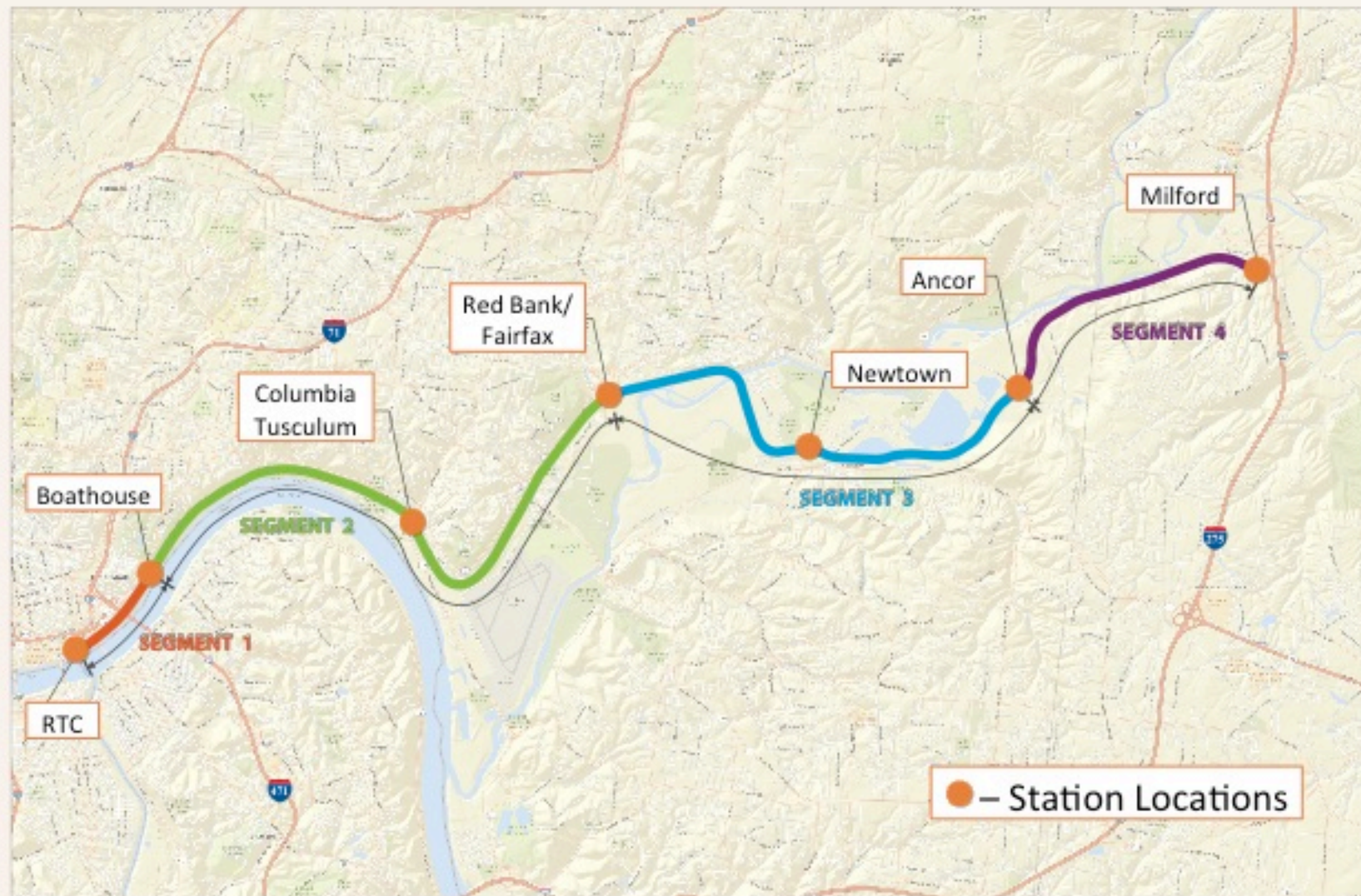
Made by Nippon Sharyo, the rail vehicle below is FRA Compliant.



DMU General Size Comparison



Oasis Rail Corridor Map





INFORMATION BOARDS

Oasis Purpose and Need

The purpose of Oasis Rail Transit is to implement effective passenger rail transit service within the Eastern Corridor.

This will:

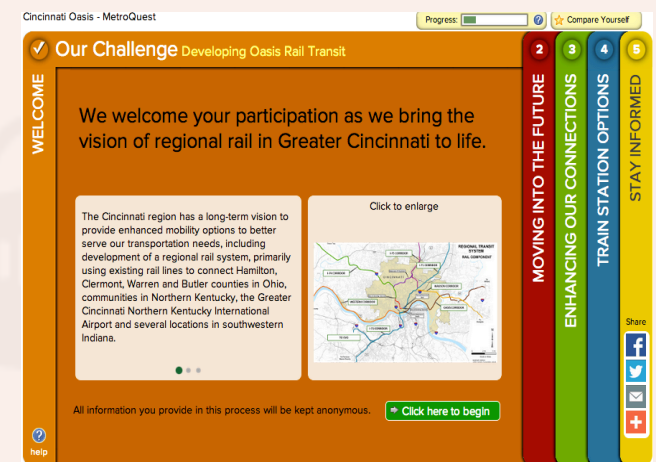
- Provide a new, regional scale **alternative to driving**
- **Increase mobility**
- **Connect people** to jobs, regional attractions and recreation destinations
- **Support neighborhood** development and revitalization
- **Expand travel options** by coordinating with transit modes and other active transportation modes such as bicycling and walking
- **Reduce demand for new road capacity** while providing a way to meet the future travel demand
- **Link to and support** the Eastern Corridor's multi-modal transportation vision and land use plan

- From Final Tier 1 Environmental Impact Statement, Record of Decision, June 2006

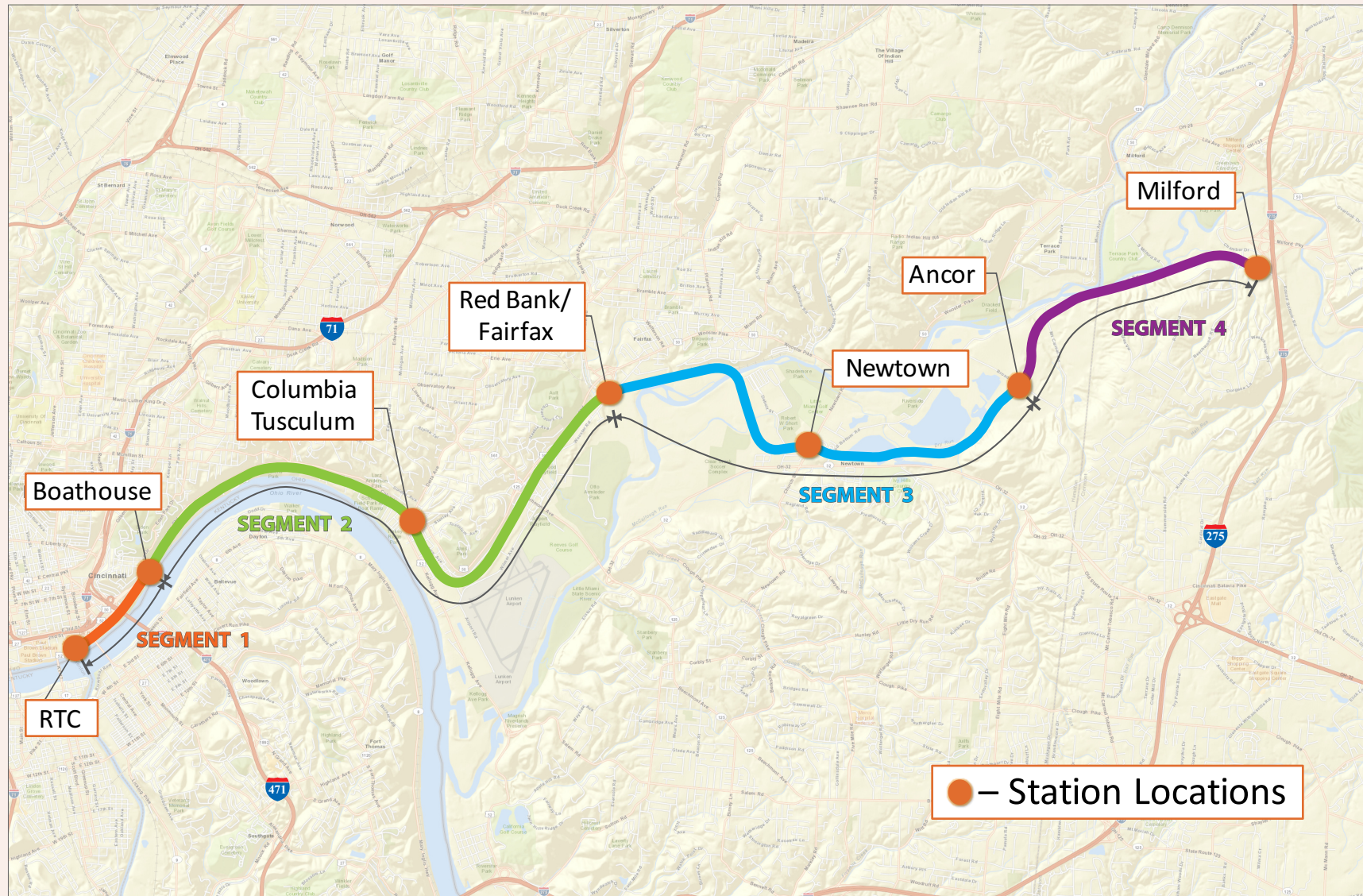
Public Input Has Helped Shape Project

Public input has helped guide and inform the development of the Oasis Rail Transit project. Public input opportunities have included:

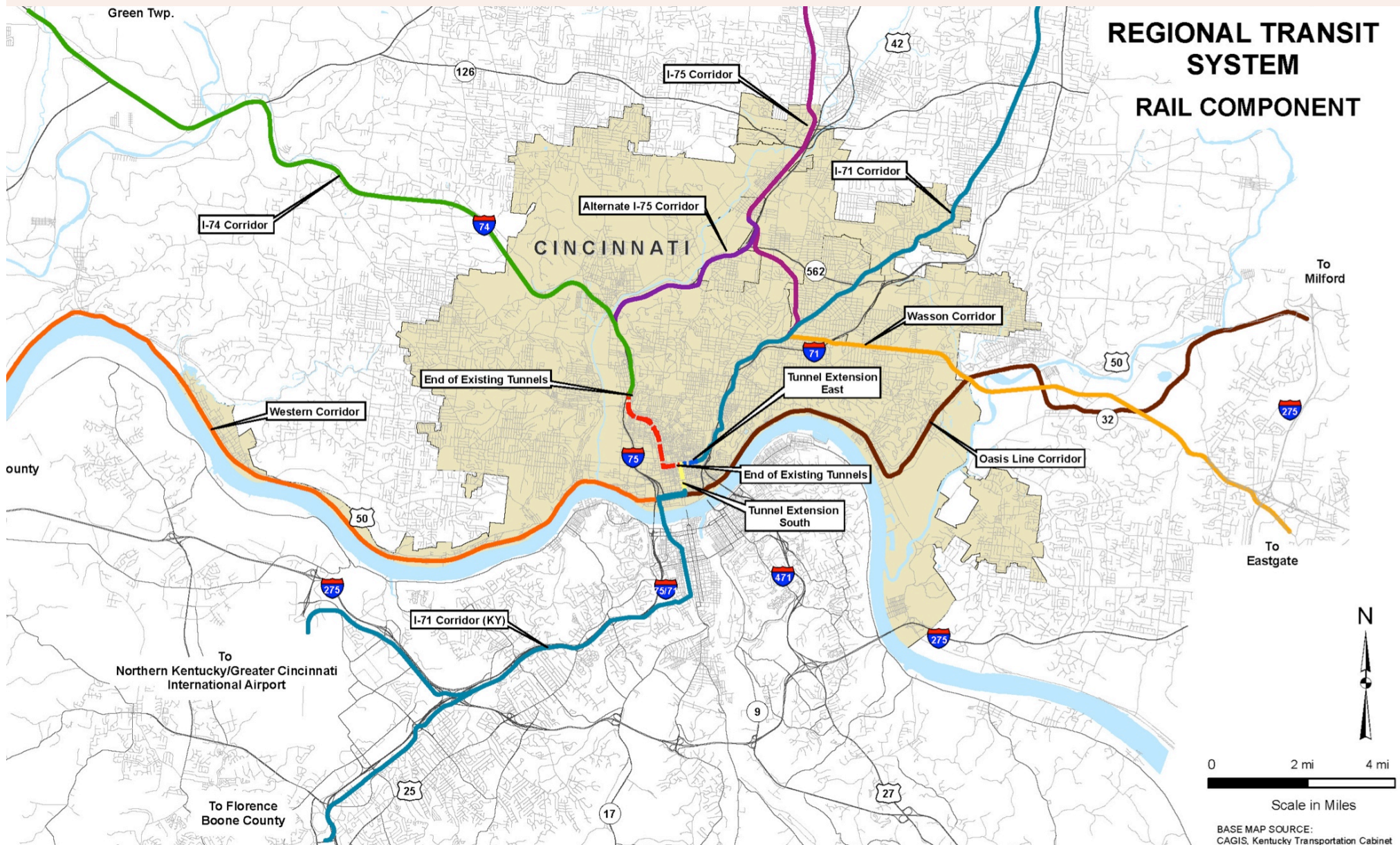
- Public meetings
- Community update presentations *(to the public, community councils, interest groups, etc.)*
- Workshops and focus groups
- Eastern Corridor Development Team and Community Partner Committee meetings
- Community-wide paper, telephone and online surveys *(includes the internet-based Oasis Rail Transit online survey which received more than 1,200 completed responses)*
- Eastern Corridor email
- Feedback tool on Eastern Corridor website
- Eastern Corridor telephone hotline



Oasis Rail Corridor Map



Vision for Regional Rail System



Studies Define Project

Oasis project planners have completed studies to define the Oasis Rail Transit project. Documented in the Conceptual Alternatives Solution Report*, the results of these studies:

- Describe proposed rail transit services
- Provide ridership estimates
- Discuss current corridor conditions
- Outline recommended stations and needs
- Identify DMU as the preferred rail vehicle technology for Oasis
- Suggest conceptual bus feeder routes
- Identify opportunities to enhance planned and proposed bicycle and pedestrian access improvements
- Provide planning-level estimates for capital and operations/maintenance costs
- Review Oasis financing needs and provide initial discussion of available financing strategies
- Outline recommendations for next steps

** The Conceptual Alternative Solutions Report is posted on the Eastern Corridor website under Oasis Rail Transit, Project Documents*

Oasis Service: Basic Weekday Schedule

Basic service would offer A.M./P.M. trains traveling in the primary direction of travel during peak hours with limited service in the reverse commute direction. This service would provide midday roundtrip access between the Riverfront Transit Center and the Milford station.

Trainset	WESTBOUND (toward Cincinnati)		Trainset	EASTBOUND (toward Milford)	
	Depart from Milford	Arrive at RTC*		Depart from RTC*	Arrive at Milford
Morning Service			Morning Service		
1	6:00 AM	6:35 AM	1	6:45 AM	7:30 AM
2	6:30 AM	7:05 AM	2	7:15 AM	7:50 AM
3	7:00 AM	7:35 AM			
4	7:15 AM	7:50 AM			
1	7:30 AM	8:05 AM			
2	8:00 AM	8:35 AM			
Midday Service			Midday Service		
1	10:00 AM	10:35 AM	1	9:00 AM	9:35 AM
2	12:00 PM	12:35 PM	2	11:00 AM	11:35 AM
3	2:00 PM	2:35 PM	3	1:00 PM	1:35 PM
Afternoon/Evening Service			Afternoon/Evening Service		
1	5:15 PM	5:50 PM	1	4:30 PM	5:05 PM
2	5:45 PM	6:20 PM	2	5:00 PM	5:35 PM
			3	5:15 PM	5:50 PM
			4	5:30 PM	6:05 PM
			1	6:00 PM	6:35 PM
			2	6:30 PM	7:05 PM

* Riverfront Transit Center

Oasis Service: Evening and Weekend

Additional evening and weekend service could address travel needs over and above basic daytime commuter service.

Evening Service

Trainset	Depart from RTC	Arrive at Milford	Depart from Milford	Arrive at RTC
4	-	-	6:15 PM	6:50 PM
1			7:15 PM	7:50 PM
4	7:00 PM	7:35 PM	7:45 PM	8:20 PM
1	8:00 PM	8:35 PM	8:45 PM	9:20 PM
4	8:30 PM	9:35 PM	-	-
1	9:30 PM	10:05 PM	-	-



Weekend Service

Trainset	Depart from Milford	Arrive at RTC	Depart from RTC	Arrive at Milford
1	10:30 AM	11:05 AM	11:15 PM	11:50 PM
1	12:00 PM	12:35 PM	12:45 PM	1:20 PM
1	1:30 PM	2:05 PM	2:15 PM	2:50 PM
1	3:00 PM	3:35 PM	3:45 PM	4:20 PM
1	4:30 PM	5:05 PM	5:15 PM	5:50 PM
1	6:00 PM	6:35 PM	6:45 PM	7:20 PM
1	7:30 PM	8:05 PM	8:15 PM	8:50 PM
1	9:00 PM	9:35 PM	9:45 PM	10:20 PM



Oasis Service: Special Event Service

Public feedback indicated significant interest in a rail-based option to get to and from downtown's many sporting and cultural events. Special event services could overlap with basic, weekday commuter service and evening and weekend service.

Special Event Service	
Headway	30 minutes
One-way travel time	35 minutes
Span of Service	5 hours

Baseball: This plan is based on an average of 17 home games on Saturdays and sixteen home games on Sundays between March and September.*

Football: This plan is based on an average of ten home games annually consisting of pre-season and regular season games.*

Festivals: This plan is based on service provided for five annual events held on Saturdays and Sundays.*

** Service for other games, events and festivals would overlap with basic, weekday commuter service and evening and weekend service.*



Estimated Travel Times

The estimated peak-period, weekday travel time from Milford to the Riverfront Transit Center by rail is approximately 35 minutes (train travel and dwell times combined).

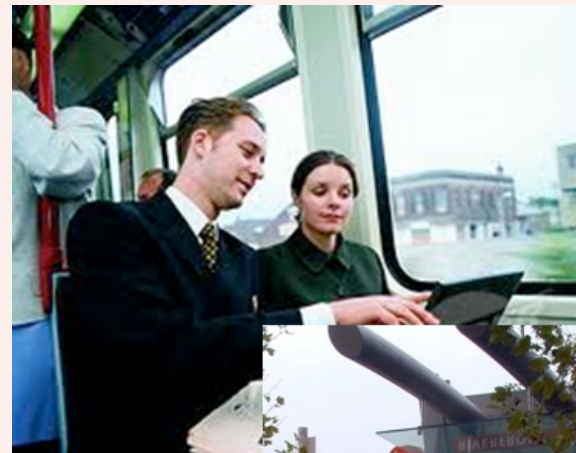
From	To	Distance (Miles)	Maximum Operating Speed (MPH)	Average Speed (MPH)	Train Travel Time (Min)	Dwell Time (Min)
Milford	Ancor	3.3	50	40.4	4.9	n/a
Ancor	Newtown	2.6	50	35.4	4.4	1
Newtown	Fairfax (Red Bank)	3.3	50	31.4	6.3	1
Fairfax (Red Bank)	Columbia-Tusculum	3.1	37	30.5	6.1	1
Columbia-Tusculum RTC		4.9	37	31.6	9.3	1
Total		17.2	--	33.3	31	4

35 minutes

Benefits of Rail

Rail can provide an attractive alternative to auto travel, particularly during peak travel periods. Not only is travel by rail a better value than driving, it's relaxing, safer and better for the environment.

- Predictable, reliable
- Saves money (reduces gas, parking and vehicle maintenance costs)
- Reduces vehicle emissions
- Reduces congestion
- Is safer than driving
- Strengthens communities and improves livability
- Increases property values
- Fosters economic development
- Offers more time for YOU en route (working, reading, talking, napping)



Ridership Forecast

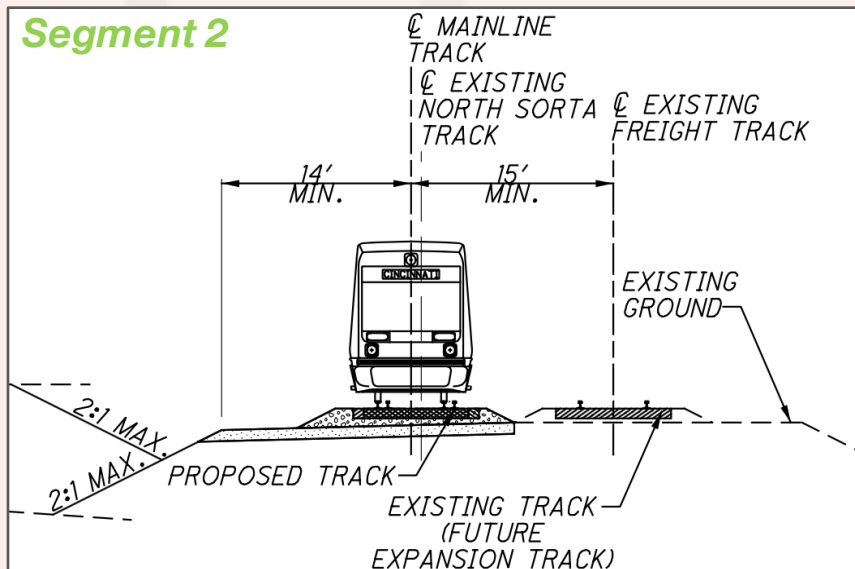
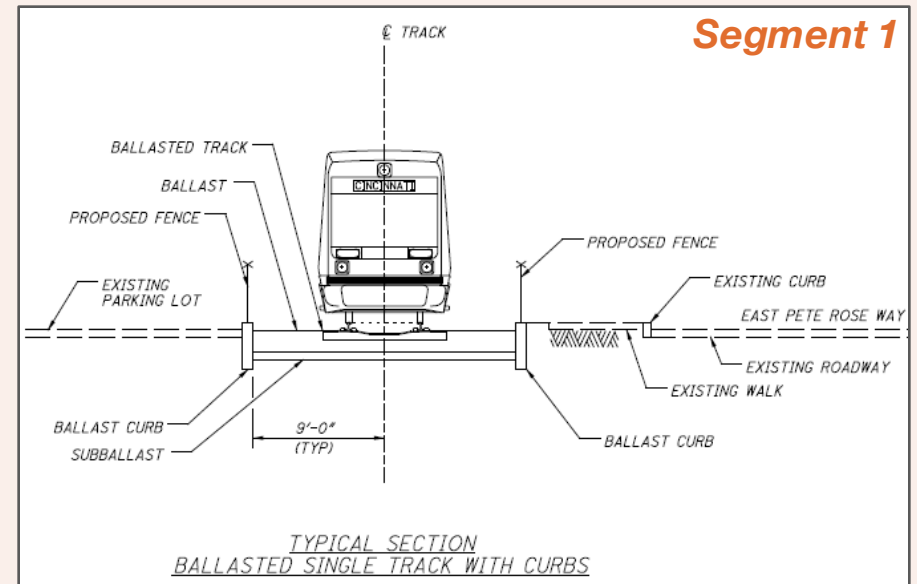
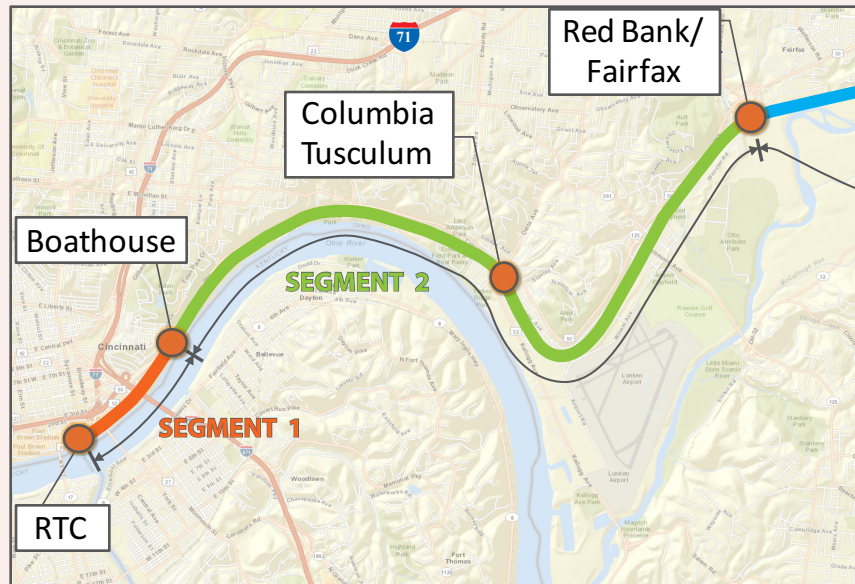
The forecast below projects Oasis Rail Transit ridership for the year 2020.

	Daily Boarding	Annual Boarding
Peak Weekday Basic Service	3,200	832,000
Off-Peak Weekday Basic Service	2,100	546,000
Total Ridership	5,300	1,378,000

Notes:

- Forecasts are based on Federal Transit Administration (FTA) travel model application to corridor characteristics
- Forecasts do not include evening, weekend or special event service
- Forecasts do not consider potential new/increased development that could be attributed to the rail service/stations, which could increase ridership over these conservative forecasts.

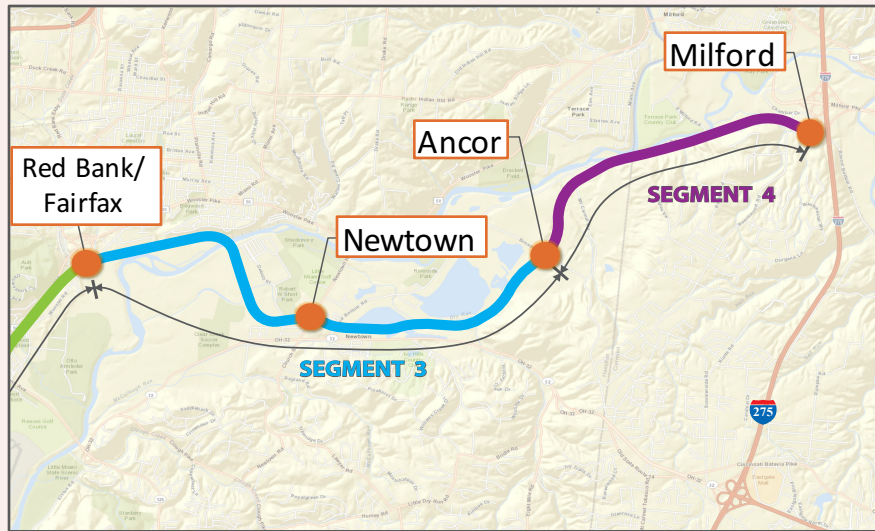
Oasis Segments 1 and 2



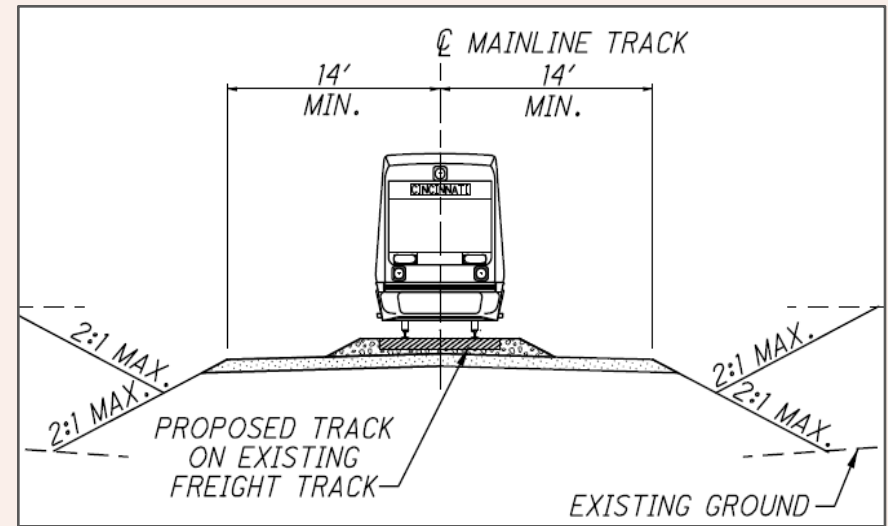
Segment 1 would generally travel along the south side of Pete Rose Way from the Riverfront Transit Center to the Boathouse.

Segment 2 follows SORTA right-of-way which includes two tracks, and would use the north track.

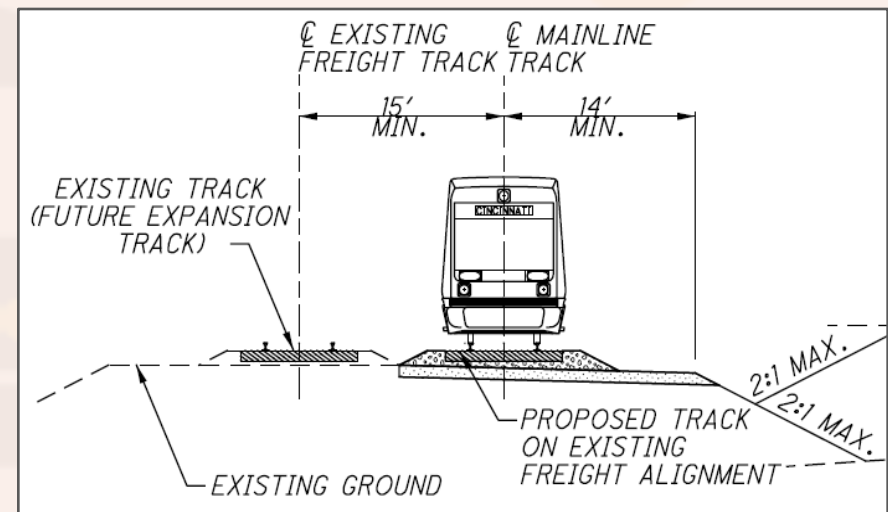
Oasis Segments 3 and 4



- Segments 3 and 4 would both use the Norfolk Southern (NS) right-of-way (ROW) between the Fairfax/Red Bank and Milford Stations
- **The preferred option is to share the existing NS tracks with freight operations**
- Construction of a parallel passenger line along the NS right-of-way is also an option if shared use is not possible



Preferred Option



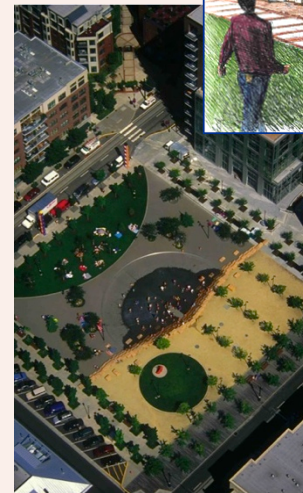
Alternate Option

Station Area Development Opportunities

Rail stations can help create attractive development patterns frequently referred to as Transit Oriented Developments (TODs).

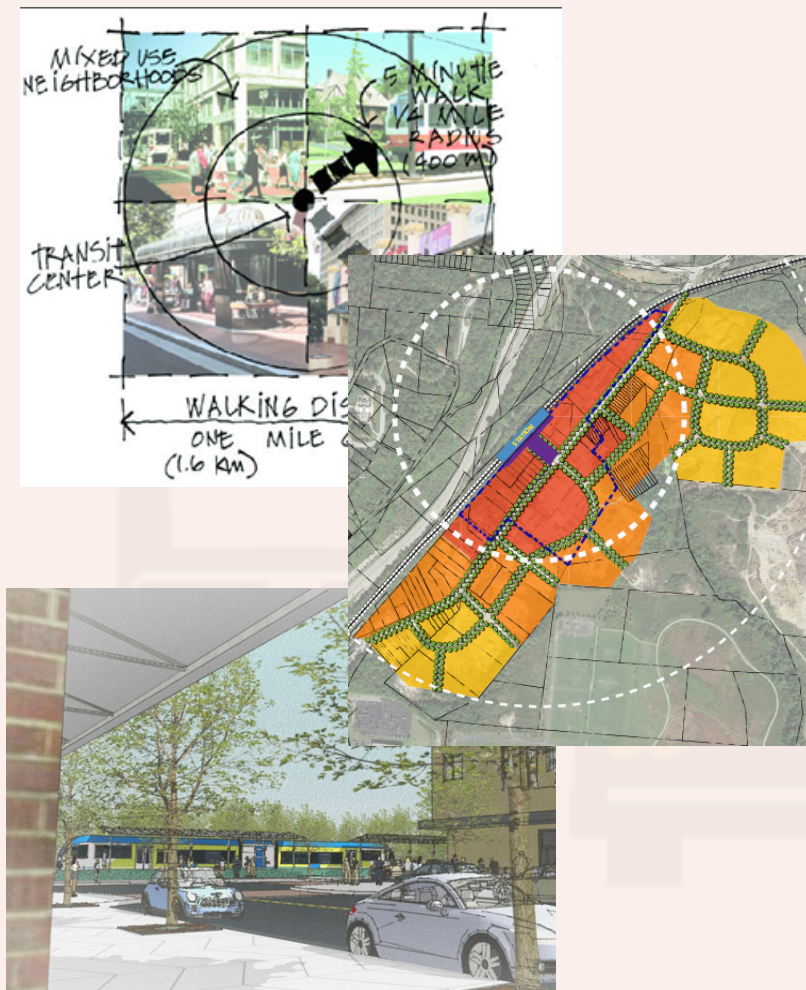
TODs are compact, mixed-used community spaces that integrate housing, office, retail, entertainment and/or other amenities into walking neighborhoods. TODs:

- **Reinforce** traditional neighborhoods
- **Revitalize** by-passed properties and can increase their value
- **Redefine** development patterns by focusing growth along corridors served by transit
- **Expands mobility choices** beyond travel by automobile and supports bicycling and walking



Oasis Station Area Planning

Station area planning has been initiated for several potential station location options. These plans consider:



- **Defined centers** around which the community can continue to grow and thrive
- **Compact, walkable areas** supporting a diverse mix of uses, including residential, retail and commercial
- Civic and/or **public spaces** for increased interaction
- Areas for **pedestrian and bicycle use**
- A **connected** neighborhood street and sidewalk network
- **Opportunities** for increased transit ridership

Oasis Rail Vehicle Considerations

When evaluating rail vehicle types to use on the Oasis line, planners looked for trains that are:

- Appropriate for:
 - Regional service
 - Oasis station spacing
 - Oasis ridership projections
- Able to share existing freight tracks
- Able to be used as a single car or multiple car train
- Efficient at variable speeds
- Have an on board power source
- Cost-effective, proven
- Comfortable, quiet, attractive



Diesel Multiple Unit (DMU) Technology

Planners identified modern, low-emission Diesel Multiple Unit (DMU) rail vehicles as the best option for Oasis Rail Transit. These vehicles:

- Are quiet, low-emission, neighborhood friendly
- Are comfortable, sleek, attractive
- Are self-propelled and efficient
- Can travel on existing tracks
- Have level boarding access to enhance vehicle access
- Don't require overhead electric lines or electrified tracks



DMUs are in service throughout North America

Types of DMUs

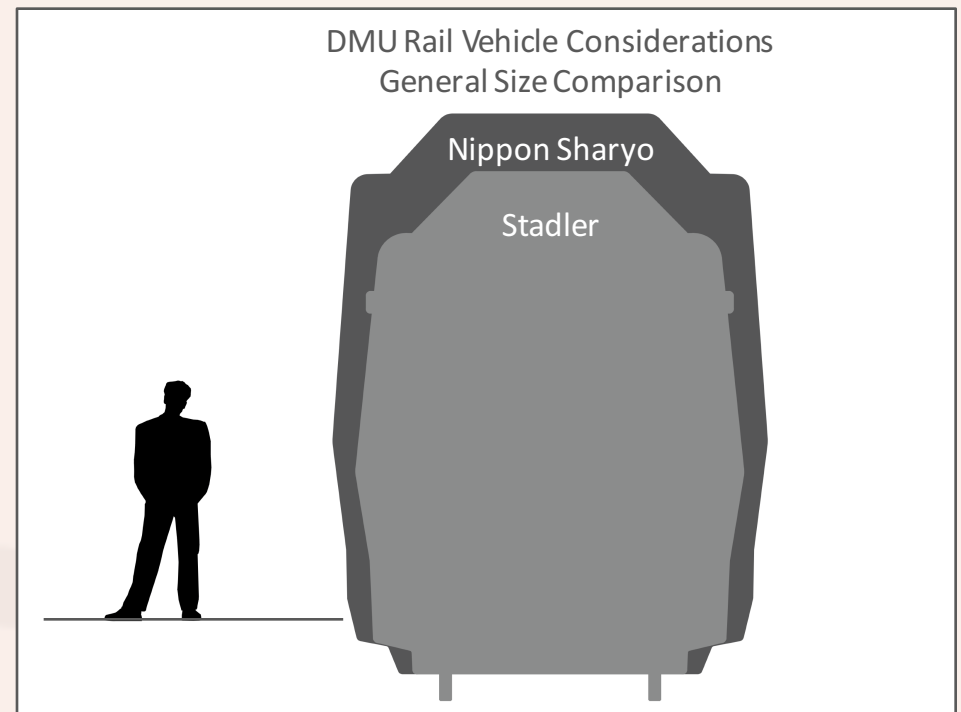
Two types of DMU trains are under consideration for the Oasis Rail Transit line:

Alternatively-Compliant vehicles

- These vehicles require a waiver from the Federal Rail Administration (FRA) in order to operate on tracks shared with freight trains
- The Stadler vehicle is an Alternatively Compliant train
- Stadler-type trains were identified as the preferred vehicle for the Oasis line

FRA-Compliant vehicles

- These vehicles are approved by the FRA to operate on tracks shared with freight trains
- The Nippon-Sharyo vehicle is an FRA-Compliant train



The above Stadler vehicle is an Alternatively-Compliant train



The above Nippon Sharyo vehicle is an FRA-Compliant train

Estimated Annual Operating Cost

Alternative	Service Summary (no. of trips)	Train Length (no. of cars)	Est. Annual Operating Cost*
Stadler-Type (Alternatively Compliant)	Peak Period: 6 in peak direction, 2 reverse	2	\$8,900,000
	Off Peak Period: 3 round trips	2	
Nippon Sharyo-Type (FRA Compliant)	Peak Period: 6 in peak direction, 2 reverse direction	3, 4	\$9,700,000
	Off Peak Period: 3 round trips	3	

**Annual Operating Cost estimates are based on providing basic service only.*

When estimating the annual operation costs for basic service, planners considered the use of the two different rail vehicles under review:

- Stadler-type vehicle: **requires an FTA waiver** to be able to operate on the same tracks used by freight traffic
- Nippon Sharyo-type vehicle: These FRA-Compliant vehicles **are already approved** to share the same tracks used by freight traffic

Estimated Capital Cost

	Shared Tracks Stadler-type Vehicle	Shared Tracks Nippon Sharyo-type Vehicle	Parallel Tracks Stadler-type Vehicle
Cost Category	Cost Estimate	Cost Estimate	Cost Estimate
Guideway and Track Elements	\$49,800,000	\$49,800,000	\$71,600,000
Stations	\$23,900,000	\$28,900,000	\$23,900,000
Maintenance Facility	\$20,200,000	\$20,200,000	\$20,200,000
Sitework and Special Conditions	\$8,900,000	\$8,900,000	\$15,300,000
Systems	\$20,300,000	\$20,300,000	\$20,300,000
Right of Way / RR Agreements	\$34,800,000	\$34,800,000	\$34,800,000
Vehicles	\$77,000,000	\$61,700,000	\$77,000,000
Professional Services	\$36,200,000	\$36,200,000	\$41,000,000
Unallocated Contingency	\$17,200,000	\$16,200,000	\$19,500,000
Finance Charges	\$1,500,000	\$1,500,000	\$2,000,000
TOTAL (Present Day, 2015)	\$289,800,000	\$278,500,000	\$325,600,000
TOTAL (Year of Expenditure)*	\$340,000,000	\$327,000,000	\$382,000,000

** For this analysis, the year of expenditure represents completion of construction in 2020*

Economic and Financial Analysis

The Benefit-Cost Analysis compares the monetized costs and benefits associated with a project.

A Benefit-Cost Ratio exceeding 1.0 indicates that overall project benefits exceed the costs.

The Benefit-Cost Ratio for the Oasis Rail Transit Project is 1.10 to 1.19.

Metrics (\$ million)		Alternatives for Segments 3 and 4	
		Shared Track	Parallel Track
Total Benefits		\$473.9	\$475.3
Mobility	Travel Time Improvements	\$24.7	
	Travel Cost Savings	\$133.4	
	Transportation Reliability Improvements	\$9.6	
Econ. Development	Station Area Development	\$212.8	
Other	Residual Value	\$14.3	\$15.7
	Fare Revenue	\$41.0	
Sustainability and Safety	Safety Improvements	\$34.3	
	Reduced Environment Impact	\$3.8	
Total Costs (Present Value)		(\$398.8)	(\$431.3)
Net Present Value		\$75.1	\$44.0
Payback Period		30 years	31 years
Benefit-Cost Ratio		1.19	1.10

Note: All benefits and costs are accumulated over 30 years and discounted at four percent annually. The values are in millions of 2015 U.S. dollars. The costs represent lifecycle costs discounted to present value. It includes both capital and Operations & Maintenance costs.

Economic/Financial Analysis Conclusions

Conclusions of the Economic and Financial Analysis include:

- **Using a shared track in Segments 3 and 4 will offer a greater return on investment due to lower construction costs**
- **The Oasis project is expected to:**
 - Earn \$.10 to \$.19 for every dollar invested
 - Generate over \$473 million in accrued benefits over 30 years
- **Initial investments will be paid back within 30 years**
- **The Oasis line will create jobs**
 - Short-term: more than 2,200 new jobs expected over the four-year construction period
 - Long-term: 260 new jobs in region

Multi-Modal Corridor Considerations

To create a successful, long-term multi-modal rail corridor, planners must consider:

- The width of the available rail right-of-way (ROW), particularly in Segment 2
- The need to preserve adequate space within the ROW to accommodate current and future operational, maintenance and security
- Where the rail corridor width is not sufficient or privately owned, any bike/pedestrian facilities would need to be located outside the ROW
- A separate bike/pedestrian bridge over the Little Miami River



Oasis Next Steps

The overall assessment of Oasis Rail Transit options indicate that the project is worthy of advancing for more detailed analysis.

Federal funding would be a key factor in implementing a project of this scale. If our region wishes to pursue federal funding for the project, several steps must be accomplished:

- Identify a project sponsor
- Secure funding to complete the FTA Project Development phase
- Prepare and submit an application to the FTA to enter Project Development

Continuing current activities such as station area planning and railroad negotiations would facilitate timely completion of Project Development within FTA's schedule requirements.

Oasis Next Steps

The overall assessment of Oasis Rail Transit options indicates that the project is worthy of advancing for more detailed analysis.

Federal Transit Administration (FTA) funding will be necessary to advance the project. In order to pursue this funding, the region must:

- Identify a project sponsor
- Secure funding to complete the FTA Project Development phase
- Prepare and submit an application to the FTA to enter the Project Development process

The FTA Project Development phase must be completed within a two-year timeframe. Starting complex Project Development activities prior to submitting an application would facilitate timely completion within FTA's schedule requirements.

Funding Options

Funding for the construction of public projects such as Oasis Rail Transit typically comes from a combination of federal, state, and local resources. Potential options include, but are not limited to:

Federal

- FTA Capital Investment Grant Program – FTA New Starts (up to 50% of capital costs)
- FTA Formula Funds
- FHWA Funds
 - Congestion Mitigation and Air Quality (CMAQ) Improvement Program
 - Surface Transportation Program (STP)
 - Transit Alternatives Program (TAP)
- U.S. Dept. of Transportation TIGER Grants

State

- State Departments of Transportation
- Grants to Transportation Improvement Districts (TIDs)

Local/Regional Area

- Value Capture at Station Areas
 - Special Assessment Districts
 - Tax Increment Districts
- Foundations/Local Business and Community Support
- Public Private Partnerships (P3s)
- Reallocation of Existing City, County, TID Resources
- New contributions from local jurisdictions

More information about possible funding options is available in the *Oasis Funding Analysis and Strategy Report, Feb. 9, 2016*, now posted on the Eastern Corridor website.