

Annual Report on Funding Recommendations

Fiscal Year 2005

Report Number FTA-TBP10-2004-1

Report of the Secretary of Transportation
to the United States Congress
Pursuant to 49 U.S.C. 5309(o)(1)

2004

Prepared by:
Federal Transit Administration

Available from:
Federal Transit Administration
Office of Policy Development, TBP-10
400 7th Street, SW, Room 9310
Washington, DC 20590

<http://www.fta.dot.gov>

Foreword

This report is submitted pursuant to Title 49, United States Code (U.S.C.), 5309(o)(1), which requires the Secretary of Transportation to submit to the Committee on Transportation and Infrastructure of the United States House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the United States Senate, a report that includes a proposal on the allocation of amounts to be made available to finance grants and loans for capital projects for new fixed guideway systems and extensions to existing fixed guideway systems ("New Starts") among applicants for those funds. In addition, the report is also formally submitted to the Appropriations Committees of both the House and the Senate. It is also provided to transit operators, metropolitan planning organizations, and State departments of transportation, and is made available to the public at large.

The report is a companion document to the President's annual budget request to Congress. It provides the Administration's recommendations for allocating New Starts capital investment funding for Federal Fiscal Year 2005.

The report is organized into two sections: the main body of the report, which specifies funding recommendations by project and provides background information both on the projects and the Federal Transit Administration (FTA) program and processes; and a series of appendices that provide more detailed information on each proposed project. Appendix A includes those proposed projects in preliminary engineering, final design, or construction, and includes a complete profile (with map, where available) for each project. Appendix B briefly describes each project that is currently in alternatives analysis.

During the clearance of this report within the Department of Transportation, Congress enacted H.R. 2673, the Consolidated Appropriations Act, 2004. References in this report to the FY 2004 Conference Report are now the Consolidated Appropriations Act, 2004. Upon request, this report will be made available in alternative formats. It is also available via the Internet at the FTA site on the World Wide Web; the address is <http://www.fta.dot.gov/>.

Table of Contents

- Introduction
- Planning and Project Development Process
 - Alternatives Analysis
 - Preliminary Engineering
 - Final Design
- Project Evaluation and Rating Process
 - The Criteria
 - Project Justification
 - Local Financial
 - The Evaluations
 - The Ratings FY 2005 Annual Report Ratings
 - Exemptions
 - Table 6 – Summary of FY 2005 New Starts Ratings
- Principles for Funding Recommendations
 - New Starts Allocations and Recommendations
 - A Word About Full Funding Grant Agreements
 - Existing Federal Funding Commitments
 - FY 2005 Funding Recommendations for Existing FFGAs
 - Atlanta/North Springs (North Line Extension)
 - Baltimore/Central LRT Double Track
 - Chicago/Douglas Branch Reconstruction
 - Chicago/North Central Corridor Commuter Rail
 - Chicago/Ravenswood Line Expansion
 - Chicago/Southwest Corridor Commuter Rail
 - Chicago/Union-Pacific West Line Extension
 - Denver/Southeast Corridor LRT
 - Ft. Lauderdale/South Florida Regional Transportation Authority
 - Commuter Rail Upgrades, Segment 5
 - Los Angeles/MOS-3 Extensions of Metro Rail (North Hollywood)
 - Minneapolis/Hiawatha Corridor LRT
 - New Orleans/Canal Streetcar Line
 - Northern New Jersey/Hudson-Bergen MOS-1
 - Northern New Jersey/Hudson-Bergen MOS-2
 - Northern New Jersey/Newark Rail Link MOS-1
 - Pittsburgh/Stage II LRT Reconstruction
 - Portland/Interstate MAX LRT Extension
 - Salt Lake City/CBD to University LRT

- Salt Lake City/Medical Center Extension
- San Diego/Mission Valley East LRT Extension
- San Diego/Oceanside-Escondido Rail Corridor
- San Francisco/BART Extension to San Francisco International Airport
- San Juan/Tren Urbano
- Seattle/Central Link Initial Segment
- St. Louis/Metrolink St.Clair Extension
- Washington, D.C. Metropolitan Area/Largo Metrorail Extension
- Existing FFGAs Fully Funded in the President's FY 2004 Budget
 - Dallas/North Central LRT Extension
 - Memphis/Medical Center Extension
- Pending Federal Funding Commitments
 - Los Angeles/Metro Gold Line East Side Extension
- Table 7 – FY 2005 New Starts Funding Recommendations
- Figure 1. Map of Pending Federal Funding Commitments and Existing Full Funding Grant Agreements
- Figure 2. Map of New Starts Projects in Final Design and Preliminary Engineering
- Proposed Funding Commitments
 - Cleveland/Euclid Corridor Bus Rapid Transit
 - Las Vegas/Resort Corridor Fixed Guideway
 - New York/ Long Island Rail Road East Side Access
 - Phoenix/Central Phoenix East Valley Light Rail
 - Pittsburgh/North Shore Connector LRT
- Other Projects
 - Charlotte/South Corridor LRT
 - Raleigh/Regional Rail System
- Conclusion
- Appendix A: New Starts Project Profiles
- Appendix B: Additional Studies and Projects

Introduction

This report provides the U.S. Department of Transportation's recommendations to Congress for allocation of funds to be made available under 49 U.S.C. 5309 for the construction of new fixed guideway systems and extensions (major capital investments or "New Starts") for fiscal year (FY) 2005, as required by Section 5309(o)(1). The Annual Report on New Starts for FY 2005 is a collateral document to the President's annual budget submission to Congress. It is meant to be a constructive element in the administration of the Federal transit assistance program, enriching the information exchange between the Executive and Legislative branches at the beginning of an appropriations cycle for the next fiscal year.

The President's budget for FY 2005 proposes that \$1,531.93 million be made available for the Section 5309 major capital investment program. After setting aside one percent of these funds for oversight activities as proposed in the President's budget and approved in Public Law 107

□871, providing fun

and for projects currently in final design or preliminary engineering, \$1,355.73 million is available for project grants. This report recommends funding for 34 current, pending, proposed and meritorious projects in FY 2005. Of these, 26 have existing Federal funding commitments in the form of Full Funding Grant Agreements (FFGAs); funding commitments are pending for one project; five are expected to be ready for FFGAs before the end of FY 2005 (September 30, 2005); and two are considered meritorious projects worthy of further funding in FY 2005.

The funding recommendations contained in this report are the result of an extensive project development and evaluation process. To be eligible for New Starts funding, proposed projects must complete the appropriate steps in the planning and project development process, as described in Sections 5303-5306 and Section 5309 of 49 U.S.C., and receive a rating of "*Recommended*" or higher in the most recent Federal Transit Administration (FTA) evaluation. Each project recommended herein for a multi-year funding commitment has completed this process, has been reviewed and rated by FTA with respect to project justification and local funding commitment, has met or is expected to meet the criteria for receipt of a Federal funding commitment, and has either been awarded an FFGA or is a strong candidate for an FFGA in FY 2005. All multi-year funding commitments are subject to the availability of Federal appropriations.

Planning and Project Development Process

New Starts projects, like all transportation investments in metropolitan areas, must emerge from a regional, multimodal transportation planning process in order to be eligible for Federal funding. In addition, 49 U.S.C. Section 5309(e)(1) specifies that discretionary grants or loans for New Starts may be approved only if a proposed project is based on the results of alternatives analysis and preliminary engineering, and certain project justification and financial criteria have been met.

Federal financial support for the planning process may be derived from a number of sources, including the Section 5303 Metropolitan Planning Program, the Section 5313 State National Planning and Research Program, and planning programs administered by the Federal Highway Administration (FHWA). FTA Urbanized Area Formula funds under Section 5307 and flexible funds under the FHWA's Surface Transportation Program (STP) and the Congestion Mitigation and Air Quality (CMAQ) Program may also be used to support certain planning activities. Given the significant demands placed on the New Starts program, FTA does not support the use of Section 5309 New Starts funds for initial planning activities. Moreover, Section 5309(m)(2) limits the amount of New Starts funding that can be used for purposes other than final design and construction to not more than eight percent of funds appropriated.

Alternatives Analysis

As part of the metropolitan planning process, local project sponsors must perform a corridor-level analysis of mode and alignment alternatives in corridors for which projects may be proposed for Section 5309 New Starts funding. Alternatives analysis is a key planning tool undertaken within the multimodal metropolitan and statewide planning processes, supplemented by subsequent project development analyses, for determining appropriate solutions to transportation challenges.

An alternatives analysis evaluates several modal and alignment options for addressing mobility needs in a given corridor. It is intended to provide information to local officials on the benefits, costs, and impacts of alternative transportation investments, so that a locally preferred alternative can be identified. Potential local funding sources for implementing and operating each alternative are identified and studied, and information in response to the FTA New Starts project evaluation criteria is developed. Involvement of a wide range of stakeholders – including the general public – in the alternatives analysis phase is strongly encouraged. At local discretion, the alternatives analysis may include undertaking a draft environmental impact statement (DEIS) or environmental assessment (EA). Alternatives analysis is considered complete when a locally preferred alternative is selected by local and regional decision-makers and adopted by the Metropolitan Planning Organization (MPO) in its financially-constrained long-range transportation plan.

Preliminary Engineering

Once alternatives analysis is complete, the local project sponsor may submit a request to the FTA regional office to initiate the preliminary engineering phase of project development. The request must provide information that demonstrates the readiness of the project to advance into preliminary engineering, including the adoption of the project into the long-range transportation plan, the inclusion of the preliminary engineering activities in the Transportation Improvement Program (TIP), and information demonstrating the technical capability of project sponsors to undertake preliminary engineering. The request must also address the project justification and local financial commitment criteria outlined below. This information is normally developed as part of an alternatives analysis. FTA then evaluates the proposed project as required by Section 5309(e)(6), and determines whether or not to approve the project for preliminary engineering. FTA approval to initiate preliminary engineering is not a commitment to approve entry into final design or to fund construction.

During the preliminary engineering phase, the local project sponsor refines the design of the project to a level of detail necessary to complete the requirements under the National Environmental Policy Act (NEPA). For New Starts, this usually includes the completion of a final environmental impact statement (FEIS). Preliminary engineering produces estimates of project costs, benefits and impacts in which there is a much higher degree of confidence than earlier in the project development process. Project management plans and fleet management plans are finalized and local funding sources are committed to the project, if they have not already been committed. A comprehensive preliminary engineering effort will also address the New Starts project evaluation criteria. Information on project justification and the degree of local financial commitment is updated and reported, as appropriate. As part of preliminary engineering activities, localities are encouraged to consider policies and actions designed to enhance the benefits of the project, as well as its financial feasibility.

Preliminary engineering is typically financed with Section 5303 and Section 5307 funds, local revenues, and flexible funds under the FHWA's Surface Transportation Program (STP) and the Congestion Mitigation and Air Quality (CMAQ) program. A project may not advance out of preliminary engineering until FTA has issued a Record of Decision (ROD) or Finding of No Significant Impact (FONSI), as required by NEPA.

Final Design

Once preliminary engineering is completed, a project sponsor who wants to advance a project must request FTA approval to enter the final design phase of development. The request must provide information that demonstrates the technical capability and financial capacity of the local project sponsor to undertake the necessary engineering. Like approval to enter into preliminary engineering, this approval is based upon a review and evaluation of the costs, benefits, and impacts under the statutory project evaluation criteria. Final design is the last phase of project development, and includes the preparation of final construction plans (including construction management plans), detailed specifications, construction cost estimates, and bid documents. It may also

include initiation of right-of-way acquisition and utility relocation. Final design is typically eligible for Section 5309 New Starts funding.

Project Evaluation and Rating Process

Section 5309(e) requires FTA to evaluate each proposed New Starts project according to a set of criteria for project justification and local financial commitment. As proposed projects proceed through the stages of the planning and project development process, they are evaluated against the full range of statutory criteria. Based on the results of this evaluation and consistent with Section 5309(e)(6), summary ratings of “Highly Recommended,” “Recommended,” or “Not Recommended” are assigned to each proposed project. The results of these evaluations are used as the basis for decisions regarding approval for entry into preliminary engineering and final design, execution of an FFGA, and annual funding recommendations to Congress. FTA relies on a multiple-measure approach to assign these ratings, which are updated throughout the preliminary engineering and final design processes as information concerning costs, benefits, and impacts is refined. The data used to evaluate and rate proposed projects are developed during the project development process, and are collected annually for the production of this report, as well as when individual project sponsors request approval to enter preliminary engineering or final design, and to receive an FFGA. The New Starts project evaluation criteria are in addition to the general grant eligibility requirements that apply to all FTA programs.

The Criteria

The criteria under which proposed New Starts projects must be evaluated are established by statute in Section 5309(e), and are included under 49 CFR Part 611. The Secretary of Transportation may approve a grant or loan under the Section 5309 New Starts program only for projects that are:

Based on the results of alternatives analysis and preliminary engineering;
Justified based on a comprehensive review of mobility improvements, environmental benefits, cost effectiveness, and operating efficiencies; and
Supported by an acceptable degree of local financial commitment, including evidence of stable and dependable financing sources to construct, maintain, and operate the system or extension.

Project Justification

As required by 49 CFR Part 611, project justification is evaluated based on the following criteria:

- Mobility improvements
- Environmental benefits
- Cost effectiveness
- Operating efficiencies
- Transit-supportive existing land use, policies and future patterns
- Other factors

The first four criteria above are taken directly from statute. Although land use factors are not specifically included among the project justification criteria established by Section 5309(e)(1)(B), they are referenced repeatedly among the “considerations” that Section 5309(e)(3) directs FTA to take into account when evaluating project justification. Because of this emphasis, found in both the Transportation Equity Act for the 21st Century (TEA-21) and the earlier Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), FTA has established criteria for evaluating the extent to which existing land use, policies and future patterns are transit-supportive. Consistent with Section 5309(e)(3)(H), FTA also considers a variety of other factors when evaluating project justification, to account for project benefits not covered by the five criteria explicit in the law.

FTA uses the following measures for each of the project justification criteria.

Table 1 – Project Justification Criteria

Criterion	Measure(s)
Mobility Improvements	<ul style="list-style-type: none"> • Normalized Travel Time Savings (Transportation System User Benefits per Project Passenger Mile) • Low-Income Households Served • Employment Near Stations
Environmental Benefits	<ul style="list-style-type: none"> • Change in Regional Pollutant Emissions • Change in Regional Energy Consumption • EPA Air Quality Designation
Operating Efficiencies	<ul style="list-style-type: none"> • System Operating Cost per Passenger Mile
Cost Effectiveness	<ul style="list-style-type: none"> • Incremental Cost per Hour of Transportation System User Benefit
Transit Supportive Land Use and Future Patterns	<ul style="list-style-type: none"> • Existing Land Use • Transit Supportive Plans and Policies • Performance and Impacts of Policies
Other Factors	<ul style="list-style-type: none"> • Number of optional factors, including economic impact of the project.

Significant among the project justification measures is the transportation system user benefits measure, which is used in the calculation of both project cost effectiveness and mobility improvements. Transportation system user benefits are intended to capture the broad set of benefits to transit riders – including reductions in walk times, wait times, ride times, and number of transfers – in terms of perceived savings in travel time. User benefits are best described as “travel time benefits,” and are referred to as such throughout this report. The cost per hour of transportation system user benefits is a preferable measure for cost effectiveness (as compared to the former measure of cost per new rider), as it (1) captures the benefits which accrue to all transit system users (including existing transit riders); (2) better reflects the underlying reason for ridership increases – improvements in travel time; (3) incorporates and considers the nature of the service being provided by the candidate project (for example, the measure distinguishes the benefits of long vs. short trips); and (4) does not penalize those agencies which are already providing a high level of transit service in a corridor for which a major capital investment is proposed.

Local Financial Commitment

Section 5309(e)(1)(C) requires that proposed projects be supported by an acceptable degree of local financial commitment, including evidence of stable and dependable financing sources to construct, maintain and operate the system or extension. The criteria for evaluation of the local financial commitment to a proposed project are:

The proposed share of total project costs from sources other than the New Starts section of Section 5309, including Federal formula and flexible funds, the local match required by Federal law, and any additional capital funding;

The stability and reliability of the proposed capital financing plan; and

The ability of the sponsoring agency to fund operation and maintenance of the entire transit system (including existing service) as planned, once the guideway project is built.

The Evaluation

As noted above, FTA evaluates proposed New Starts projects against the full range of criteria for both project justification and local financial commitment, using a multiple-measure method. Project evaluation is an ongoing process; as proposed New Starts projects proceed through the project development process, information concerning costs, benefits, and impacts is refined, and the ratings are updated to reflect new information. The ratings reported in this document were used as part of the development of the President’s FY 2005 Budget, and, like all information contained in this report, are current for that purpose.

The rating process used in the FY 2005 evaluation process is the same as the process followed for the President’s FY 2004 Budget and is documented in Appendix E of FTA’s Reporting Instructions for the Section 5309 New Starts Criteria (June 2003). To assign overall project ratings to each proposed New Starts project, FTA considers the individual ratings for each of the project justification and local financial commitment measures.

FTA combines this information into summary "finance" and "project justification" ratings for each candidate New Starts project. For both project justification and finance, individual measures and summary ratings are designated as "High," "Medium-High," "Medium," "Low-Medium," or "Low."

For most of the project justification criteria, the proposed New Starts project is evaluated against a baseline alternative. The baseline alternative is best described as a set of improvements to the transit system that are relatively low in cost and the "best that can be done" to improve transit service in the corridor without major capital investment for new infrastructure. Use of a baseline alternative for comparison purposes results in a more realistic depiction of the benefits of a significant capital investment. For purposes of project evaluation and rating, a project sponsor and FTA must agree on the definition of the baseline alternative for the proposed New Starts investment.

FTA assigns a weight of 50 percent each to the cost effectiveness and land use criteria in order to establish a summary project justification rating. The table below presents the thresholds FTA uses for assigning a "High," "Medium-High," "Medium," "Low-Medium," or "Low" cost effectiveness rating for each project:

Table 2 - Cost Effectiveness Thresholds

High	\$9.99 (per hour of user benefits) and under
Medium-High	\$10.00- \$12.99
Medium	\$13.00-\$19.99
Low-Medium	\$20.00-\$24.99
Low	\$25.00 and over

Table 3 summarizes the ratings applied to each of the factors considered in FTA's evaluation of the transit supportive land use and future patterns criterion. Note that as New Starts projects proceed through development, FTA expects that affected jurisdictions and authorities will make commensurate progress in the development and adoption of transit supportive land use plans and policies.

Table 3 Ratings Applied in Assessment of Land Use Criterion

I. EXISTING LAND USE		
<i>a. Existing Land Use</i>		
Phase of Project Development	Land Use Assessment Ratings	
Preliminary Engineering and Final Design	HIGH	Current levels of population, employment, and other trip generators in station areas are sufficient to support a major transit investment. Most station areas are pedestrian-friendly and fully accessible.
	MEDIUM	Current levels of population, employment, and other trip generators in station areas marginally support a major transit investment. Some station areas are pedestrian-friendly and accessible. Significant growth must be realized.
	LOW	Current levels of population, employment, and other trip generators in station areas are inadequate to support a major transit investment. Station areas are not pedestrian-friendly.
Ratings based on assessment of the following: <ul style="list-style-type: none"> Existing corridor and station area development; Existing corridor and station area development character; Existing station area pedestrian facilities, including access for persons with disabilities; and Existing corridor and station area parking supply. 		
II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
<i>a. Growth Management</i>		
Phase of Project Development	Land Use Assessment Ratings	
Preliminary Engineering and Final Design	HIGH	Adopted and enforceable growth management and land conservation policies are in place throughout the region. Existing and planned densities and market trends in the region and corridor are strongly compatible with transit.
	MEDIUM	Significant progress has been made toward implementing growth management and land conservation policies. Strong policies may be adopted in some jurisdictions but not others, or only moderately enforceable policies (e.g., incentive-based) may be adopted region-wide. Existing and/or planned densities and market trends are moderately compatible with transit.
	LOW	Limited consideration has been given to implementing growth management and land conservation policies; adopted policies may be weak and apply to only a limited area. Existing and/or planned densities and market trends are minimally or not supportive of transit.
Ratings based on assessment of the following: <ul style="list-style-type: none"> Concentration of development around established activity centers and regional transit; and Land conservation and management. 		

TABLE 3 (Continued)

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
<i>b. Transit-Supportive Corridor Policies</i>		
Final Design	HIGH	Conceptual plans for the corridor and station areas have been developed. Local jurisdictions have adopted or drafted revisions to comprehensive and/or small area plans in most or all station areas. Land use patterns proposed in conceptual plans and local and institutional plan revisions are strongly supportive of a major transit investment.
	MEDIUM	Conceptual plans for the corridor and station areas have been developed. Local jurisdictions have initiated the process of revising comprehensive and/or small area plans. Land use patterns proposed in conceptual plans and local and institutional plan revisions are at least moderately supportive of a major transit investment.
	LOW	Limited progress, to date, has been made toward developing station area conceptual plans or revising local comprehensive or small area plans. Existing station area land uses identified in local comprehensive plans are marginally or not transit-supportive.
Preliminary Engineering	HIGH	Conceptual plans for the corridor and station areas have been developed. Discussions have been undertaken with local jurisdictions about revising comprehensive plans. Land use patterns proposed in conceptual plans for station areas (or in existing comprehensive plans and institutional master plans throughout the corridor) are strongly supportive of a major transit investment.
	MEDIUM	Conceptual plans for the corridor and station areas are being developed. Discussions have been undertaken with local jurisdictions about revising comprehensive plans. Land use patterns proposed in conceptual plans for station areas (or existing in local comprehensive plans and institutional master plans) are at least moderately supportive of a major transit investment.
	LOW	Limited progress, to date, has been made toward developing station area conceptual plans or working with local jurisdictions to revise comprehensive plans. Existing station area land uses identified in local comprehensive plans are marginally or not transit-supportive.
Ratings based on assessment of the following: <ul style="list-style-type: none"> • Plans and policies to increase corridor and station area development; • Plans and policies to enhance transit-friendly character of corridor and station area development; • Plans to improve pedestrian facilities, including facilities for persons with disabilities; and • Parking policies. 		

TABLE 3 (Continued)

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
<i>c. Supportive Zoning Regulations Near Transit Stations</i>		
Final Design	HIGH	Local jurisdictions have adopted zoning changes that strongly support a major transit investment in most or all transit station areas.
	MEDIUM	Local jurisdictions are in the process of adopting zoning changes that moderately or strongly support a major transit investment in most or all transit station areas. Alternatively: strongly transit-supportive zoning has been adopted in some station areas but not in others.
	LOW	No more than initial efforts have begun to prepare station area plans and related zoning. Existing station area zoning is marginally or not transit-supportive.
Preliminary Engineering	HIGH	A conceptual planning process is underway to recommend zoning changes for station areas. Conceptual plans and policies for station areas are recommending transit-supportive densities and design characteristics. Local jurisdictions have committed to examining and changing zoning regulations where necessary. Alternatively, a “high” rating can be assigned if existing zoning in most or all transit station areas is already strongly transit-supportive.
	MEDIUM	A conceptual planning process is underway to recommend zoning changes for station areas. Local jurisdictions are in the process of committing to examining and changing zoning regulations where necessary. Alternatively, a “medium” rating can be assigned if existing zoning in most or all transit station areas is already moderately transit-supportive.
	LOW	Limited consideration has been given to preparing station area plans and related zoning. Existing station area zoning is marginally or not transit-supportive.
Ratings based on assessment of the following: <ul style="list-style-type: none"> • Zoning ordinances that support increased development density in transit station areas; • Zoning ordinances that enhance transit-oriented character of station area development and pedestrian access; and • Zoning allowances for reduced parking and traffic mitigation. 		

TABLE 3 (Continued)

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
<i>d. Tools to Implement Land Use Policies</i>		
Final Design	HIGH	Transit agencies and/or regional agencies are working proactively with local jurisdictions, developers, and the public to promote transit-supportive land use planning and station area development. The transit agency has established a joint development program and identified development opportunities. Agencies have adopted effective regulatory and financial incentives to promote transit-oriented development. Public and private capital improvements are being programmed in the corridor and station areas which implement the local land use policies and which leverage the Federal investment in the proposed corridor.
	MEDIUM	Transit agencies and/or regional agencies have conducted some outreach to promote transit-supportive land use planning and station area development. Regulatory and financial incentives to promote transit-oriented development are being developed, or have been adopted but are only moderately effective. Capital improvements are being identified that support station area land use plans and leverage the Federal investment in the proposed major transit corridor.
	LOW	Limited effort has been made to reach out to jurisdictions, developers, or the public to promote transit-supportive land use planning; to identify regulatory and financial incentives to promote development; or to identify capital improvements.
Preliminary Engineering	HIGH	Transit agencies and/or regional agencies are working proactively with local jurisdictions, developers, and the public to promote transit-supportive land use planning and station area development. Local agencies are making recommendations for effective regulatory and financial incentives to promote transit-oriented development. Capital improvement programs are being developed that support station area land use plans and leverage the Federal investment in the proposed major transit corridor.
	MEDIUM	Transit agencies and/or regional agencies have conducted some outreach to promote transit-supportive land use planning and station area development. Agencies are investigating regulatory and financial incentives to promote transit-oriented development. Capital improvements are being identified that support station area land use plans and leverage the Federal investment in the proposed major transit corridor.
	LOW	Limited effort has been made to reach out to jurisdictions, developers, or the public to promote transit-supportive land use planning; to identify regulatory and financial incentives to promote development; or to identify capital improvements.

TABLE 3 (Continued)

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
<i>d. Tools to Implement Land Use Policies (Continued)</i>		
Ratings based on assessment of the following: <ul style="list-style-type: none"> • Outreach to government agencies and the community in support of land use planning; • Regulatory and financial incentives to promote transit-supportive development; and • Efforts to engage the development community in station area planning and transit-supportive development. 		
III. PERFORMANCE AND IMPACTS OF LAND USE POLICIES		
<i>a. Performance of Land Use Policies</i>		
Final Design	HIGH	A significant number of development proposals are being received for transit-supportive housing and employment in station areas. Significant amounts of transit-supportive development have occurred in other, existing transit corridors and station areas in the region.
	MEDIUM	Some development proposals are being received for transit-supportive housing and employment in station areas. Moderate amounts of transit-supportive development have occurred in other existing transit corridors and station areas in the region.
	LOW	A limited number of proposals for transit-supportive housing and employment development in the corridor are being received. Other existing transit corridors and station areas in the region lack significant examples of transit-supportive housing and employment development.
Preliminary Engineering	HIGH	Transit-supportive housing and employment development is occurring in the corridor. Significant amounts of transit-supportive development have occurred in other, existing transit corridors and station areas in the region.
	MEDIUM	Station locations have not been established with finality, and therefore, development would not be expected. Moderate amounts of transit-supportive housing and employment development have occurred in other, existing transit corridors and station areas in the region.
	LOW	Other existing transit corridors and station areas in the region lack significant examples of transit-supportive housing and employment development.
Ratings based on assessment of the following: <ul style="list-style-type: none"> • Demonstrated cases of development affected by transit-oriented policies; and • Station area development proposals and status. 		

TABLE 3 (Continued)

III. PERFORMANCE AND IMPACTS OF LAND USE POLICIES		
<i>b. Potential Impact of Transit Project on Regional Land Use</i>		
Preliminary Engineering and Final Design	HIGH	A significant amount of land in station areas is available for new development or redevelopment at transit-supportive densities. Local plans, policies, and development programs, as well as real estate market conditions, strongly support such development.
	MEDIUM	A moderate amount of land in station areas is available for new development or redevelopment at transit-supportive densities. Local plans, policies, and development programs, as well as real estate market conditions, moderately support such development.
	LOW	Only a modest amount of land in station areas is available for new development or redevelopment. Local plans, policies, and development programs, as well as real estate market conditions, provide marginal support for new development in station areas.
Ratings based on assessment of the following: <ul style="list-style-type: none">• Adaptability of station area land for development; and• Corridor economic environment.		

In evaluating local financial commitment, the primary factors considered are the measures for the proposed local share of capital costs and the strength of the capital and operating financing plans. The evaluations are based upon the certainty of the non-New Starts funding proposed in the project's financial plans, the completeness of the financial plan, and the financial capacity of the project sponsor to undertake the major capital investment, and to operate and maintain the planned transit system over a 20-year period. FTA designates the status of the funds proposed in each financial plan as existing, committed, budgeted, planned, uncertain or unspecified for the proposed major capital investment and ongoing operations and maintenance costs of the planned transit system.

FTA rates the capital and operating plan for each factor according to the standards defined in Tables 4 and 5, respectively, on the following pages.

TABLE 4**FINANCIAL RATINGS: CAPITAL FINANCING COMMITMENTS**

	High	Medium-High	Medium	Low-Medium	Low
Current capital condition	- Average bus fleet age under 6 years. - Bond ratings (if any) of AAA (Fitch/S&P) or Aaa (Moody's) or better	- Average bus fleet age under 6 years. - Bond ratings (if any) of A (Fitch/ S&P/Moody's) or better	- Average bus fleet age under 8 years. - Bond ratings (if any) of BBB (Fitch/S&P) or Baa (Moody's) or better	- Average bus fleet age under 12. - Bond ratings (if any) of BBB (Fitch/S&P) or Baa (Moody's) or better	- Average bus fleet age 12 years or more. - Bond ratings below investment grade
Completeness	Capital plan includes: - 20-year cash flow - All assumptions are clearly explained - High level of detail, including historical information - Fleet Management Plan - Sensitivity analysis	Capital plan is complete, i.e. it includes: - 20-year cash flow - Key assumptions - Moderate level of detail - Fleet Management Plan - Sensitivity Analysis	Capital plan is complete, i.e. it includes: - 20-year cash flow - Key assumptions - Missing some explanatory details - Fleet Management Plan	Capital plan is partially complete, i.e. it includes: - 20-year cash flow - Missing other items of supporting documentation (i.e. fleet management plan, key assumptions)	Capital plan is incomplete. Missing some key components, including the 20-year cash flow.
Commitment of capital funds	For final design - 100% of Non-Section 5309 New Starts Funds are committed. For PE – Over 50% of Non-Section 5309 New Starts Funds are committed or budgeted. The remaining funds are planned.	For final design - Over 75% of Non-Section 5309 New Starts Funds are committed. The remaining funds are budgeted. For PE – Over 25% of Non-Section 5309 New Starts Funds are committed or budgeted. The remaining funds are planned.	For final design - Over 50% of Non-Section 5309 New Starts Funds are committed. The remaining funds are budgeted. For PE - No Non-Section 5309 New Starts Funds are committed or budgeted, but the sponsor has a reasonable plan to secure all needed funding.	For final design – Between 25% and 50% of Non-Section 5309 New Starts Funds are committed. The remaining funds are budgeted. For PE - No Non-Section 5309 New Starts funds are committed. The sponsor has no reasonable plan to secure the necessary funding.	For final design - Under 25% of Non-Section 5309 New Starts Funds are committed. Not all remaining funds are budgeted. For PE - The sponsor has not identified any reasonable funding sources for the Non-Section 5309 New Starts funding share.
Capital funding capacity	The applicant has access to funds via additional debt capacity, cash reserves, or other committed funds to cover cost increases or funding shortfalls equal to at least 50% of estimated project costs.	The applicant has available cash reserves, debt capacity, or additional funding commitments to cover cost increases or funding shortfalls equal to at least 25% of estimated project costs.	For final design - The applicant has available cash reserves, debt capacity, or additional committed funds to cover cost increases or funding shortfalls equal to at least 10% of estimated project costs. For PE - The applicant has a reasonable plan to cover cost increases or funding shortfalls equal to at least 25% of project costs.	The applicant has a reasonable plan to cover only minor (under 10%) cost increases or funding shortfalls. For PE –The applicant has a reasonable plan to cover cost increases or funding shortfalls equal to at least 10% of estimated project costs.	The applicant has no reasonable plan to cover cost increases or funding shortfalls.
Reasonable capital planning assumptions	Financial plan contains very conservative capital planning assumptions and cost estimates when compared with recent historical experience.	Financial plan contains conservative capital planning assumptions and cost estimates when compared with recent historical experience.	Financial plan contains capital planning assumptions and cost estimates that are in line with historical experience.	Financial plan contains optimistic capital planning assumptions and cost estimates.	Financial plan contains capital planning assumptions and cost estimates that are far more optimistic than recent history suggests.

TABLE 5**FINANCIAL RATINGS: STABLE AND RELIABLE OPERATING REVENUE**

	High	Medium-High	Medium	Low-Medium	Low
Current Operating Financial Condition	<ul style="list-style-type: none"> - Historical and actual positive cash flow. No cash flow shortfalls. - Current operating ratio exceeding 2.0 - No service cutbacks in recent years. 	<ul style="list-style-type: none"> - Historical and actual balanced budgets. Any annual cash flow shortfalls paid from cash reserves or other committed sources. - Current operating ratio is at least 1.5 - No service cutbacks in recent years. 	<ul style="list-style-type: none"> - Historical and actual balanced budgets. Any annual cash flow shortfalls paid from cash reserves or annual appropriations. - Current operating ratio is at least 1.2 - No service cutbacks or only minor service cutbacks in recent years 	<ul style="list-style-type: none"> - Historical and actual cash flow show several years of revenue shortfalls. Any annual cash flow shortfalls paid from short term borrowing. - Current operating ratio is at least 1.0 - Major Service cutbacks in recent years 	<ul style="list-style-type: none"> - Historical and actual cash flow show several years of revenue shortfalls, or historical information not provided. - Current operating ratio is less than 1.0 - Major Service cutbacks in recent years
Completeness	Operating plan includes: <ul style="list-style-type: none"> - More than 5 years of historical data - 20-year cash flow - Key assumptions identified - Extensive level of detail 	Operating plan is complete, including: <ul style="list-style-type: none"> - More than 5 years of historical data - 20-year cash flow - Key assumptions identified - Moderate level of detail 	Operating plan is complete, including: <ul style="list-style-type: none"> - 20-year cash flow - 5 years of historical data - Key assumptions identified - Missing some explanatory detail 	Operating plan is missing no key components, i.e.: <ul style="list-style-type: none"> - 3 years or less of historical data - 20-year cash flow - Missing key assumptions 	Operating plan is missing some key components, i.e.: <ul style="list-style-type: none"> - No cash flow - No historical data
Commitment of O&M Funds	For final design - 100% of the funds needed to operate and maintain the proposed transit project are committed. For PE – Over 75% of the funds needed to operate and maintain the proposed transit project are committed or budgeted. The remaining funds are planned.	For final design - Over 75% of the funds needed to operate and maintain the proposed transit project are committed. The remaining funds are budgeted. For PE - Over 50% of the funds needed to operate and maintain the proposed transit project are committed or budgeted. The remaining funds are planned.	For final design – Over 50% of the funds needed to operate and maintain the proposed transit system are committed. The remaining funds are budgeted. For PE – While no additional O&M funding has been committed, a reasonable plan to secure funding commitments has been presented.	For final design - Sponsor has identified reasonable potential funding sources, but has received less than 50% commitments to fund transit operations and maintenance. For PE - Sponsor does not have a reasonable plan to secure O&M funding. No unspecified sources.	For final design - Sponsor has not yet received any funding commitments to fund transit operations and maintenance and has not identified any reasonable plan for securing funding commitments. For PE - Sponsor has not identified any reasonable funding sources for the operation and maintenance of the proposed project.
O&M Funding Capacity	<ul style="list-style-type: none"> - Projected cash balances, reserve accounts, debt capacity or access to line of credit exceeding 50 percent of annual operating expenses. 	<ul style="list-style-type: none"> - Projected cash balances, reserve accounts, debt capacity or access to line of credit exceeding 25 percent of annual operating expenses. 	<ul style="list-style-type: none"> - Projected cash balances, reserve accounts, debt capacity or access to line of credit exceeding 12 percent of annual operating expenses. 	<ul style="list-style-type: none"> - Projected cash balances, reserve accounts, debt capacity or access to line of credit are less than 8 percent of annual operating expenses. 	<ul style="list-style-type: none"> - Projected cash balances are insufficient to maintain balanced budgets.
Operating Planning Assumptions	The assumptions supporting the operating and maintenance cost estimates and revenue forecasts are very conservative relative to historical experience.	The assumptions supporting the operating and maintenance cost estimates and revenue forecasts are conservative relative to historical experience.	The assumptions supporting the operating and maintenance cost estimates and revenue forecasts are consistent with historical experience.	The assumptions supporting the operating and maintenance cost estimates and revenue forecasts are optimistic relative to historical experience.	The assumptions supporting the operating and maintenance cost estimates and revenue forecasts are far more optimistic than historical experience suggests is reasonable.

FTA also considers in its evaluation the percentage of capital costs to be met with non-Section 5309 New Starts funding. This non-Section 5309 share is rated “*High*,” “*Medium-High*,” “*Medium*,” or “*Low*.”

The table below summarizes the ratings given for this factor:

<u>New Starts Share (rounded)</u> <u>Rating</u>	<u>Non-Section 5309 New Starts Share (rounded)</u>	<u>Share</u>
Less than 35 percent	Greater than 65 percent	High
Between 35 and 49 percent Medium-High	Between 51 and 65 percent	
Between 50 and 59 percent Medium	Between 41 and 50 percent	
60 percent or greater	40 percent or less	Low

FTA first weighs the proposed non-New Starts share as 20 percent of the summary financial rating; the strength and reliability of the capital plan counts as 50 percent of the rating; and the strength and reliability of the operating plan counts as 30 percent of the rating. FTA may then adjust the rating according to a number of decision rules summarized in Appendix E of FTA's Reporting Instructions for the Section 5309 New Starts Criteria. FTA continues to encourage project sponsors to request a Federal New Starts funding share that is as low as possible. The Conference Report that accompanied the FY 2002 Department of Transportation Appropriations Act instructs "FTA not to sign any new full funding grant agreements after September 30, 2002 that have a maximum Federal share of higher than 60 percent." Consequently, FTA has established a number of decision rules to ensure that all "Recommended" New Starts projects are consistent with a Congressional request regarding the New Starts share. The result of these decision rules is that projects seeking a Federal New Starts share over 60 percent of total costs are given a "Low" rating for local financial commitment, regardless of the ratings received for the capital plan and operating plan. This "Low" rating further results in a "Not Recommended" overall project rating.

The rating process also accounts for a proposed project's stage of development. Recognizing that it is not possible to achieve the same level of detail or degree of certainty for projects in the early stages of preliminary engineering as those nearing the end of final design and contemplating an FFGA, FTA applies different rating standards at different stages of project development. Thus, a project in final design is expected to have all local funds committed and available to fund the project in order to achieve a "High" rating for its capital financing plan. In contrast, a project in preliminary engineering could be rated "High" if all funds have been identified and committed, but some of those funds are not yet available to the project. As projects move through the development process, FTA expects increasing certainty with regard to all project evaluation criteria, and the degree of difficulty in obtaining a "High" rating increases.

The Ratings

FTA assigns summary project justification ratings of "High," "Medium-High," "Medium," "Low-Medium," or "Low" based on the ratings applied to cost effectiveness and land use. The same rating scale is used for the three factors considered to evaluate local financial commitment. The individual criterion ratings are then combined into overall finance and project justification ratings, which in turn are combined to produce summary ratings of "Highly Recommended," "Recommended," or "Not Recommended."

For a proposed project to be rated as “*Recommended*,” it must be rated at least “*Medium*” for both finance and project justification. To be “*Highly Recommended*,” a proposed project must be rated higher than “*Medium*” for both finance and justification. Proposed projects not rated at least “*Medium*” in both finance and project justification receive an overall rating of “*Not Recommended*.”

If a proposed project is rated as “*Not Recommended*,” FTA indicates the area or areas that must be improved in order to improve the rating: “J” for justification of the project, “O” for the operating funding plan, or “C” for the capital funding plan. Thus, if a proposed project that is found in need of improvement to its capital plan, it would be rated “*Not Recommended (C)*.” A project requiring attention in all three areas would be rated “*Not Recommended (JOC)*.” This provides project sponsors, local, State, and Federal decision-makers, and the public at large with a simple means to identify the basis for the rating.

These ratings are used both to approve entry into preliminary engineering and final design, as required under Section 5309(e)(6), and to recommend proposed projects for Federal funding commitments. A proposed project must receive a rating of at least “*Recommended*” in order to be approved for any of these purposes.

It is important to note that a rating of “*Recommended*” does not translate directly into a funding recommendation in any given fiscal year. Rather, the overall project ratings are intended to reflect overall project merit at a given point in time. Proposed projects that are rated “*Recommended*” or “*Highly Recommended*,” will be eligible for multiyear funding recommendations in the President's proposed budget only if other project readiness requirements have been met and sufficient funds are available.

FY 2005 Annual Report Ratings

The results of the project evaluation process are reported in Table 6. Ratings are established only for proposed projects that are in preliminary engineering and final design; projects undergoing alternatives analysis typically have not developed sufficient information for meaningful evaluation, since local decisions regarding the preferred alternative and scope of the project are still pending. Projects for which FFGAs have already been issued are not listed because the decision to award an FFGA represents FTA's final determination on project justification and local financial commitment.

As in previous reports, FTA has identified several projects as “*Not Rated*.” A “*Not Rated*” status generally indicates that FTA has serious concerns about the information submitted for mobility improvements and cost effectiveness because the underlying assumptions used by the project sponsor may have produced an inaccurate representation of the benefits of the project. Experience has shown that the principal source of problems has been utilizing inconsistent assumptions in defining the baseline alternative and the proposed New Starts project. These inconsistencies have made it impossible to isolate the impacts of the proposed project in terms of ridership, transportation benefits, operating and maintenance costs, capital costs, and cost-effectiveness. FTA will continue

to work with project sponsors to validate assumptions, information, and projections. A rating for these projects will be made available to Congress and other interested parties when the issues are resolved.

In addition, in a few cases, project information has not yet been submitted by the project sponsor for FTA evaluation. These projects are also “Not Rated,” and their ratings will be made available to Congress and other interested parties when information is submitted and the project evaluation is complete.

Appendix A provides a more detailed profile for each project for which an FFGA has been issued or a Federal funding commitment is pending, as well as for projects in final design and preliminary engineering. Profiles for projects with FFGAs include a description, status, list of funding sources and map. Profiles for all non-exempt projects in final design and preliminary engineering include a description of the project’s anticipated benefits, its status, a list of proposed funding sources, a project map, and a presentation of the project evaluation criteria and ratings. Each profile also includes a summary description that highlights the overall project ratings and presents key descriptive, cost, and ridership data for the proposed New Starts project. Appendix B provides a brief description and status for other planning studies and projects that have not yet entered preliminary engineering, or which have been reported in last year’s New Starts report but have subsequently received all of their proposed New Starts funding.

As noted earlier, project evaluation is an ongoing process. The ratings contained in this report are based on project information available through November 2003. As proposed New Starts proceed through the project development process, the estimates of costs, benefits, and impacts are refined. The FTA ratings and recommendations are updated annually for purposes of this report, as well as at the time a request is made to enter into preliminary engineering, final design, or an FFGA. The *Annual Report on New Starts* provides a snapshot of each project in development. In addition to providing information to Congress, it serves as guidance to project sponsors, so that improvements can be made. Since projects can be expected to continue to change as they progress through the development process, the ratings for projects that are not yet recommended for FFGAs should not be construed as a statement about the ultimate merits of the project, but rather, an assessment of the project’s current strengths and weaknesses. It should be stressed, however, that the ratings reported in this document are final for purposes of the President’s Fiscal Year 2005 Budget. Updated project information and ratings will be reviewed as part of the budget development process for the next fiscal year.

Exemptions

Under Section 5309(e)(8)(A), proposed projects for which less than \$25 million in Section 5309 Federal New Starts funding is sought are exempt from the project evaluation and rating process described above. Where the sponsoring agency believes that a proposed project meets this requirement, submission of project justification and financial commitment information to FTA is not required. However, exempt projects must still meet all planning, environmental, project management, and other requirements

that demonstrate their readiness to advance into preliminary engineering and final design. FTA encourages sponsors of exempt projects to develop justification and financial information. Such information can be used to demonstrate project merit.

Table 6-A
Summary of FY2005 New Starts Ratings

Phase City, Project	Total Capital Cost (millions)		Total Sect. 5309 Funding Requested (millions)	Section 5309 Funds Share of Capital Costs	Overall Project Rating	Financial Rating	Project Justification Rating
Pending FFGA							
Los Angeles, Metro Gold Line East Side Extension	\$898.8	YOE	\$490.7	55%	Recommended	Medium	Medium
Final Design							
Charlotte, South Corridor LRT	\$385.9	YOE	\$193.0	50%	Recommended	Medium-High	Medium
Cleveland, Euclid Corridor Transportation Project	\$168.4	YOE	\$82.2	49%	Recommended	Medium-High	Medium
Galveston, Rail Trolley Extension (1)	\$9.4	YOE	\$8.3	88%	Exempt	Exempt	Exempt
Kansas City, Southtown BRT (1)	\$25.9	YOE	\$12.3	47%	Exempt	Exempt	Exempt
Nashville, East Corridor Commuter Rail (1)	\$37.6	YOE	\$23.0	61%	Exempt	Exempt	Exempt
New York, LIRR East Side Access	\$5,265.0	YOE	\$2,633.0	50%	Recommended	Medium	Medium-High
Phoenix, Central Phoenix/East Valley LRT Corridor	\$1,376.8	YOE	\$587.2	43%	Recommended	Medium-High	Medium
Pittsburgh, North Shore LRT Connector	\$362.8	YOE	\$217.7	60%	Recommended	Medium	Medium
Raleigh-Durham, Regional Rail System	\$843.8	YOE	\$413.5	49%	Recommended	Medium	Medium
Preliminary Engineering							
Boston, Silver Line Phase III	\$756.0	YOE	\$378.0	50%	Not Recommended (O)	Low-Medium	Not Rated
Bridgeport, Intermodal Transportation Center Phases 2B and 3 (1)	\$62.4	YOE	\$24.9	40%	Exempt	Exempt	Exempt
Columbus, North Corridor LRT	\$528.7	YOE	\$264.4	50%	Recommended	Medium	Medium
Dallas, Northwest/Southeast Light Rail MOS	\$1,536.8	YOE	\$700.0	46%	Recommended	Medium	Medium
Denver, West Corridor LRT	\$749.7	YOE	\$412.0	55%	Not Rated	Medium	Not Rated
El Paso, Sun Metro Area Rapid Transit (SMART) Starter Line (1)	\$10.0	YOE	\$8.0	80%	Exempt	Exempt	Exempt
Fort Collins, Mason Transportation Corridor	\$66.0	YOE	\$33.0	50%	Not Recommended (O)	Low-Medium	Medium-High
Harrisburg, CORRIDORone Rail MOS (1)	\$75.8	YOE	\$24.9	33%	Exempt	Exempt	Exempt
Hartford, New Britain - Hartford Busway	\$175.2	YOE	\$87.5	50%	Recommended	Medium	Medium
Johnson County, I-35 Commuter Rail (1)	\$30.9	YOE	\$24.8	80%	Exempt	Exempt	Exempt
Las Vegas, Resort Corridor Fixed Guideway	\$453.9	YOE	\$159.7	35%	Recommended	Medium	Medium-High
Los Angeles, Mid-City/Exposition LRT Project	\$505.5	YOE	\$252.7	50%	Not Recommended (C)	Low-Medium	Medium-High
Louisville, Transportation Tomorrow South Central Corridor LRT	\$748.1	YOE	\$372.5	50%	Not Rated	Medium	Not Rated
Lowell, MA - Nashua NH, Commuter Rail Extension (1)	\$40.7	YOE	\$18.0	44%	Exempt	Exempt	Exempt
Miami, North Corridor Metrorail Extension	\$872.9	YOE	\$434.5	50%	Not Rated	Medium	Not Rated
Minneapolis-Rice, Northstar Corridor Rail Project	\$310.0	YOE	\$155.0	50%	Not Rated	Not Rated	Not Rated
New Orleans, Desire Streetcar Line	\$121.2	YOE	\$68.7	57%	Not Recommended (J)	Medium	Low-Medium
New York, Second Avenue Subway	\$16,808.5	YOE	\$8,404.3	50%	Recommended	Medium	Medium-High
Norfolk, Norfolk LRT	\$198.5	YOE	\$94.6	48%	Not Rated	Medium-High	Not Rated
Orange County, CenterLine LRT Project	\$965.7	YOE	\$482.9	50%	Recommended	Medium-High	Medium
Philadelphia, Schuylkill Valley MetroRail	\$2,588.9	YOE	\$2,071.1	80%	Not Recommended (O)	Low	Not Rated
Salt Lake City, Weber County to Salt Lake Commuter Rail	\$408.0	YOE	\$204.0	50%	Recommended	Medium	Medium
San Diego, Mid-Coast Extension	\$131.6	YOE	\$65.8	50%	Recommended	Medium	Medium
San Francisco, New Central Subway	\$763.9	YOE	\$531.7	70%	Recommended	Medium	Medium
Santa Clara County, Silicon Valley Rapid Transit Corridor	\$4,997.8	YOE	\$973.0	19%	Not Recommended (C,O)	Low-Medium	Not Rated
Tampa Bay, Tampa Bay Regional Rail	\$1,455.5	YOE	\$727.7	50%	Not Recommended (C)	Low-Medium	Not Rated
Washington County, Wilsonville to Beaverton Commuter Rail Project	\$123.5	YOE	\$61.8	50%	Recommended	Medium-High	Medium
Wasilla Alaska Railroad – South Wasilla Track Realignment (1)	\$25.3	YOE	\$23.1	91%	Exempt	Exempt	Exempt

"N/A" = Not Available, "J" represents the Project Justification Rating, "O" represents the Operating Finance Rating, "C" represents the Capital Finance Rating.

(1) This project has not been rated; under §5309(e)(8)(A), proposed New Starts projects requiring less than \$25.00 million in §5309 New Starts funding are exempt from the project evaluation and

Table 6-B
Summary of FY2005 New Starts Ratings

Phase City, Project	Overall Project Rating	Financial Rating	Financial Rating Criteria		Project Justification Rating	Project Justification Criteria				
			Capital Finance Rating	Operating Finance Rating		Mobility Improvement Rating	Environment Benefits Rating	Operating Efficiency Rating	Cost Effectiveness Rating	Land Use Rating
Pending FFGA Los Angeles, Metro Gold Line East Side Extension	Recommended	Medium	Medium-High	Medium	Medium	Medium-High	High	Medium	Low-Medium	Medium-High
Final Design Charlotte, South Corridor LRT	Recommended	Medium-High	High	Medium-High	Medium	Medium	Medium	Medium	Low-Medium	Medium-High
Cleveland, Euclid Corridor Transportation Project	Recommended	Medium-High	Medium-High	Medium-High	Medium	Medium	Medium	Medium	Low-Medium	Medium-High
Galveston, Rail Trolley Extension (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Kansas City, Southtown BRT (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Nashville, East Corridor Commuter Rail (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
New York, LIRR East Side Access	Recommended	Medium	Medium	Medium	Medium-High	High	High	Medium	Medium	High
Phoenix, Central Phoenix/East Valley LRT Corridor	Recommended	Medium-High	Medium-High	Medium-High	Medium	Medium-High	High	Medium	Low-Medium	Medium
Pittsburgh, North Shore LRT Connector	Recommended	Medium	Medium	Medium	Medium	Medium-High	Medium	Medium	Low-Medium	Medium-High
Raleigh-Durham, Regional Rail System	Recommended	Medium	Medium-High	Medium	Medium	Medium	Medium	Medium	Low-Medium	Medium
Preliminary Engineering Boston, Silver Line Phase III	Not Recommended (O)	Low-Medium	Medium	Low-Medium	Not Rated	Not Rated	High	Not Rated	Not Rated	High
Bridgeport, Intermodal Transportation Center Phases 2B and 3 (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Columbus, North Corridor LRT	Recommended	Medium	Medium	Medium	Medium	Medium-High	Medium	Medium	Medium	Medium
Dallas, Northwest/Southeast Light Rail MOS	Recommended	Medium	Medium-High	Medium	Medium	Medium-High	High	Medium	Low-Medium	Medium
Denver, West Corridor LRT	Not Rated	Medium	Medium	Medium	Not Rated	Not Rated	Medium	Not Rated	Not Rated	Medium
El Paso, Sun Metro Area Rapid Transit (SMART) Starter Line (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Fort Collins, Mason Transportation Corridor	Not Recommended (O)	Low-Medium	Medium	Low-Medium	Medium-High	Medium	Medium-High	Medium	Medium-High	Medium-High
Harrisburg, CORRIDORone Rail MOS (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Hartford, New Britain - Hartford Busway	Recommended	Medium	Medium	Medium-High	Medium	Medium-High	High	Medium	Medium	Medium
Johnson County, I-35 Commuter Rail (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Las Vegas, Resort Corridor Fixed Guideway	Recommended	Medium	Medium	Medium	Medium-High	Medium	High	Medium	Medium-High	Medium
Los Angeles, Mid-City/Exposition LRT Project	Not Recommended (C)	Low-Medium	Low-Medium	Medium	Medium-High	Medium-High	High	Medium	Medium-High	Medium-High
Louisville, Transportation Tomorrow South Central Corridor LRT	Not Rated	Medium	Medium	Medium	Not Rated	Not Rated	Medium	Not Rated	Not Rated	Low-Medium
Lowell, MA - Nashua NH, Commuter Rail Extension (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Miami, North Corridor Metrorail Extension	Not Rated	Medium	Medium	Medium	Not Rated	Not Rated	Medium	Not Rated	Not Rated	Low-Medium
Minneapolis-Rice, Northstar Corridor Rail Project	Not Rated	Not Rated	Not Rated	Not Rated	Not Rated	Not Rated	Medium	Not Rated	Not Rated	Not Rated
New Orleans, Desire Streetcar Line	Not Recommended (J)	Medium	Medium-High	Medium	Low-Medium	Low-Medium	Medium	Medium	Low	Medium
New York, Second Avenue Subway	Recommended	Medium	Medium	Medium	Medium-High	Medium-High	High	Medium	Low-Medium	High
Norfolk, Norfolk LRT	Not Rated	Medium-High	Medium-High	Medium-High	Not Rated	Not Rated	Medium	Not Rated	Not Rated	Medium
Orange County, CenterLine LRT Project	Recommended	Medium-High	Medium-High	Medium-High	Medium	Medium-High	High	Medium	Medium	Medium
Philadelphia, Schuylkill Valley MetroRail	Not Recommended (O)	Low	Medium	Low-Medium	Not Rated	Not Rated	High	Not Rated	Not Rated	Medium-High
Salt Lake City, Weber County to Salt Lake Commuter Rail	Recommended	Medium	Medium	Medium	Medium	Low-Medium	Medium-High	Medium	Low-Medium	Medium
San Diego, Mid-Coast Extension	Recommended	Medium	Medium	Medium	Medium	Low	Medium	Medium	Medium-High	Medium
San Francisco, New Central Subway	Recommended	Medium	Medium	Medium	Medium	Medium-High	Medium-High	Medium	Low	High
Santa Clara County, Silicon Valley Rapid Transit Corridor	Not Recommended (C,O)	Low-Medium	Low-Medium	Low-Medium	Not Rated	Not Rated	Medium-High	Not Rated	Not Rated	Medium-High
Tampa Bay, Tampa Bay Regional Rail	Not Recommended (C)	Low-Medium	Low-Medium	Medium	Not Rated	Not Rated	Medium	Not Rated	Not Rated	Medium
Washington County, Wilsonville to Beaverton Commuter Rail Project	Recommended	Medium-High	Medium-High	Medium-High	Medium	Not Rated	Medium	Not Rated	Low	Medium-High
Wasilla Alaska Railroad – South Wasilla Track Realignment (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt

"N/A" = Not Available, "J" represents the Project Justification Rating, "O" represents the Operating Finance Rating, "C" represents the Capital Finance Rating.

(1) This project has not been rated; under §5309(e)(8)(A), proposed New Starts projects requiring less than \$25.00 million in §5309 New Starts funding are exempt from the project evaluation and rating process.

Table 6-C
Summary of FY2005 New Starts Ratings

Phase City, Project	Financial Rating	Finance Rating Criteria		
		Section 5309 Funds as Share of	Capital Finance Rating	Operating Finance Rating
Pending FFGA Los Angeles, Metro Gold Line East Side Extension	Medium	55%	Medium-High	Medium
Final Design Charlotte, South Corridor LRT	Medium-High	50%	High	Medium-High
Cleveland, Euclid Corridor Transportation Project	Medium-High	49%	Medium-High	Medium-High
Galveston, Rail Trolley Extension (1)	Exempt	80%	Exempt	Exempt
Kansas City, Southtown BRT (1)	Exempt	47%	Exempt	Exempt
Nashville, East Corridor Commuter Rail (1)	Exempt	61%	Exempt	Exempt
New York, LIRR East Side Access	Medium	50%	Medium	Medium
Phoenix, Central Phoenix/East Valley LRT Corridor	Medium-High	43%	Medium-High	Medium-High
Pittsburgh, North Shore LRT Connector	Medium	60%	Medium	Medium
Raleigh-Durham, Regional Rail System	Medium	49%	Medium-High	Medium
Preliminary Engineering Boston, Silver Line Phase III	Low-Medium	50%	Medium	Low-Medium
Bridgeport, Intermodal Transportation Center Phases 2B and 3 (1)	Exempt	40%	Exempt	Exempt
Columbus, North Corridor LRT	Medium	50%	Medium	Medium
Dallas, Northwest/Southeast Light Rail MOS	Medium	46%	Medium-High	Medium
Denver, West Corridor LRT	Medium	55%	Medium	Medium
El Paso, Sun Metro Area Rapid Transit (SMART) Starter Line (1)	Exempt	80%	Exempt	Exempt
Fort Collins, Mason Transportation Corridor	Low-Medium	50%	Medium	Low-Medium
Harrisburg, CORRIDORone Rail MOS (1)	Exempt	33%	Exempt	Exempt
Hartford, New Britain - Hartford Busway	Medium	50%	Medium	Medium-High
Johnson County, I-35 Commuter Rail (1)	Exempt	80%	Exempt	Exempt
Las Vegas, Resort Corridor Fixed Guideway	Medium	35%	Medium	Medium
Los Angeles, Mid-City/Exposition LRT Project	Low-Medium	50%	Low-Medium	Medium
Louisville, Transportation Tomorrow South Central Corridor LRT	Medium	50%	Medium	Medium
Lowell, MA - Nashua NH, Commuter Rail Extension (1)	Exempt	44%	Exempt	Exempt
Miami, North Corridor Metrorail Extension	Medium	50%	Medium	Medium
Minneapolis-Rice, Northstar Corridor Rail Project	Not Rated	50%	Not Rated	Not Rated
New Orleans, Desire Streetcar Line	Medium	57%	Medium-High	Medium
New York, Second Avenue Subway	Medium	50%	Medium	Medium
Norfolk, Norfolk LRT	Medium-High	48%	Medium-High	Medium-High
Orange County, CenterLine LRT Project	Medium-High	50%	Medium-High	Medium-High
Philadelphia, Schuylkill Valley MetroRail	Low	80%	Medium	Low-Medium
Salt Lake City, Weber County to Salt Lake Commuter Rail	Medium	50%	Medium	Medium
San Diego, Mid-Coast Extension	Medium	50%	Medium	Medium
San Francisco, New Central Subway	Medium	70%	Medium	Medium
Santa Clara County, Silicon Valley Rapid Transit Corridor	Low-Medium	19%	Low-Medium	Low-Medium
Tampa Bay, Tampa Bay Regional Rail	Low-Medium	50%	Low-Medium	Medium
Washington County, Wilsonville to Beaverton Commuter Rail Project	Medium-High	50%	Medium-High	Medium-High
Wasilla Alaska Railroad – South Wasilla Track Realignment (1)	Exempt	91%	Exempt	Exempt

(1) This project has not been rated; under §5309(e)(8)(A), proposed New Starts projects requiring less than \$25.00 million in §5309 New Starts funding are exempt from the project evaluation and rating process.

**Table 6-D
Summary of FY2005 New Starts Ratings**

Phase City, Project	Cost Effectiveness Rating	Cost Effectiveness	Land Use Rating
		Incremental Cost per Incremental Hour of Transportation System User Benefit (NS Vs. Baseline)	
Pending FFGA			
Los Angeles, Metro Gold Line East Side Extension	Low-Medium	\$24.93	Medium-High
Final Design			
Charlotte, South Corridor LRT	Low-Medium	\$23.84	Medium-High
Cleveland, Euclid Corridor Transportation Project	Low-Medium	\$21.00 - \$24.60	Medium-High
Galveston, Rail Trolley Extension (1)	Exempt	Exempt	Exempt
Kansas City, Southtown BRT (1)	Exempt	Exempt	Exempt
Nashville, East Corridor Commuter Rail (1)	Exempt	Exempt	Exempt
New York, LIRR East Side Access	Medium	\$15.72	High
Phoenix, Central Phoenix/East Valley LRT Corridor	Low-Medium	\$22.54	Medium
Pittsburgh, North Shore LRT Connector	Low-Medium	\$20.44	Medium-High
Raleigh-Durham, Regional Rail System	Low-Medium	\$24.48	Medium
Preliminary Engineering			
Boston, Silver Line Phase III	Not Rated	N/A	High
Bridgeport, Intermodal Transportation Center Phases 2B and 3 (1)	Exempt	Exempt	Exempt
Columbus, North Corridor LRT	Medium	\$18.00	Medium
Dallas, Northwest/Southeast Light Rail MOS	Low-Medium	\$24.41	Medium
Denver, West Corridor LRT	Not Rated	N/A	Medium
El Paso, Sun Metro Area Rapid Transit (SMART) Starter Line (1)	Exempt	Exempt	Exempt
Fort Collins, Mason Transportation Corridor	Medium-High	\$11.25	Medium-High
Harrisburg, CORRIDORone Rail MOS (1)	Exempt	Exempt	Exempt
Hartford, New Britain - Hartford Busway	Medium	\$16.26	Medium
Johnson County, I-35 Commuter Rail (1)	Exempt	Exempt	Exempt
Las Vegas, Resort Corridor Fixed Guideway	Medium-High	\$12.77	Medium
Los Angeles, Mid-City/Exposition LRT Project	Medium-High	\$11.83	Medium-High
Louisville, Transportation Tomorrow South Central Corridor LRT	Not Rated	N/A	Low-Medium
Lowell, MA - Nashua NH, Commuter Rail Extension (1)	Exempt	Exempt	Exempt
Miami, North Corridor Metrorail Extension	Not Rated	N/A	Low-Medium
Minneapolis-Rice, Northstar Corridor Rail Project	Not Rated	N/A	Not Rated
New Orleans, Desire Streetcar Line	Low	\$55.48	Medium
New York, Second Avenue Subway	Low-Medium	\$21.50	High
Norfolk, Norfolk LRT	Not Rated	N/A	Medium
Orange County, CenterLine LRT Project	Medium	\$19.21	Medium
Philadelphia, Schuylkill Valley MetroRail	Not Rated	N/A	Medium-High
Salt Lake City, Weber County to Salt Lake Commuter Rail	Low-Medium	\$20.38-\$24.36	Medium
San Diego, Mid-Coast Extension	Medium-High	\$10.39	Medium
San Francisco, New Central Subway	Low	\$36.77	High
Santa Clara County, Silicon Valley Rapid Transit Corridor	Not Rated	N/A	Medium-High
Tampa Bay, Tampa Bay Regional Rail	Not Rated	N/A	Medium
Washington County, Wilsonville to Beaverton Commuter Rail Project	Low	\$30.22	Medium-High
Wasilla Alaska Railroad – South Wasilla Track Realignment (1)	Exempt	Exempt	Exempt

(1) This project has not been rated; under §5309(e)(8)(A), proposed New Starts projects requiring less than \$25.00 million in §5309 New Starts funding are exempt from the project evaluation and rating process.

Principles for Funding Recommendations

As noted above, the project ratings of “Highly Recommended,” “Recommended,” and “Not Recommended” are intended to reflect the overall merits of each project. A rating of “Recommended” does not translate directly into a funding recommendation in any given fiscal year. Rather, the overall project ratings are intended to reflect overall project merit. Proposed projects that are rated “Recommended” or “Highly Recommended,” are eligible for multi-year funding recommendations in the President's proposed budget, if other project readiness requirements have been met and if funding is available.

In determining which projects can be expected to be ready for an FFGA and thus be recommended for funding in the President’s Budget, FTA ensures that there are no project scope or cost issues remaining that cannot be resolved on a timely basis. Prior to submitting an FFGA to Congress, FTA applies strict tests for readiness and technical capacity, verifies that no outstanding project scope or cost issues remain (e.g., rail right of way acquisition issues), and confirms that there are no remaining local financial commitment issues.

When recommending annual funding allocations among proposed New Starts projects, the following general principles are applied:

- Existing FFGA commitments should be honored, to the extent that funds can be obligated for these projects in the coming fiscal year, before any new funding recommendations are made.
- The FFGA defines the terms of the Federal commitment to a specific project, including funding. Upon completion of an FFGA, the Federal funding commitment has been fulfilled. Additional project funding will not be recommended. Any additional costs beyond the scope of the Federal commitment are the responsibility of the grantee.
- Any project recommended for new funding commitments must meet the project justification, finance, and process criteria established by Section 5309(e) and be consistent with Executive Order 12893, "Principles for Federal Infrastructure Investments," issued January 26, 1994.
- Firm funding commitments, embodied in FFGAs, will not be made until the final design process has progressed to the point where uncertainties in estimated costs, benefits, and impacts have been minimized, so that additional work would not be expected to significantly improve these estimates. Funding should be provided to the most highly rated projects to allow them to proceed through the process on a predictable schedule, to the extent that funds can be appropriated to and obligated by such projects in the upcoming fiscal year.

- Funding for initial planning efforts such as alternatives analysis is provided through the Section 5303 Metropolitan Planning or Section 5307 Urbanized Area Formula Grants programs. FTA does not support the use of Section 5309 funds for initial planning activities. Moreover, Section 5309(m)(2) limits the amount of annual New Starts funding that can be used for purposes other than final design and construction to not more than eight percent of the funds appropriated.

New Starts Allocations and Recommendations

The President's Budget for FY 2005 requests that \$1,531.93 million be made available for New Starts under Section 5309. After subtracting amounts for FTA oversight activities proposed in the budget and approved by P.L. 107-87 and for ferry capital projects in Alaska or Hawaii, and for projects currently in final design or preliminary engineering, a total of \$1,355.73 million remains available for projects. Of this amount, a total of \$930.73 million is proposed for allocation among 26 projects with existing Federal commitments. An additional \$80.00 million is proposed to be allocated for one project for which funding commitments are currently pending, \$295.00 million is proposed to be allocated among five projects that are expected to be ready for funding commitments before the end of FY 2005 (i.e., September 30, 2005), and \$50.00 million is proposed to be allocated among two meritorious projects that are worthy of funding in FY 2005. Complete descriptions of these projects can be found in Appendix A.

Table 7 summarizes the recommendations for FY 2005 funding and overall funding commitments. For each project, the first column indicates the overall project rating, as described earlier in this report. The second column shows the amount of FY 2003 and prior year funds that have been obligated to each project. The third column shows the amount of funds identified in the FY 2004 Conference Report. The fourth column shows the FY 2005 funding recommendations contained in the President's Budget, and the fifth column indicates the amount of out-year funding remaining for those projects currently under an FFGA. Finally, the last column sums the first five columns and shows the total amount to be made available over the life of the project from Federal New Starts funds for those projects currently under an FFGA.

A Word About Full Funding Grant Agreements

Section 5309(e)(7) specifies the FFGA as the means by which New Starts projects are to be funded. The FFGA defines the project, including cost and schedule; commits to a maximum level of Federal financial assistance (subject to appropriation); establishes the terms and conditions of Federal financial participation; defines the period of time for completion of the project; and helps to manage the project in accordance with Federal law.

The FFGA assures the grantee of predictable Federal financial support for the project (subject to appropriation), while placing a limitation on the amount of that Federal support. Thus, an FFGA limits the exposure of the Federal government to cost increases that may result if project design, engineering and/or project management is not adequately performed at the local level. While FTA is responsible for ensuring that planning projections are based on realistic assumptions and that design and construction

follow acceptable industry procedures, it is the responsibility of project sponsors to ensure that proper project management, design and engineering have been performed. FTA is not directly involved in the design and construction of New Starts projects.

Additional information and guidance on developing FFGAs is contained in FTA Circular C 5200.1A, Full Funding Grant Agreements Guidance, dated December 5, 2002, and the FTA Rule on Project Management Oversight (49 CFR Part 633).

Existing Federal Funding Commitments

Twenty-six projects have an existing FFGA that commits FTA to provide a specified level of major capital investment funding. These projects will require a total of \$930.73 million in FY 2005. An additional two projects with existing FFGAs will not require funding in FY 2005 if the FY 2004 Congressional appropriation reflects the proposal in the Conference Report. The status of these projects and the individual funding recommendations for FY 2005 are described below. Congress has authorized all of these projects, and all were either under an FFGA prior to TEA ☐21 or have been rated a “Recommended” or higher at the time the FFGA was issued.

FY 2005 Funding Recommendations for Existing FFGAs

Atlanta/North Springs (North Line Extension)

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has constructed a 2.3-mile, two-station extension of the North Line from the Dunwoody station to North Springs. This extension serves the rapidly-growing area north of Atlanta, which includes Perimeter Center and north Fulton County, and connects this area with the rest of the region by providing better transit service for both commuters and inner-city residents traveling to expanding job opportunities. Revenue operations began in December 2000. The daily ridership on the rail extension in the year 2005 is estimated at 33,000 riders, including 11,000 new riders.

On December 20, 1994, FTA issued an FFGA committing a total of \$305.01 million in New Starts funding to this project. In the Conference Report to the FY 2000 appropriations act, FTA was directed to amend the FFGA for this project to incorporate a change in scope as authorized under Section 3030(d)(2) of TEA-21. Accordingly, on March 2, 2000, FTA amended the FFGA to include 28 additional railcars, a multilevel parking facility in lieu of a surface parking lot, and enhancements to customer security and amenity measures at the Sandy Springs and North Springs stations.

The total cost of the amended project is \$463.18 million, with \$370.45 million from the Section 5309 New Starts program. Of the \$65.53 million increase in Federal funding, \$10.66 million was applied from unexpended prior-year funds identified from cost savings on the Dunwoody section of the North Line extension. Including these prior-year funds, a total of \$370.19 million has been appropriated for this project through FY 2003. No funding was allocated to this project in the FY 2004 Conference Report. The

Administration is requesting \$0.26 million in the FY 2005 budget to complete the commitment.

Baltimore/Central LRT Double-Track

The Maryland Transit Administration is upgrading from single to double track along 9.4 miles of the Baltimore Central Corridor Light Rail Line. The Central Corridor Line is 29 miles long and operates between Hunt Valley in the north to Cromwell/Glen Burnie in the south, serving Baltimore City and Baltimore and Anne Arundel Counties, with extensions providing direct service to Baltimore's Penn Station and the Baltimore-Washington International Airport. In the year 2020, projected average weekday boardings are estimated at 44,000 with an estimated 6,800 daily new riders. Double track operations are scheduled to begin on December 31, 2006.

The total cost of the double-tracking and related improvements is estimated at \$153.70 million. The FFGA for this project was awarded in July 2001, with a Federal commitment of \$120.00 million. A total of \$39.19 million has been appropriated through FY 2003, and an additional \$39.37 million was allocated in the FY 2004 Conference Report for this project. The Administration is recommending \$29.01 million in FY 2005 for this project.

Chicago/Douglas Branch Reconstruction

The Chicago Transit Authority (CTA) is completing the reconstruction of the Douglas Branch heavy rail line. Part of the CTA's Blue Line, the 11-station Douglas Branch extends 6.6 miles from Cermack Avenue to a point just west of downtown Chicago. The oldest segment on the line opened in 1896 and the newest in 1910, though numerous improvements and upgrades were made through the mid-1980s. Age-related deterioration has resulted in high maintenance and operating costs on the line, as well as declining service.

The Douglas Branch currently carries approximately 27,000 riders on an average weekday, and serves one of the most economically distressed areas in Chicago. Low-income households make up 30 percent of the total number of households within walking distance of the stations. The line has been in operation for over 100 years, and serves neighborhoods that originally developed along the system. The corridor contains an estimated 54,000 jobs and 115,000 residents within one-half mile of the stations, and serves the University of Illinois at Chicago (25,000 students) and Chicago's large, dense central business district with an estimated 339,000 jobs. Population and employment densities are high, averaging 9,100 jobs and nearly 20,000 people per square mile. The project is expected to serve 6,000 daily new riders in 2020. After "looping" through the central business district, the Blue Line also extends to O'Hare International Airport.

Reconstruction is scheduled to be complete by January 31, 2005. Construction started in July 2001 and is 85 percent complete as of October 2003. The total capital cost of the Douglas Branch Reconstruction project is estimated at \$482.68 million.

Section 3030(a)(106) of TEA

□21 authorizes the Do

and construction. In January 2001, FTA and CTA entered into an FFGA that commits a total of \$320.10 million in Section 5309 New Starts funds to this project. A total of \$106.30 million was provided through FY 2003. An additional \$83.66 million was allocated in the FY 2004 Conference Report for this project. In accordance with the FFGA, it is recommended that \$85.00 million in Section 5309 New Starts funds be provided to this project in FY 2005.

Chicago/North Central Corridor Commuter Rail

Metra, the commuter rail division of the Regional Transportation Authority (RTA) of Northeastern Illinois, is adding a second mainline track along 16.3 miles of the 55-mile North Central Service commuter rail line, as well as a 2.3-mile stretch of third track. The North Central corridor extends from downtown Chicago to Antioch on the Illinois-Wisconsin border, and traverses suburban Cook and Lake Counties. It includes the two most significant hubs of employment in the six-county northeastern Illinois region, the Chicago central business district and the area surrounding O'Hare International Airport. Metra estimates that this project will have 8,400 average weekday boardings by 2020. In addition to new tracks, the proposed project also includes track and signal upgrades, construction of five new stations, parking facilities, rail yard expansion and the purchase of two new diesel locomotives. The improvements are scheduled to be complete in December 2006. The total capital cost of this project is estimated at \$225.52 million.

FTA awarded Metra a Full Funding Grant Agreement on November 5, 2001, for a total of \$135.32 million in Section 5309 New Starts funding. Through FY 2003, a total of \$75.53 million was provided for this project, and an additional \$19.68 million was allocated for this project in FY 2004 Conference Report. FTA recommends that \$20.00 million be provided to the Metra North Central Commuter Rail project in FY 2005.

Chicago/Ravenswood Line Expansion

The Chicago Transit Authority (CTA) is planning a series of capital improvements to enhance the operation of the Ravenswood heavy rail line, a line that currently experiences capacity problems through a high-density 9.1-mile corridor. The improvements include the expansion of existing station platforms on the line to accommodate eight-car trains, straightening of alignment curves at stations, and other infrastructure enhancements. As the existing system is over 100 years old, improvements will allow for expansion of capacity to an already strong transit corridor with crowded conditions. Based on 1990 census data, CTA estimates that there are 11,551 low-income households within a one-half mile radius of the proposed 18 stations. This represents approximately 13 percent of the total number of households within a one-half mile radius of the proposed project. CTA also estimates that the proposed Ravenswood Line Expansion would serve approximately 80,350 jobs that are located within a one-half mile radius of station areas.

The total capital costs of the Ravenswood Line Expansion project are estimated at \$529.9 million of which \$245.52 million in Federal New Starts funding is proposed. With the consent of the region's metropolitan planning organization, CTA has committed \$134.00 million (28 percent) of FTA Section 5307 Urbanized Area Formula funds to this

project. These funds have been programmed in the region's long-range transportation plan and Transportation Improvement Program.

FTA approved the project into preliminary engineering in early 2000. In February 2002, CTA completed an Environmental Assessment. FTA issued a Finding of No Significant Impact on the project in July 2002. FTA approved the project into Final Design in August 2002. FTA and CTA anticipate executing an FFGA in January 2004, with a revenue operations date scheduled for December 31, 2009. Construction is scheduled to start in early 2004.

Through FY 2003, a total of \$10.85 million was provided for this project. To continue progress on this project, the FY 2004 Conference Report allocated \$9.84 million to the Ravenswood Line Expansion project. In FY 2005, FTA is recommending \$40.00 million in New Starts funding for this project.

Chicago/Southwest Corridor Commuter Rail

Metra, the commuter rail division of the Regional Transportation Authority (RTA) of Northeastern Illinois, is building an extension and various improvements to the existing Southwest commuter rail line. The 33-mile Southwest line provides service from Orland Park to downtown Chicago. This project extends the line 12 miles from the existing station at 179th Street in Orland Park, southwest to Manhattan, Illinois. The project also includes the construction of three miles of second mainline track, three new stations, expansion of the existing yard and three diesel locomotives. Metra estimates that 13,800 average weekday boardings, including 7,600 daily new riders, will use the improved South West Corridor commuter rail line in the year 2020. Revenue operations on the extension are scheduled to commence in December 2006. The total cost of this project is estimated at \$198.12 million.

An FFGA was signed on November 5, 2001, authorizing \$103.02 million in Section 5309 New Starts funding. Through FY 2003, a total of \$60.74 million has been provided for this project. In the FY 2004 Conference Report, \$19.68 million in New Starts funding was allocated for the Metra Southwest Corridor Commuter Project. In accordance with the FFGA, FTA recommends \$20.00 million in Section 5309 New Starts funds be provided to the Metra Southwest Corridor project in FY 2005.

Chicago/Union-Pacific West Line Extension

Chicago's Metra commuter rail division is constructing additional extensions and improvements on its Union Pacific West Commuter Rail line. The Union Pacific West project, also known as the Central Kane Corridor, is an extension of the existing 35-mile Union Pacific West (UPW) line, which currently provides service between Geneva and downtown Chicago. This project will extend the line 8.5 miles west to Elburn with two new stations serving Elburn and La Fox, purchase two diesel locomotives, and construct a storage yard. The extension itself will use existing railroad track and right-of-way currently used by both Metra and the Union Pacific freight railroad. This project will link the rapidly developing communities to the west of Chicago with the major employment center in the Chicago CBD. Metra estimates that 3,900 average weekday boardings will

occur on the UPW line in the year 2020. Revenue operations are scheduled to commence in December 2006. The total capital cost of the Union Pacific West extension and improvements project is estimated at \$134.56 million.

FTA issued an FFGA for this project on November 5, 2001, that will provide a total of \$80.76 million in Section 5309 New Starts funding. Through FY 2003, a total of \$37.48 million was provided for this project, and an additional \$11.81 million was allocated for this project in the FY 2004 Conference Report. In FY 2005, FTA recommends that \$12.00 million be provided to the Metra Union Pacific West project.

Denver/Southeast Corridor LRT

The Regional Transportation District (RTD) in Denver and the Colorado Department of Transportation (CDOT) are implementing a 19.12-mile, 13-station, double-track, light rail transit line, with 34 vehicles and 12 park-and-ride lots. This LRT project will provide service between downtown Denver and Lincoln Avenue in Douglas County along Interstate-25, with a spur along Interstate-225 to Parker Road in Arapahoe County. Known as T-REX, the double-tracked line will operate over an exclusive right-of-way and connect with both the existing Central Corridor light rail line in downtown Denver and the recently completed Southwest line. By 2020 ridership is projected to be 38,100 average weekday boardings, including 12,900 new riders. The total capital cost of this project is estimated at \$879.27 million. Revenue service is projected for June 2008.

Section 3030(a)(23) of TEA

□21 authorized the South

Design and construction. FTA issued an FFGA for this project on November 17, 2000, which will provide a total of \$525.00 million in Section 5309 New Starts funding. A total of \$129.71 million in Section 5309 New Starts funds was appropriated for this project through FY 2003, and an additional \$78.73 million is allocated in the FY 2004 Conference Report. It is recommended that \$80.00 million be provided to this project in FY 2005, as specified in the FFGA.

Ft. Lauderdale/South Florida Regional Transportation Authority Commuter Rail Upgrades, Segment 5

The South Florida Regional Transportation Authority (SFRTA), formerly Tri-County Commuter Rail Authority (Tri-Rail) is undertaking several system improvements to the 71.7-mile regional transportation system it operates between Palm Beach, Broward and Miami-Dade counties in South Florida. This area has a population of over four million, nearly one-third of the total population of Florida. The improvements include construction of a second mainline track, rehabilitation of the signal system, station and parking improvements, acquisition of new rolling stock, improvements to the Hialeah Maintenance Yard facility and construction of a new, northern layover facility. Double-tracking will improve service by a factor of three, permitting 20-minute intervals between trains during peak commuter hours instead of the current one-hour headways. SFRTA estimates that these improvements will result in 42,100 average daily boardings by 2005, including 14,013 daily new riders. The revenue operating date is scheduled for March 31, 2005.

On May 16, 2000, FTA issued an FFGA for Segment 5 of the project, which includes construction of 44.3 miles of the second mainline track and upgrades to existing grade crossings along the entire 71.7-mile South Florida rail corridor. These improvements are expected to be complete by March 2005. The first four segments, upgrading the Hialeah Maintenance Yard and replacing the New River Bridge, while part of the overall project, are not included in the scope of this project. In April 2003, SFRTA provided a revised cost update to address funding shortfall, cost escalation, and project schedule delays. The total capital costs for the Segment 5 project are estimated at \$333.89 million.

The FFGA for the Segment 5 project provides a total of \$110.50 million in Section 5309 New Starts funding. SFRTA was appropriated a total of \$81.17 million in FY 2003 and prior year funding for this project, and an additional \$18.12 million was allocated in the FY 2004 Conference Report. In accordance with the FFGA, FTA recommends \$11.21 million be provided to SFRTA in FY 2005 to complete the Federal commitment on this project.

Los Angeles/MOS-3 Extensions of Metro Rail (North Hollywood)

The Metro Rail Red Line Project in Los Angeles was to be planned, programmed and constructed in phases through a series of Minimum Operable Segments (MOS). MOS-1 is a 4.4-mile, five-station segment that was opened for revenue service in January 1993. MOS-2 is a 2.1-mile, three-station segment that was opened in July 1996. An additional 4.6-mile, five-station segment in MOS-2 was opened in June 1999. ISTEA Section 3034 authorized three extensions in MOS-3 of the Metro Rail Red Line: North Hollywood, Eastside, and Mid-City.

The Eastside Extension was originally designed as 3.7 miles of subway with four stations, extending from Union Station, the origin of MOS-1, into neighborhoods east of downtown. The Mid-City Extension was originally planned to extend the Wilshire Boulevard branch generally to the west beyond the current MOS-2 terminus at Western Avenue. It would have added 2.3 miles, originally designed as subway, and two stations to the system. As described below, the original Eastside and Mid-City extension projects were suspended and are currently undergoing redesign.

In January 1997, after delays in the project, FTA requested that the Los Angeles County Metropolitan Transit Agency (LACMTA) submit a Recovery Plan to demonstrate its ability to complete MOS-2 and MOS-3, while maintaining and operating the existing bus system. On January 14, 1998, the LACMTA Board of Directors voted to suspend and demobilize construction on all rail projects other than MOS-2 and the MOS-3 North Hollywood Extension. The MTA submitted a Recovery Plan to FTA on May 15, 1998, which was approved by FTA on July 2, 1998.

On June 9, 1997, FTA and LACMTA negotiated a revised FFGA covering the North Hollywood segment (Phase 1-A) of MOS-3. The North Hollywood Extension is 6.3 miles in length, with three stations, entirely in subway. It extends the Hollywood branch of the MOS-2 generally to the north under the Santa Monica Mountains to North Hollywood in the San Fernando Valley. When the North Hollywood extension opened

for service in June 2000, ridership for the entire system doubled to approximately 125,000 daily boardings, far exceeding the projected daily boardings for 2010.

As a result of studies conducted during 1998, on November 9, 1998, the LACMTA Board directed staff to reprogram State and local resources that were previously allocated to the Eastside and Mid-City Extensions to other projects, including the LACMTA Accelerated Bus Procurement Plan. The LACMTA conducted further studies of transit investment options for the Eastside and Mid-City corridor projects and subsequently requested FTA's concurrence to initiate preliminary engineering on both corridors. In October 2000, FTA authorized the LACMTA to begin preliminary engineering on the Metro Gold Line Extension (formerly known as Eastside LRT corridor). Final design on the Metro Gold Line Eastside Extension was approved in October 2002. FTA approved the Mid-City Exposition corridor project entry into preliminary engineering in January 2002.

The total capital cost of the North Hollywood project is estimated at \$1,310.82 million, of which the revised FFGA commits \$681.04 million in Section 5309 New Starts funds. Through FY 2003, a total of \$680.38 million has been appropriated for the North Hollywood section of MOS

□3; no additional

FY 2004 Conference Report. The Administration is requesting \$0.66 million in FY 2005 to complete the Federal commitment on this project.

Minneapolis/Hiawatha Corridor LRT

Metro Transit and the Metropolitan Council of Minneapolis, in cooperation with the Minnesota Department of Transportation, Hennepin County, and the Metropolitan Airports Commission are constructing an 11.6-mile, 17-station light rail line linking downtown Minneapolis, the Minneapolis-St. Paul International Airport, and the Mall of America in Bloomington. The line will operate along the corridor following Hiawatha Avenue and Trunk Highway 55. The line begins in the central business district and travels south on the existing transit mall along 5th Street, follows the former Soo Line Railroad from the Metrodome to Franklin Avenue, and then runs parallel with Hiawatha Avenue towards the airport. The line will tunnel under the runways and taxiways for 1.5 miles with one station, emerge on the west side of the airport, and continue south to the vicinity of the Mall of America in Bloomington. The project is expected to serve 24,800 average weekday boardings by 2020; 19,300 average weekday boardings are projected in the opening year. Revenue service is scheduled to commence in December 2004. The total capital cost of the Hiawatha Corridor LRT is estimated at \$675.42 million.

Section 3030(a)(91) of TEA-21 authorizes the Twin Cities – Transitway Corridors for final design and construction. In January 2001, FTA issued an FFGA that commits a total of \$334.28 million in Section 5309 New Starts funds to the Hiawatha Corridor LRT. Of this amount, \$227.37 million has been provided in FY 2003 and prior years, and an additional \$73.79 million was allocated to this project in the FY 2004 Conference Report. In accordance with the FFGA, it is recommended that \$33.11 million in Section 5309 New Starts funds be provided to this project in FY 2005 to complete the Federal commitment on this project.

New Orleans/Canal Streetcar Line

The New Orleans Regional Transit Authority (RTA) is developing a 5.4-mile streetcar project in the downtown area, along the median of Canal Street. The Canal Streetcar spine will extend from the Canal Ferry at the Mississippi River in the central business district, through the mid-city neighborhood to Carrollton Avenue, where one branch will continue on Canal Street to the Cemeteries and another will follow Carrollton Avenue to City Park/Beauregard Circle. The corridor is located in an existing, built-up area that was originally developed in the streetcar era. Much of the corridor lies within the central business district and historic areas, where employment and housing densities, mix of uses, and pedestrian-oriented development are generally good. The central business district includes a high-density mix of office, retail, hotels and leisure attractions. The total capital cost of this project is estimated at \$161.30 million, of which RTA is seeking \$129.05 million (80 percent) in Section 5309 New Starts funding.

RTA completed a major investment study for this project in March 1995, fulfilling the requirement for an alternatives analysis. FTA approved entry into preliminary engineering in September 1995, and RTA initiated final design activities in September 1997. Final design is essentially complete, contracts for vehicle assembly have been awarded, and construction contracts were awarded in early 2001. RTA expects to open this line in April 2004. In 2015, RTA estimates that 31,400 average weekday boardings, including 5,300 daily new riders, will occur on the Canal Streetcar Line.

Section 3030(a)(51) of TEA

□21 authorizes the

final design and construction. In February 2003, FTA issued an FFGA to RTA for this project. Through FY 2003, Congress has appropriated a total of \$89.67 million for this project; \$22.92 million was allocated for this project in the FY 2004 Conference Report. It is recommended that \$16.46 million in Section 5309 New Starts funding be provided to the project in FY 2005 to complete the Federal commitment on this project.

Northern New Jersey/Hudson-Bergen MOS-1

The New Jersey Transit Corporation (NJ TRANSIT) completed a 9.6-mile, 16-station light rail line along the Hudson River Waterfront in Hudson and Bergen Counties, from the Hoboken Terminal to 34th Street in Bayonne and Westside Avenue in Jersey City. This line is intended as the initial minimum operable segment (MOS-1) of a larger 21-mile, 30-station line extending from the Vince Lombardi park-and-ride lot in Bergen County to Bayonne, passing through Port Imperial in Weehauken, Hoboken, and Jersey City. The core of the completed system will serve the high-density commercial centers in Jersey City and Hoboken, and provide connections with NJ TRANSIT commuter rail service, PATH trains to Newark and Manhattan, and the Port Imperial ferry from Weehauken to Manhattan. This initial operating segment was constructed under a turnkey contract to design, build, operate, and maintain the system, which was awarded in October 1996. Total costs were \$992.14 million for MOS-1. Construction began in December 1996. A portion of the MOS-1 line, between 34th Street and Exchange Place, opened in April 2000, and NJ TRANSIT began revenue service from Exchange Place north to the Pavonia-Newport Station in November 2000. Full service to Hoboken

Terminal began in September 2002. The full 21-mile system is expected to carry 94,500 riders per day.

FTA issued an FFGA on October 15, 1996, that commits \$604.09 million in Section 5309 New Starts funding for MOS-1. Through FY 2003, a total of \$603.77 million has been appropriated for this project. No funding was provided to this project in the FY 2004 Conference Report. The Administration is requesting \$0.31 million in FY 2005 to complete the Federal commitment on this project.

Northern New Jersey/Hudson-Bergen MOS-2

This line is the second minimum operable segment (MOS-2) of a larger 21-mile, 30-station line known as the NJ TRANSIT Hudson-Bergen LRT system that will extend from the Vince Lombardi park-and-ride lot in Bergen County to Bayonne, passing through Port Imperial in Weehauken, Hoboken, and Jersey City. The core of the completed system will serve the high-density commercial centers in Jersey City and Hoboken, and provide connections with NJ TRANSIT commuter rail service, PATH trains to Newark and Manhattan, and the Port Imperial ferry from Weehauken to Manhattan.

This (MOS-2) is a 5.1-mile, seven-station segment running north from Hoboken Terminal to the Tonnelle Avenue park-and-ride lot in North Bergen and south one mile to 22nd Street in Bayonne. The Hudson-Bergen MOS-2 line will serve an area with one of the highest residential densities in the region, and the downtown Jersey City area contains the largest concentration of office development in Hudson County. By providing connections to ferry and commuter rail service, the line will also serve the Manhattan central business district. MOS-2 is scheduled for completion at the end of 2005 and is anticipated to carry 34,900 average weekday boardings by 2010. The total cost for the Hudson-Bergen MOS-2 project is \$1,215.40 million.

FTA issued an FFGA for this project on October 31, 2000, committing a total of \$500.00 million in Section 5309 New Starts funds. Construction started in September 2000 under a Letter of No Prejudice to allow the entire Hudson-Bergen project to be completed at a lower cost by avoiding the significant costs associated with stopping and then restarting a major construction project. Through FY 2003, Congress appropriated \$49.18 million for this MOS-2 project. In the FY 2004 Conference Report, \$98.42 million in New Starts funding was allocated for this project. In accordance with the FFGA, it is recommended that \$100.00 million in Section 5309 New Starts funds be provided to this project in FY 2005.

□ Bergen project to

Northern New Jersey/Newark Rail Link - MOS-1

The New Jersey Transit Corporation (NJ TRANSIT) is developing a one-mile, five-station extension of the Newark City Subway light rail line, running from Broad Street Station in Newark to Newark Penn Station. This project is the first minimum operable segment (MOS-1) of a proposed 8.8-mile, 16-station light rail system that will link the cities of Newark and Elizabeth, New Jersey. The second stage is a planned one-mile segment from Newark Penn Station to Camp Street in downtown Newark, and the third is the planned remaining seven-mile segment to Elizabeth, which includes a station serving

Newark International Airport. The total cost of the MOS-1 segment is \$207.75 million. It will serve 13,300 average weekday boardings by 2015. The projected opening date for this project is June 2005.

Section 3030(a)(57) of TEA

□21 authorized the N

consists of eight separate elements including the Newark-Elizabeth Rail Link, for final design and construction. On August 2, 2000, FTA issued an FFGA committing a total of \$141.95 million in Section 5309 New Starts funds to the Newark Rail Link MOS-1 project. Through FY 2003, Congress appropriated a total of \$118.40 million for this project. An additional \$22.21 million was allocated for this project in the FY 2004 Conference Report. As specified in the FFGA for this project, it is recommended that \$1.34 million be provided in FY 2005 to complete the Federal commitment on this project.

Pittsburgh/Stage II LRT Reconstruction

The Port Authority of Allegheny County (Port Authority) is in the process of reconstructing Pittsburgh's old 25-mile trolley lines to meet modern light rail standards. The reconstruction is taking place in two stages. The Stage I Light Rail Transit (LRT) project, undertaken in the 1980s, included reconstruction of the first segment and construction of Pittsburgh's first subway. Ground was broken on the Stage I LRT project in December 1980, and the reconstruction of this segment was completed in 1987. The Stage II LRT project includes reconstruction of the remaining 12 miles of the system, which consists of the Overbrook, Library and Drake trolley lines, to modern LRT standards. Single-track segments will be double-tracked, the Overbrook and Drake lines (which are currently closed) will be reopened, and 28 new light rail vehicles will be purchased.

In order to prioritize program needs against financing requirements, the Port Authority reconfigured its rail improvement program in 1999. As a result, the Stage II LRT project will itself be undertaken in segments. The revised Stage II LRT Priority Program includes reconstruction of 10.7 miles on both the Overbrook Line and a portion of the Library Line, construction of 2,200 park-and-ride spaces, and the purchase of 28 light rail vehicles. The revenue operations date for the project is June 2004. The total capital cost of the Stage II Priority Program is estimated at \$386.46 million. The remaining portions of the original Stage II LRT project will be undertaken as local funding becomes available.

Section 3030(a)(98) of TEA-21 authorizes the Pittsburgh – Stage II Light Rail project for final design and construction. In January 2001, FTA issued an FFGA for this project that commits a total of \$100.20 million in Section 5309 New Starts funding. Through FY 2003, a total of \$67.35 million has been appropriated for this project, and an additional \$31.73 million was appropriated for this project in the FY 2004 Conference Report. In accordance with the FFGA, it is recommended that \$1.12 million be provided in FY 2005 to complete the Federal commitment on this project.

Portland/Interstate MAX LRT Extension

The Tri-County Metropolitan Transit District of Oregon (Tri-Met) is constructing a 5.8-mile, ten-station extension of the Interstate Metropolitan Area Express (Interstate MAX) light rail system, which will connect Portland's central business district with the regional Exposition Center in north Portland. Riders will be able to transfer between the Interstate MAX extension and the existing 33-mile East/West MAX line at the Rose Quarter station. This line will complement regional land use plans by connecting established residential, commercial, entertainment and other major activity centers, and will provide a key transportation link in the region's welfare-to-work programs. The total cost of the Interstate MAX project is estimated at \$350 million. Tri-Met estimates that the Interstate MAX extension will have 18,100 average weekday boardings and 8,400 daily new riders by 2020. Revenue service is scheduled to commence in May 2004.

On September 20, 2000, FTA and Tri-Met entered into an FFGA that commits a total of \$257.50 million in Section 5309 New Starts funds to the project. Through FY 2003, \$139.64 million was appropriated for this project. A total of \$76.27 million was appropriated for the Interstate MAX light rail extension in the FY 2004 Conference Report. As the project has experienced sufficient cost savings, the Administration is recommending that \$23.48 million be provided to this project in FY 2005 to complete the Federal funding commitment on this project.

Salt Lake City/CBD to University LRT

The Utah Transit Authority (UTA) has implemented a 2.5-mile, four-station light rail line in eastern Salt Lake City, from the downtown area to Rice-Eccles Stadium on the University of Utah campus. The line connects with the existing North/South line at Main Street and travels east along 400 South and 500 South to the stadium. The light rail vehicles are operating on city streets and property owned by Salt Lake City, the Utah Department of Transportation, and the University. The line is intended to significantly improve access to jobs, educational opportunities, health care, and housing throughout the corridor. The central business district University line is scaled back from the originally proposed 10.9-mile West/East line from the airport to the university. UTA estimates ridership at 7,500 boardings per average weekday in January 2020. The line opened for service on December 15, 2001. Total capital costs under the FFGA were \$118.50 million.

FTA issued an FFGA for the central business district to University LRT project on August 17, 2000, committing a total of \$83.47 million in Section 5309 New Starts funds. This did not include \$4.96 million in FY 2000 and prior year funding, which brings the total amount of New Starts funding for this project to \$88.43 million. No funding was allocated for this project in the FY 2004 Conference Report. The Administration is requesting \$1.13 million in FY 2005, to complete the Federal commitment on this project.

Salt Lake City/Medical Center Extension

The Utah Transit Authority (UTA) has completed the Medical Center Extension project, a 1.5-mile light rail transit (LRT) system extending from the University Line station at Rice-Eccles Stadium to the University of Utah Health Science Complex (Medical Center). The Medical Center LRT Line includes three new stations: Huntsman Center, Wasatch Drive, and Medical Center. The Medical Center LRT Line connects the University Line LRT and the existing North/South LRT corridor. Station areas encompass a number of significant activity generators, including student housing, campus buildings, and a complex of medical facilities. Population in the corridor is about 5,000 and total Medical Center and University employment is about 18,000. Revenue Operations started in September 2003. Based on 1990 census data, there are an estimated 140 low-income households within a one-half mile radius of the proposed three stations. By 2020 ridership is estimated to reach 4,100 average weekday boardings, 3,400 of who are new riders.

The total capital costs for this project are projected to be \$89.40 million. An FFGA was executed on May 17, 2002, which provided for \$53.63 million in Section 5309 New Starts funding (60 percent of the total cost). Through FY 2003, Congress appropriated \$14.78 million for the Salt Lake City Medical Center extension. In the FY 2004 Conference Report, \$30.18 million was allocated for this project. FTA recommends that \$8.68 million be provided to the Medical Center Extension project in FY 2005 to complete the Federal commitment on this project.

San Diego/Mission Valley East LRT Extension

The Metropolitan Transit Development Board is constructing a 5.9-mile, four-station light rail extension of its existing Blue Line, from east of Interstate 15 to the City of La Mesa, where it will connect to the existing Orange Line near Baltimore Drive. The Mission Valley East line will serve four new and two existing stations and would include elevated, at-grade, and tunnel portions. The project includes two park and ride lots and a new access road between Waring Road and the Grantville Station. The corridor runs parallel to Interstate 8 in eastern San Diego and La Mesa, and is characterized by a mix of low- to moderate-density industrial, residential, and commercial uses, but includes several major activity centers such as San Diego State University, the Grossmont regional shopping center, Kaiser Hospital, the Alvarado Medical Center, and the Grantville employment area. Over 24,000 jobs and nearly 10,000 residences are located within walking distance of the proposed stations, and existing zoning is generally supportive of transit. The project is expected to serve approximately 10,800 average weekday boardings in the year 2015. Revenue operations are scheduled to begin on December 31, 2005. Total capital costs are estimated at \$430.96 million.

On June 22, 2000, FTA issued an FFGA committing a total of \$329.96 million in Section 5309 New Starts funding to this project. Through FY 2003, Congress appropriated \$176.65 million for this project, and an additional \$63.97 million was allocated for this project in the FY 2004 Conference Report. As specified in the FFGA, it is recommended that \$81.64 million be provided for this project in FY 2005.

San Diego/Oceanside-Escondido Rail Corridor

The North County Transit District (NCTD) in northern San Diego County, California is planning to convert an existing 22-mile freight railroad corridor between Oceanside and Escondido into a rail transit line. The line will run east from the City of Oceanside through the cities of Vista and San Marcos and unincorporated portions of San Diego County, to the City of Escondido, using diesel multiple unit (DMU) rail vehicles. The alignment also includes 1.7 miles of new right-of-way to serve the campus of California State University San Marcos (CSUSM). The line is located along the State Highway 78 corridor, the principal east-west corridor in the county. The complete 23.7-mile system will include 15 stations, four of which will be located at existing transit centers. Passenger rail service will have exclusive use of the rail line during pre-defined hours of operation.

Ridership is estimated at 19,000 average weekday boardings in 2020, of which 8,600 would be daily new riders. Revenue operations are scheduled to begin in December 2005. This project will help to alleviate the heavy congestion of northern San Diego County along the State Highway 78 corridor. The project will serve large intermodal transit centers in both Oceanside and Escondido, and the corridor between the two contains a dispersed mix of commercial, industrial, and single- and multiple-family residential developments.

An Environmental Impact Report (EIR) for the Oceanside-Escondido project was certified in 1990, and a separate EIR for the CSUSM alignment was certified in 1991. A major investment study was not required under the procedures in effect at the time, based on concurrence from FTA, FHWA, the San Diego Association of Governments, Caltrans, the City of San Marcos, and NCTD. Advance planning was completed in December 1995, and the Environmental Assessment/Supplemental Environmental Impact Report was completed in early 1997. FTA approved NCTD's request to enter final design in February 2000. An FFGA was awarded to NCTD for the Oceanside-Escondido Rail Corridor in February 2003.

Section 3030(a)(77) of TEA-21 authorized this project for final design and construction. The total capital cost for this project is estimated at \$351.52 million, of which NCTD is seeking \$152.10 million in FTA Section 5309 New Starts funds. Through FY 2003, Congress appropriated \$37.66 million in Section 5309 New Starts funds for this project, and an additional \$47.24 million was allocated for this project in the FY 2004 Conference Report. It is recommended that \$55.00 million be provided for this project in FY 2005.

San Francisco/BART Extension to San Francisco International Airport

The Bay Area Rapid Transit (BART) in San Francisco and the San Mateo County Transit District (SamTrans) have completed an 8.7-mile, four-station extension of the BART system to serve San Francisco International Airport (SFO). The project consists of a 7.5-mile mainline extension from the existing BART station at Colma, through Colma, South San Francisco, and San Bruno, terminating at the Millbrae Avenue BART/CalTrain Station. An additional 1.2-mile spur from the main line north of Millbrae connects BART trains directly to a station adjoining the new International Terminal at SFO.

Ridership is projected to be 73,800 average weekday passengers by 2010, including approximately 17,800 daily trips by air travelers and airport employees. Revenue operations began in June 2003.

The San Francisco International Airport is a major partner in this project. All structures and facilities to be constructed on airport property, and installation of related equipment, are being funded, designed and constructed by the airport for BART. This project is also part of the FTA Turnkey Demonstration Program to determine if the design/build approach will reduce implementation time and cost.

On June 30, 1997, FTA entered into an FFGA for the BART-SFO extension, committing a total of \$750 million in Federal New Starts funds to the project; total capital costs at that time were estimated at \$1,054 million. The FFGA was amended in June 2000, and the total cost increased to \$1,552 million. This increase is attributed to a surge in local construction activity that resulted in higher than estimated costs for construction of the project. Under the terms of the FFGA, such cost increases are the responsibility of the local project sponsors. Thus, the original Federal commitment is unchanged at \$750 million. Through FY 2003, a total of \$469.73 million has been appropriated for this project. An additional \$98.42 million in New Starts funding was allocated for the BART-SFO project in FY 2004. In order to make up for funding shortfalls in previous years, it is recommended that \$100.00 million be provided in FY 2005.

San Juan/Tren Urbano

The Puerto Rico Department of Transportation and Public Works (DTPW) is constructing a 10.7-mile, 16-station rapid rail line between Bayamon Centro and the Sagrado Corazon area of Santurce in the San Juan metropolitan area. The 74-vehicle system consists of a double-track line operating over at-grade and elevated rights-of-way with a short below-grade segment, and a maintenance facility. When complete, this system is expected to carry 113,300 riders per day by 2010.

On March 13, 1996, FTA entered into an FFGA committing \$307.41 million in Section 5309 New Starts funds to this project toward the total project cost of \$1,250.00 million. The funding level under the FFGA does not include \$4.96 million in Federal New Starts funding provided prior to FY 1996, which brings total Federal New Starts funding for this project to \$312.36 million. This FFGA was amended in July 1999, to include two additional stations and ten additional railcars. This amendment included \$141.00 million in Section 5307 funds and \$259.90 million in flexible funding; no additional Section 5309 New Starts funds were committed. The total capital cost of the project specified in the FFGA is now \$1,653.60 million.

Due to concerns about schedule, costs and project management, in November 2000, FTA withheld \$165.69 million until the Puerto Rico Highway and Transportation Authority (PRTHA) submitted a satisfactory Recovery Plan. These funds were released in March 2002. FTA anticipates an additional amendment to the FFGA to reflect project cost increases and schedule changes. The estimated Revenue Operations Date is June 30, 2004.

A total of \$227.95 million in Section 5309 funds was allocated to the Tren Urbano project in FY 2003 and prior years. An additional \$19.68 million was allocated to this project in the FY 2004 Conference Report. In accordance with the FFGA, it is recommended that \$54.82 million be provided to this project in FY 2005.

Seattle/Central Link Initial Segment

Central Puget Sound Regional Transit Authority (Sound Transit) is proposing a 13.9-mile Central Link light rail transit (LRT) line running north to south from Northgate through downtown Seattle and Southeast Seattle to the cities of Tukwila and SeaTac, Washington. The system would operate on existing and new rights-of-way, including the existing 1.3-mile Downtown Seattle Transit Tunnel. In the fall of 2001, the Sound Transit Board decided to implement the initial segment, known as the Central Link Initial Segment, a 13.9-mile, 11-station LRT line extending from Convention Place through downtown Seattle and terminating at South 154th Station. The Central Link Initial Segment light rail line includes 1.3 miles of exclusive transit right-of-way in the existing transit tunnel, and 1.4 miles of right-of-way reconfigured from an existing busway south of Downtown. The system is forecast to have 42,500 average weekday boardings in 2020, including 16,000 daily new riders. Total capital cost is estimated at \$2,491.6 million, of which Sound Transit has requested \$500.00 million in Section 5309 New Starts funding.

In July 1997, FTA approved a separate Link LRT project to enter preliminary engineering. A Draft Environmental Impact Statement (Draft EIS) was published in December 1998. The Final EIS was completed in November 1999. FTA completed the environmental review and issued a Record of Decision in January 2000. The Sound Transit Board formally adopted a 7.2-mile initial Minimum Operable Segment, known as the MOS-1, for Federal participation in November 1999. FTA approved the project's advancement into final design in February 2000. Based on increased costs for tunneling, right-of-way, mitigation, and other factors, Sound Transit increased the total project cost for the former MOS-1 and rescheduled the revenue operations date. FTA entered into a Full Funding Grant Agreement for the former MOS-1 in January 2001.

After Congress and the U.S. Department of Transportation's Office of Inspector General (OIG) raised significant questions about project costs, the Sound Transit Board directed staff to re-examine the entire MOS-1 project to determine if a portion of the 20-mile proposed system could be identified as a new initial segment, or if MOS-1 could be redefined to reduce risks and better meet budget limitations. During the re-examination, the Sound Transit Board maintained its commitment to build the entire alignment. In September 2001, the Sound Transit Board identified the Central Link Initial Segment from Convention Place to South 154th Station as a new MOS. Following its identification of a new MOS, Sound Transit responded to Congressional, OIG, and FTA inquiries about project scope and costs. Based upon additional review, FTA approved the project's entrance into final design in August 2002. FTA entered into a Full Funding Grant Agreement for the new MOS, the Central Link Initial Segment in October 2003.

Section 3030(a)(85) of TEA-21 authorized the “Seattle Sound Move Corridor (Link and Sounder)” project for final design and construction. The Central Link Initial Segment light rail transit line represents the initial segment of this project. Through FY 2003, Congress appropriated \$90.97 million for this project. In the FY 2004 Conference Report, a total of \$73.81 million was allocated for the Seattle Central Link Initial Segment. In accordance with the FFGA, it is recommended that \$80.00 million be provided in FY 2005.

St. Louis/Metrolink St.Clair Extension

The Bi-State Development Agency (Bi-State) is developing a 26-mile extension of the Metrolink light rail line from downtown East St. Louis, Illinois to the Mid America Airport in St. Clair County. A 17.4-mile minimum operable segment (MOS) extends from the current Metrolink terminal in downtown East St. Louis to Belleville Area College (now known as Southwest Illinois College). This segment consists of eight stations, seven park-and-ride lots, 20 new light rail vehicles, and a new maintenance facility in East St. Louis. The route makes extensive use of abandoned railroad rights-of-way. Revenue service began on May 5, 2001. The total capital cost of the St. Clair Extension is estimated at \$339.20 million.

On October 17, 1996, FTA and Bi-State entered into an FFGA that commits a total of \$243.94 million in Section 5309 New Starts funding to complete the 17.4-mile MOS to Southwest Illinois College and provides for extending the system to Mid-America Airport should funding become available at a later date. Through FY 2003, a total of \$243.88 million has been appropriated for this project. No funding was allocated to this project in the FY 2004 Conference Report. The Administration is requesting \$0.06 million in FY 2005 to complete the FFGA commitment to this project. The amount of funds already appropriated less those funds not attributable to the FFGA commitment plus the funds requested for FY 2005 do not add to the total FFGA commitment due to rounding.

Washington, D.C. Metropolitan Area/Largo Metrorail Extension

The Maryland Transit Administration (MTA) and the Washington Metropolitan Area Transit Authority (WMATA) are developing a joint project to extend the Blue Line of the Washington Metrorail system from the Addison Road station to Largo Town Center in Prince George’s County, Maryland. The 3.1-mile, two-station extension will be operated by WMATA as an integral part of the regional Metrorail system, providing access to downtown Washington, D.C. and the surrounding counties in Maryland and Virginia. The line follows an alignment through central Prince George’s County that has been preserved as a rail transit corridor in the county’s Master Plan. The two new stations will be located at the Morgan Boulevard station, north of MD-214 (Central Avenue), and at Largo Town Center just outside the Capital Beltway (Interstate-95/495). Shuttle bus service is proposed to link both new stations with the sports complex located at FedEx Field. MTA managed the project through preliminary engineering, and WMATA has assumed responsibility for managing the final design and construction activities. MTA and WMATA expect this extension to open for service by December 31, 2004. Average

weekday boardings are estimated at 20,040 including 15,310 daily new riders. The total capital cost for this extension is \$433.90 million.

This project is authorized by Section 3030(a)(94) of TEA construction. On December 15, 2000, FTA entered into an FFGA with WMATA that commits a total of \$260.30 million in Section 5309 New Starts funds to this project. This does not include \$5.65 million in prior year funds that were provided to the MTA for planning activities associated with this project, which would bring the total amount of Section 5309 New Starts funding to \$265.95 million. A total of \$120.89 million has been appropriated through FY 2003, and an additional \$63.97 million was allocated in the FY 2004 Conference Report. In accordance with the FFGA, it is recommended that \$75.43 million be provided for this project in FY 2005 to complete the Federal commitment on this project.

□21 to enter final des

Existing FFGAs Fully Funded in the President's FY 2004 Budget

The following two projects with existing FFGAs will not require additional funding in FY 2005, if Congress enacts the FY 2004 Conference Report as proposed.

Dallas/North Central LRT Extension

Dallas Area Rapid Transit (DART) is constructing a 12.5-mile, nine-station extension of its light rail system from the Park Lane Station north to Plano. DART estimates that approximately 17,000 riders will use this extension by 2010, of which 7,000 will be new riders. The total cost of this project is estimated at \$517.20 million. DART began contracting for construction and purchasing vehicles and necessary right-of-way in May 1998, and expects to open the full length of North Central extension for revenue service in December 2003.

The North Central extension is authorized for final design and construction under Section 3030(a)(20) of TEA

□21. FTA issued a

will provide a total of \$333.00 million in Section 5309 New Starts funding. Through FY 2003, a total of \$289.92 million has been provided to this project, and an additional \$29.68 million is allocated to the project in the Conference Report for FY 2004. The Administration is not recommending that any additional funding be provided to this project in FY 2005.

Memphis/Medical Center Extension

The Memphis Area Transit Authority (MATA), in cooperation with the Memphis city government, is building a two-mile light rail extension to the Main Street Trolley/Riverfront Loop vintage rail system. The extension would expand service from the central business district east to the Medical Center area. The line will operate on city streets in mixed traffic and would connect with the Main Street Trolley, sharing a lane with automobile traffic on Madison Avenue between Main Street and Cleveland Street. Six new stations will be located along the route. The line will be designed to accommodate light rail vehicles, but vintage rail cars will be used until a proposed regional LRT line is implemented and a fleet of modern LRT vehicles is acquired. The

revenue operations date is March 2004. The total capital cost of this project is estimated at \$74.58 million. This project will be the last segment of the downtown rail circulation system, as well as the first segment of a possible regional light rail line.

Section 3030(a)(43) of TEA-21 authorized the Memphis Corridor to enter final design and construction. On December 12, 2000, FTA issued an FFGA committing a total of \$59.67 million in Section 5309 New Starts funds to the Medical Center Extension. A total of \$50.16 million has been appropriated for this project through FY 2003. An additional \$9.10 million was allocated to this project in the FY 2004 Conference Report. No funding is recommended for this project in FY 2005.

Pending Federal Funding Commitments

In addition to the funding recommendations for existing Federal commitments discussed above, a new commitment is pending for one project, the Los Angeles Metro Gold Line East Side Extension. The Metro Gold Line East Side Extension project was recommended for a Full Funding Grant Agreement in the FY 2003 Annual Report on New Starts, and this FFGA is anticipated to be executed in the spring of 2004. In anticipation of this commitment, FTA recommends that a total of \$80.00 million be allocated to this project in FY 2005. This project has been rated as "Recommended" under the criteria and processes specified by TEA-21. The funding recommendation described below is based on the anticipated funding need of this project in FY 2005. This project has been authorized in TEA

□21 for final design and construction

Los Angeles/Metro Gold Line East Side Extension

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is developing a nearly 6-mile, eight-station light rail transit (LRT) line to serve a heavily urbanized, and transit-dependent area between downtown Los Angeles and East Los Angeles. The East Side Corridor has among the highest residential densities in Los Angeles with over 60 bus routes currently serving neighborhoods along the proposed LRT alignment. Many of these bus routes are at capacity during peak travel times, and suffer delays resulting from traffic congestion. The proposed project is anticipated to improve transit reliability and capacity in the corridor and provide travel time savings to East Side residents accessing jobs in downtown Los Angeles and other employment destinations along the LACMTA's rail and rapid bus network.

Compared to bus alternatives, the light rail system will provide nearly 9,000 weekday hours of travel time benefits in 2020. The project is further estimated to carry 23,000 average weekday riders in 2020, including 8,600 daily new riders. Based on 1990 census data, there are an estimated 5,330 low-income households representing 17 percent of all households within a one-half mile radius of the transit station areas. There are an estimated 84,000 employees within one-half mile of transit station areas. The Los Angeles region is classified as an extreme area for ozone, a serious area for carbon monoxide and particulate matter, and as an attainment area for nitrogen oxides.

The East Side LRT project was originally defined in minimum operable segment as a 3.7-mile heavy rail subway extension under the Los Angeles River to First and Leona Streets

in East Los Angeles. On January 14, 1998, however, the LACMTA Board of Directors voted to suspend and demobilize construction on the East Side project, as well as the Mid-City rail line along Wilshire Boulevard. Following this decision, LACMTA conducted extensive alternatives analyses that resulted in the selection of LRT in the East Side corridor. FTA approved entry into preliminary engineering for the East Side light rail line in October 2002, and approved it into final design in October 2002.

Section 3030(a)(38) of TEA

□21 authorizes the

and construction. In early 2002, LACMTA completed the National Environmental Policy Act processes and entered into final design. The total capital costs of the East Side LRT are expected to be \$898.81 million, of which LACMTA is seeking \$490.70 million in Section 5309 New Starts funding. Commitment authority totaling \$647.00 million was set aside by an earlier FFGA for this and the Mid-City corridor. Through FY 2003, Congress appropriated \$17.27 million for the “Metro Goldline” East Side Extension project. No funding was allocated to this project in the FY 2004 Conference Report. FTA is requesting \$80.00 million in FY 2005 for this project.

Table 7
FY 2005 Funding for New Starts Projects
(Millions of Dollars)

Table 7

City/Project	Overall Project Rating	FY 2003 and Prior Year Earmarks	FY 2004 Enacted	FY 2005 Recommended Funding	Remaining FFGA Funding	Total Recommended FFGA Funding
TOTALS BY PHASE						
Existing Full Funding Grant Agreements		\$4,692.99	\$1,042.31	\$930.73	<u>\$1,135.46</u>	<u>\$7,796.54</u>
Pending Full Funding Grant Agreements		17.27	0.00	80.00		
Proposed Full Funding Grant Agreements		208.32	126.96	295.00		
Proposed Other Project Funding Commitments		89.99	17.22	50.00		
Other Projects in Final Design and Preliminary Engineering		186.13	46.26	150.59		
Ferry Capital Projects (AK or HI)		10.19	10.30	10.30		
Oversight Activities			<u>12.14</u>	<u>15.32</u>		
GRAND TOTAL		<u>\$5,204.90</u>	<u>\$1,255.19</u>	<u>\$1,531.93</u>		
EXISTING FULL FUNDING GRANT AGREEMENTS						
Fully Funded in the FY 2004 Appropriations Conference Report						
Dallas - North Central LRT Extension	FFGA	\$289.92 (1)	\$29.68	\$0.00	FFGA Complete	319.61 (1)
Memphis - Medical Center Extension	FFGA	50.16 (4)	9.10	0.00	FFGA Complete	59.27 (4)
Funding Requested in the FY 2005 Budget Request						
Atlanta - North Springs (North Line Extension)	FFGA	\$370.19 (1)	\$0.00	\$0.26	FFGA Complete	\$370.45 (1)
Baltimore - Central LRT Double-Tracking	FFGA	39.19	39.37	29.01	12.43	120.00
Chicago - Douglas Branch Reconstruction	FFGA	106.30 (2)	83.66	85.00	45.15	320.10
Chicago - North Central Corridor Commuter Rail	FFGA	75.53 (3)	19.68	20.00	20.11	135.32
Chicago - Ravenswood Line Extension	FFGA	10.85	9.84	40.00	184.83	245.52
Chicago - South West Corridor Commuter Rail	FFGA	60.74 (3)	19.68	20.00	2.60	103.02
Chicago - Union-Pacific West Line Extension	FFGA	37.48 (3)	11.81	12.00	19.47	80.76
Denver - Southeast Corridor LRT	FFGA	129.71	78.73	80.00	236.55	525.00
Fort Lauderdale - South Florida Commuter Rail Upgrades	FFGA	81.17	18.12	11.21	FFGA Complete	110.50
Los Angeles - MOS-3 Extensions of Metro Rail (North Hollywood)	FFGA	680.38	0.00	0.66	FFGA Complete	681.04
Minneapolis - Hiawatha Corridor LRT	FFGA	227.37	73.79	33.11	FFGA Complete	334.28
New Orleans - Canal Street Light Rail Line	FFGA	89.67 (4)	22.92	16.46	FFGA Complete	129.05 (4)
Northern New Jersey - Hudson-Bergen MOS-1	FFGA	603.77	0.00	0.31	FFGA Complete	604.09
Northern New Jersey - Hudson-Bergen MOS-2	FFGA	49.18	98.42	100.00	\$252.40	500.00
Northern New Jersey - Newark Rail Link MOS-1	FFGA	118.40	22.21	1.34	FFGA Complete	141.96
Pittsburgh - Stage II LRT Reconstruction	FFGA	67.35	31.73	1.12	FFGA Complete	100.20
Portland - Interstate MAX LRT Extension	FFGA	139.64 (4)	76.27	23.48	FFGA Complete (5)	239.39 (4)
Salt Lake City - CBD to University LRT	FFGA	83.47 (4)	0.00	1.13	FFGA Complete	84.60 (4)
Salt Lake City - Medical Center Extension	FFGA	14.78 (4)	30.18	8.68	FFGA Complete	53.64 (4)
San Diego - Mission Valley East LRT Extension	FFGA	176.65	63.97	81.64	\$7.70	329.96
San Diego - Oceanside-Escondido Rail Corridor	FFGA	37.66	47.24	55.00	\$12.20	152.10
San Francisco - BART Extension to San Francisco Airport	FFGA	469.73	98.42	100.00	\$81.85	750.00
San Juan - Tren Urbano	FFGA	227.95 (4)	19.68	54.82	\$4.95	302.46 (4)
Seattle - Central Link Initial Segment	FFGA	90.97	73.81	80.00	\$255.22	500.00
St. Louis - Metrolink St. Clair Extension	FFGA	243.88 (4)	0.00	0.06	FFGA Complete	243.94 (4)
Washington DC/MD - Largo Metrorail Extension	FFGA	<u>120.89</u> (4)	<u>63.97</u>	<u>75.43</u>	FFGA Complete	<u>260.30</u> (4)
SUBTOTAL		<u>\$4,692.99</u>	<u>\$1,042.31</u>	<u>\$930.73</u>	<u>\$1,135.46</u>	<u>\$7,796.54</u>
PENDING FEDERAL FUNDING COMMITMENTS						
Los Angeles - Metro Gold Line East Side Extension	Recommended	<u>17.27</u>	<u>0.00</u>	<u>80.00</u>		
SUBTOTAL		<u>\$17.27</u>	<u>\$0.00</u>	<u>\$80.00</u>		
PROPOSED FEDERAL FUNDING COMMITMENTS						
Cleveland - Euclid Corridor Transportation Project	Recommended	30.01 (6)	10.83	25.00		
Las Vegas - Resort Corridor Fixed Guideway	Recommended	20.76	19.68	40.00		
New York - Long Island Rail Road East Side Access	Recommended	81.51	73.81	100.00		
Phoenix - Central Phoenix/East Valley LRT Corridor	Recommended	45.46	12.79	75.00		
Pittsburgh - North Shore LRT Connector	Recommended	<u>30.59</u>	<u>9.84</u>	<u>55.00</u>		
SUBTOTAL		<u>\$208.32</u>	<u>\$126.96</u>	<u>\$295.00</u>		
PROPOSED OTHER PROJECT FUNDING COMMITMENTS						
Charlotte - South Corridor LRT Project	Recommended	30.60	11.81	\$30.00		
Raleigh - Regional Rail Project	Recommended	<u>59.39</u>	<u>5.41</u>	<u>\$20.00</u>		
SUBTOTAL		<u>\$89.99</u>	<u>\$17.22</u>	<u>\$50.00</u>		

Note: Totals may not add due to rounding or FFGA shortfalls.

(1) Reflects amendment to FFGA and prior year funding not included in FFGA. See text.

(2) FY 2001 appropriations provided a total of \$14.89 million for "Chicago Ravenswood and Douglas Branch Reconstruction Projects."

(3) Reflects reallocation of FY 2000 and FY 2001 funds for "Metra Commuter Rail Project" by grantee

(4) Totals do not include prior year funding not included in FFGA. See text.

(5) The project has experienced sufficient cost savings such that the remaining \$18.11 million is not necessary to complete the project.

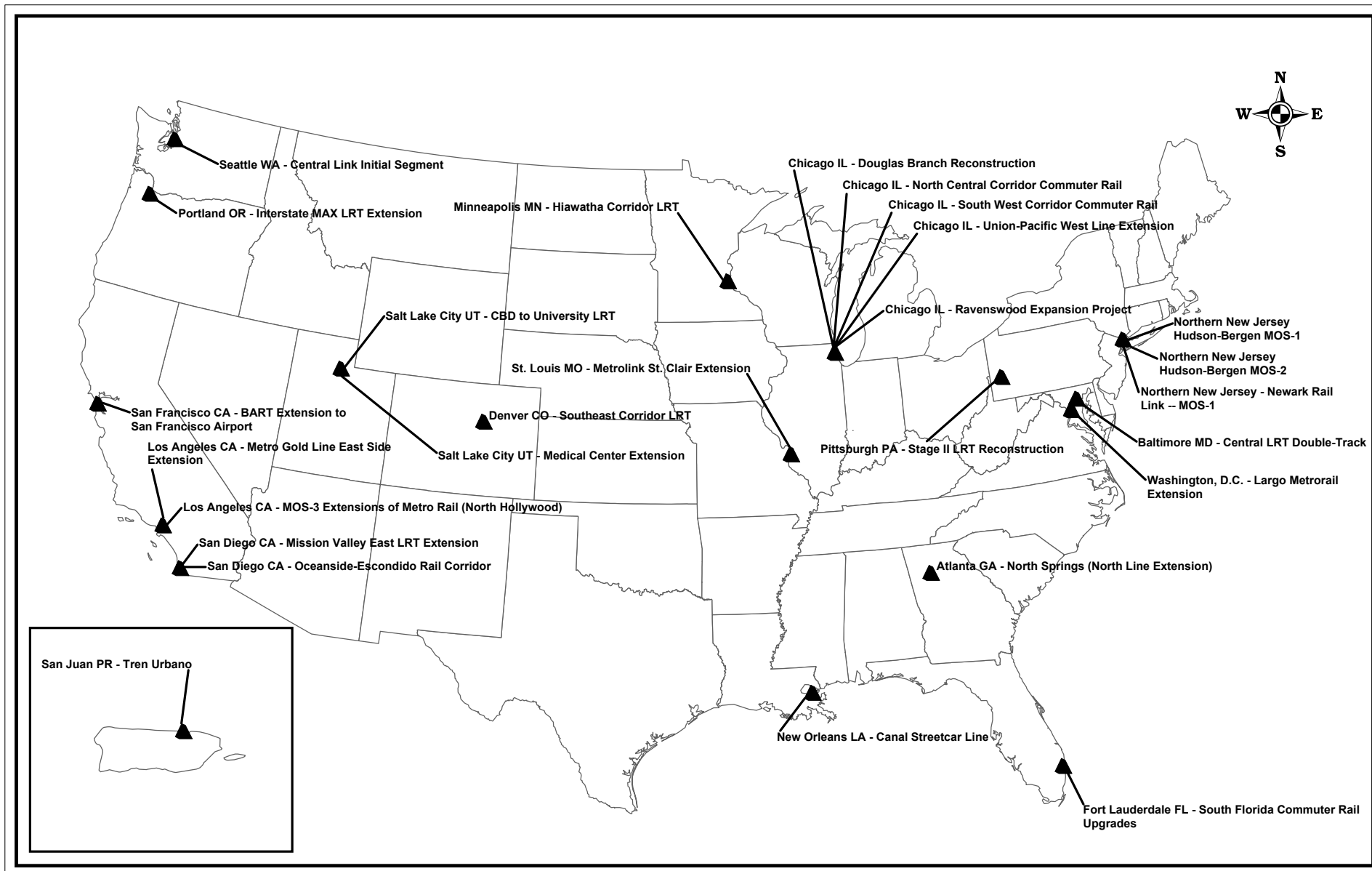
(6) Total reflects reprogramming of \$4.72 from Cleveland Euclid Corridor

Table 7 (continued)
FY 2005 Funding for New Starts Projects
(Millions of Dollars)

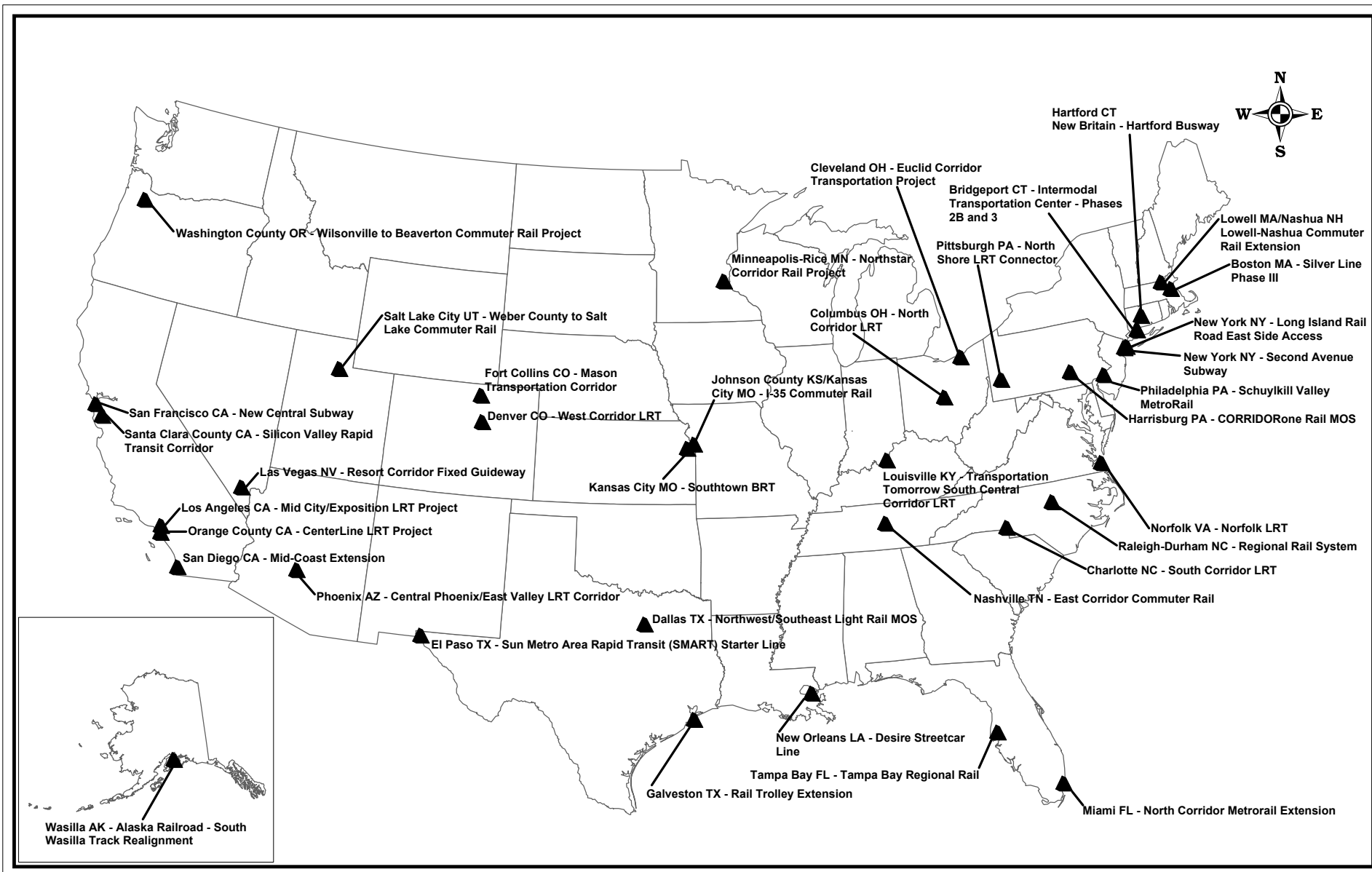
City/Project	Overall Project Rating	FY 2003 and Prior Year Earmarks	FY 2004 Enacted	FY 2005 Recommended Funding	Remaining FFGA Funding	Total Recommended Funding
OTHER PROJECTS IN FINAL DESIGN						
Galveston, TX - Rail Trolley Extension	Exempt (7)	4.95				
Kansas City, MO - Southtown BRT	Exempt (7)	3.47				
Nashville, TN - East Corridor Commuter Rail	Exempt (7)	15.80				
SUBTOTAL		<u>\$24.22</u>	<u>\$0.00</u>			
PROJECTS IN PRELIMINARY ENGINEERING						
Boston, MA - Silver Line Phase III	Not Recommended	0.00	1.97			
Bridgeport, CT - Intermodal Transportation Center Phases 2B and 3	Exempt (7)	2.46	0.00			
Columbus, OH - North Corridor LRT	Recommended	0.50	0.00			
Dallas, TX - Northwest/Southeast Light Rail MOS	Recommended	1.00	0.00			
Denver, CO - West Corridor LRT	Not Rated	0.00	0.00			
El Paso, TX - Sun Metro Area Rapid Transit (SMART) Starter Line	Exempt (7)	0.00	0.00			
Fort Collins, CO - Mason Transportation Corridor	Not Recommended	0.00	0.00			
Harrisburg, PA - CORRIDORone Rail MOS	Exempt (7)	1.97	0.00			
Hartford, CT - New Britain-Hartford Busway	Recommended	1.49	0.00			
Johnson County, KS/Kansas City, MO - I-35 Commuter Rail	Exempt (7)	4.45	0.00			
Los Angeles, CA - Mid-City/Exposition LRT Project	Not Recommended	4.06	0.00			
Louisville, KY - Transportation Tomorrow South Central Corridor LRT	Not Rated	0.00	0.00			
Lowell, MA/Nashua, NH - Commuter Rail Extension	Exempt (7)	8.90	0.00			
Miami, FL - North Corridor Metrorail Extension	Not Rated	11.92	0.00			
Minneapolis-Rice, MN - Northstar Corridor Rail Project	Not Rated	19.77	5.66			
New Orleans, LA - Desire Streetcar Line	Not Recommended	7.16	0.00			
New York, NY - Second Avenue Subway	Recommended	6.95	1.97			
Norfolk, VA - Norfolk LRT Project	Not Rated	10.91	0.00			
Orange County, CA - CenterLine LRT Project	Recommended	8.93	0.00			
Philadelphia, PA - Schuylkill Valley MetroRail	Not Recommended	34.57	13.78			
Salt Lake City, UT - Weber County to Salt Lake Commuter Rail	Recommended	4.92	8.86			
San Diego, CA - Mid-Coast Extension	Recommended	12.32	0.00			
San Francisco, CA - New Central Subway	Recommended	0.00	8.86			
Santa Clara County CA, Silicon Valley Rapid Transit Corridor	Not Recommended	0.25	1.97			
Tampa, FL - Tampa Bay Regional Rail	Not Recommended	5.94	0.00			
Washington County, OR - Wilsonville to Beaverton Commuter Rail	Recommended	13.45	3.20			
Wasilla, AK - Alaska Railroad-South Wasilla Track Realignment	Exempt (7)	0.00	0.00			
SUBTOTAL		<u>\$161.91</u>	<u>\$46.26</u>			

(7) Under §5309(e)(8)(A), proposed New Starts projects requiring less than \$25.00 million in Section 5309 New starts Funding are exempt from the project evaluation and rating process required by Section 5309(e). However, FTA strongly encourages sponsors who believe their projects to be exempt to nonetheless submit information for evaluation and rating purposes.

Pending Federal Funding Commitments and Existing Full Funding Grant Agreements



New Starts Projects in Final Design and Preliminary Engineering



Proposed Funding Commitments

In addition to the funding recommendations for the existing and pending Federal commitments discussed above, five proposed projects are expected to be ready for commitments before the end of FY 2005 (i.e., September 30, 2005). In anticipation of these new commitments, FTA recommends that a total of \$295.00 million be provided for these projects in FY 2005. These projects have been rated as “Recommended” or “Highly Recommended” under the criteria and processes specified by TEA-21. All of these projects have been authorized by TEA-21. The funding recommendations described below are based on the anticipated funding needs of each project in FY 2005.

Cleveland/Euclid Corridor Transportation Project

The Greater Cleveland Regional Transit Authority (GCRTA) is proposing a 9.4-mile, 35 station, bus rapid transit (BRT) line along Euclid Avenue from Public Square in downtown Cleveland to the Stokes-Windermere Rapid Transit Station (Red Line) in East Cleveland. The new BRT line would connect the region’s two largest employment areas and serve a number of large hospitals and educational and research facilities, including Cleveland State University and Case Western University. Current transit ridership in the corridor is high, with nearly 122,000 bus riders traveling Euclid Avenue between the corridor’s west and east termini via a number of bus routes each weekday. However, Euclid Avenue’s configuration, antiquated traffic signal system, frequent bus stops, and long dwell times result in bus “bunching” and irregularity of service frequencies. Consequently, bus operations along Euclid Avenue currently average less than six miles per hour.

The Euclid Corridor Transportation Project (ECTP) would redistribute east-west bus routes through the central business district to University Circle via a fixed guideway BRT facility, resulting in up to 2,500 weekday hours of travel time benefits in 2025, as compared to conventional bus service in the corridor. These benefits accrue to patrons taking advantage of improved travel times and enhanced reliability, comfort, and other improvements associated with BRT service. GCRTA estimates that the project will carry 39,000 average weekday riders, including 6,200 new riders, by the year 2025. Based upon the 2000 Census Data, nearly 17,000 low-income households are representing 73 percent of the total number of households located within a ½-mile radius of proposed station areas. Approximately 195,350 jobs are located within a ½-mile radius of proposed station areas. The project is one component of a comprehensive, multi-agency effort to redevelop Euclid Avenue and attract new jobs and residents to the corridor.

FTA approved GCRTA’s request to enter into preliminary engineering in September 1996. GCRTA completed the NEPA process, with FTA’s issuance of a Finding of No Significant Impact, in September 2001. FTA approved GCRTA’s request for the ECTP to enter final design in July 2002. Revenue operations are scheduled to commence in 2007.

In last year's *Annual Report on New Starts*, the Euclid Corridor BRT project received a "Low" rating for cost effectiveness, due to the high cost of the project compared to its estimated transportation benefits. Since that time, GCRTA, in cooperation with state and local stakeholders and the FTA, identified a number of potential cost reduction strategies. These efforts yielded cost savings of over \$77 million. FTA further worked with GCRTA to improve its estimates of the benefits of the project. Taken together, the two efforts resulted in a 41 percent improvement of the project's cost effectiveness.

Section 3030(a)(17) of TEA-21 authorized the ECTP for final design and construction. The capital cost for the 9.4-mile line is estimated to be \$168.4 million, of which GCRTA is seeking \$82.2 million or 49 percent, in New Starts funding. Through FY 2003, Congress appropriated \$30.01 million in Section 5309 New Starts funding for this project. In the FY 2004 Conference Report, \$10.83 million is allocated to this project. FTA is recommending \$25.00 million in FY 2005 New Starts funding for this project.

Las Vegas/Resort Corridor Fixed Guideway

The Las Vegas Regional Transportation Commission of Southern Nevada (RTC) is proposing a 2.3-mile Resort Corridor Automated Guideway Transit (elevated monorail) project. This project is an extension to a four-mile monorail that is expected to be completed by the Las Vegas Monorail Company by January 2004, without the use of New Starts funds. The proposed New Starts project is currently in preliminary engineering and is expected to move into final design in 2004. The monorail extension will serve the Las Vegas central business district and the northern part of the resort corridor along the Las Vegas "Strip" from Fremont Street to Sahara Avenue. The Resort Corridor represents the region's largest employment center, with about 50 percent of regional jobs (235,000) located within the area.

RTC currently operates a high level of bus service along this highly congested corridor. The proposed monorail system is expected to provide improved travel times and more convenient service to transit riders, the majority of which are visitors traveling to entertainment destinations along the "Strip." The project is anticipated to result in approximately 6,500 daily hours of travel time benefits to transit riders in 2020. The RTC further estimates the proposed system will carry approximately 40,100 daily riders, including 15,000 daily new riders, in 2020.

The Las Vegas metropolitan area is designated by the Environmental Protection Agency as a serious non-attainment area for both carbon monoxide and particulate matter. Revenue operations of the 2.3-mile monorail extension is scheduled to begin in October 2007. The capital cost for the project is estimated to be \$453.90 million, of which the RTC is seeking \$159.70 million, or 35 percent, in New Starts funding. Through FY 2003, Congress appropriated \$20.76 million in New Starts funding for this project. In the FY 2004 Conference Report, \$19.68 million is allocated to continue development on this project. FTA expects this project to be sufficiently developed for an FFGA before the end of FY 2005, and is requesting \$40.00 million in FY 2005 New Starts funding for the project.

New York/Long Island Rail Road East Side Access

The New York Metropolitan Transit Authority (MTA) is designing a direct access transit link for Long Island Rail Road (LIRR) passengers to a new passenger concourse in Grand Central Terminal in east Midtown Manhattan. The 3.5-mile, two-station East Side Access (ESA) project, using an existing rail tunnel under the East River, will increase LIRR tunnel capacity and facilitate the overall growth of the nation's largest commuter rail system. The project will provide access to the eastern part of midtown Manhattan for users of the LIRR who must currently transfer to other transit lines or walk to get to east midtown from Penn Station. Furthermore, by providing direct access for LIRR passengers to Grand Central Terminal, the project will free up capacity at Penn Station for New Jersey Transit and Amtrak commuter trains.

This ESA project will serve the strongest transit market in the country. There currently exists nearly 700,000 jobs within a one-half mile radius of two station areas. By 2025, it is projected that the project will carry 167,300 average weekday riders, including 26,100 daily new riders. By reducing travel time to Manhattan and relieving overcrowding conditions on existing LIRR service to Penn Station, the ESA project is expected to result in 139,600 hours of travel-time benefits each weekday.

Construction began on the tunnels in both Manhattan and Queens in 2002. The project is scheduled for completion by December 2011, at a projected cost of \$5.26 billion. Although MTA is requesting a total of \$2.63 billion of Section 5309 New Starts funding, the amount of the Federal share of the LIRR East Side Access project is still being negotiated. In addition, given the size of this project and the difficulty of dividing it into more than one operable segment, alternative funding mechanisms in lieu of a traditional FFGA are being investigated. FTA and MTA are working to identify an appropriate first phase of a funding commitment, anticipated to be ready by early FY 2004. The final amount of the funding commitment for this authorization period is still under consideration. Through FY 2003, Congress appropriated \$81.51 million in New Starts funding for the continued development of the East Side Access project. To continue progress on this project, the FY 2004 Conference Report allocated \$73.81 million to this project. FTA is recommending \$100.00 million in FY 2005 New Starts funding for this project.

Phoenix/Central Phoenix East Valley LRT Corridor

The Valley Metro Rail is proposing a 25-mile, light rail transit (LRT) system that will connect the cities of Phoenix, Tempe, and Mesa. As a first step, the agency is developing a 20.3-mile segment that will travel in a southeast direction from the Chris-Town Mall in Phoenix, through downtown Phoenix and Tempe, and ending in Mesa. The Phoenix metropolitan area is one of the fastest growing areas in the United States. The proposed project is intended to provide a transit alternative to increasingly congested roads in the region and to serve as a focal point for new development along the Central Avenue corridor and in areas east of the Phoenix CBD including Sky Harbor Airport, Tempe, and Mesa. The project is notable for the number of major activity centers it is intended to serve, including downtown Phoenix and Tempe, Arizona State University, Sky Harbor

Airport, Papago Park Center, the Civic Plaza Convention Center, Bank One Ballpark, America West Arena, and Sun Devil Stadium.

Relative to comparable bus service in the corridor, the proposed light rail system is anticipated to generate approximately 15,300 hours of travel time benefits each weekday in 2020. Over 40 percent of these benefits are attributable to work trips to downtown Phoenix and Sky Harbor Airport. In addition, the project results in significant travel time benefits for non-work trips between Mesa, Tempe, and downtown Phoenix, and for students traveling by transit to Arizona State University. Valley Metro Rail estimates that the project will carry approximately 49,900 average weekday riders, including 28,300 daily new riders, by the year 2020. Based upon 2000 Census Data, there are an estimated 7,330 low-income households within a ½ mile radius of the transit stations. The Phoenix metropolitan region is a serious non-attainment area for ozone, carbon monoxide, and particulates.

Valley Metro completed the NEPA process and received a Record of Decision on the Central Phoenix/East Valley Light Rail project in February 2003. FTA approved Valley Metro Rail's request to enter into final design in July 2003. Revenue operations are scheduled to commence in August 2007.

The capital cost for the 20.3-mile segment of the Central Phoenix East Valley LRT is estimated to be \$1,376.80 million, of which the Valley Metro Rail is seeking \$587.00 million or 43%, in New Starts funding. Through FY 2003, Congress appropriated \$45.46 million in New Starts funding for this project. The FY 2004 Conference Report allocated \$12.79 million for this project. FTA recommends providing \$75.00 million in New Starts funds to the project in FY 2005.

Pittsburgh/North Shore LRT Connector

The Port Authority of Allegheny County is proposing a 1.5-mile, four station light rail transit (LRT) extension of its existing 25-mile LRT system. The first segment of this project consists of a 1.2-mile LRT spur connecting Pittsburgh's Golden Triangle with the North Shore. The other segment of the project is a 0.3-mile Convention Center Connection, linking the Center with the existing Steel Plaza LRT Station. The LRT extension would connect Pittsburgh's central business district with the North Shore area, the city's focal point for new development. Separated by the Allegheny River, the four existing highway bridges traversing this physical barrier are inadequate to serve local travel needs. By improving transportation access to and within the North Shore, the project is anticipated to carry 16,100 trips each weekday and result in over 4,200 hours of travel time benefits by 2030. The project is further intended to enhance accessibility to major sports, cultural, and civic facilities; to improve the linkage between North Shore fringe parking and Golden Triangle employment centers, and facilitate economic development in the Pittsburgh North Shore.

In last year's *Annual Report on New Starts*, the North Shore LRT Connector received a "Low" rating for cost effectiveness. Since then, the Port Authority, in cooperation with FTA, has undertaken a number of efforts to maximize the value of the project at the

lowest possible capital and operating cost. Design and engineering modifications resulted in a \$27 million reduction in escalated capital costs. In addition, an intensive analysis of regional travel demand and economic forecasts yielded some significant improvements to the project's estimated travel time benefits. These efforts resulted in a 46 percent improvement in the project's cost effectiveness.

FTA approved project entry into preliminary engineering in January 2001. FTA issued the NEPA Record of Decision on the North Shore project in July 2002 and approved it into final design in April 2003. The project is planned to begin revenue operations in 2008.

Section 3030(a)(97) of TEA-21 authorized the "Pittsburgh North Shore – Central Business District Corridor." The capital cost for the 9.4-mile line is estimated to be \$362.80 million, of which the Port Authority of Allegheny County is seeking \$217.70 million or 60% in New Starts funds for the project. Through FY 2003, Congress appropriated \$30.59 million. The FY 2004 Conference Report allocated \$9.84 million to this project. The Administration is recommending \$55.00 million in FY 2005 New Starts funding for continued progress on this project.

Other Projects

The FTA has identified two meritorious projects that are worthy of funding in FY 2005. These projects are the Charlotte South Corridor LRT Project and the Raleigh Regional Rail Project. The projects are located in areas that are highly congested or rapidly growing, and that have demonstrated a high level of local financial commitment and strong support from local citizens, businesses, and elected officials. Thus, FTA recommends that New Starts funding be allocated to undertake Final Design activities. In FY 2005, a total of \$50.00 million is recommended for these projects. The status of these projects and the individual funding recommendations for FY 2005 are described below.

Charlotte/South Corridor LRT

The Charlotte Area Transit System (CATS), in cooperation with the City of Charlotte, is proposing a 9.6-mile, 15 station light rail transit (LRT) system extending from Uptown Charlotte to Interstate 485 in south Mecklenburg County. The South Corridor generally parallels Interstate 77 and South Boulevard, the primary roadway options used by commuters traveling north-south in the corridor. Both roadways are heavily congested in the morning and evening peak hours, with no expansion of capacity programmed for either facility due to physical constraints that make such improvements very expensive. The proposed project would provide a transit alternative to these congested roads. In addition, the City of Charlotte is actively involved in a number of transit-oriented development and urban redevelopment activities in the corridor and throughout the region, and the South Corridor LRT project is intended to serve as a focal point for such development.

The project is estimated to generate approximately 3,900 hours of weekday travel time benefits in 2025 as compared to bus improvements in the corridor, with the majority of these benefits accruing to work trips attracted to the central business district. There are

72,515 existing jobs located within ½ mile of the proposed stations, while over 107,000 jobs are forecast within ½ mile of the stations by 2025, a 48 percent increase. CATS estimates that the project will carry 17,900 average weekday riders, including 7,000 new riders, by the year 2025.

FTA approved CATS' request for the South Corridor LRT to advance to preliminary engineering in August 2000. CATS issued a Draft Environmental Impact Statement in October 2002. The Final Environmental Impact Statement was published in April 2003, and a Record of Decision was issued in May 2003. FTA approved the advancement of this project to final design in August 2003.

Section 3030(a)(8) of TEA-21 authorized the Charlotte North-South Transitway for Final Design and construction. The capital cost for the 9.6-mile line is estimated to be \$385.90 million, of which CATS is seeking \$193.00 million, or 50 percent, in New Starts funding. Through FY 2003, Congress appropriated \$30.60 million in New Starts funding for this project. The FY 2004 Conference Report allocated \$11.81 million to this project. FTA is recommending \$30.00 million in FY 2005 New Starts funding for continued project development.

Raleigh/Regional Rail System

The Triangle Transit Authority (TTA) is proposing a 35.2-mile, 16-station rail project that would provide service from Durham to downtown Raleigh and from downtown Raleigh to North Raleigh. This project, known as the Regional Rail System, would use existing North Carolina Railroad and CSX rail corridors to connect Duke University, downtown Durham, Research Triangle Park, Raleigh-Durham International Airport, Cary, North Carolina State University, downtown Raleigh, and North Raleigh. The proposed project would provide a transportation alternative to one of the regions most congested travel corridors between Raleigh, Research Triangle Park, and Durham.

The project is estimated to provide 6,900 weekday hours of travel-time benefits in 2025 as compared to conventional bus service improvements. TTA further estimates that the project will carry 25,200 average weekday riders, including 8,300 new riders, by the year 2025. Based on 2000 Census data, there are an estimated 2,334 low-income households and 81,612 jobs within ½ mile of the proposed stations.

FTA approved TTA's request to enter preliminary engineering in January 1998. TTA submitted a Draft Environmental Impact Statement (EIS) on the project in May 2001. The Final EIS was published in December 2002 and a Record of Decision was issued in January 2003. The project was approved for entry into final design in February 2003.

TTA submitted revised travel forecasts for the FY 2005 *Annual Report on New Starts*. These new forecasts reflect a more accurate portrayal of the project's benefits and result in improved cost-effectiveness.

Section 3030 (a)(68) of TEA-21 authorized the "Raleigh-Durham Regional Transit Plan," for final design and construction. The capital cost for this project is expected to be

\$843.8 million, of which TTA is seeking \$413.5 million or 49 percent in New Starts funding. Through FY 2003, Congress appropriated \$59.39 million in New Starts funding for this project. An additional \$5.41 million is provided in the FY 2004 Conference Report. The Administration is requesting \$20.00 million in FY 2005 to continue project development.

Conclusion

The President's Budget requests \$1,531.93 million in New Starts funding for FY 2005. After setting aside one percent of these funds (\$15.32 million) for oversight activities as specified in the Administration's FY 2002 budget and approved by P.L. 107-87, \$10.30 million for ferry capital projects in Alaska or Hawaii, and \$150.59 million for projects currently in final design or preliminary engineering, \$1,355.72 million is available for project grants. FTA recommends the following allocation of these project grant funds in FY 2005:

A total of \$930.73 million for twenty-six projects with existing FFGAs, which commit FTA to provide specific levels of major capital investment funding (subject to appropriation).

A total of \$80.00 million for one project for which a new FFGA is pending, and was recommended in the FY 2004 Annual Report on New Starts.

A total of \$295.00 million for five projects that are expected to be ready for FFGA commitments before the end of FY 2005.

A total of \$50.00 million for two proposed projects that have been identified as meritorious and worthy of funding in FY 2005.

Appendix A

Annual Report on New Starts 2005

Background

The project profiles presented in this Appendix provide background information supporting the Department of Transportation's New Starts Program funding recommendations for FY 2005. The Department's funding recommendations are being provided to the Congress pursuant to 49 U.S.C. 5309(o)(1). The funding recommendations are based on the decision criteria defined in 49 U.S.C. 5309(e).

Under 49 U.S.C. 5309(e), discretionary capital grants and loans for the construction of a new fixed guideway system or the extension of an existing system may be made only if the Secretary determines that the proposed project is:

- (A) based on the results of an alternatives analysis and preliminary engineering;
- (B) justified based on a comprehensive review of its mobility improvements, environmental benefits, cost effectiveness, and operating efficiencies; and
- (C) supported by an acceptable degree of local financial commitment, including evidence of stable and dependable funding sources to construct, maintain, and operate the system or extension.

The 49 U.S.C. 5309(e) criteria provide a basis for selecting those which are the most worthy of Federal funds from among the eligible projects. To this end, the New Starts project profiles describe the fixed guideway projects that are most advanced and evaluate them in terms of the 5309(e) criteria.

This *Annual Report on New Starts* includes profiles for each proposed project or study undergoing final design and preliminary engineering. In addition to providing information to Congress, the document serves as guidance to project sponsors so that improvements can be made. Since projects can be expected to continue to change as they progress through the development process, the ratings for projects that are not yet recommended for Full Funding Grant Agreements (FFGA) should not be construed as a statement about the ultimate merit of the project, but, rather, an assessment of the project's current strengths and weaknesses.

Profiles for projects that are under construction – or, in a few cases, in revenue operation - have also been included in this report if additional funds are needed in FY 2005 to fulfill the FFGA.

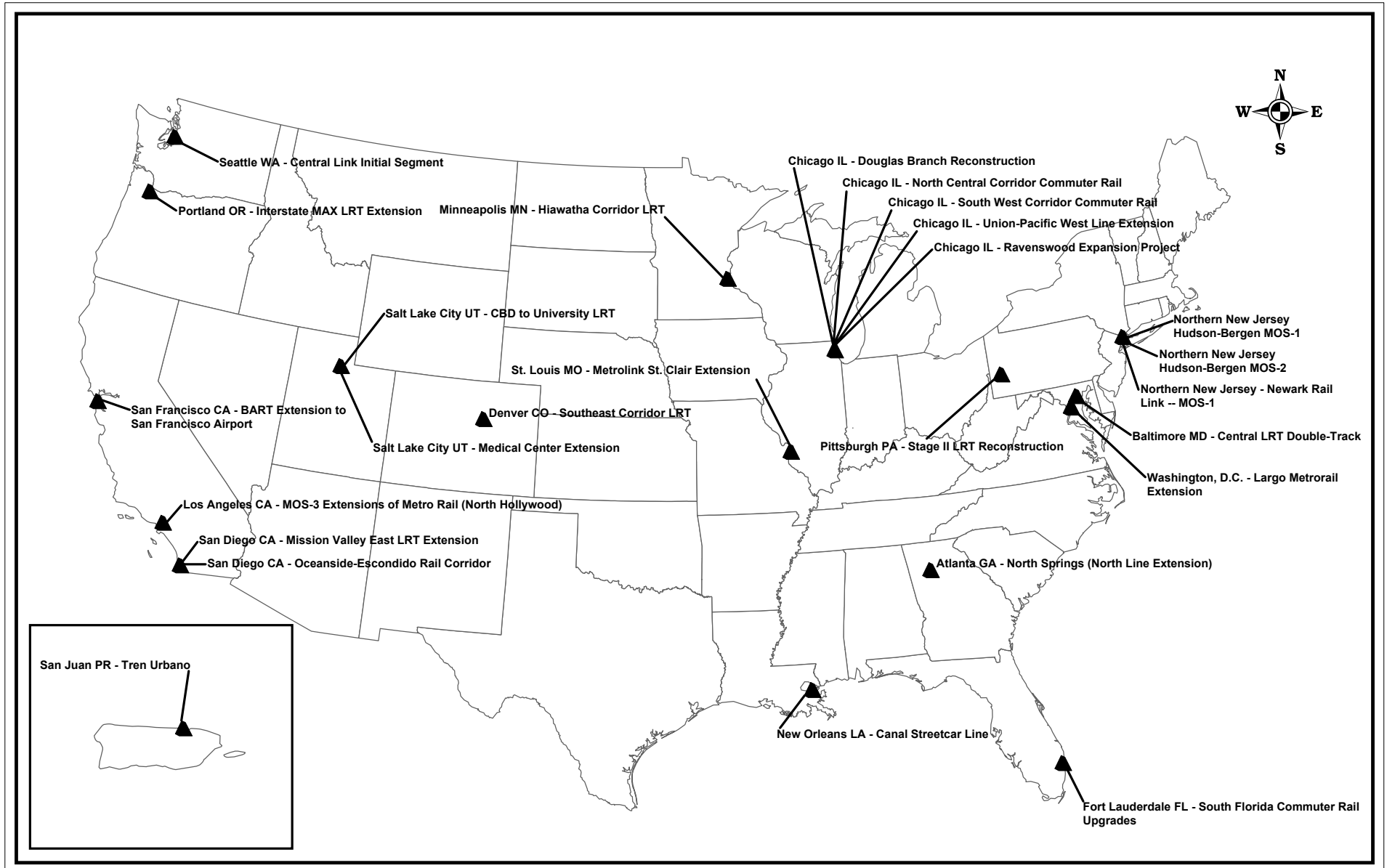
In general, the profiles for projects in final design and preliminary engineering include three sections. These are:

- (1) **Description:** This section briefly describes a project's physical characteristics and transportation benefits, and presents the latest estimates of cost and ridership. Unless otherwise noted, cost estimates are expressed in escalated (year of construction) dollars. This section also includes the summary rating of *Highly Recommended*,

- Recommended*, or *Not Recommended* assigned to the proposed project, as well as the overall ratings for project justification and local financial commitment.
- (2) **Status:** This section identifies where the project is in the development process. It indicates, for example, when the project was approved into preliminary engineering (and final design, if appropriate), as well as when it completed – or is anticipating to complete – Federal environmental review requirements. Other relevant statutory requirements are also noted here. Finally, this section identifies any significant issues relating to the scope, cost estimate, or schedule of the project which FTA believes may put any of its New Starts criteria ratings or overall implementation at risk.
- (3) **Evaluation:** This section presents an evaluation of the project's merit based on the criteria cited in 49 U.S.C. 5309(e) and FTA's *Final Rule* on New Starts project evaluation and rating, which became effective April 6, 2001. Ratings and data are reported for the following criteria: mobility improvements, environmental benefits, operating efficiencies, and cost effectiveness. This section also includes FTA's rating and supportive narrative of the project in terms of transit-supportive land use and local financial commitment.

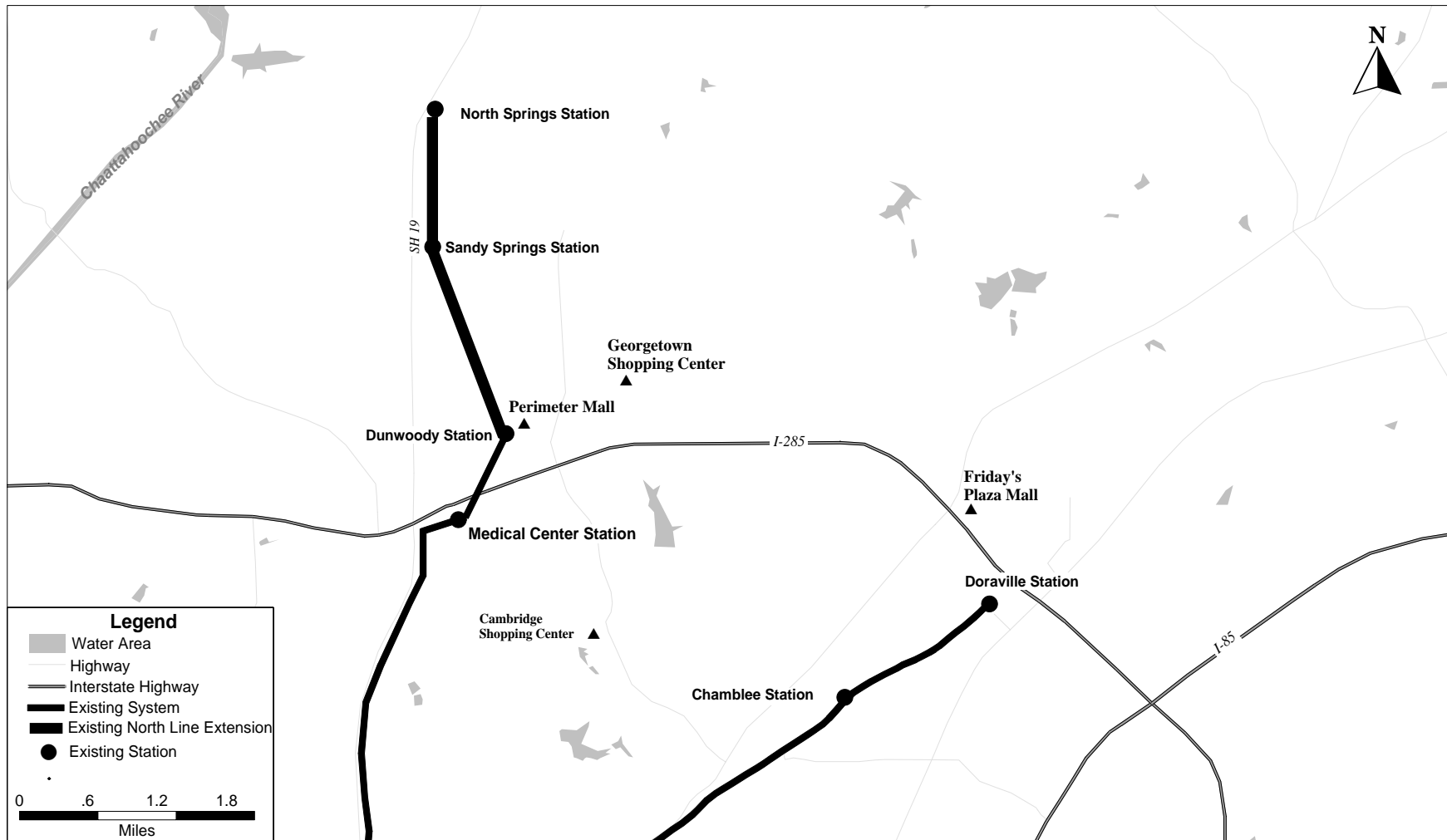
Profiles of projects which are “exempt” from evaluation against the New Starts criteria include only the description and status sections. Additionally, profiles for projects covered by FFGAs include only these first two sections, because projects are not re-evaluated once a funding agreement is in place.

Existing Full Funding Grant Agreements



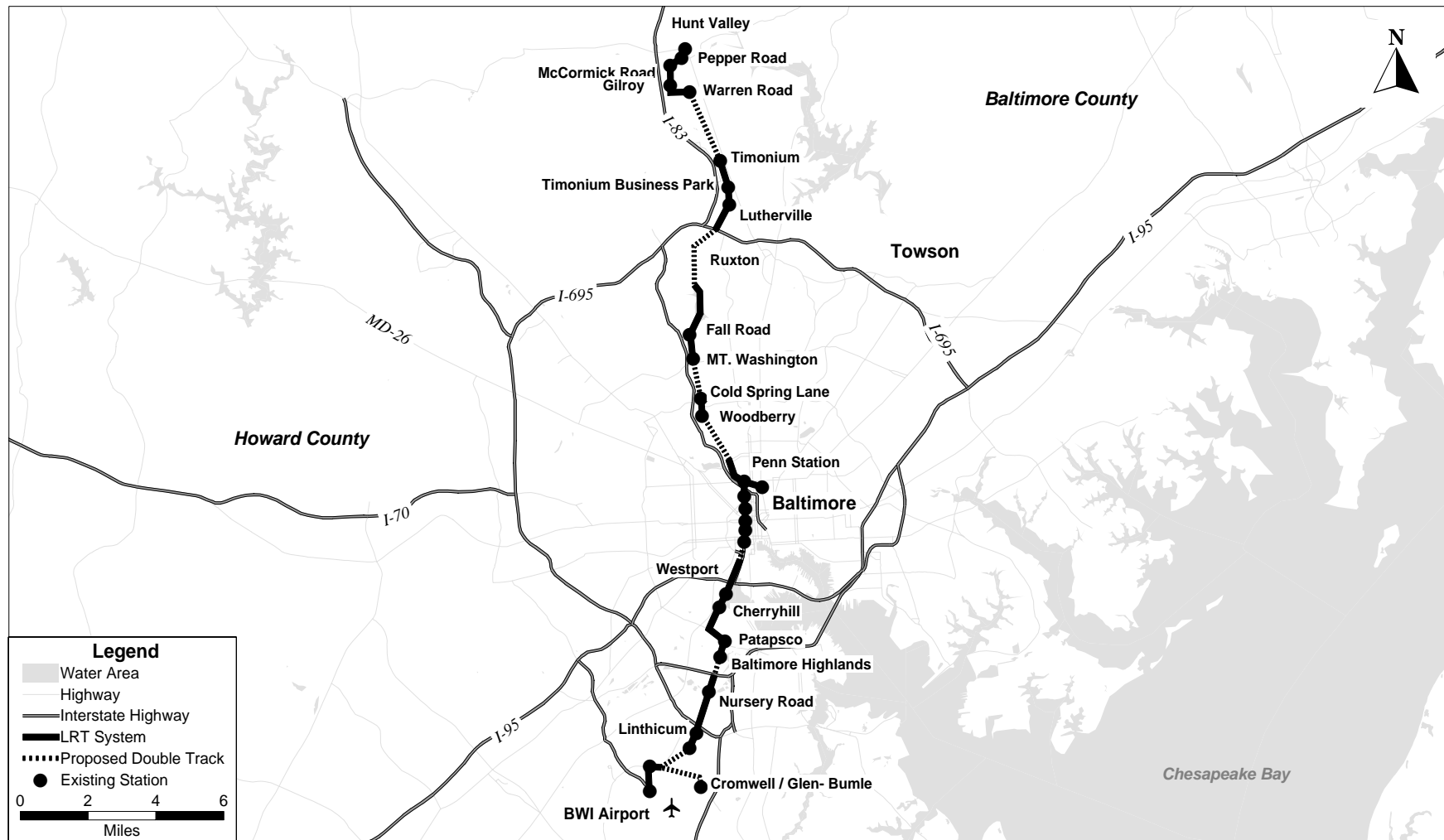
North Springs (North Line Extension)

Atlanta, Georgia



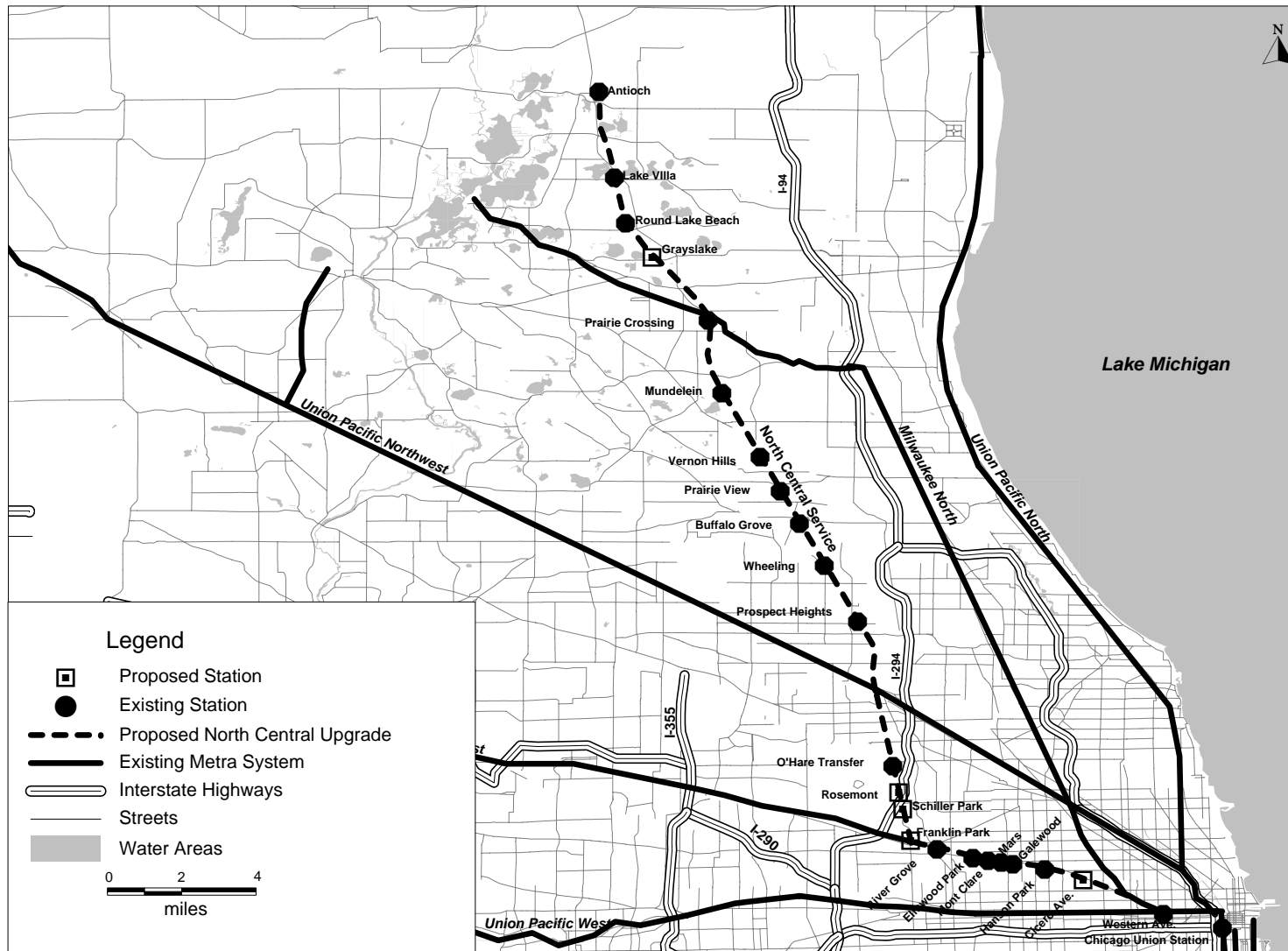
Central LRT Double-Track

Baltimore, Maryland



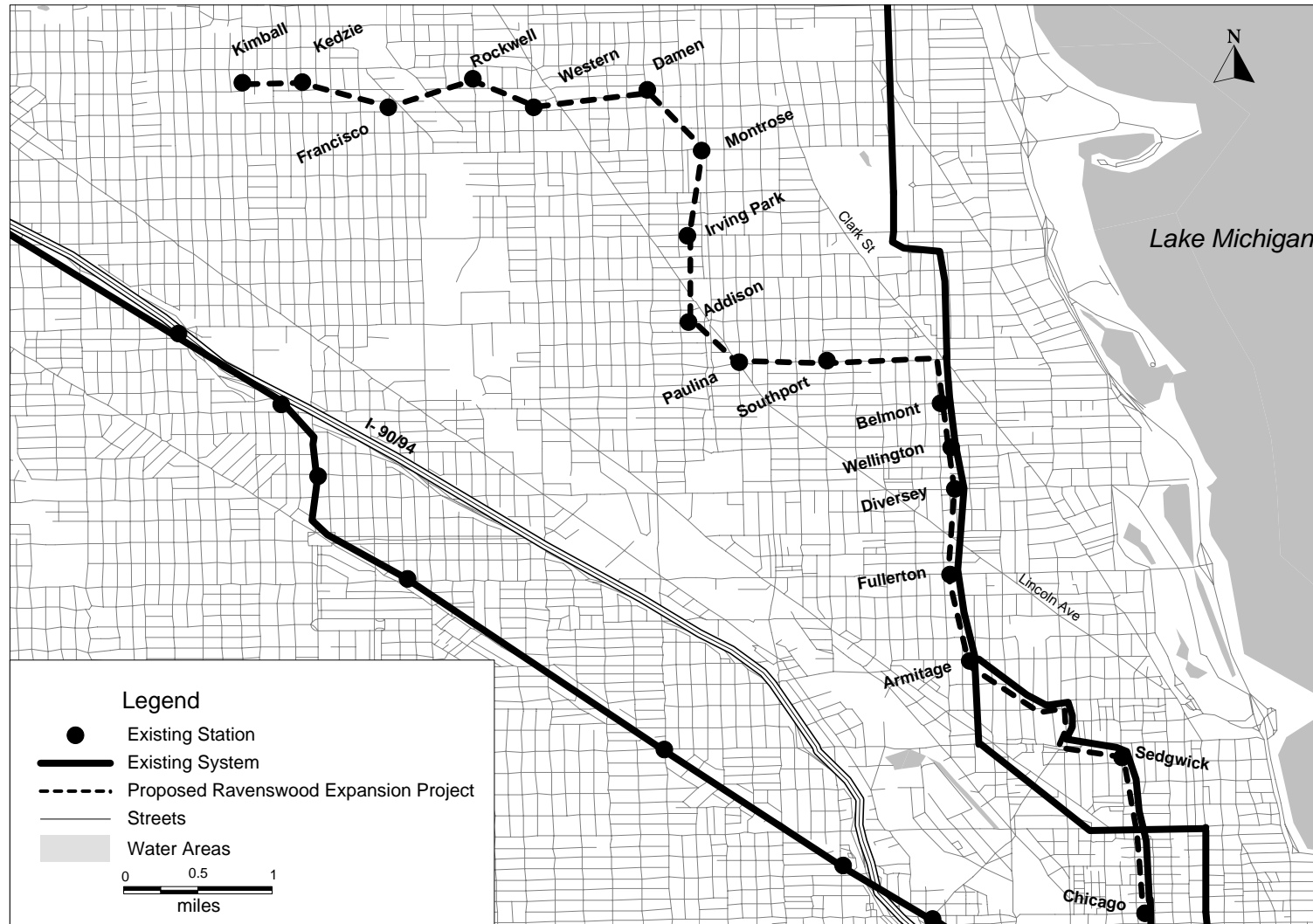
North Central Corridor Commuter Rail

Chicago, Illinois



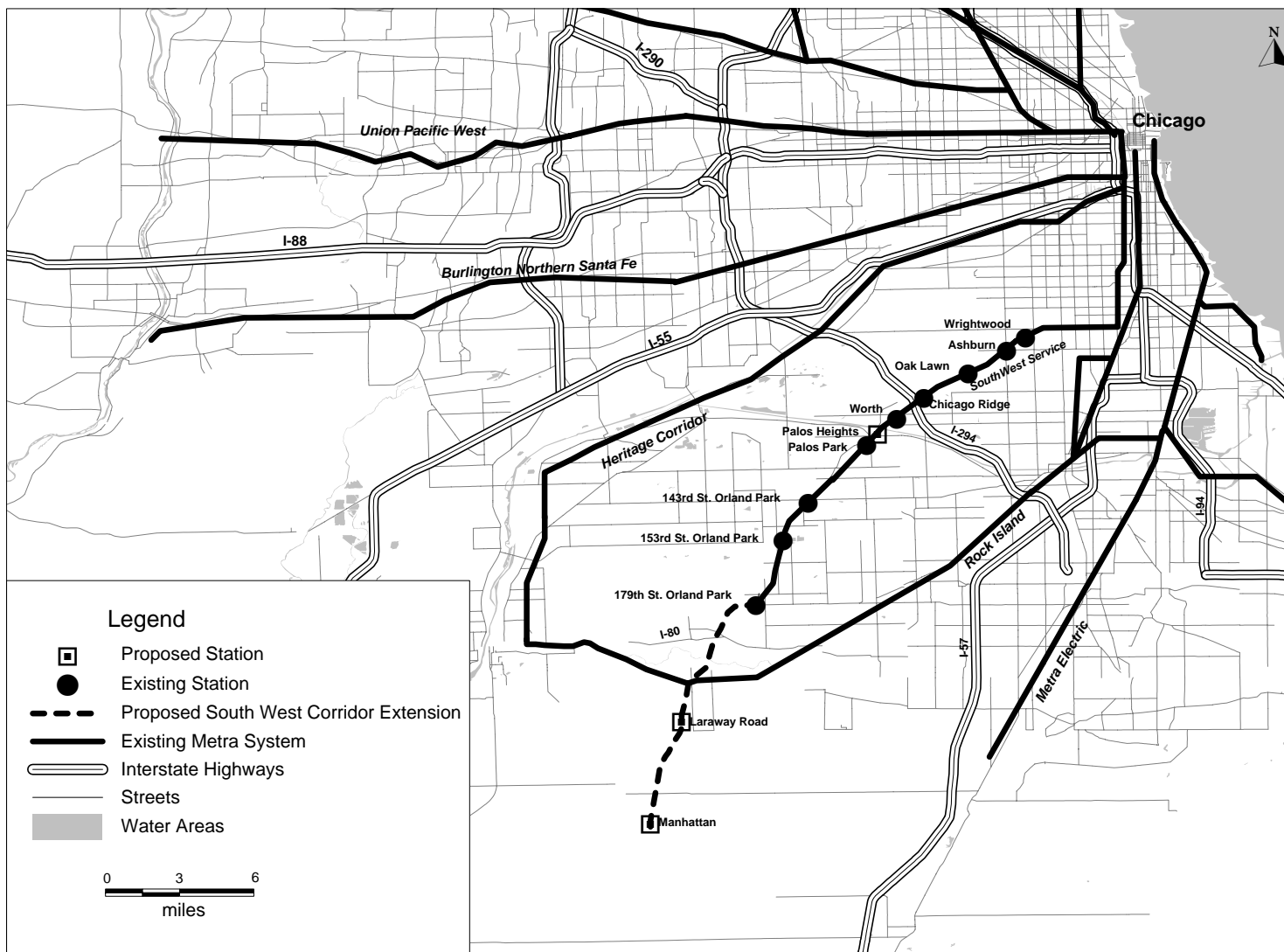
Ravenswood Expansion Project

Chicago, Illinois



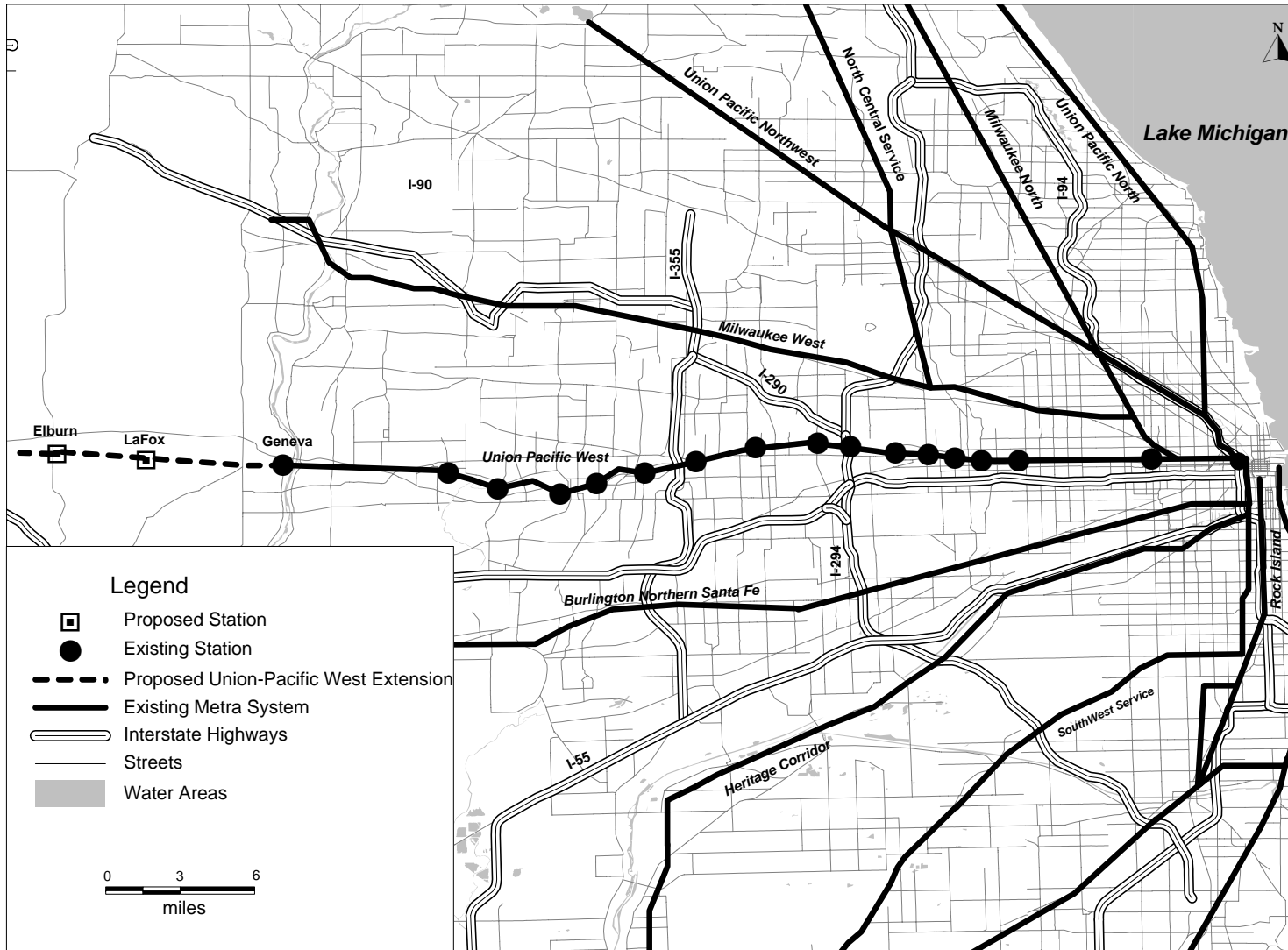
South West Corridor Commuter Rail

Chicago, Illinois



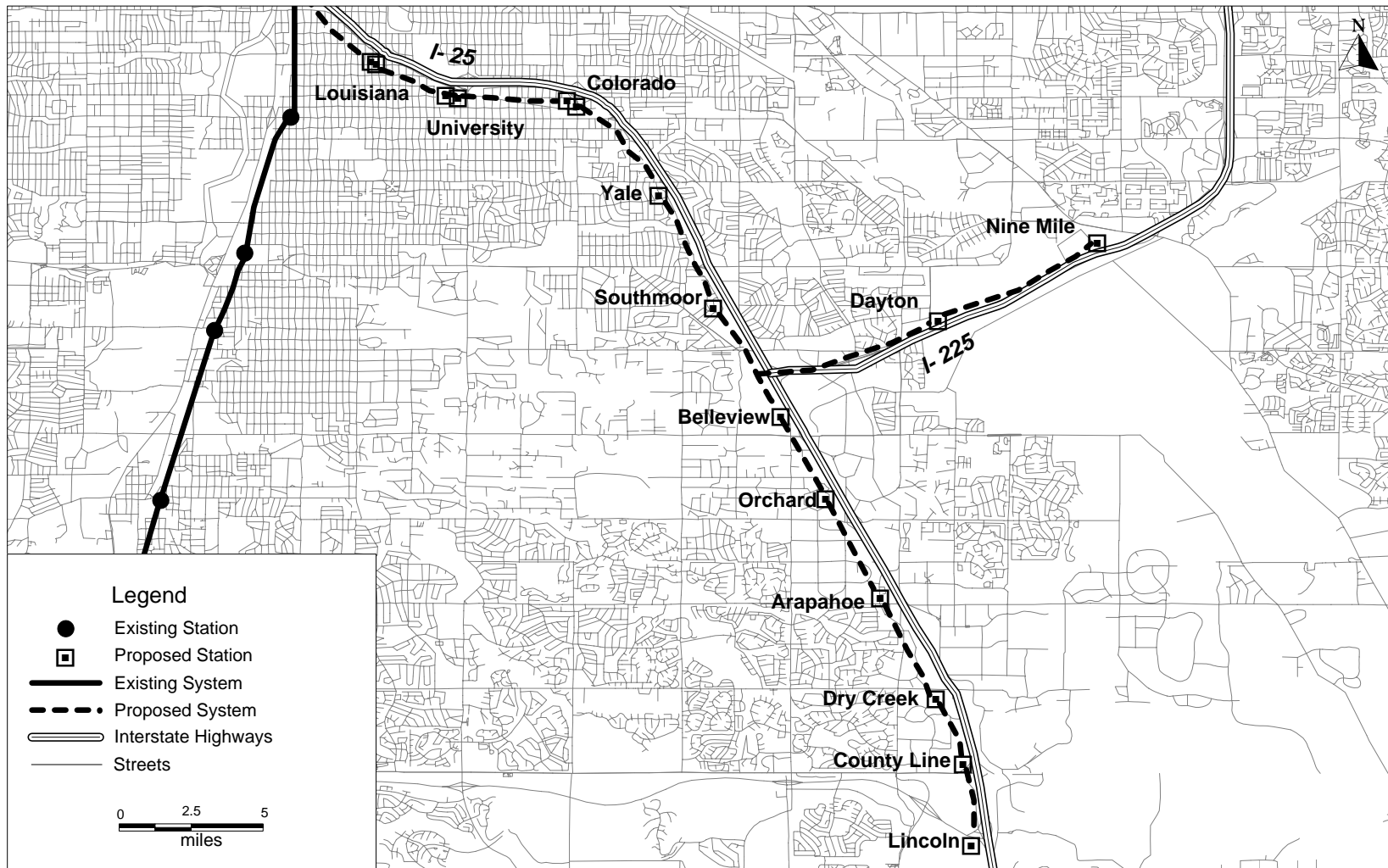
Union-Pacific West Line Extension

Chicago, Illinois



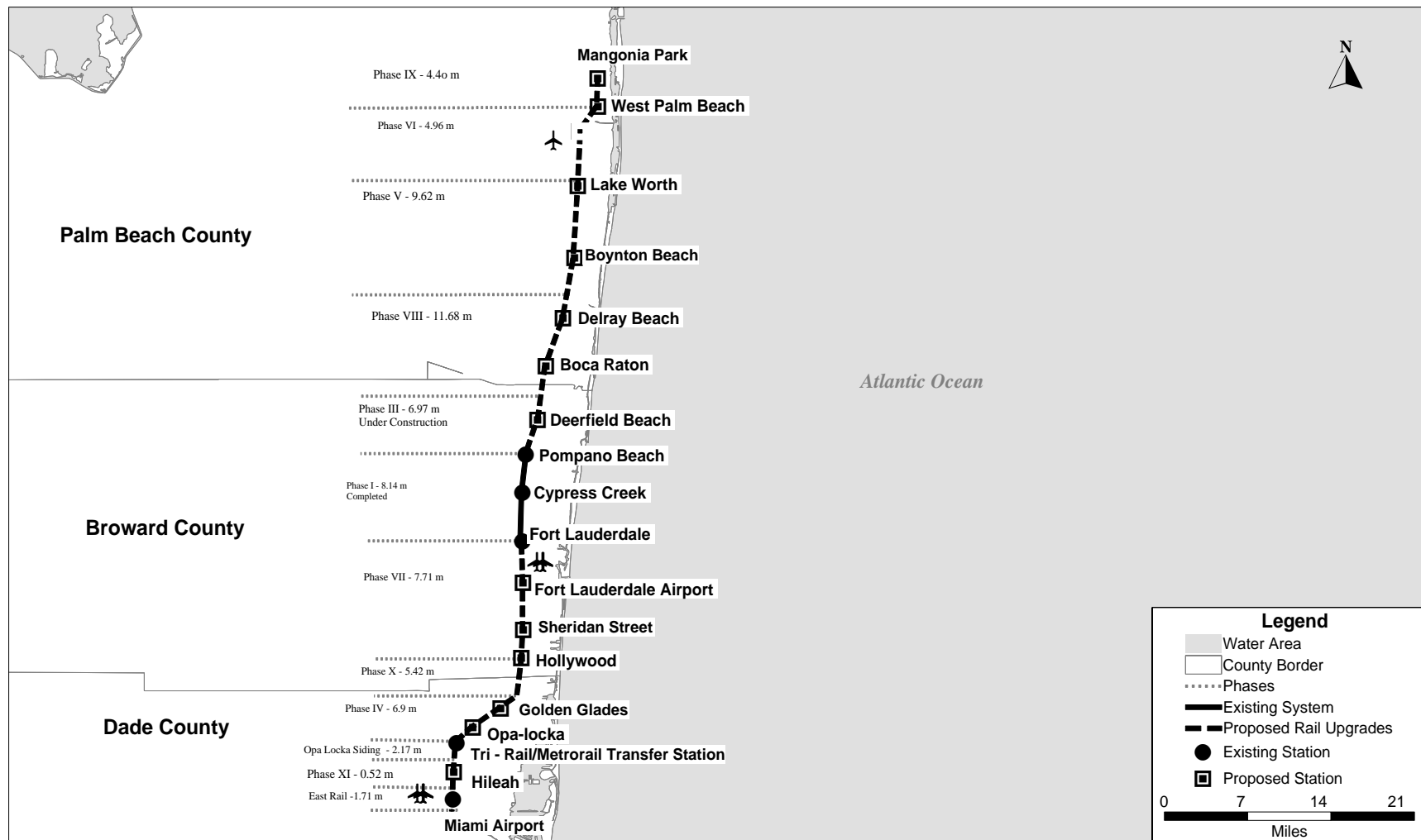
Southeast Corridor LRT

Denver, Colorado



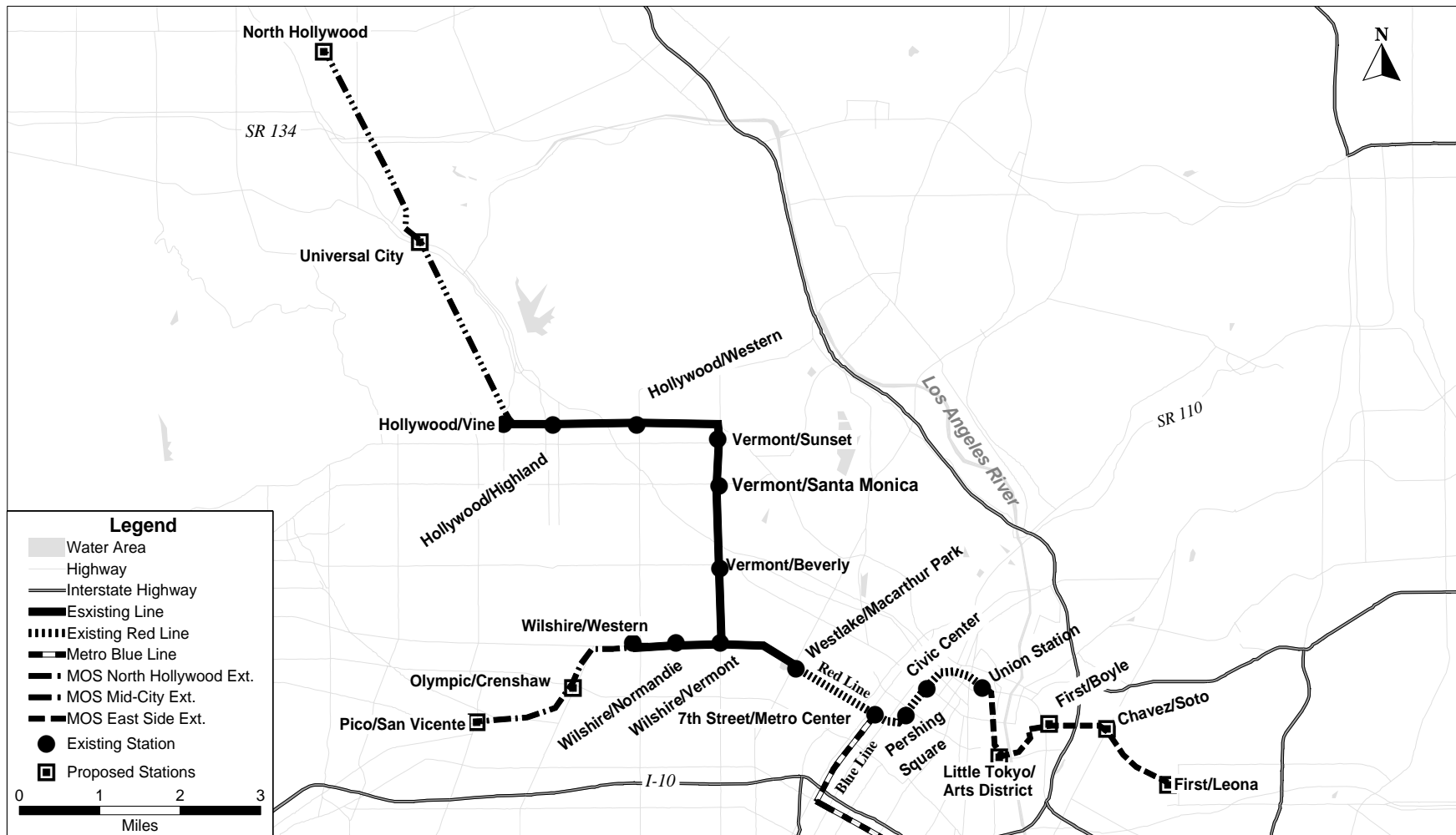
South Florida Commuter Rail Upgrades

Ft. Lauderdale, Florida



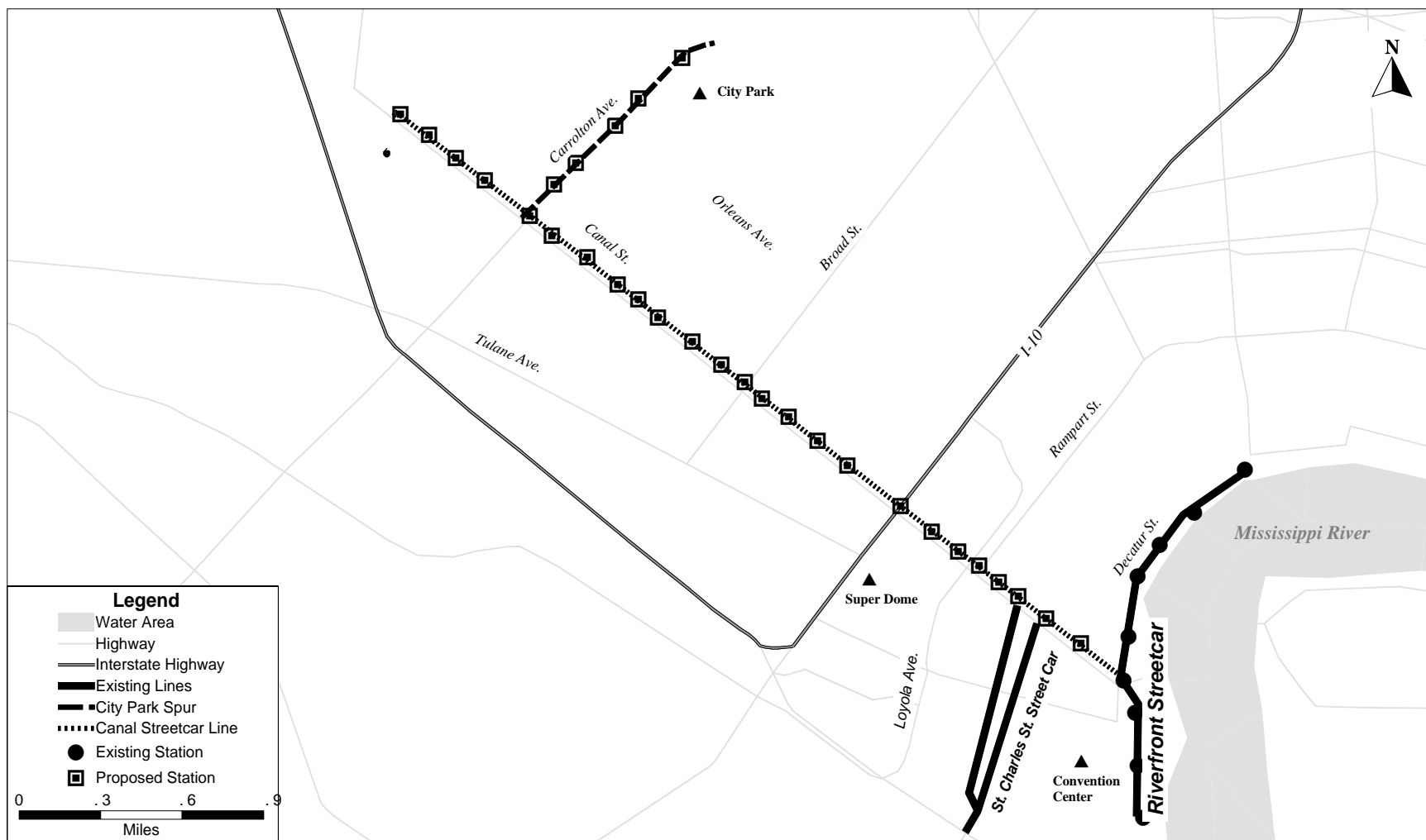
MOS-3 Extensions of Metro Rail (North Hollywood)

Los Angeles, California



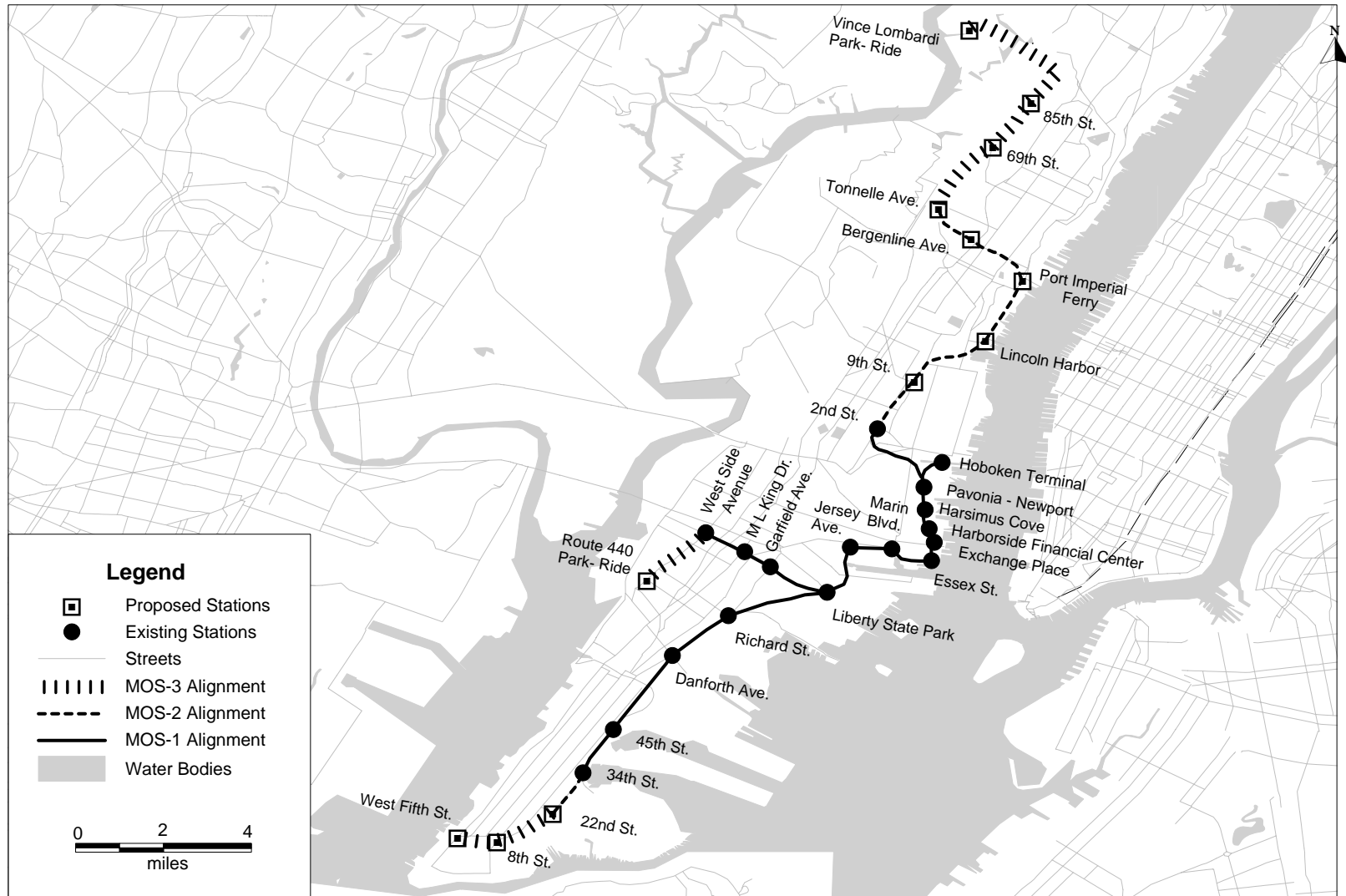
Canal Streetcar Line

New Orleans, Louisiana



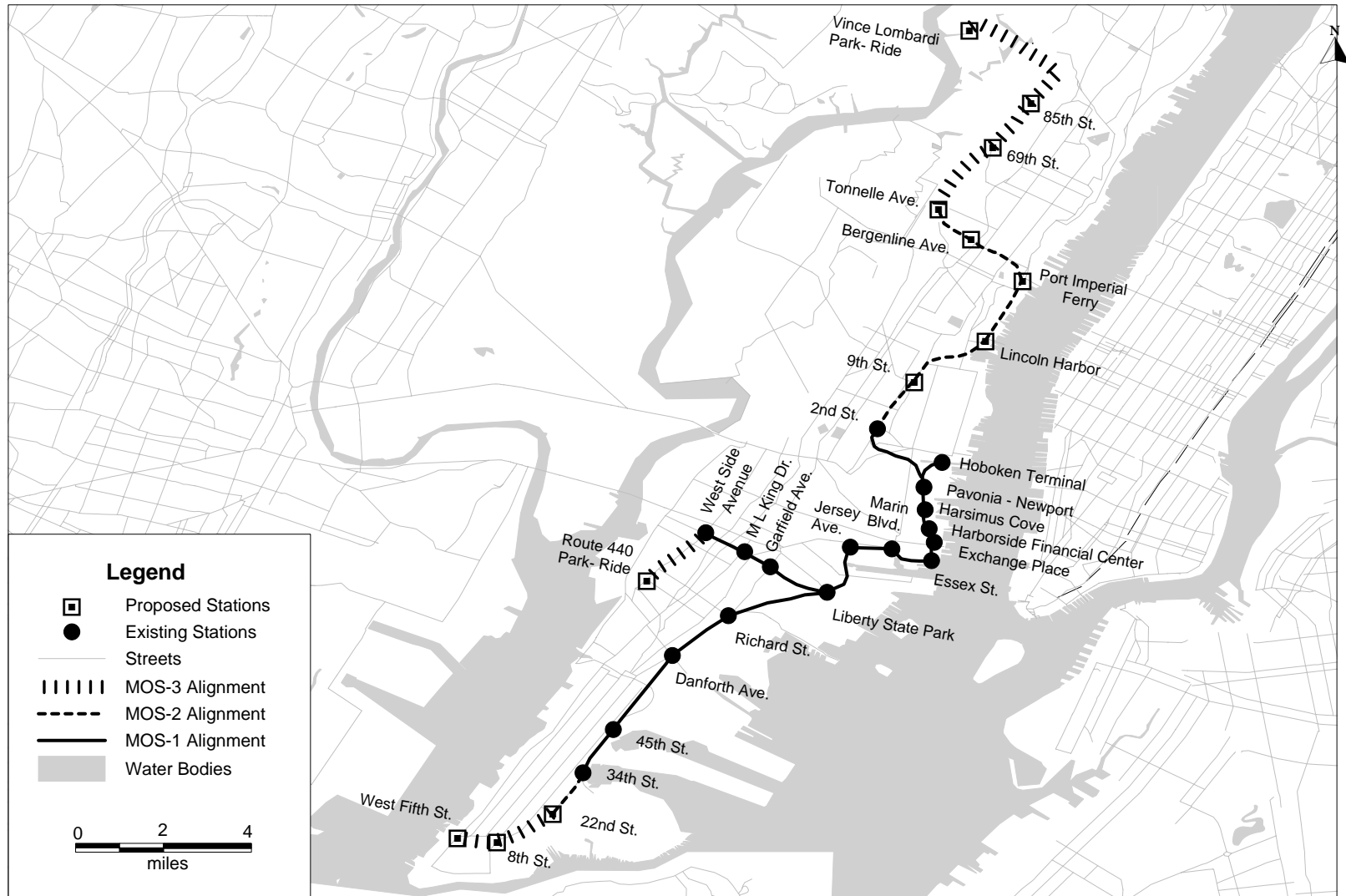
Hudson-Bergen MOS-1

Northern New Jersey



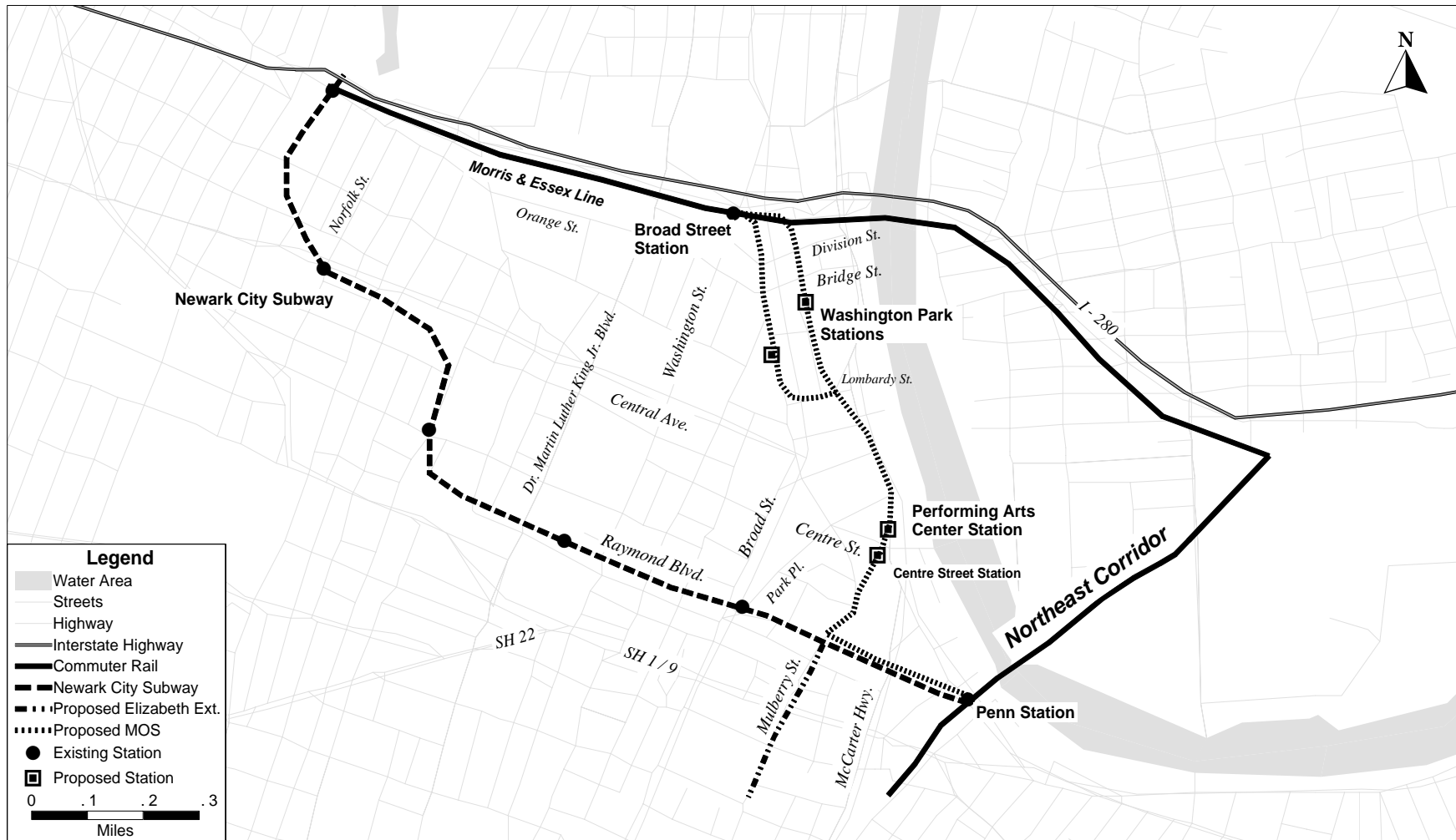
Hudson-Bergen MOS-2

Northern New Jersey



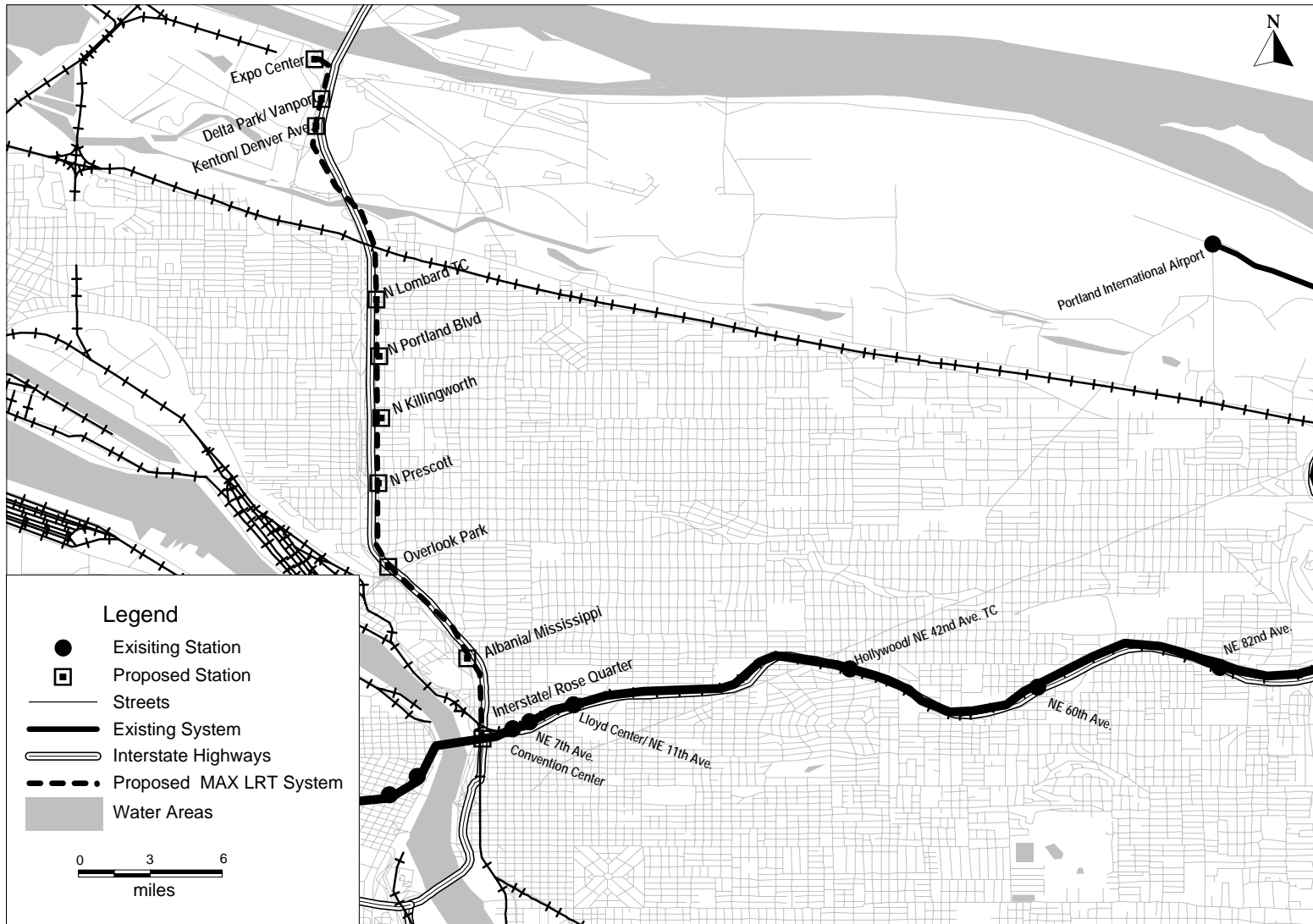
Newark Rail Link - MOS-1

Northern New Jersey



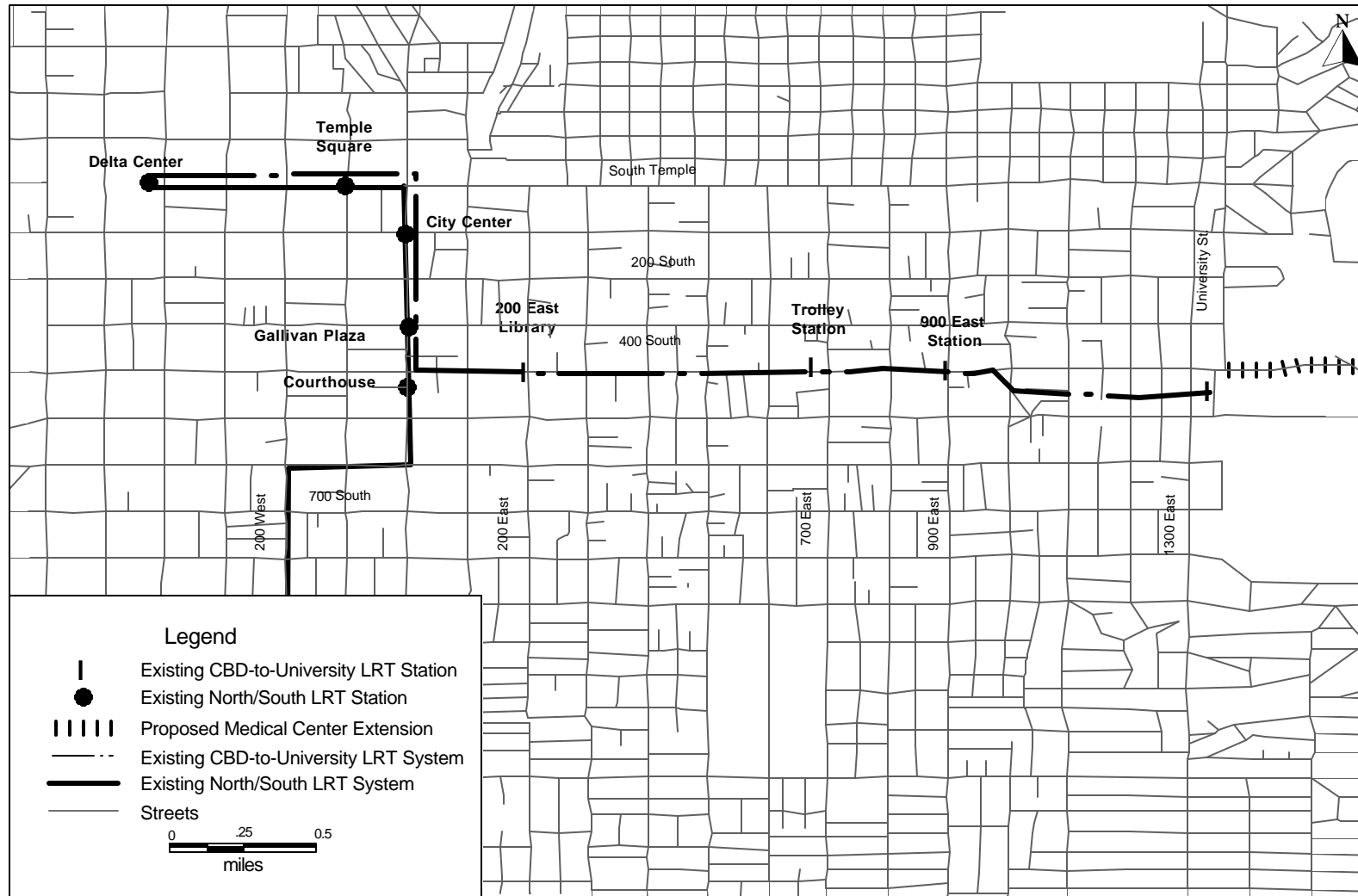
Interstate MAX LRT Extension

Portland, Oregon



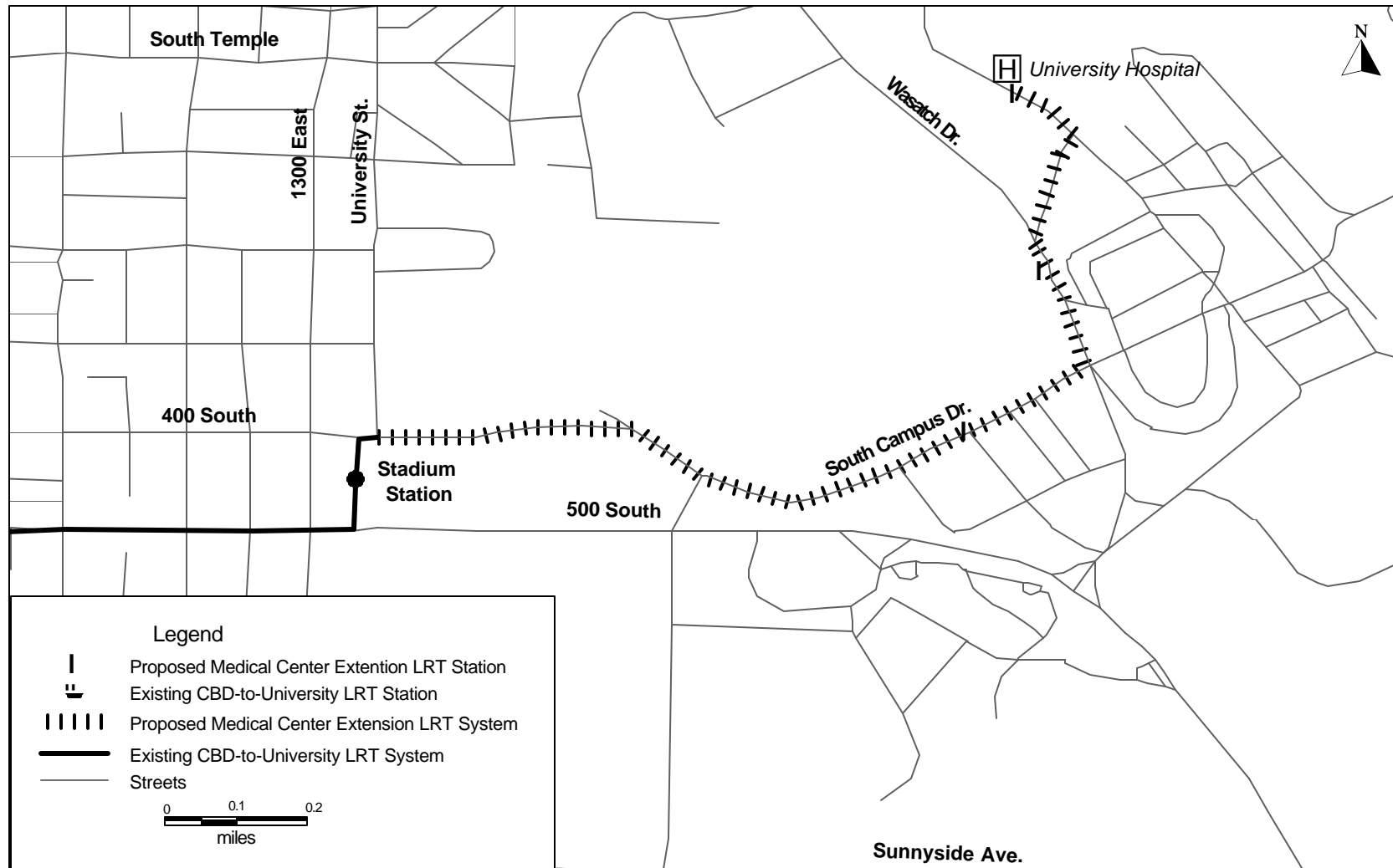
CBD to University LRT

Salt Lake City, Utah



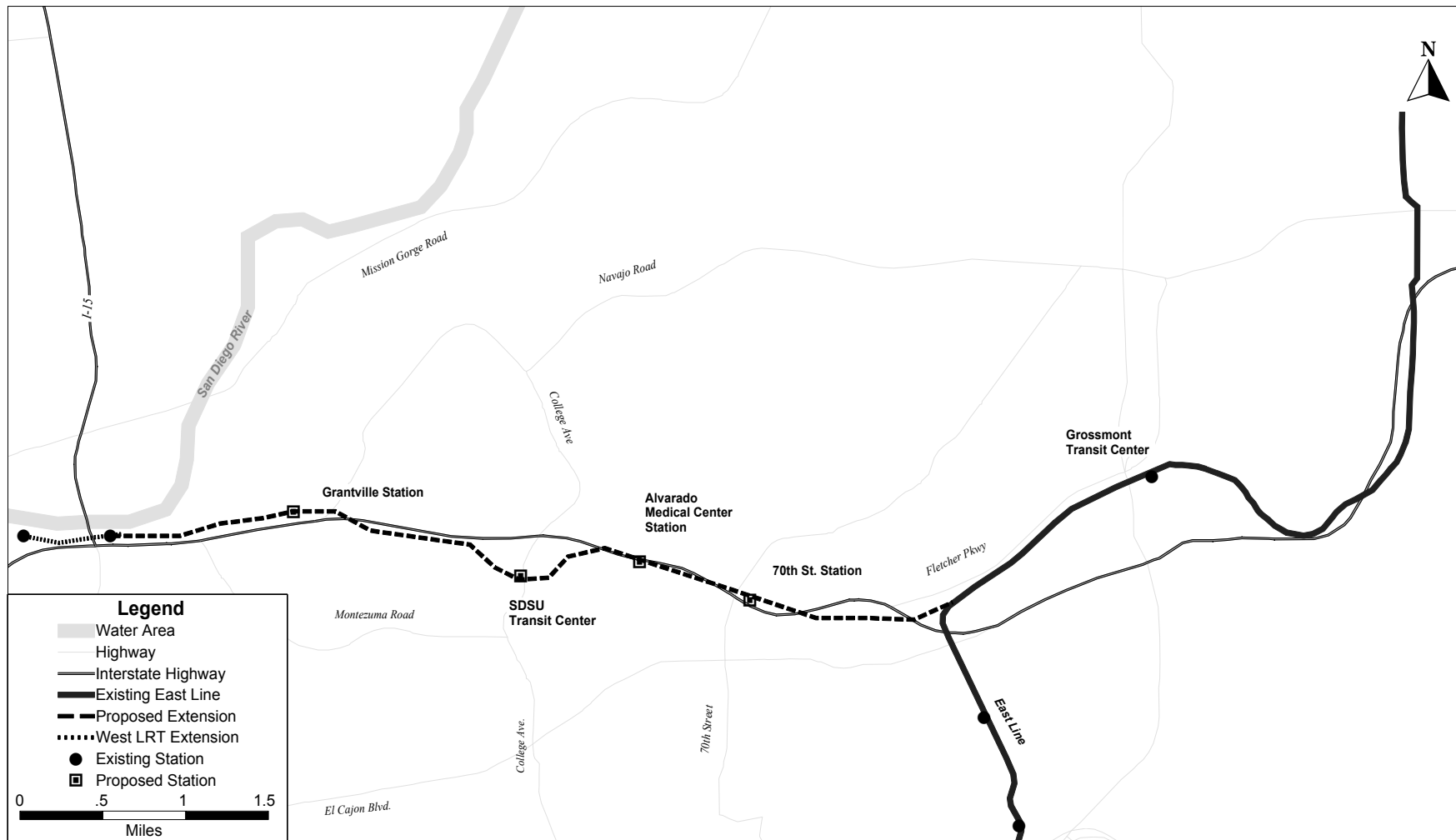
Medical Center Extension

Salt Lake City, Utah



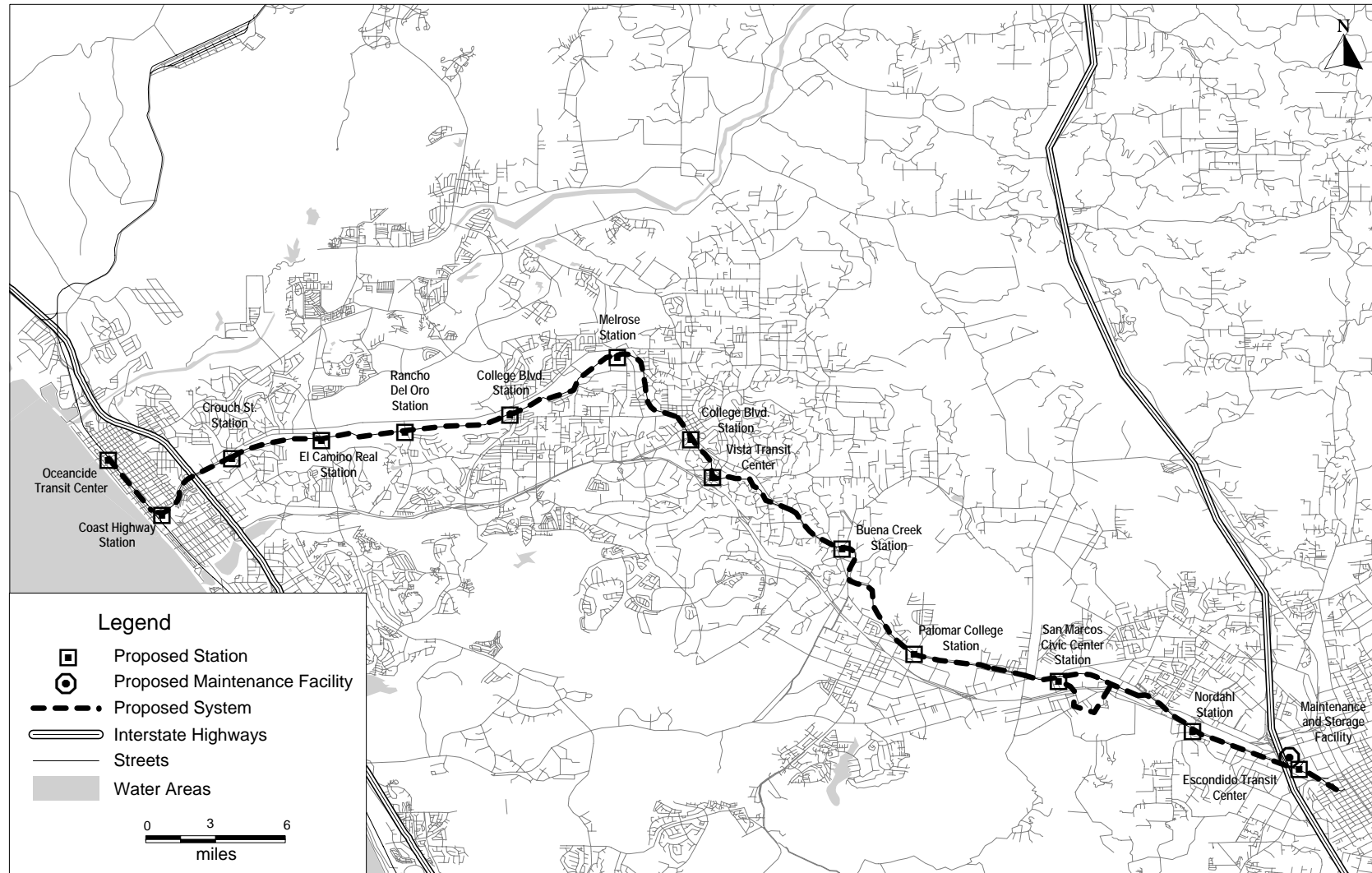
Mission Valley East LRT Extension

San Diego, California



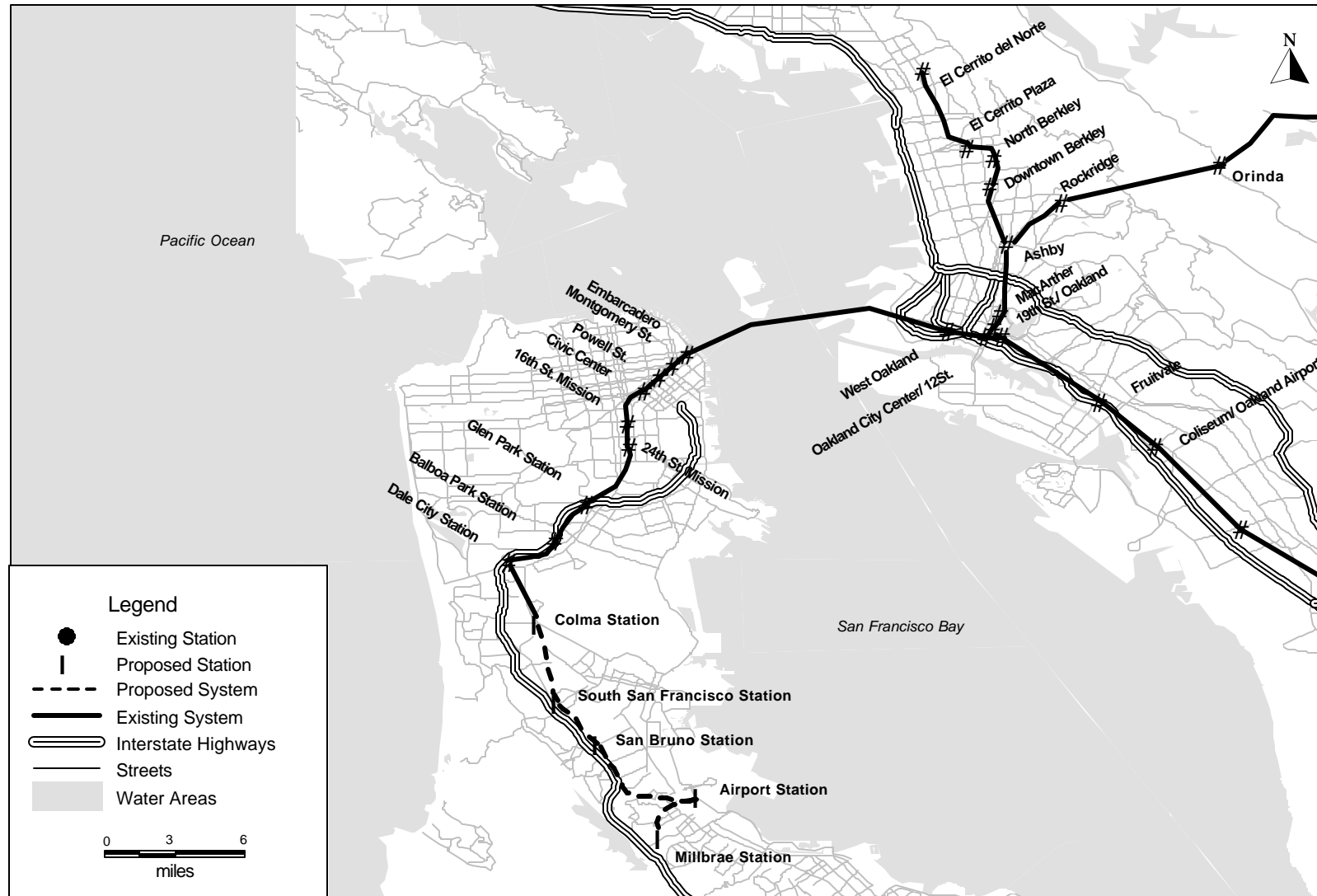
Oceanside - Escondido Rail Corridor

San Diego, California



BART Extension to San Francisco Airport

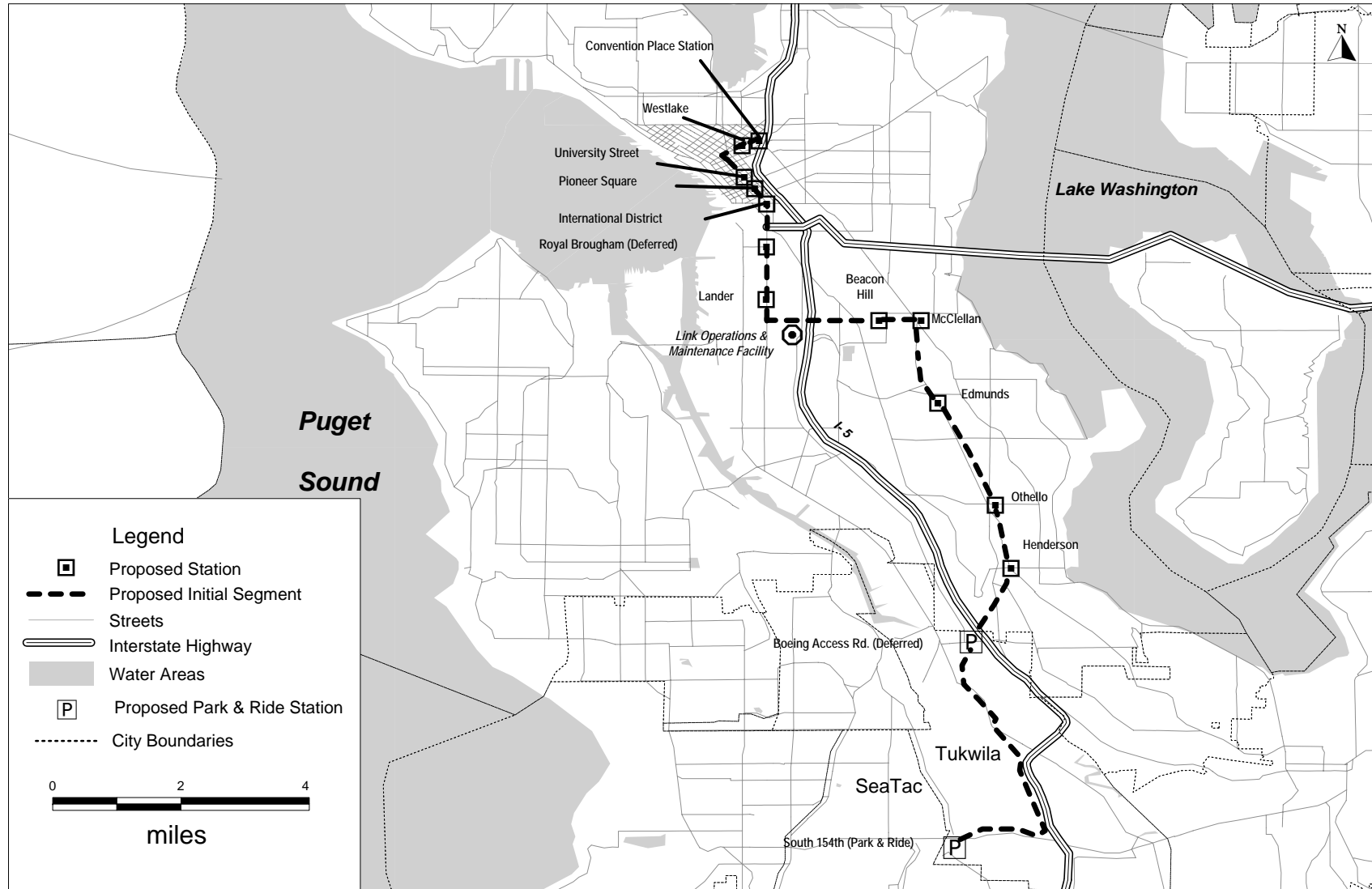
San Francisco, California



Federal Transit Administration 2003

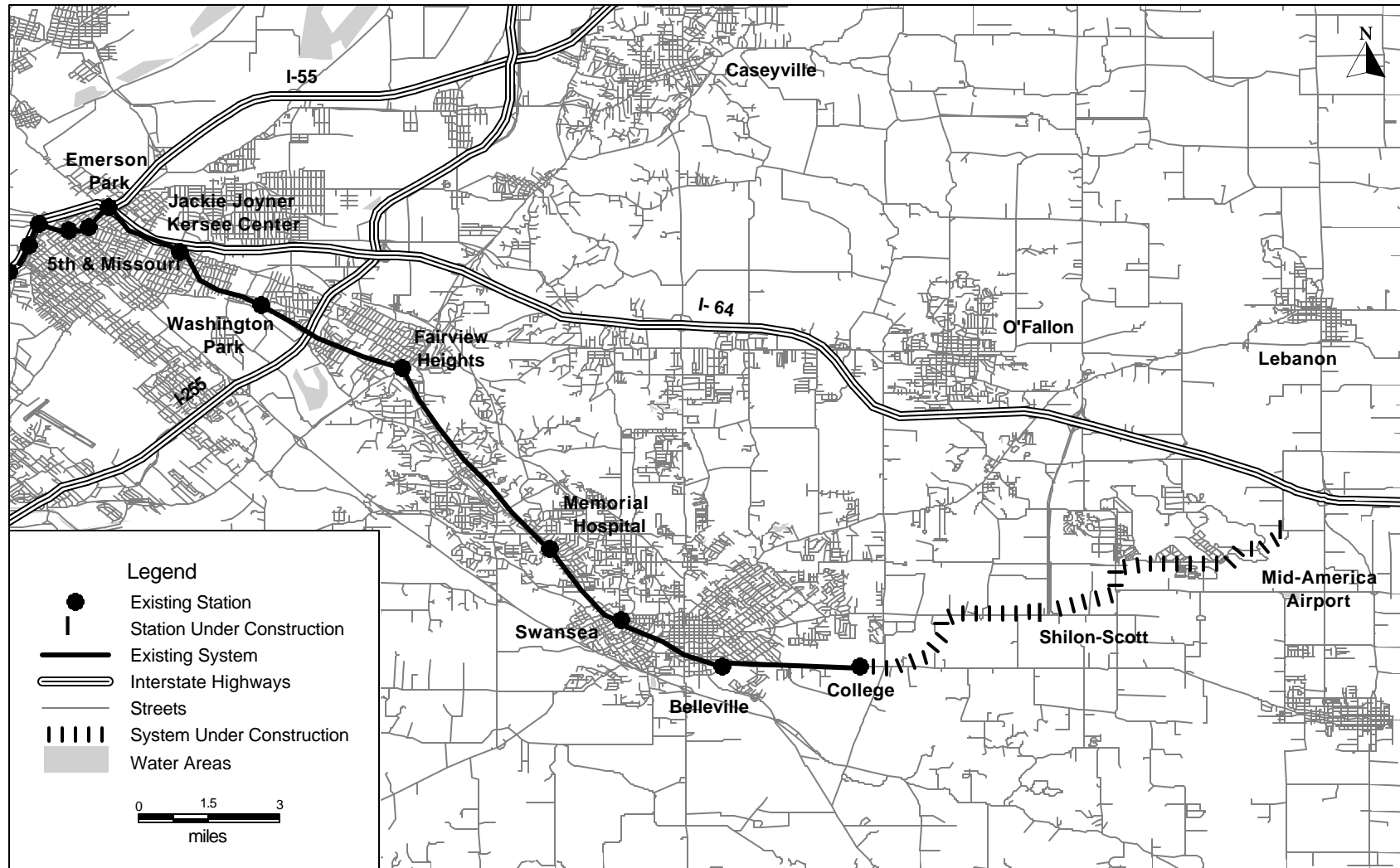
Central Link Initial Segment

Seattle, Washington



Metrolink St. Clair Extension

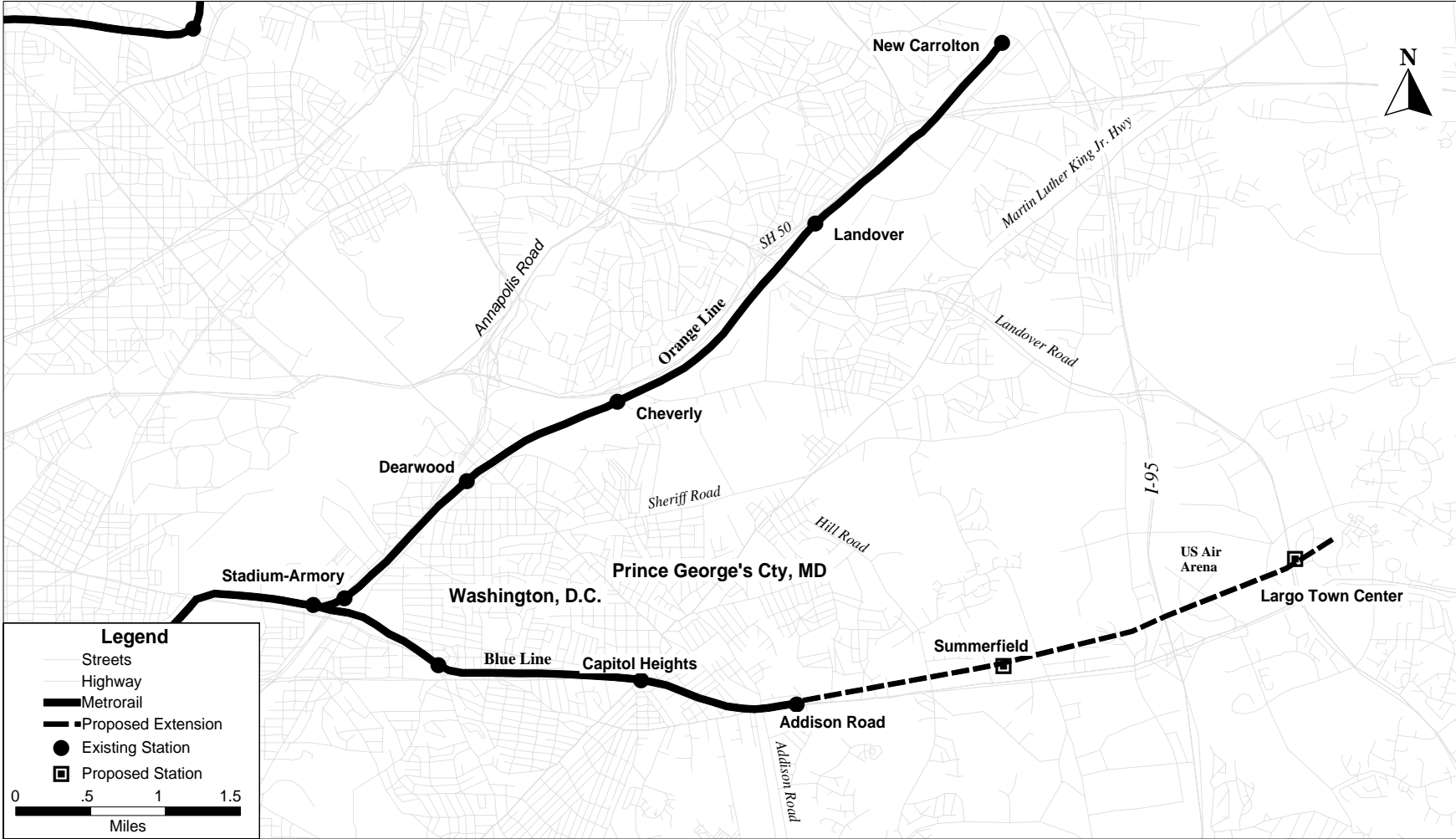
St. Louis, Missouri



Federal Transit Administration, 2003

Largo Metrorail Extension

Washington, DC Metropolitan Area

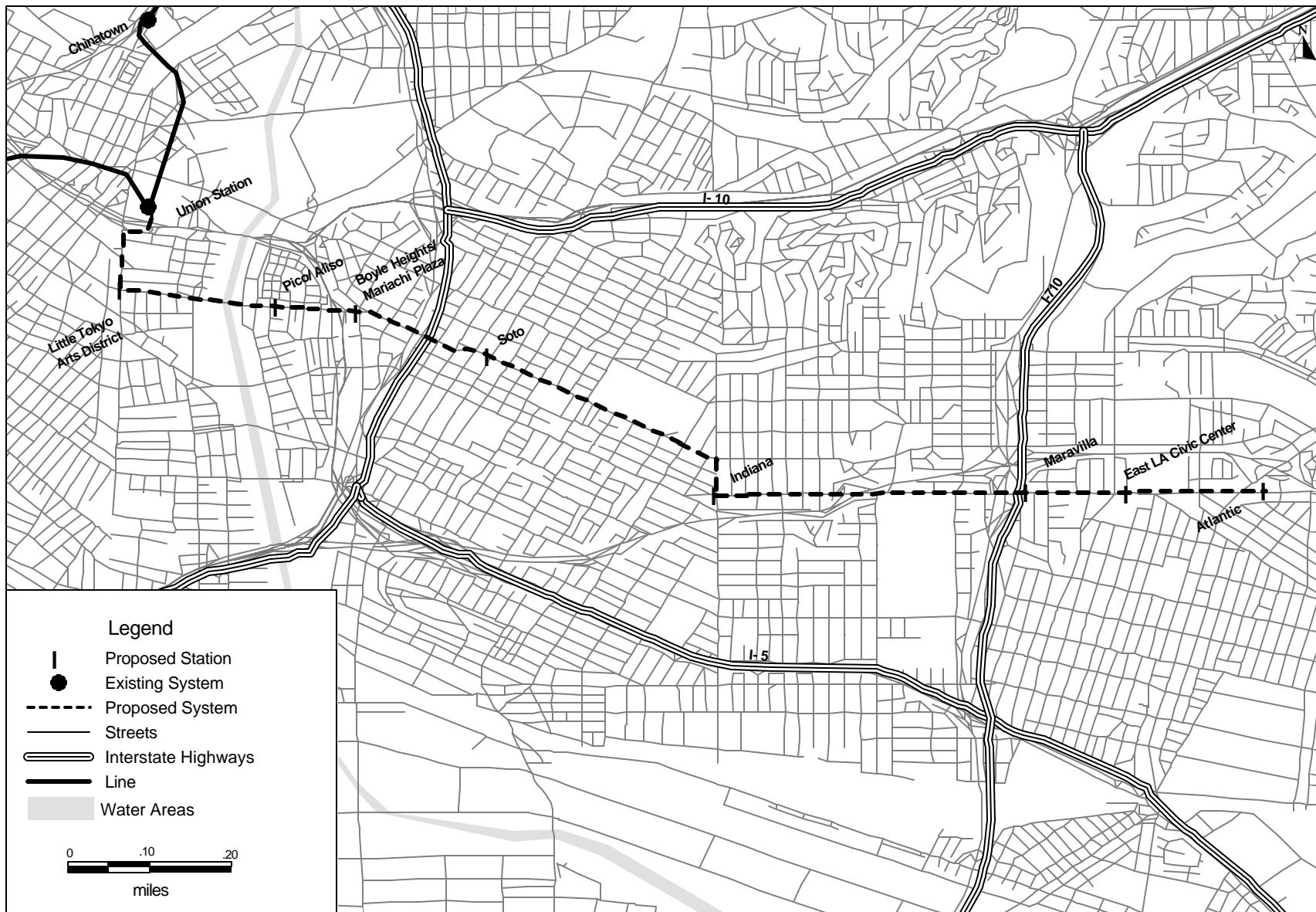


Pending Federal Funding Commitments



Metro Gold Line East Side Extension

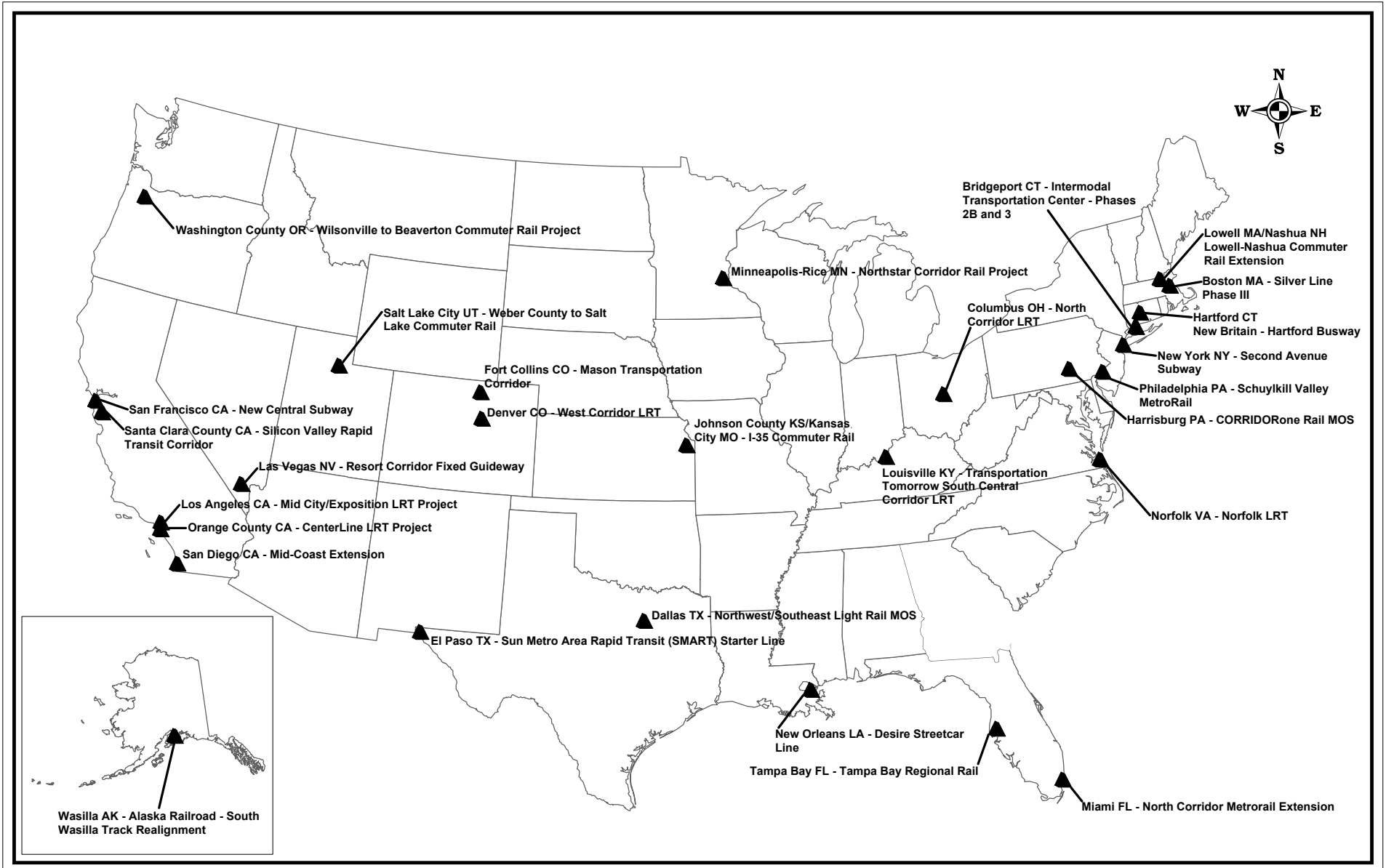
Los Angeles, California



New Starts Projects in Final Design

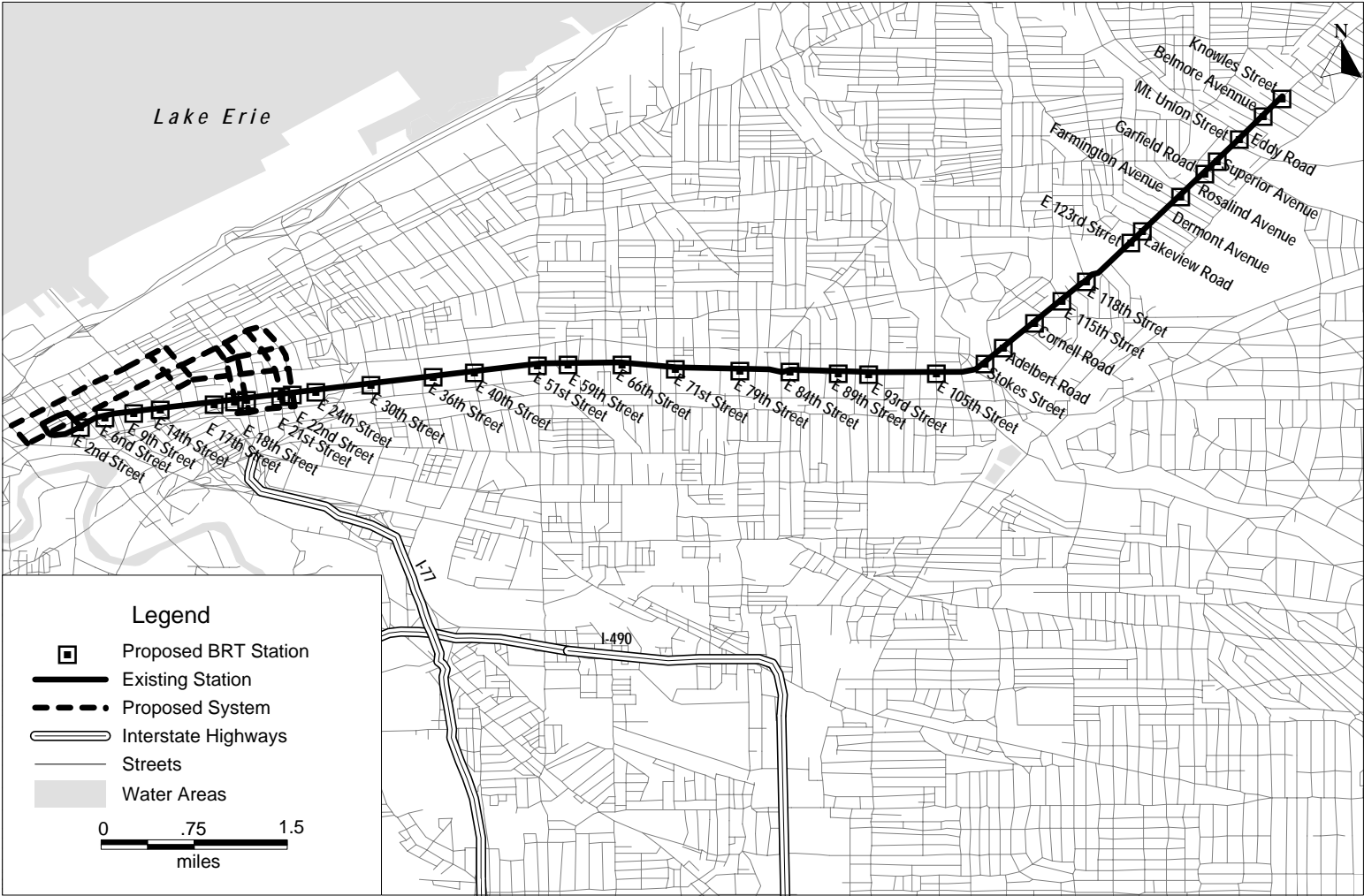


New Starts Projects in Preliminary Engineering



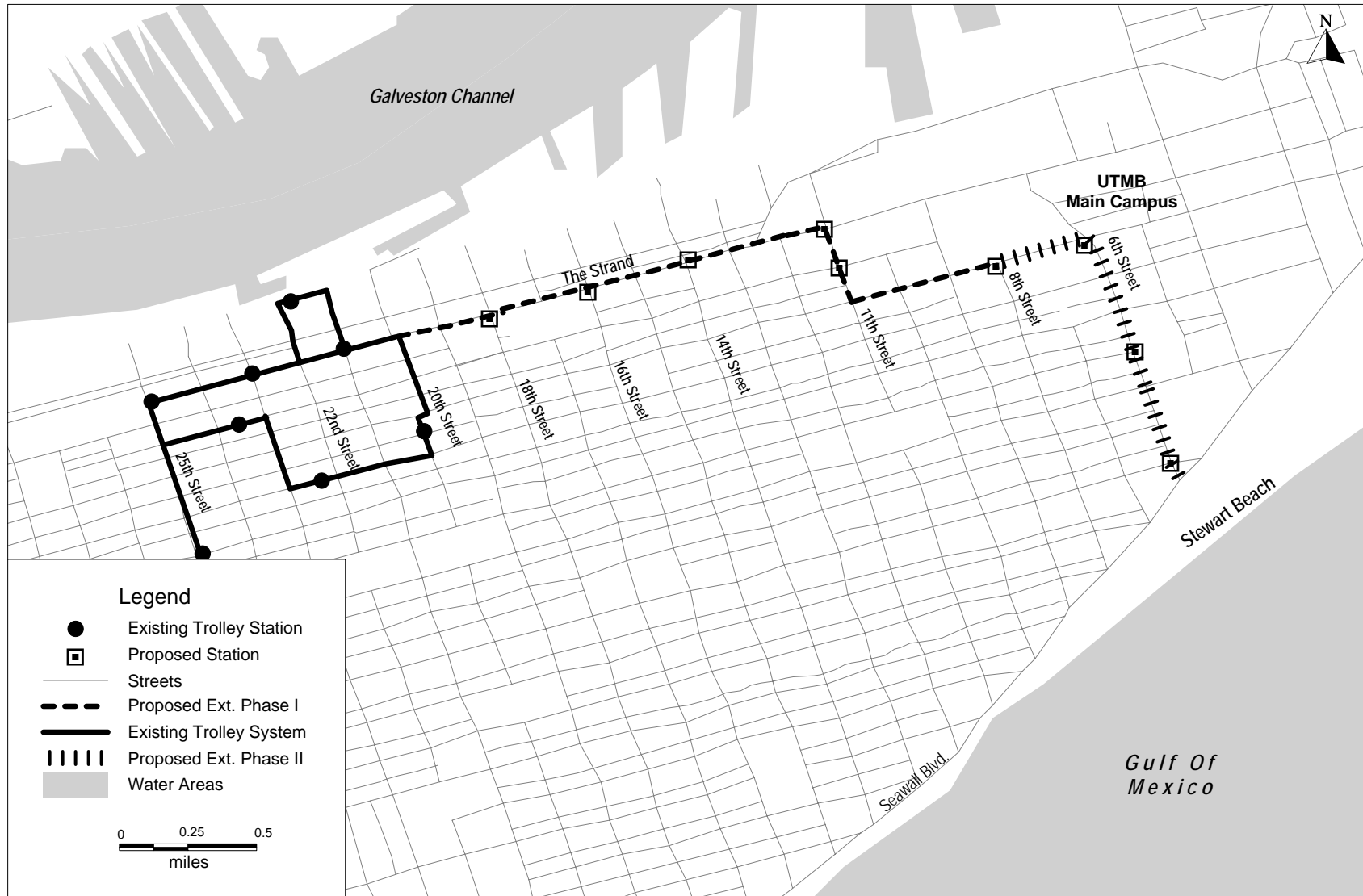
Euclid Corridor Transportation Project

Cleveland, Ohio



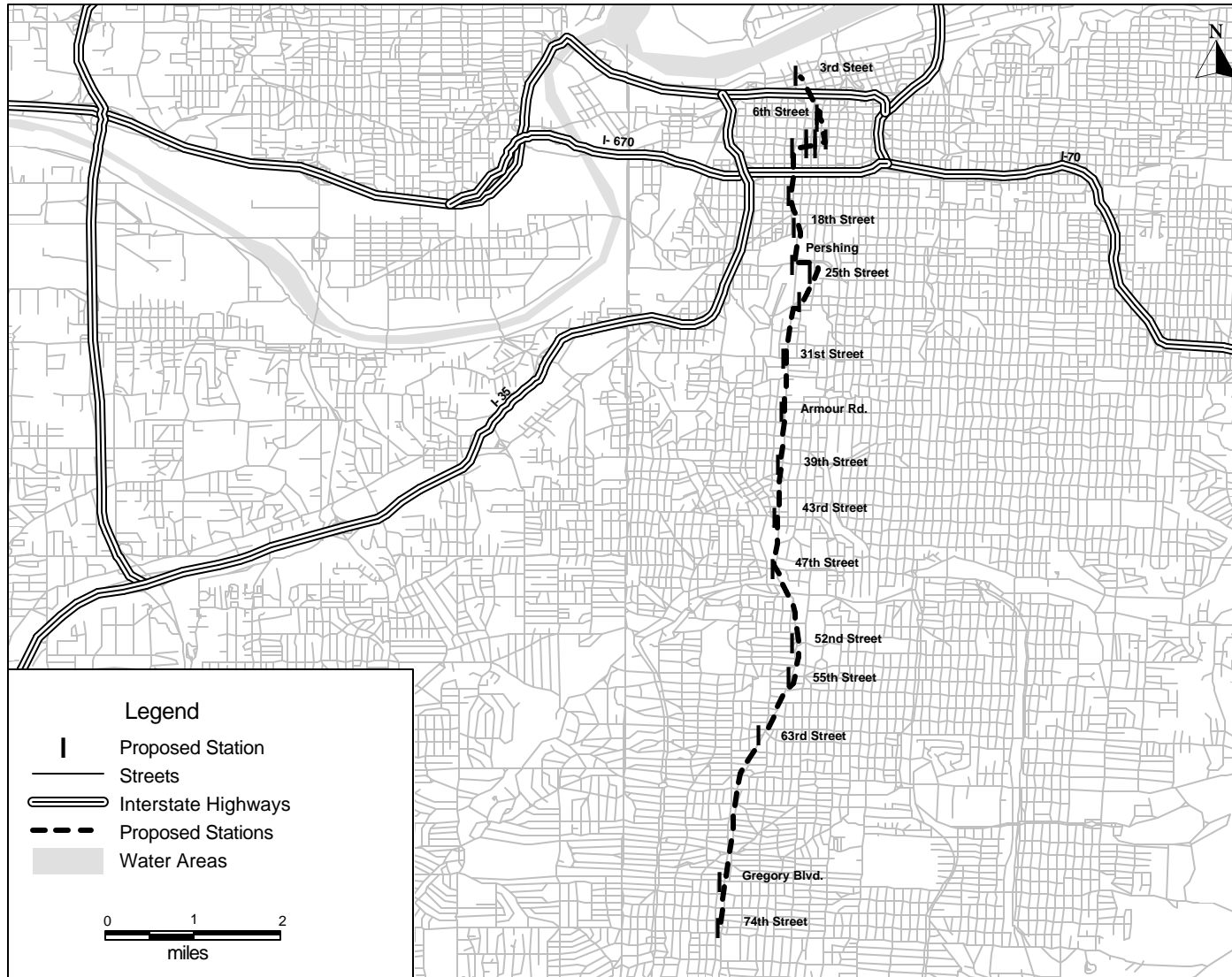
Rail Trolley Extension

Galveston, Texas



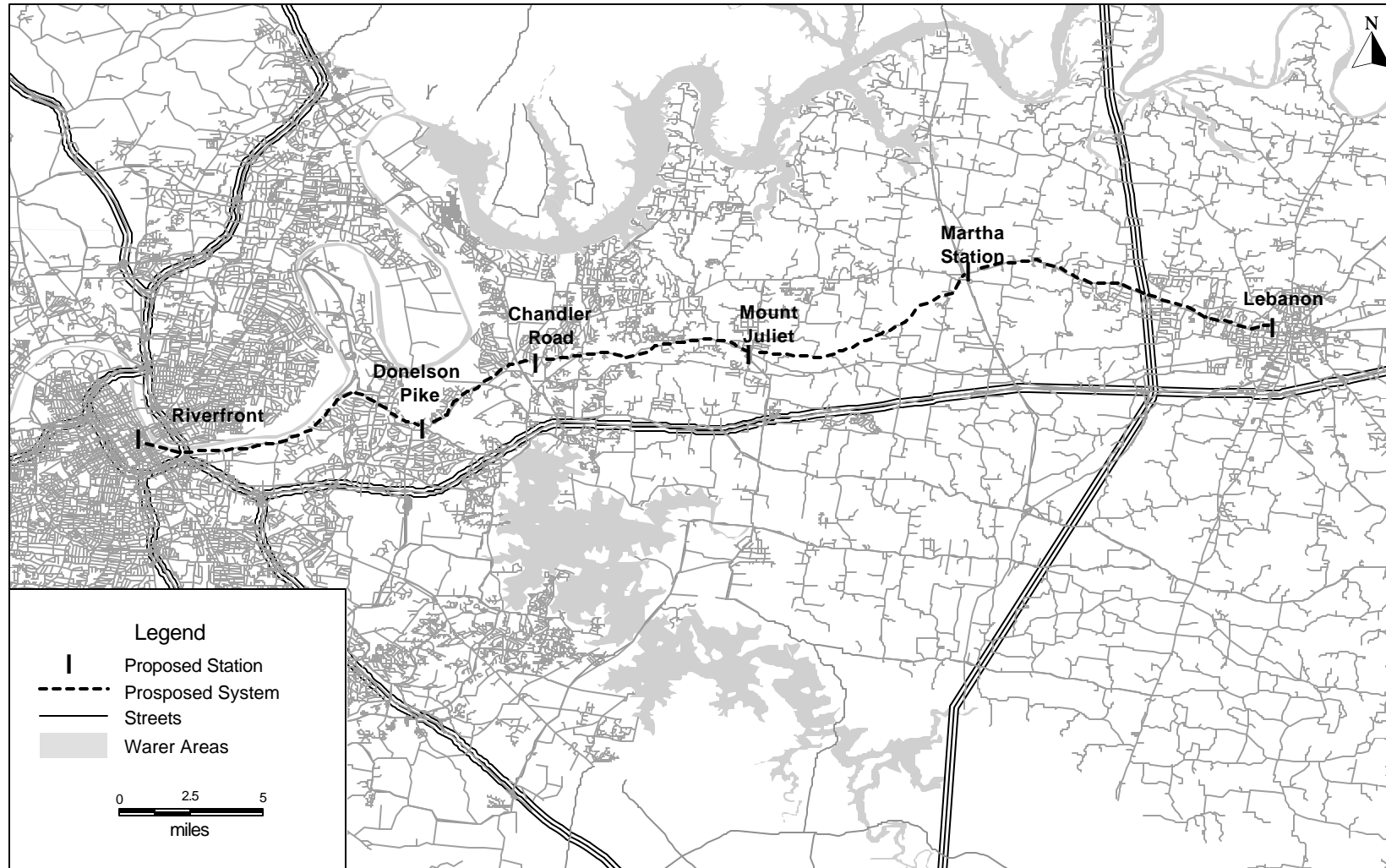
Southtown BRT

Kansas City, Missouri



East Corridor Commuter Rail

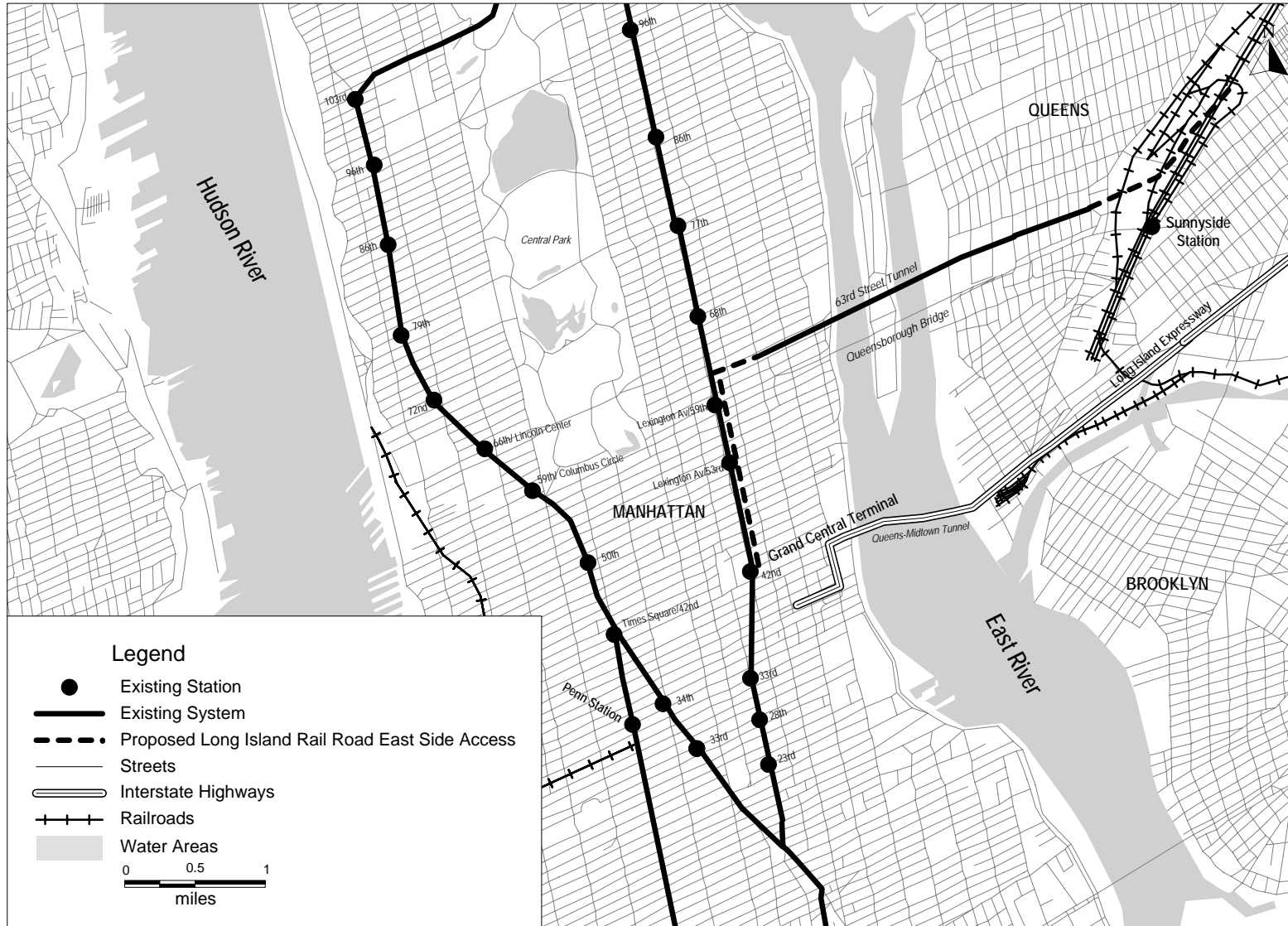
Nashville, Tennessee



Federal Transit Administration, 2003

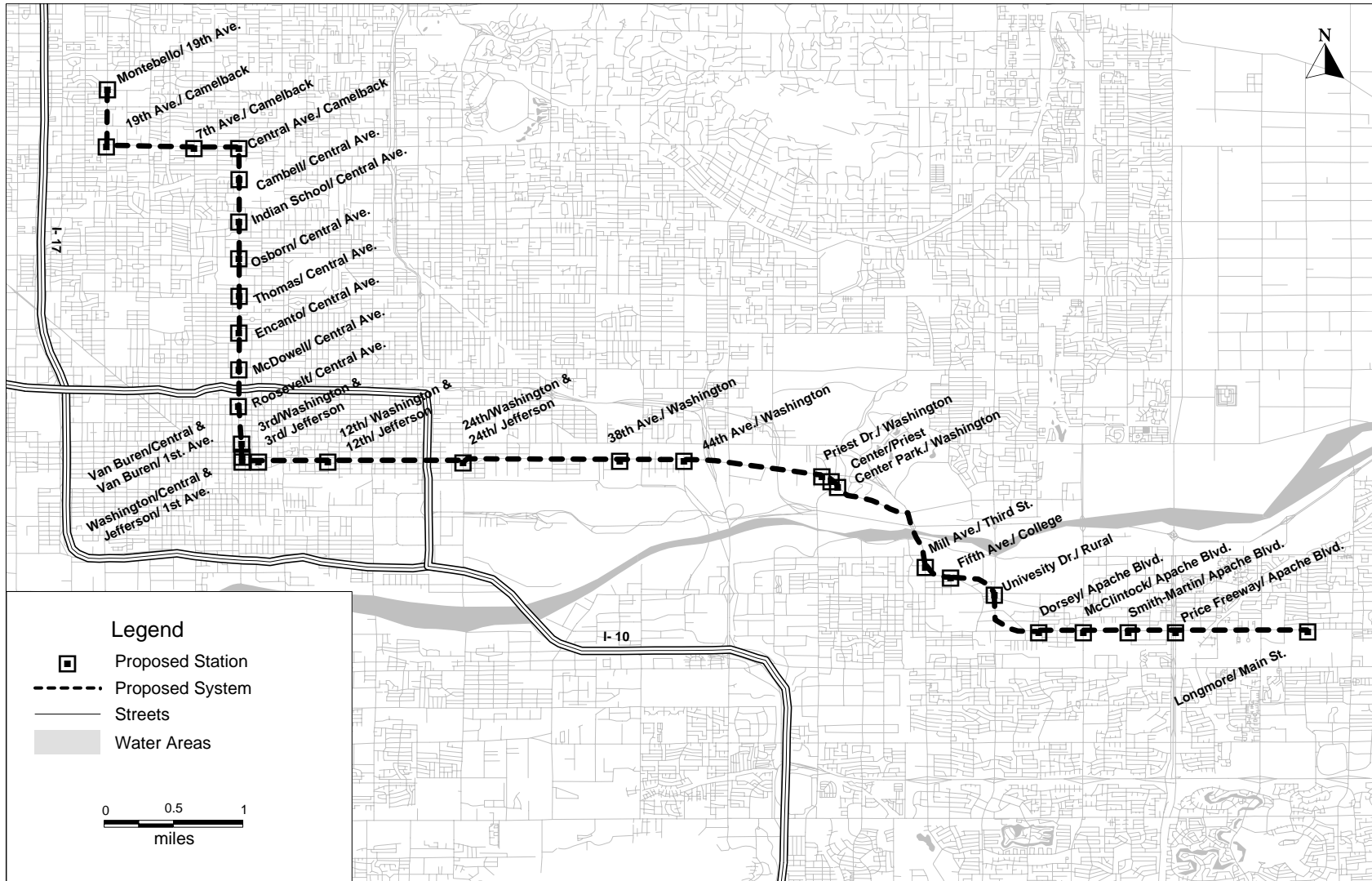
Long Island Rail Road East Side Access

New York, New York



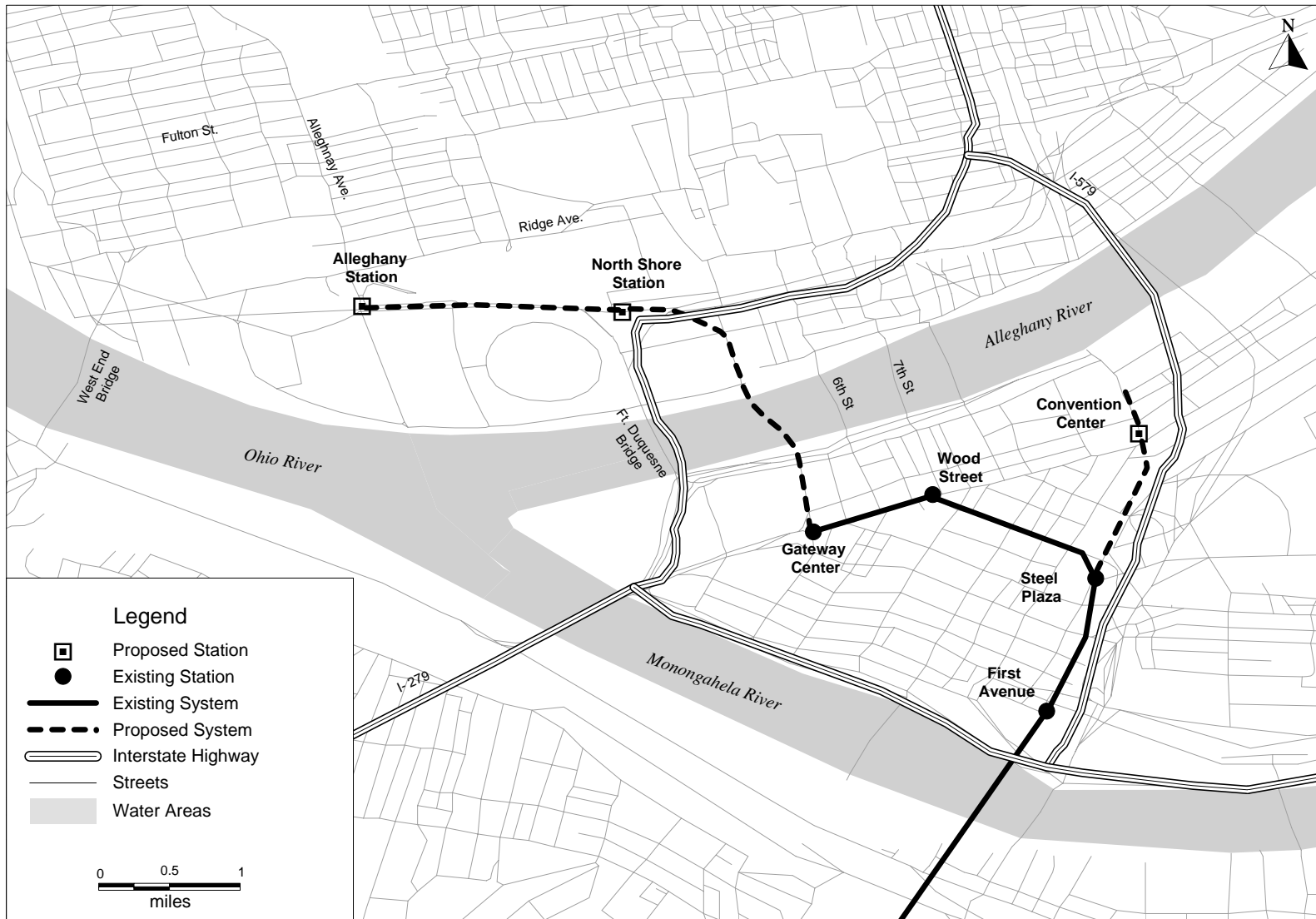
Central Phoenix / East Valley LRT Corridor

Phoenix, Arizona



North Shore LRT Connector

Pittsburgh, Pennsylvania

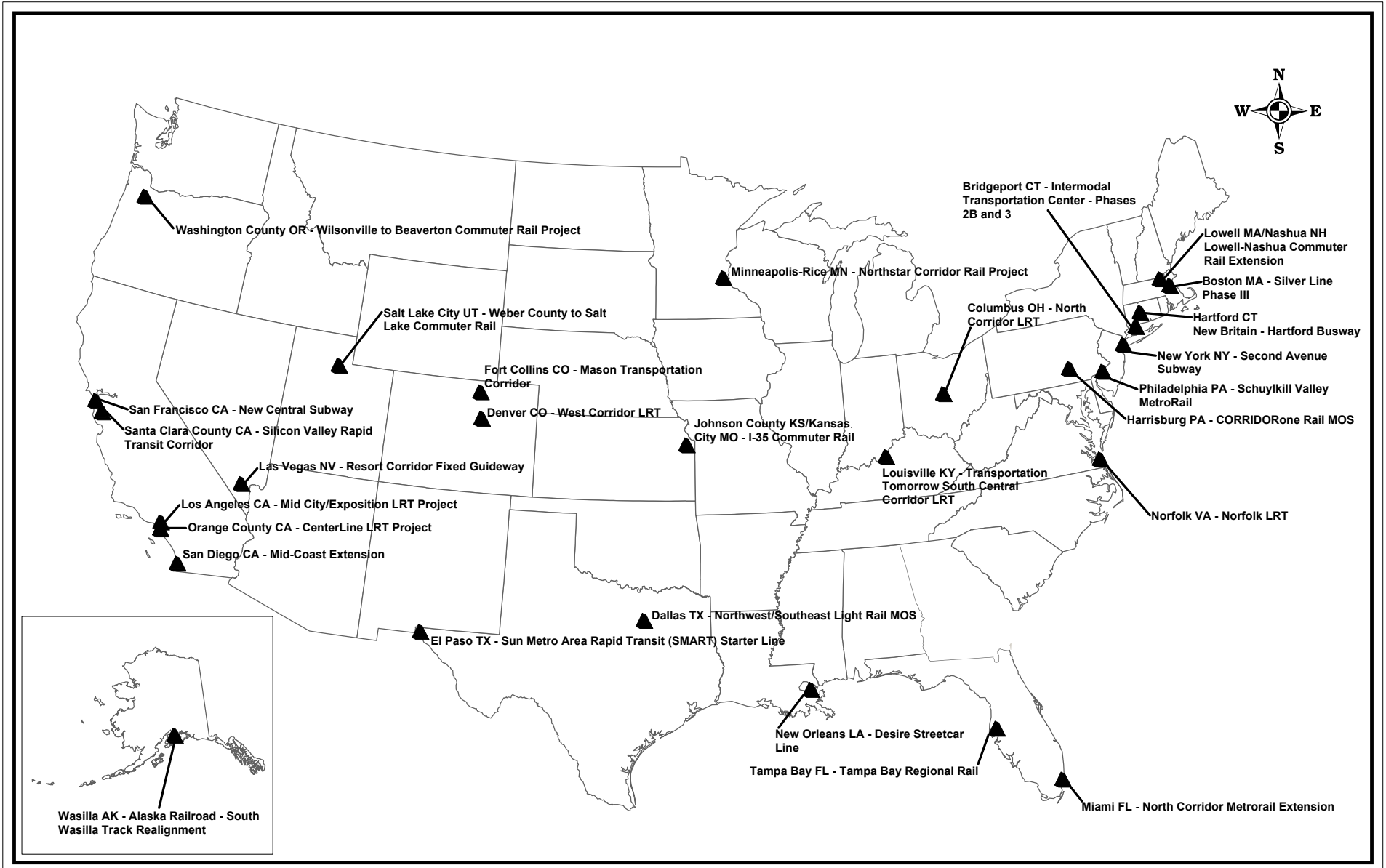


Regional Rail System

Raleigh - Durham, North Carolina

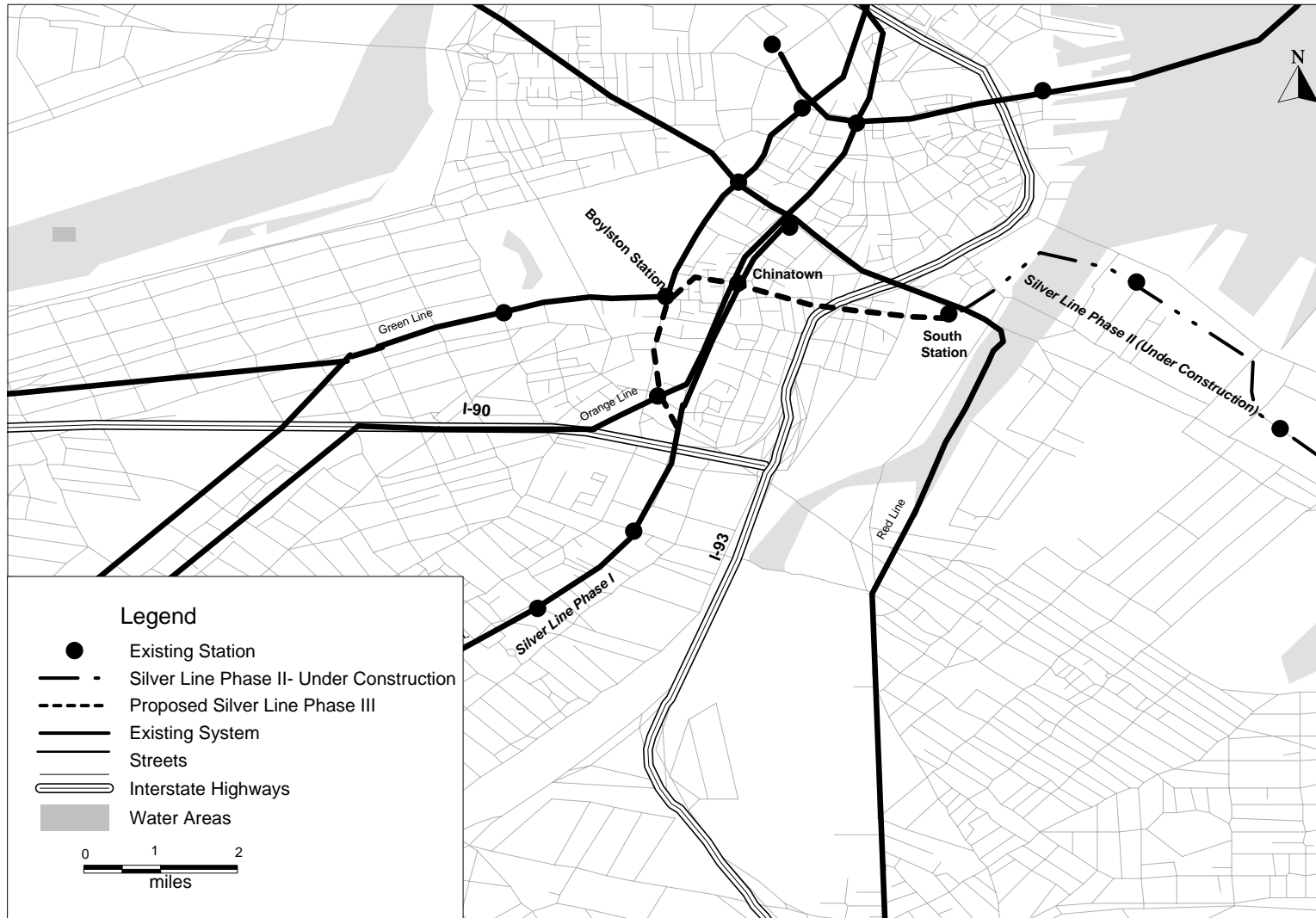


New Starts Projects in Preliminary Engineering



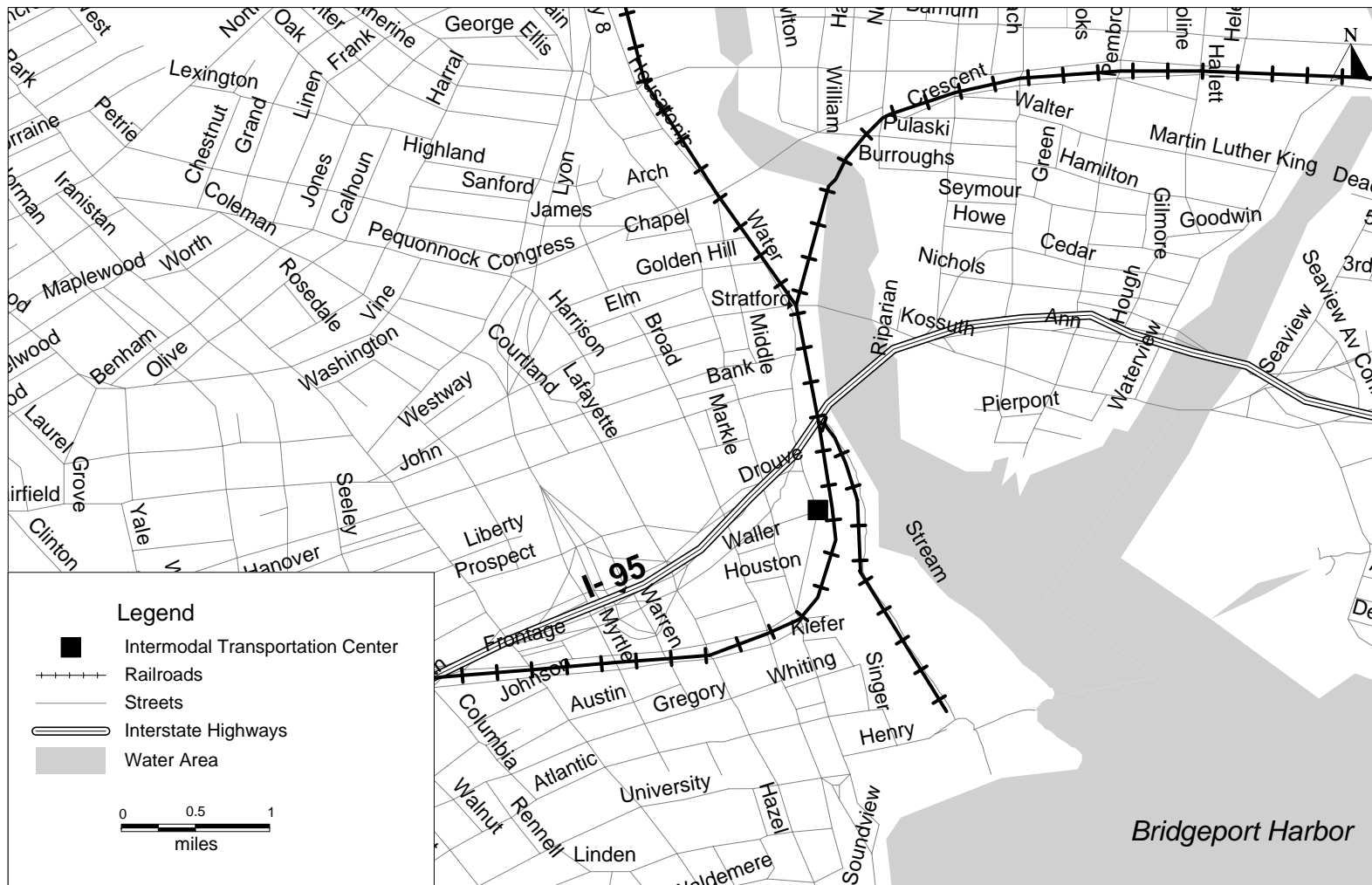
Silver Line Phase III

Boston, Massachusetts



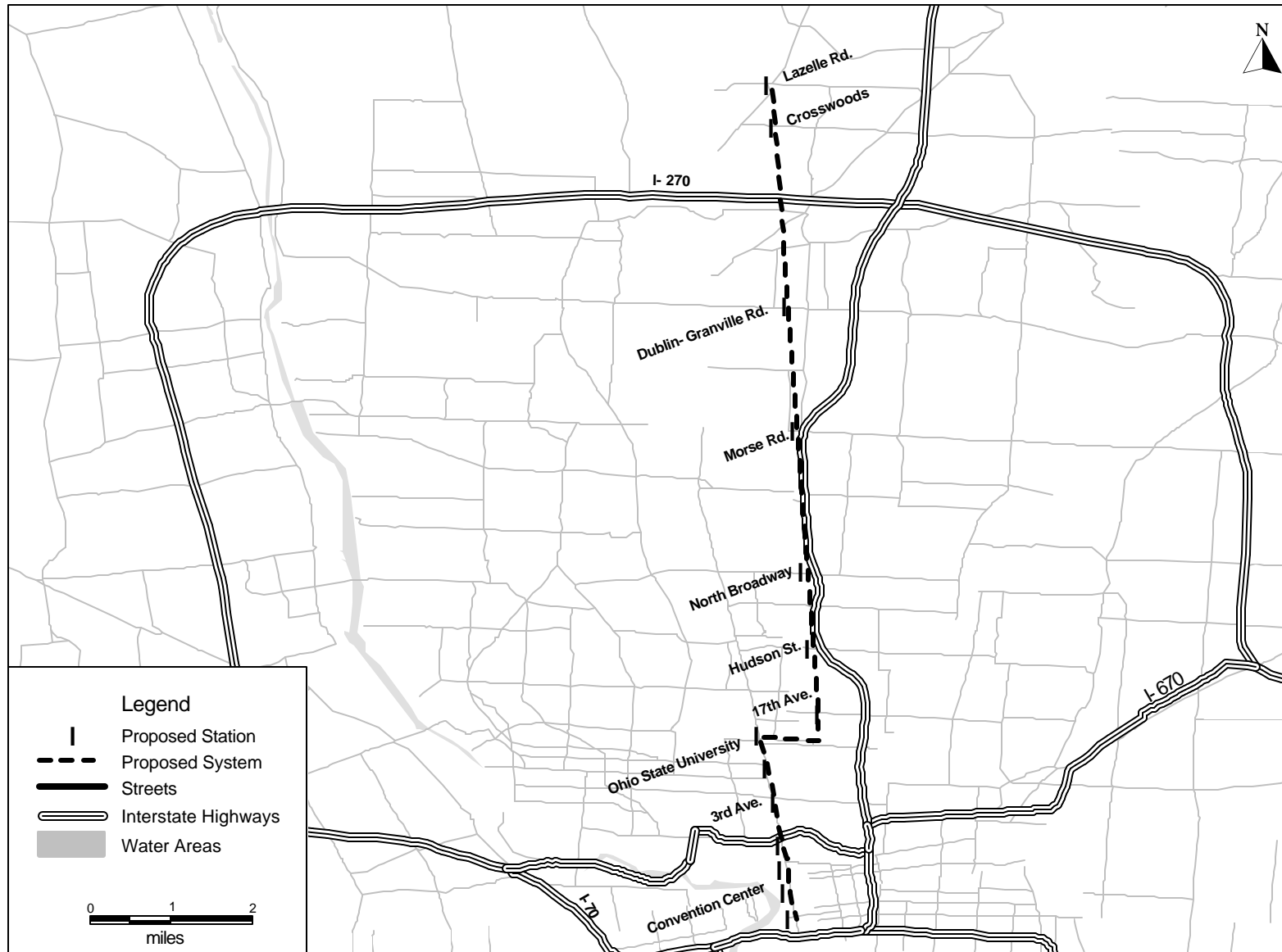
Intermodal Transportation Center - Phases 2B and 3

Bridgeport, Connecticut



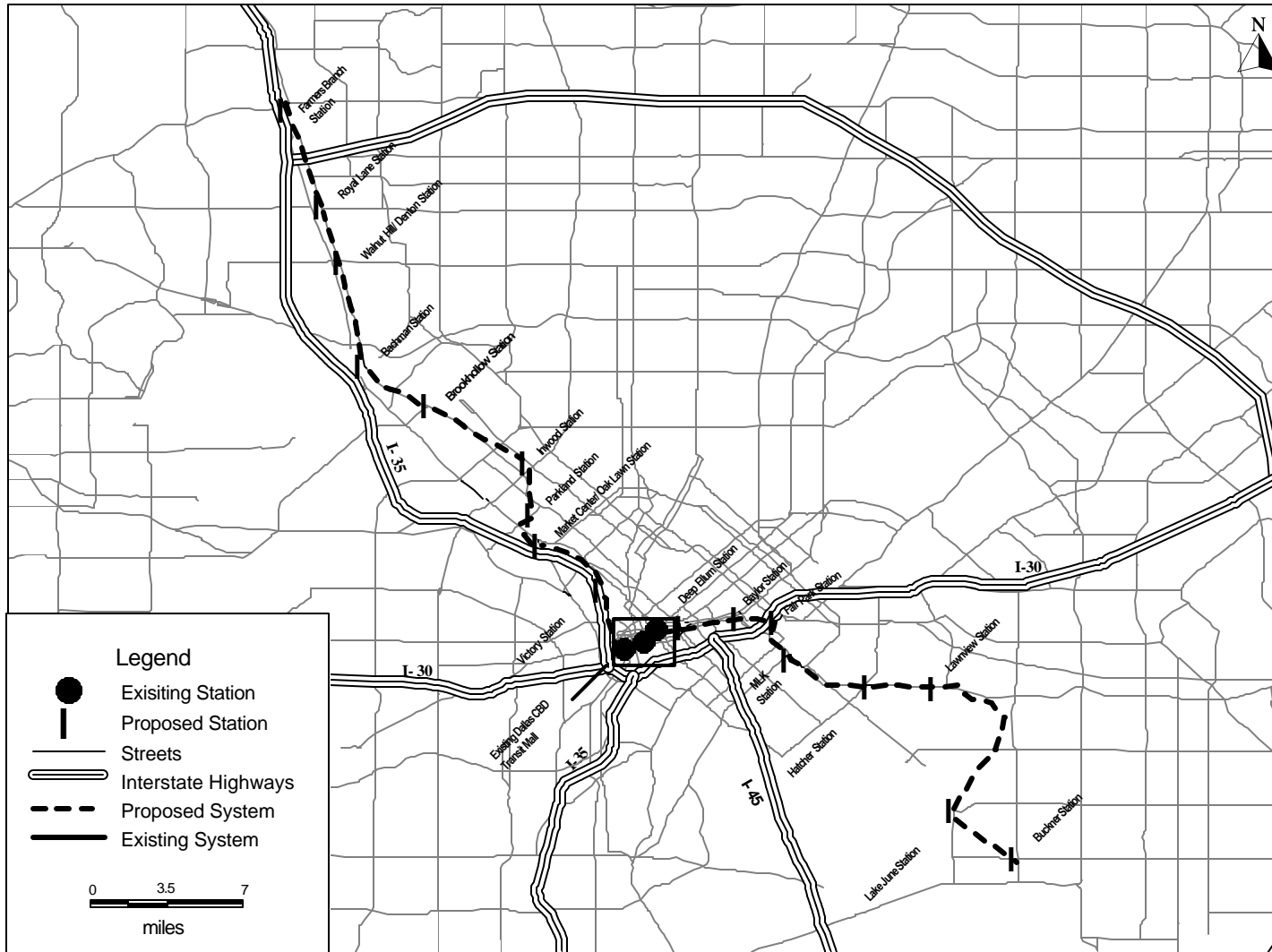
North Corridor LRT

Columbus, Ohio



Northwest / Southeast Light Rail MOS

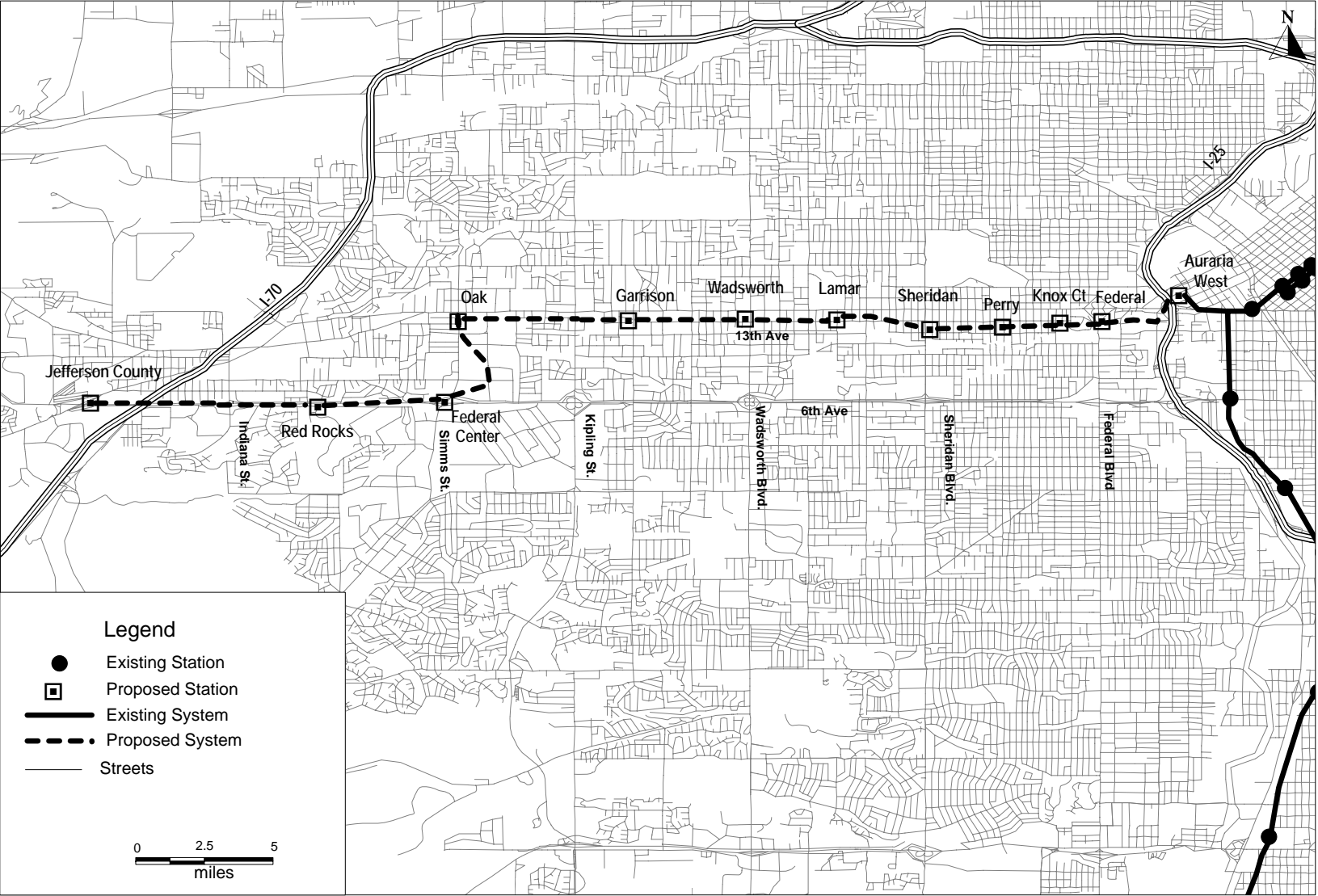
Dallas, Texas



Federal Transit Administration, 2003

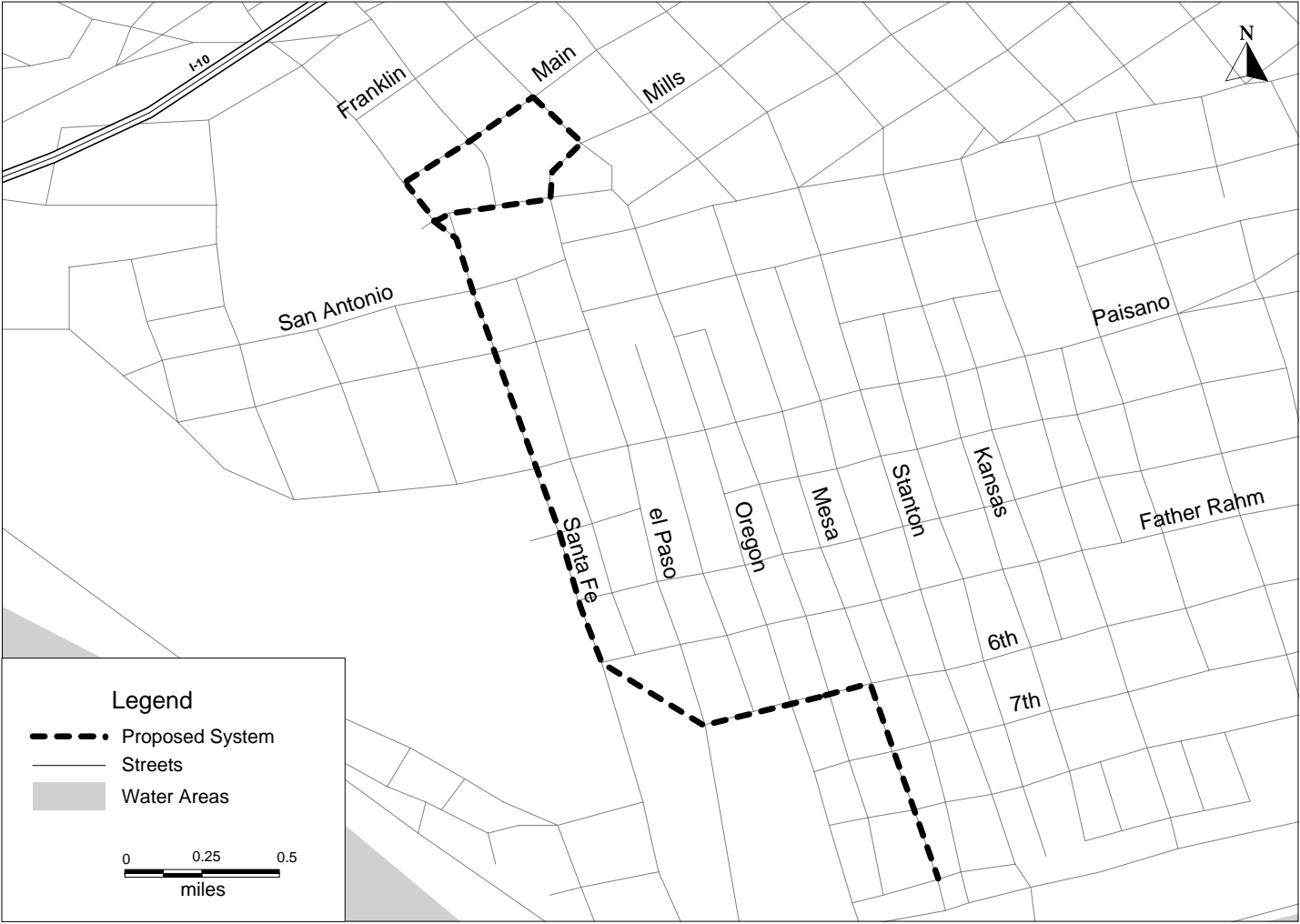
West Corridor LRT

Denver, Colorado



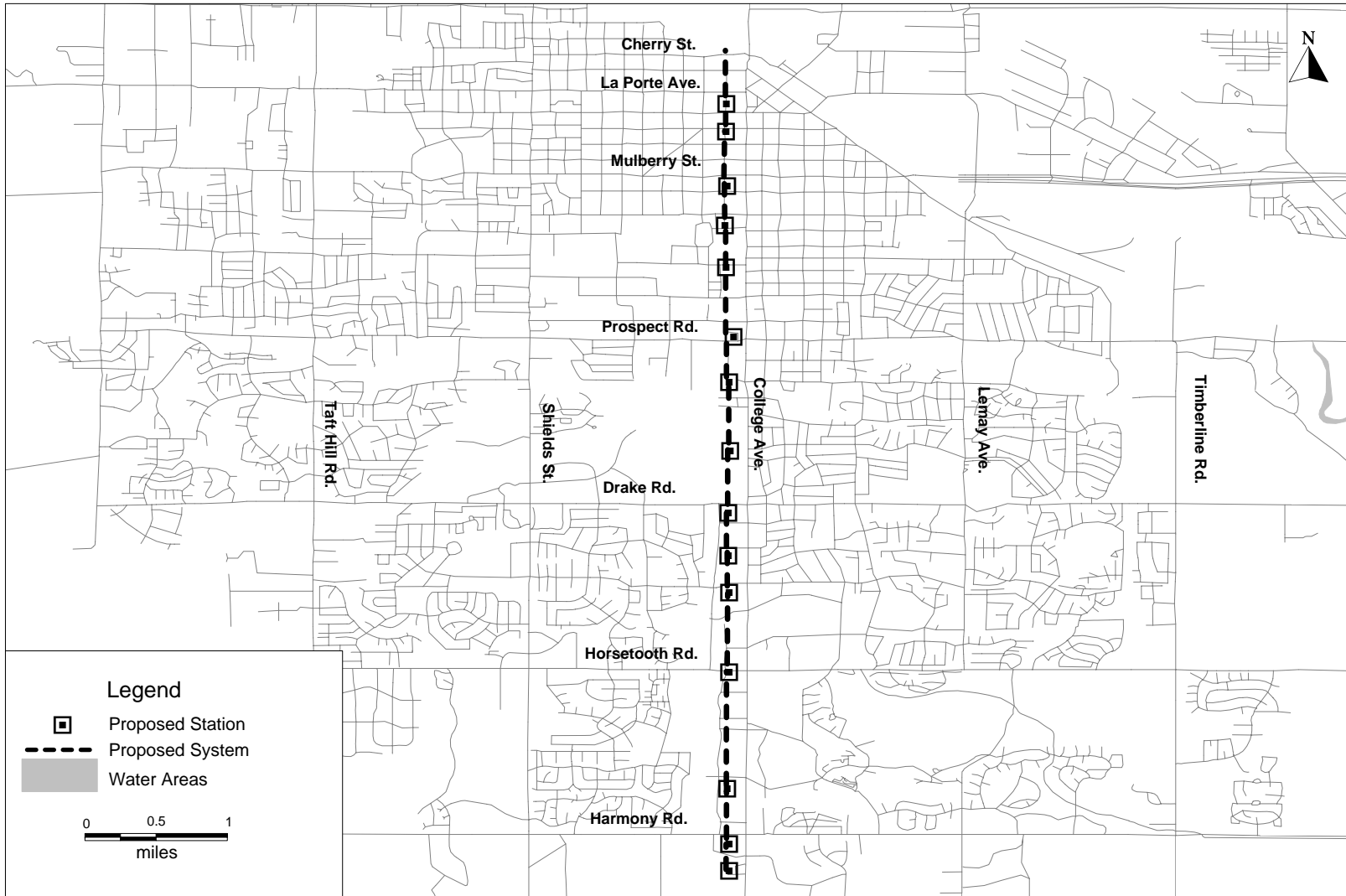
Sun Metro Area Rapid Transit (SMART) Starter Line

El Paso, Texas



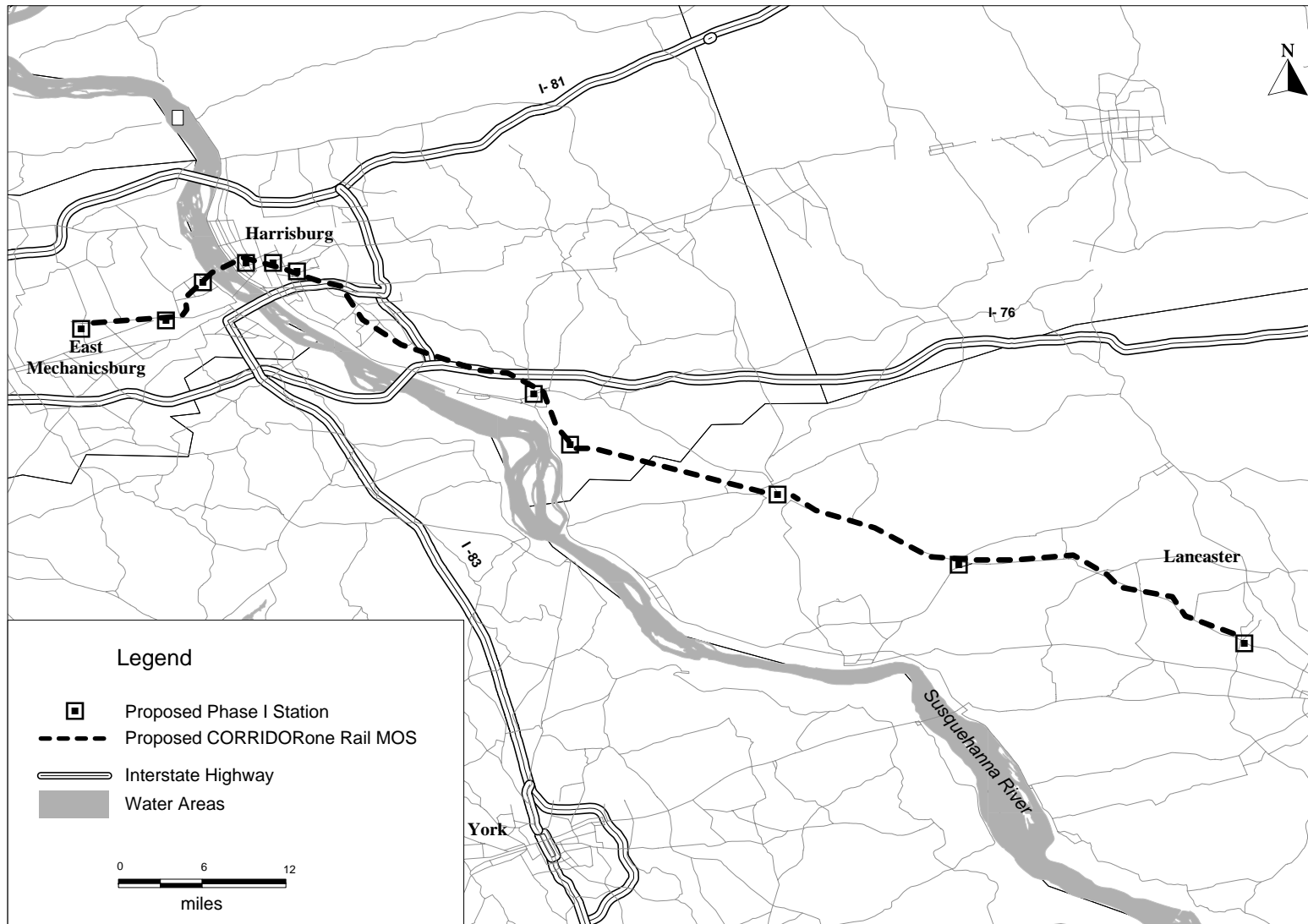
Mason Transportation Corridor

Fort Collins, Colorado



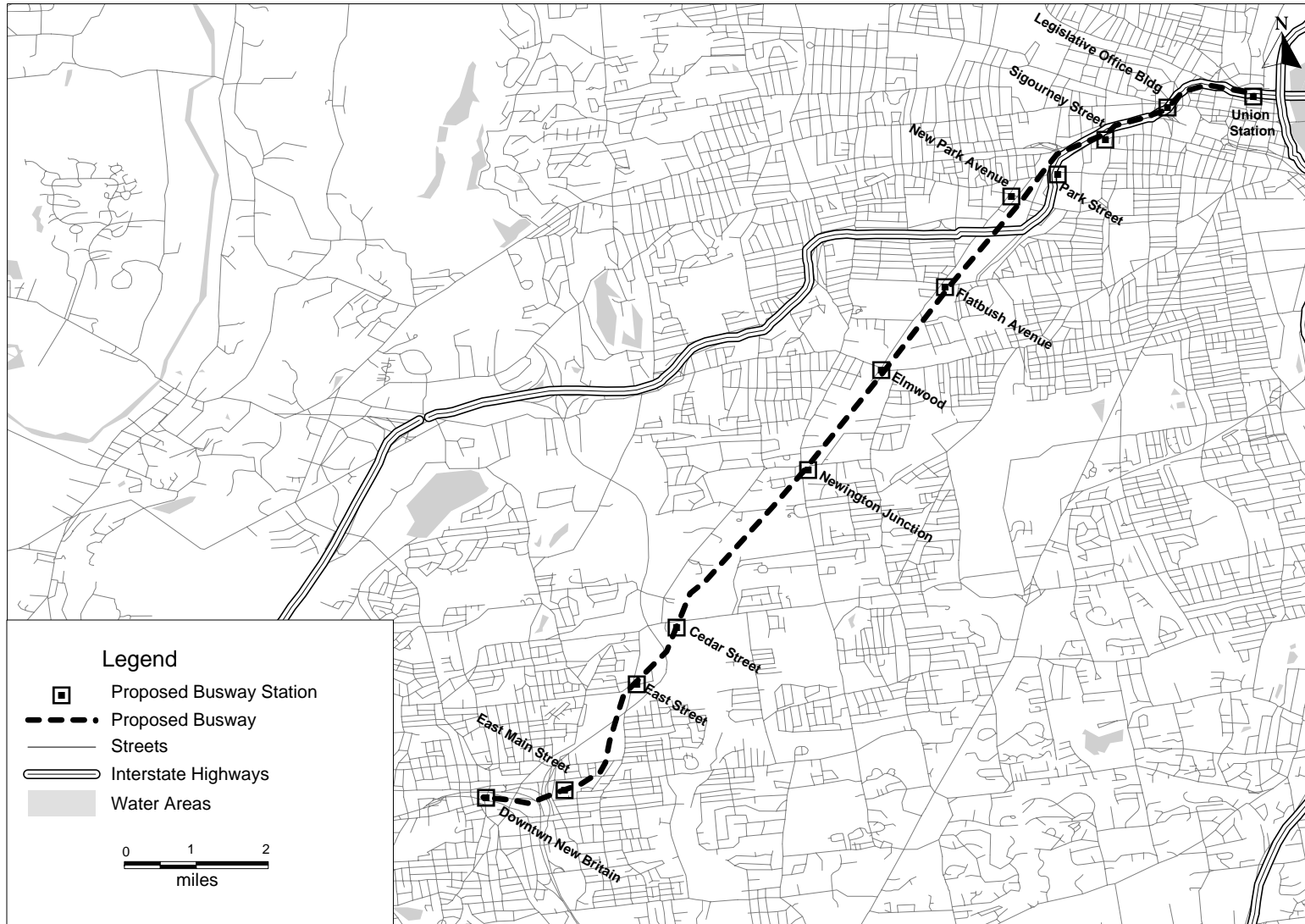
CORRIDORone Rail MOS

Harrisburg, Pennsylvania



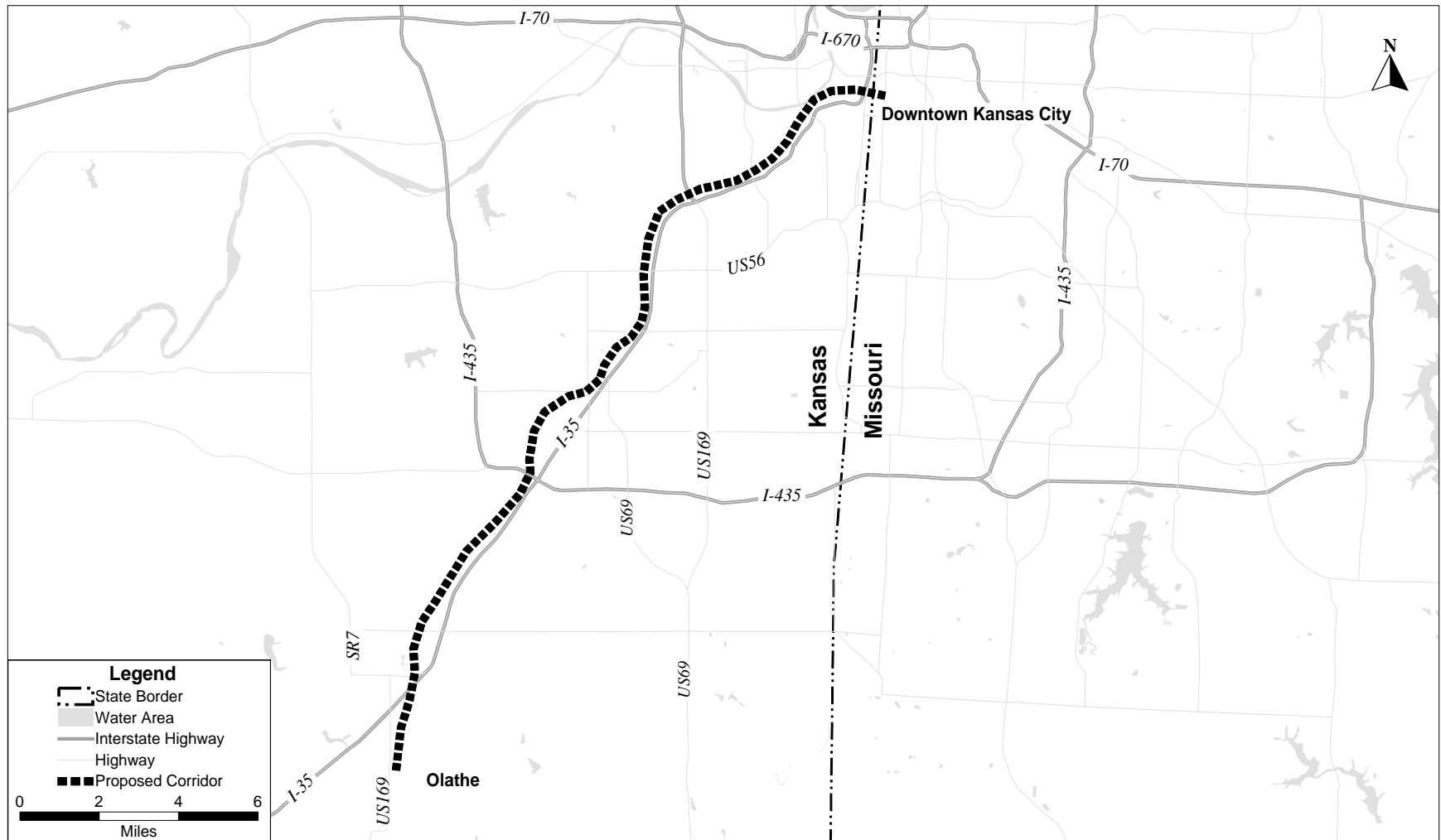
New-Britain - Hartford Busway

Hartford, Connecticut



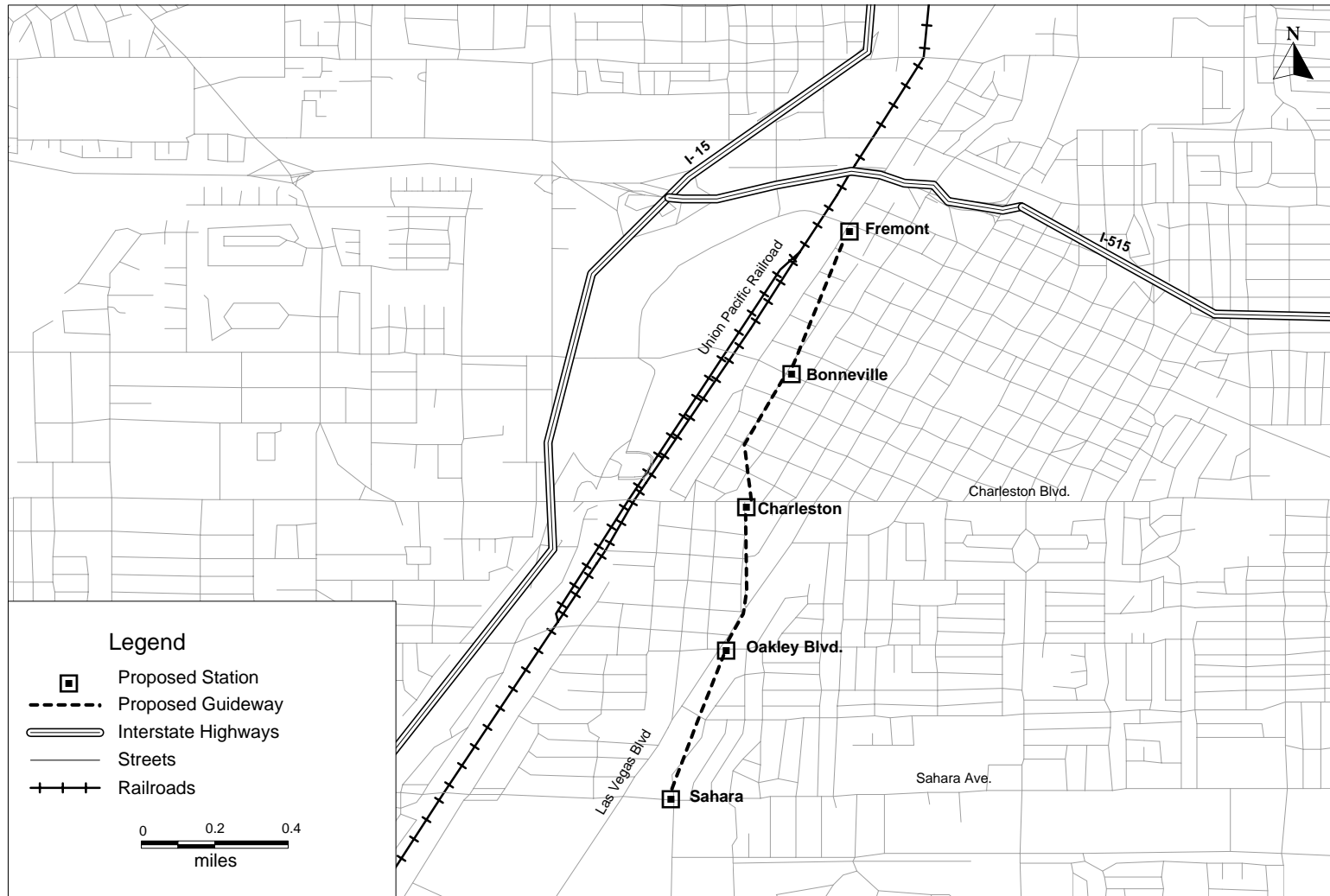
I-35 Commuter Rail

Johnson County, Kansas / Kansas City, Missouri



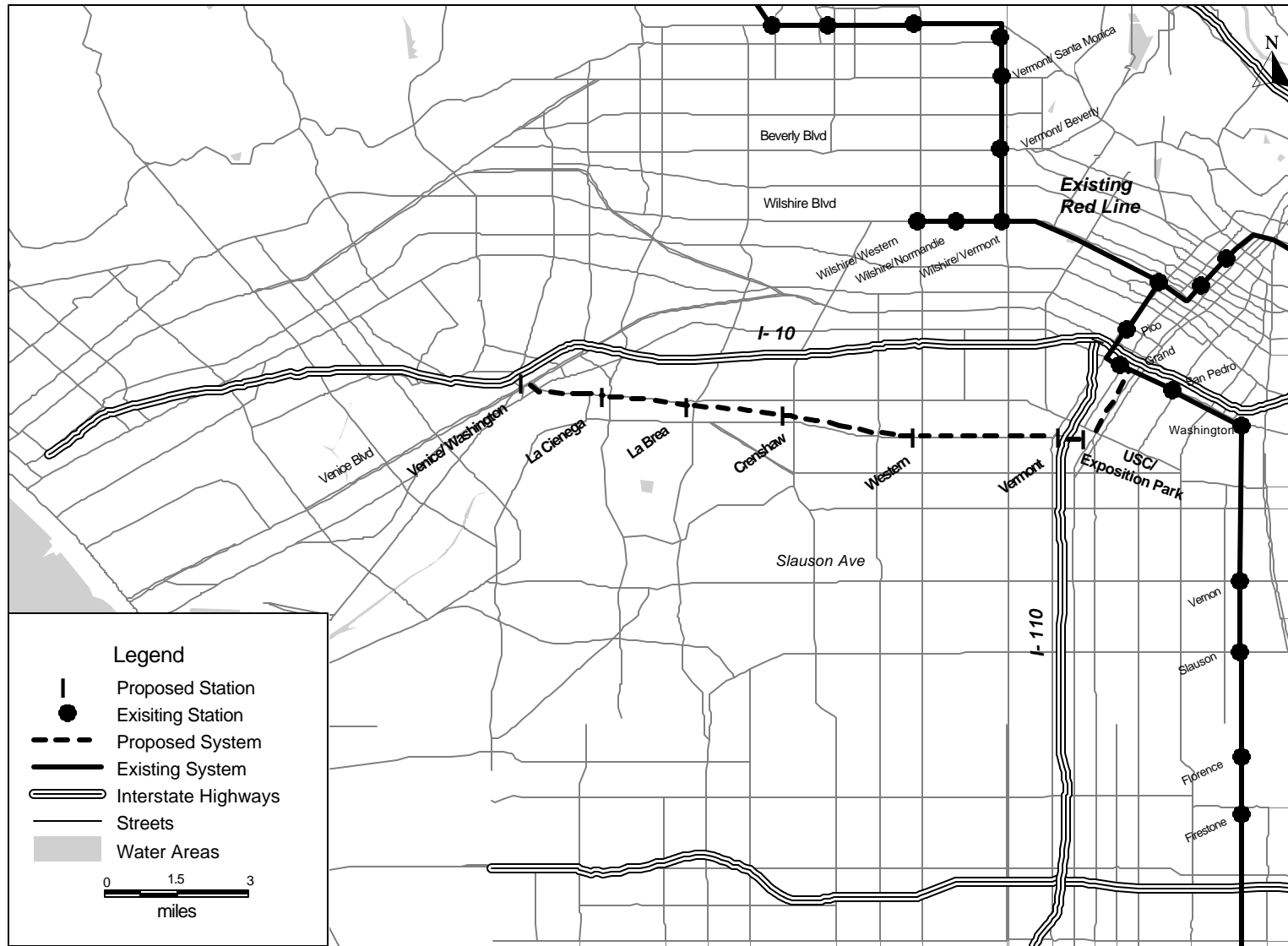
Resort Corridor Fixed Guideway

Las Vegas, Nevada



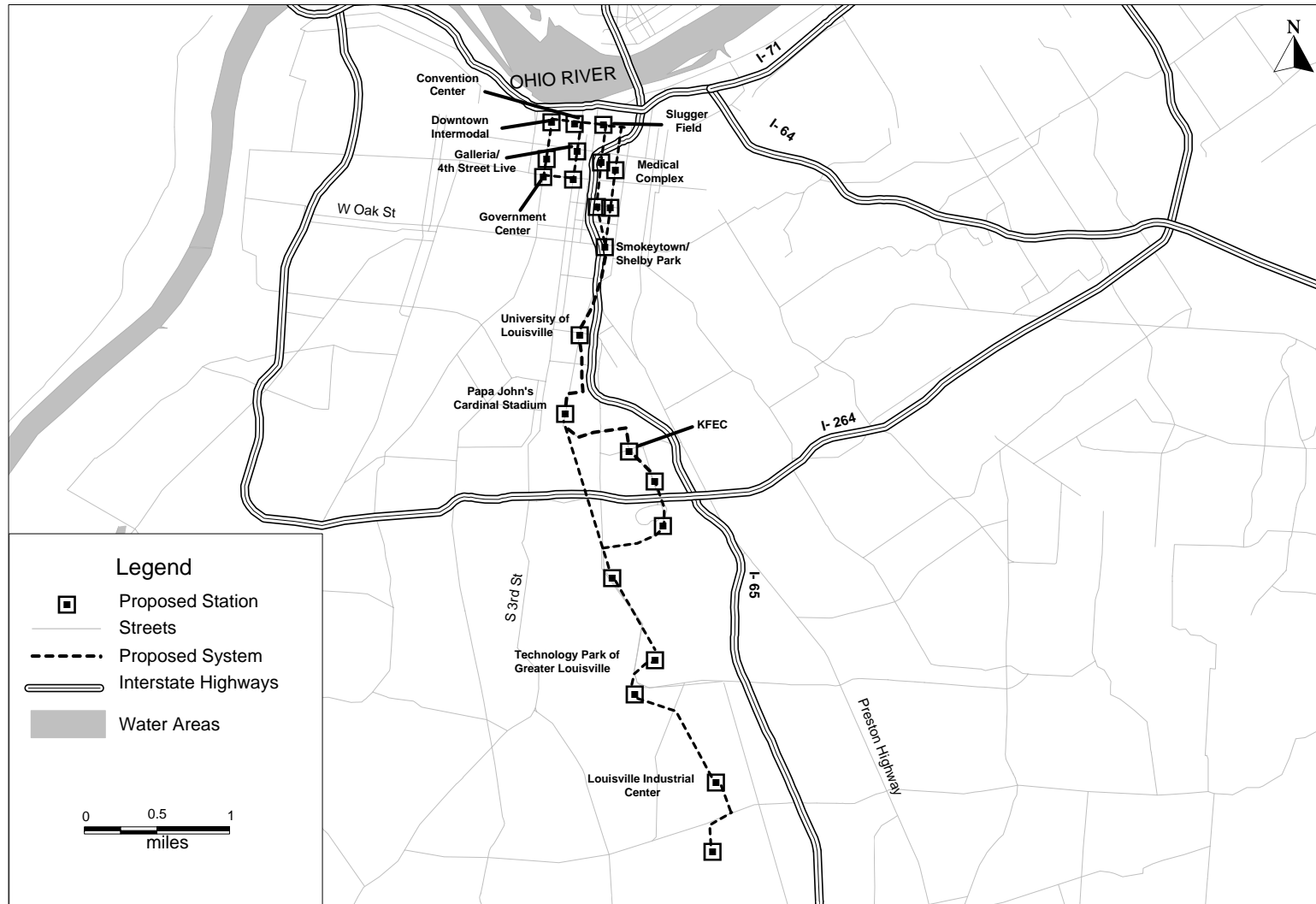
Mid-City / Exposition LRT Project

Los Angeles, California



Transportation Tomorrow South Central Corridor LRT

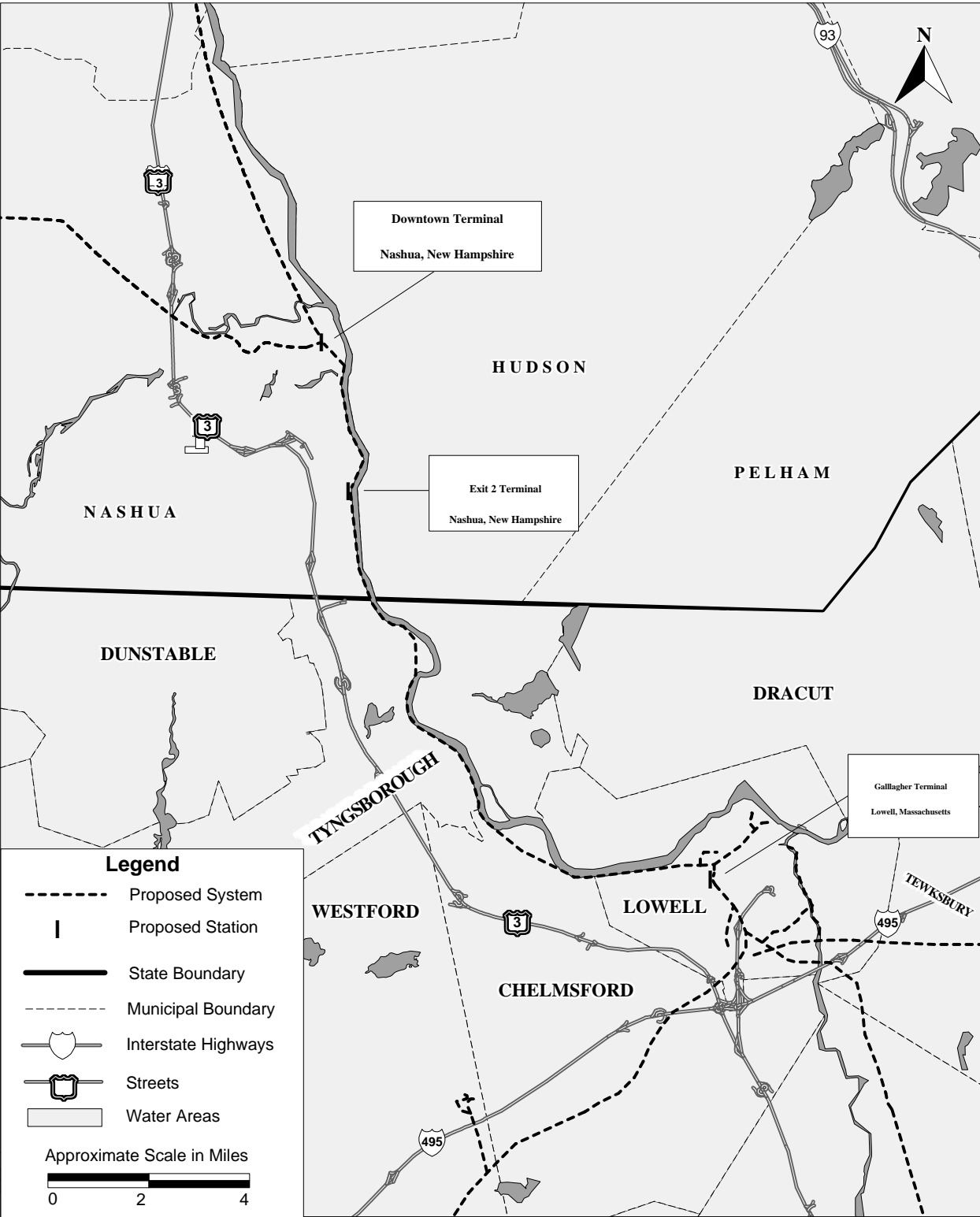
Louisville, Kentucky



Federal Transit Administration, 2003

Lowell - Nashua Commuter Rail Extension

Lowell, Massachusetts - Nashua, New Hampshire



North Corridor Metrorail Extension

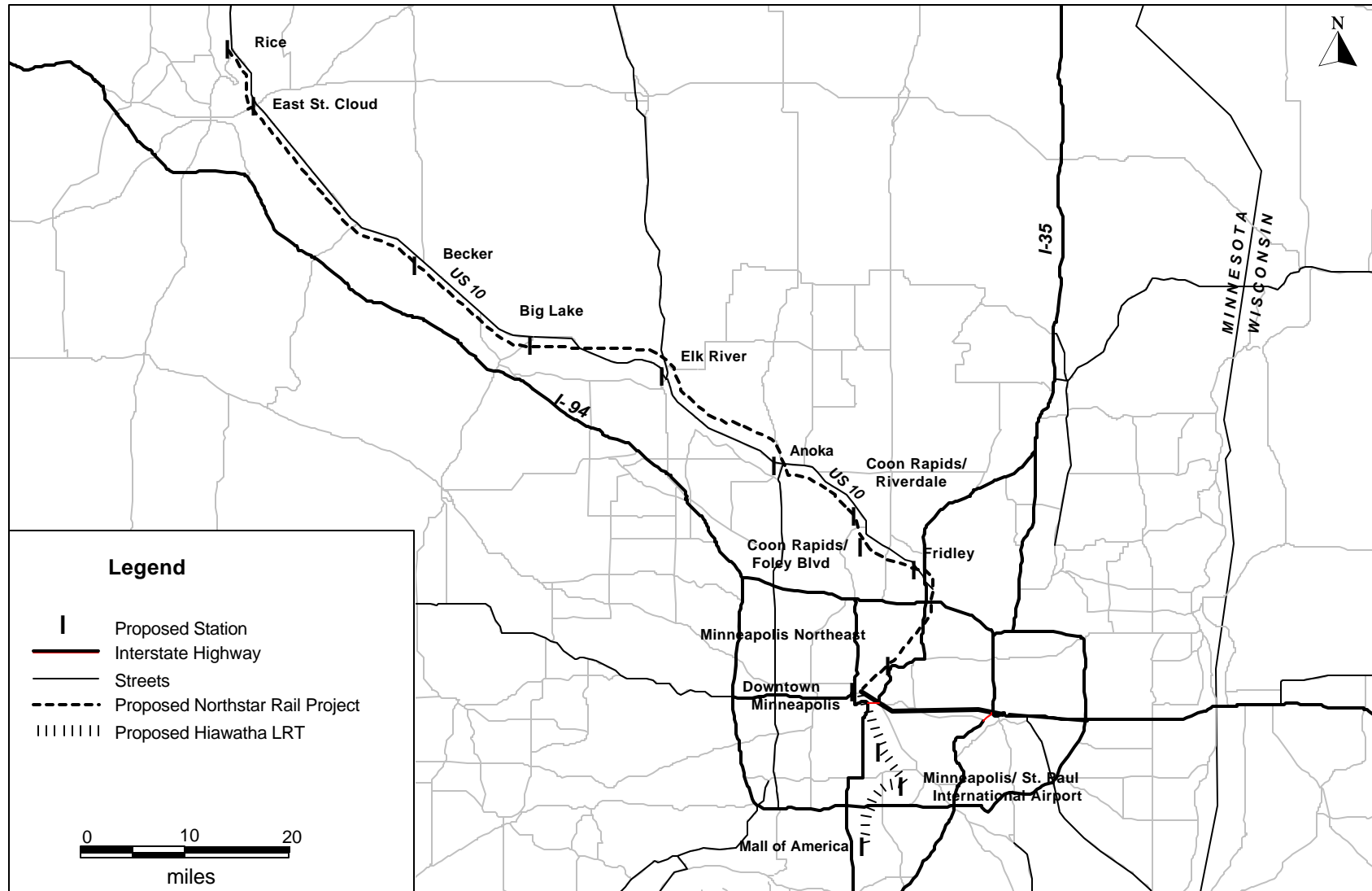
Miami, Florida



Federal Transit Administration, 2003

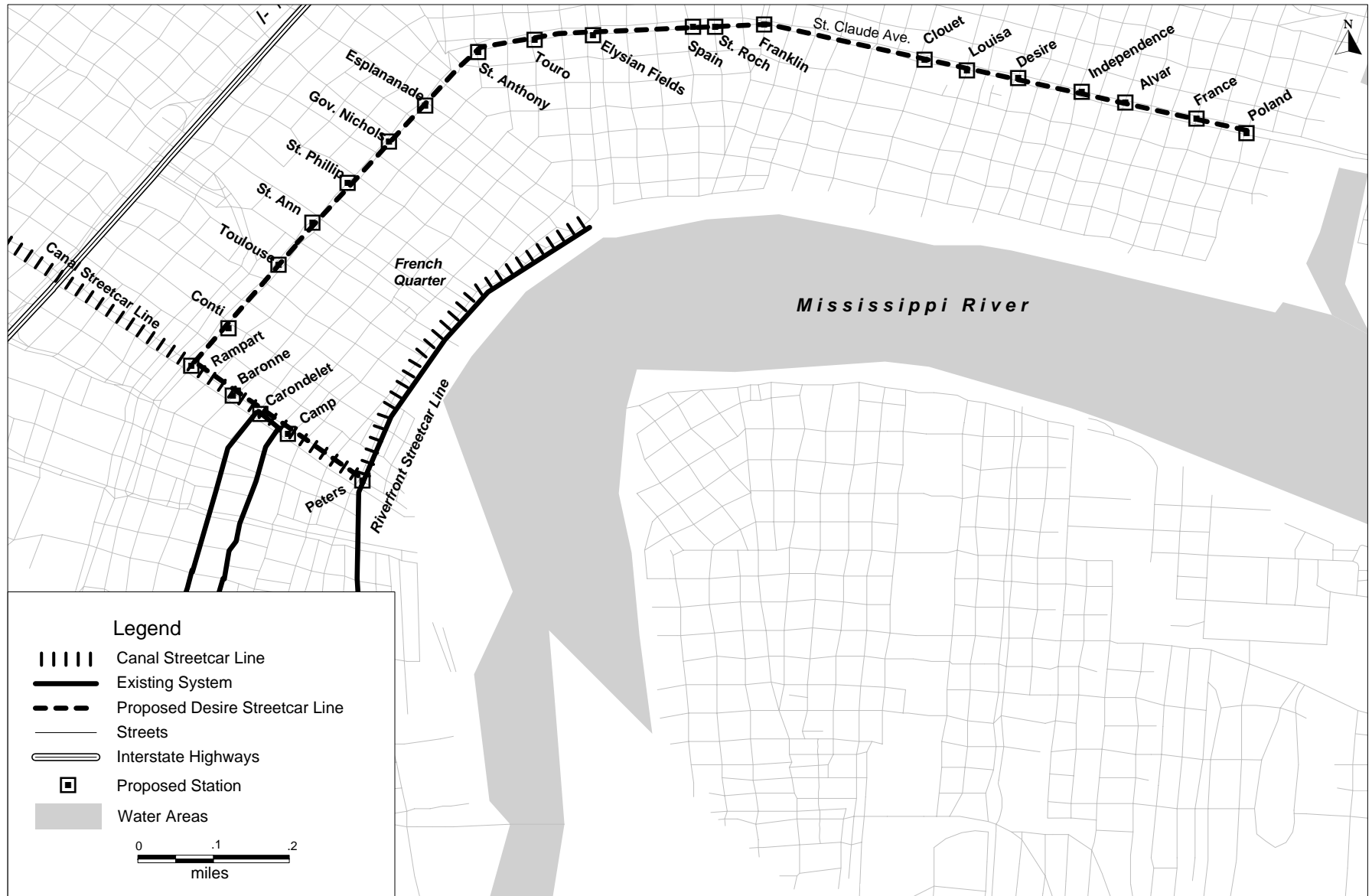
Northstar Corridor Rail Project

Minneapolis-Rice, Minnesota



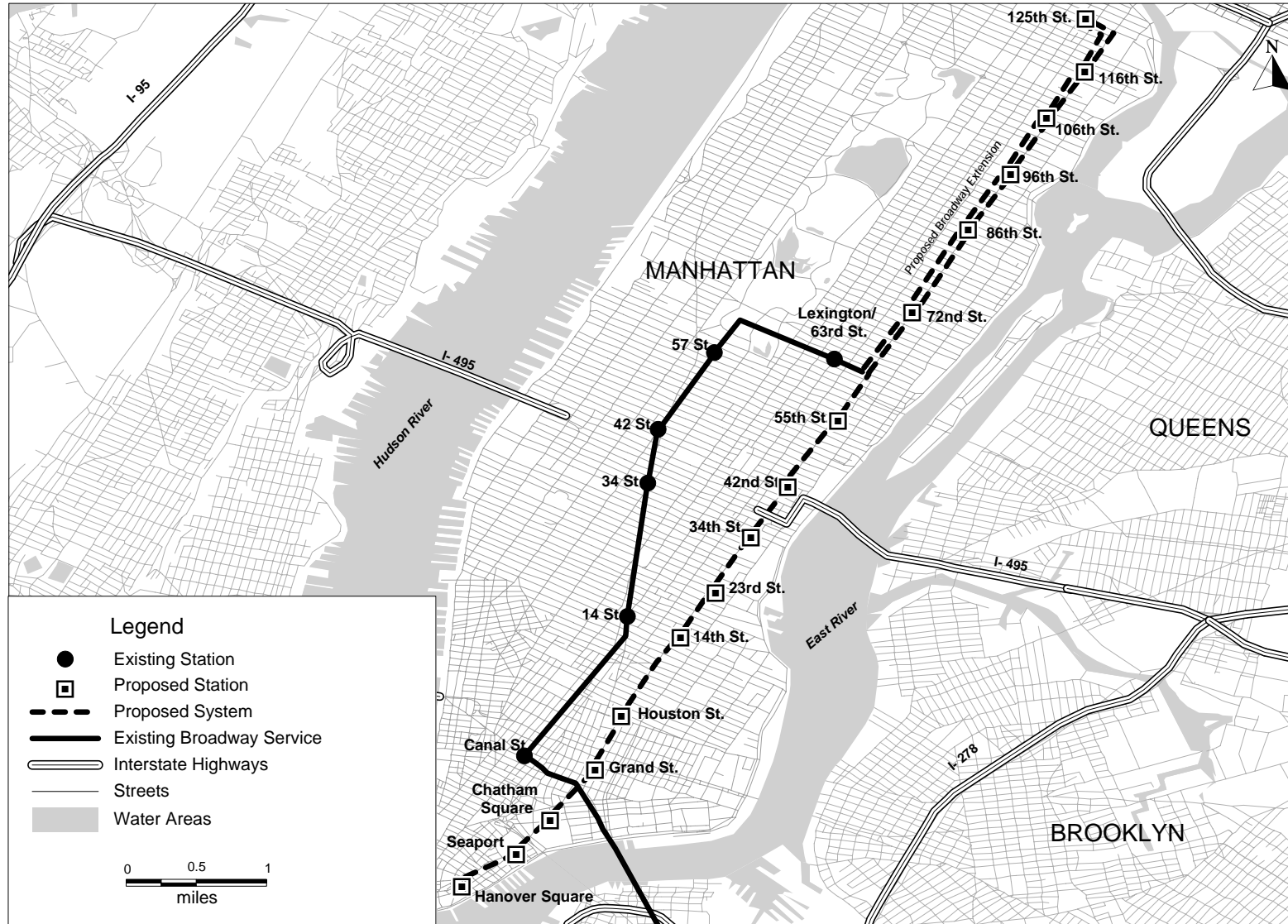
Desire Streetcar Line

New Orleans, Louisiana



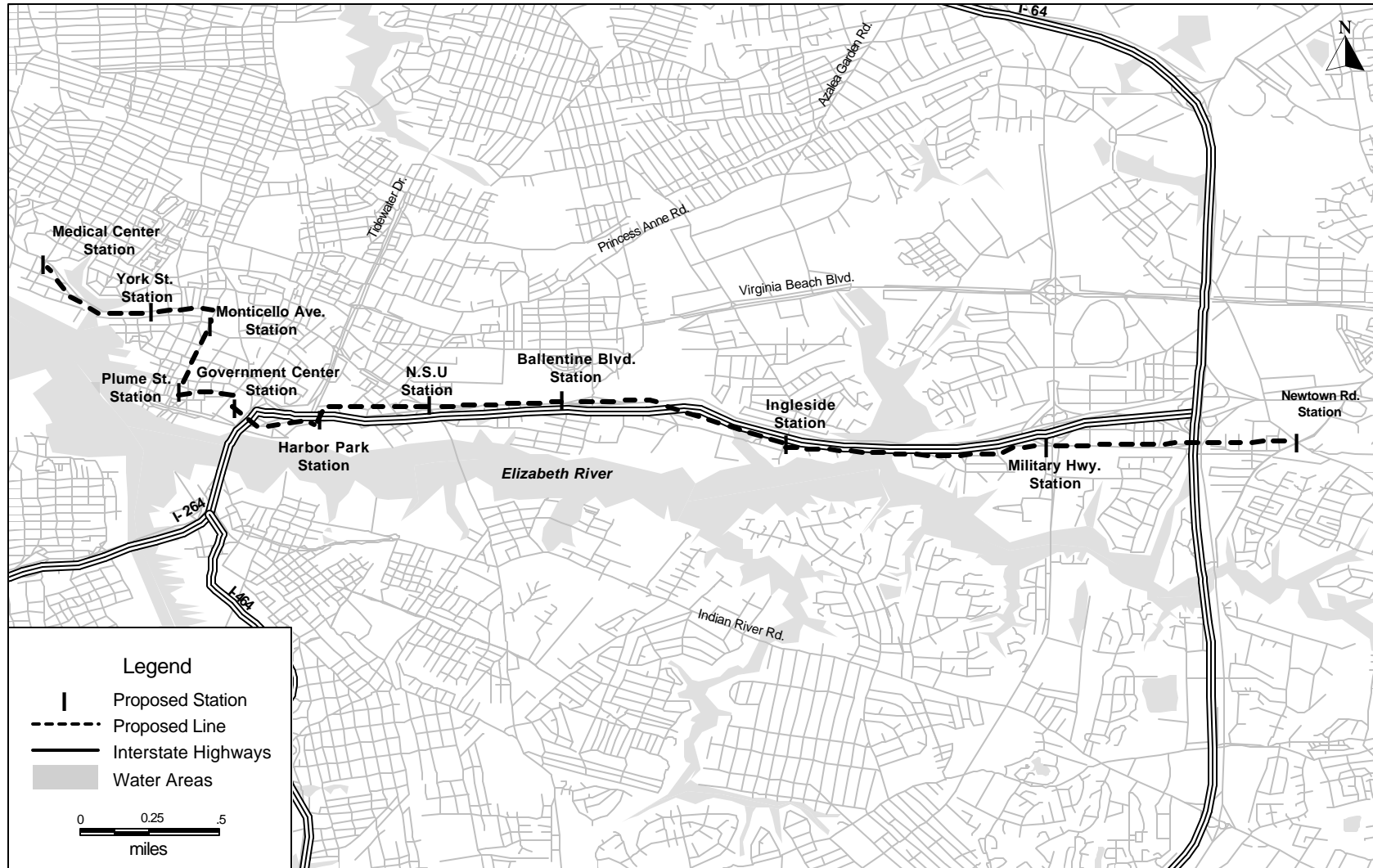
Second Avenue Subway

New York, New York



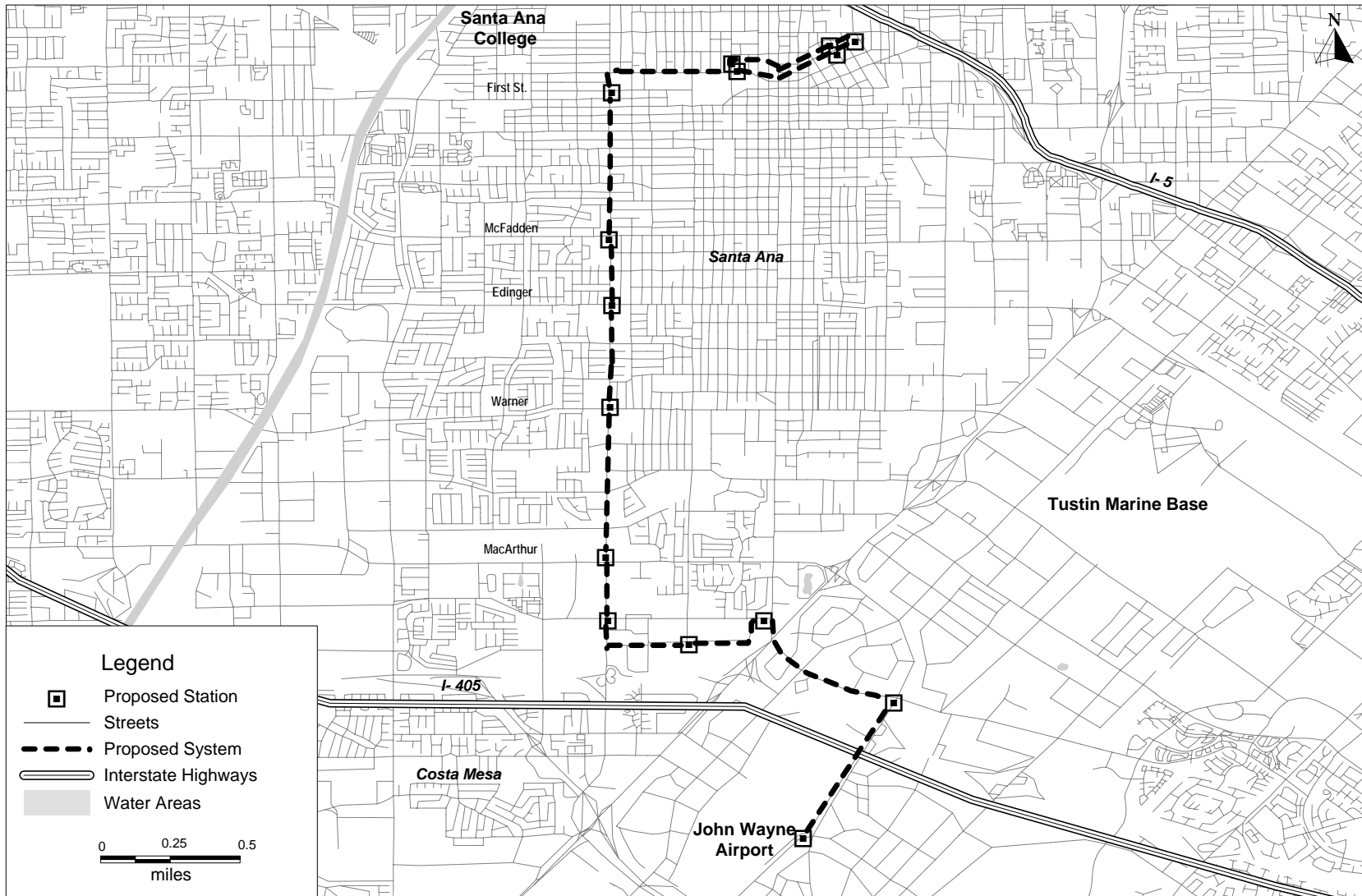
Norfolk LRT

Norfolk, Virginia



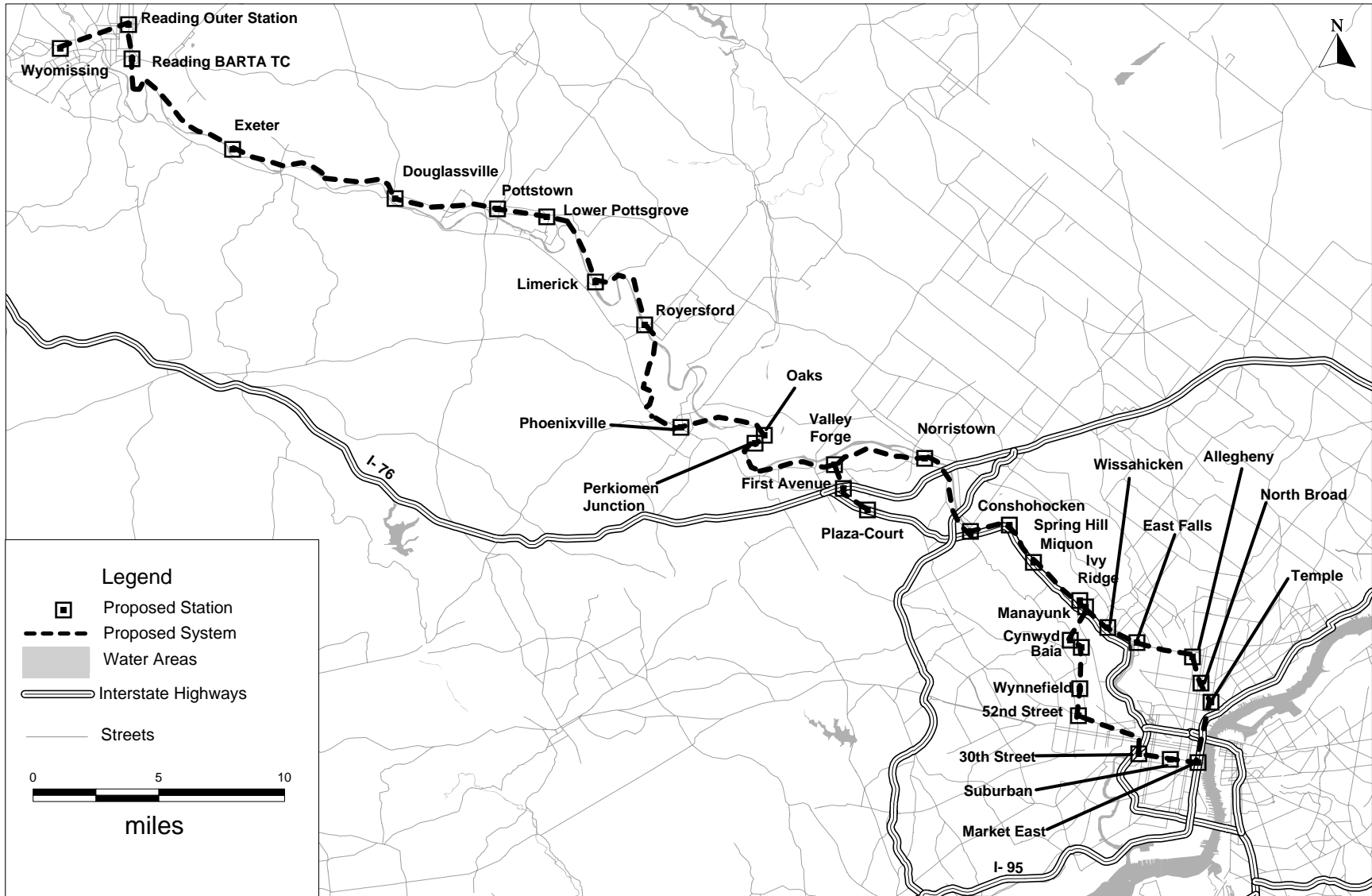
CenterLine LRT Project

Orange County, California



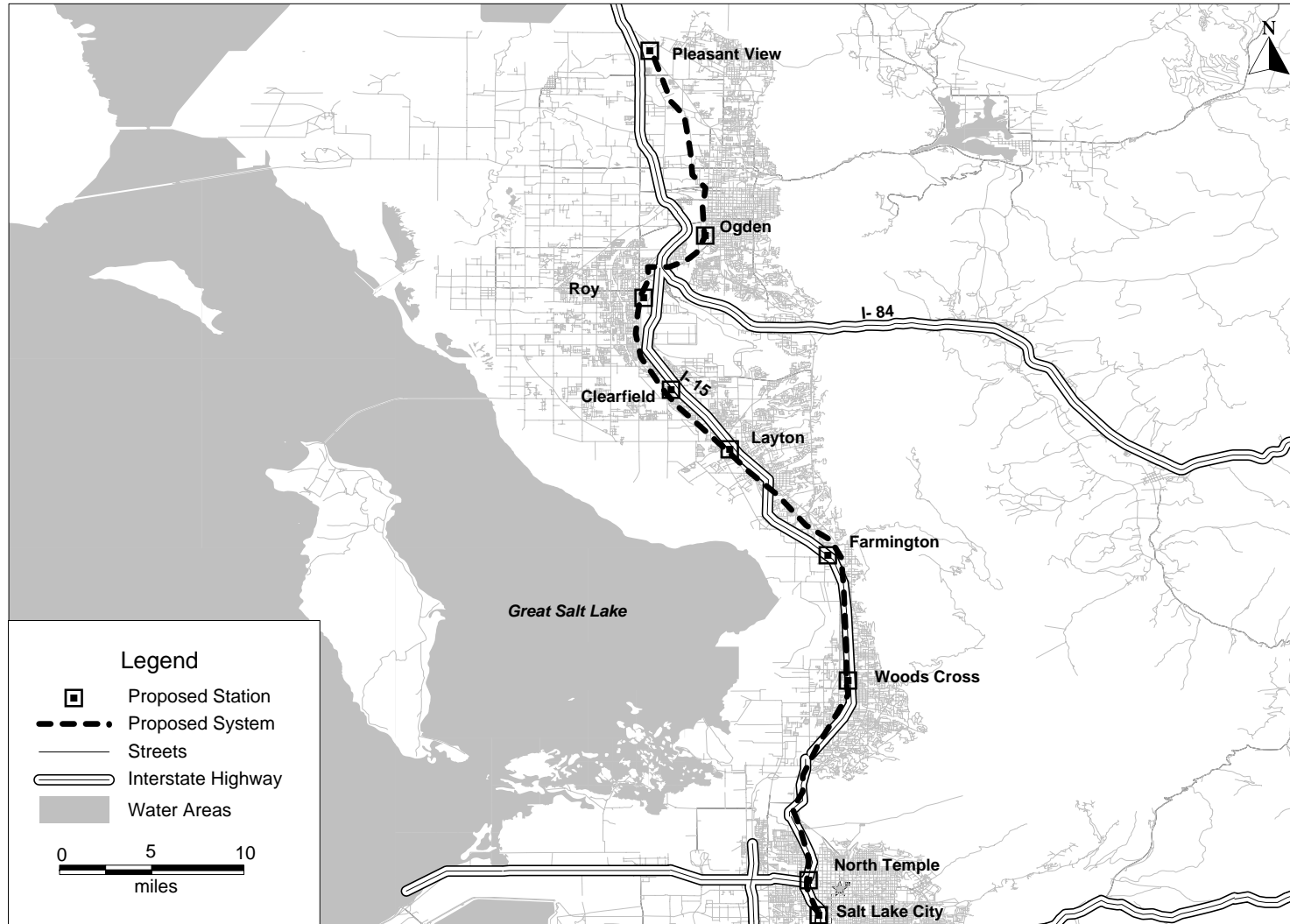
Schuylkill Valley MetroRail

Philadelphia, Pennsylvania



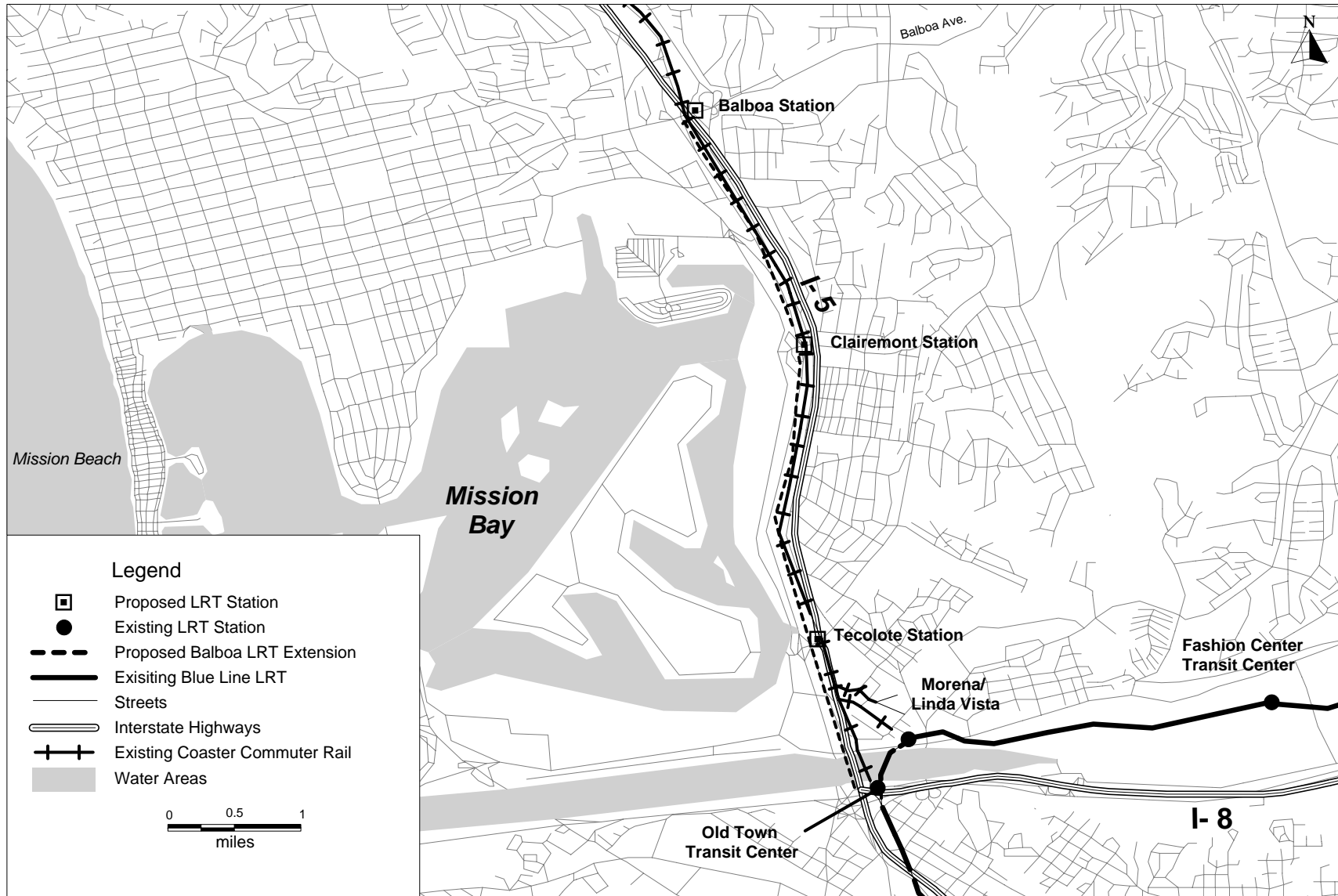
Weber County to Salt Lake Commuter Rail

Salt Lake City, Utah



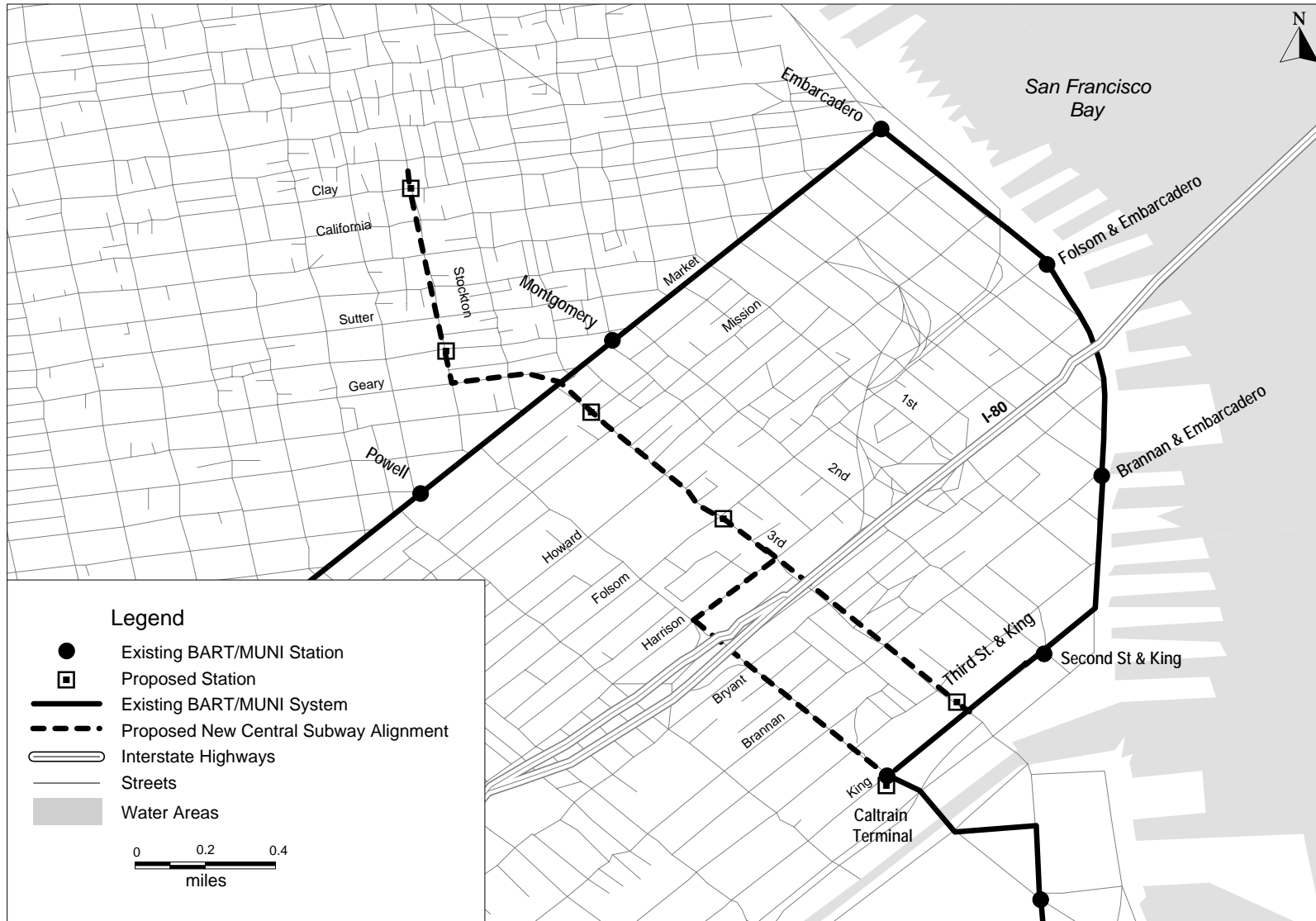
Mid-Coast Extension

San Diego, California



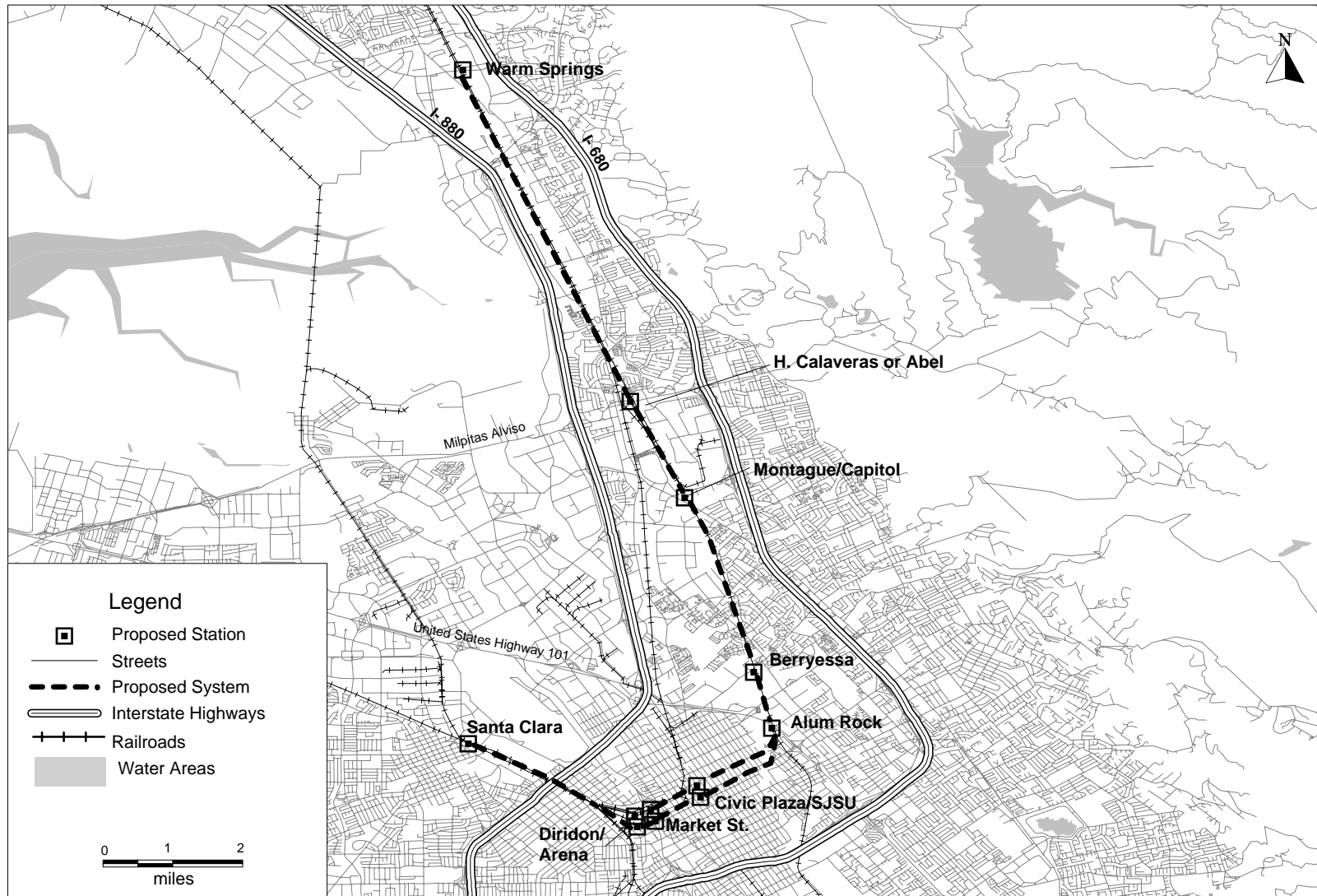
New Central Subway

San Francisco, California



Silicon Valley Rapid Transit Corridor

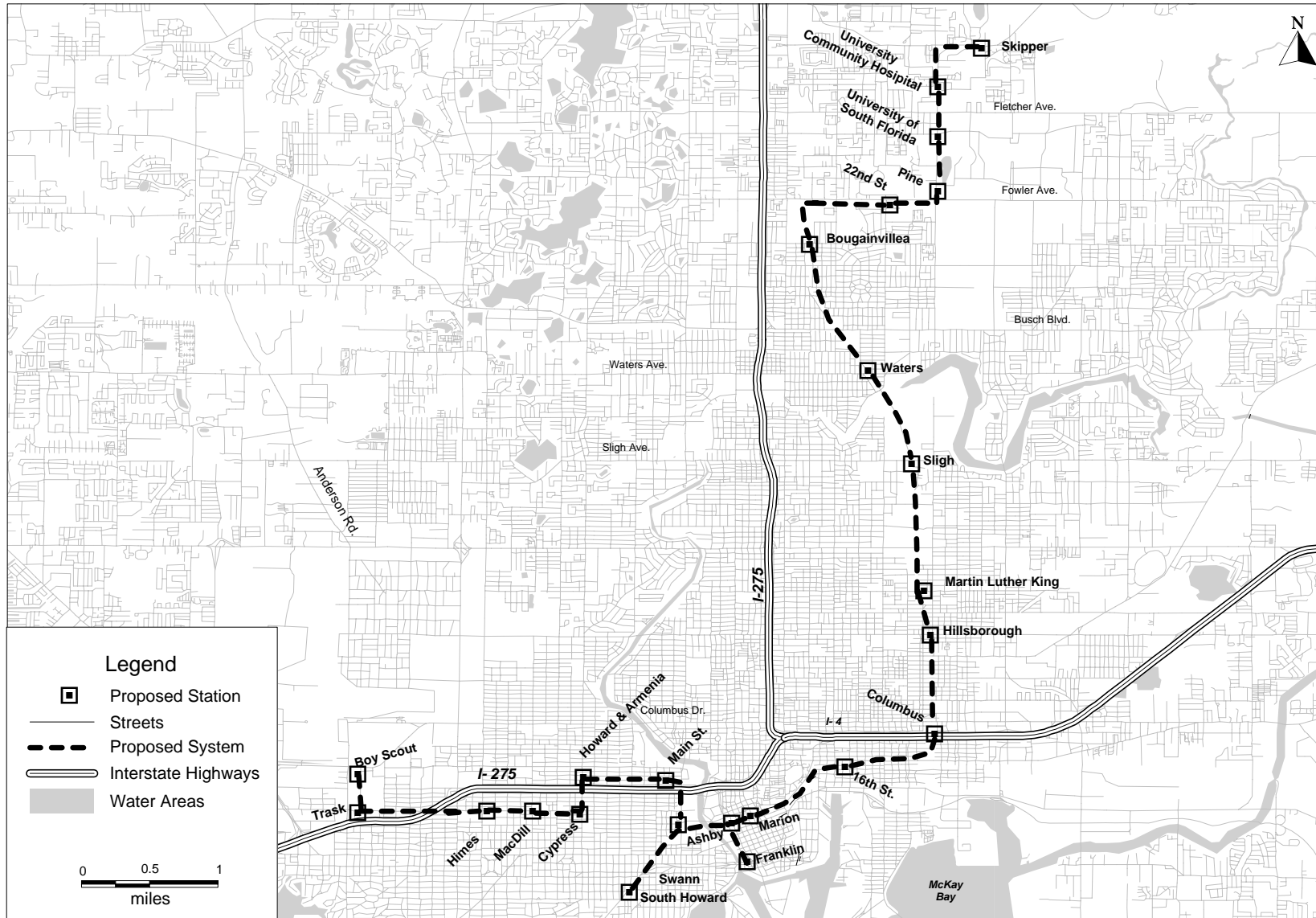
Santa Clara County, California



Federal Transit Administration 2003

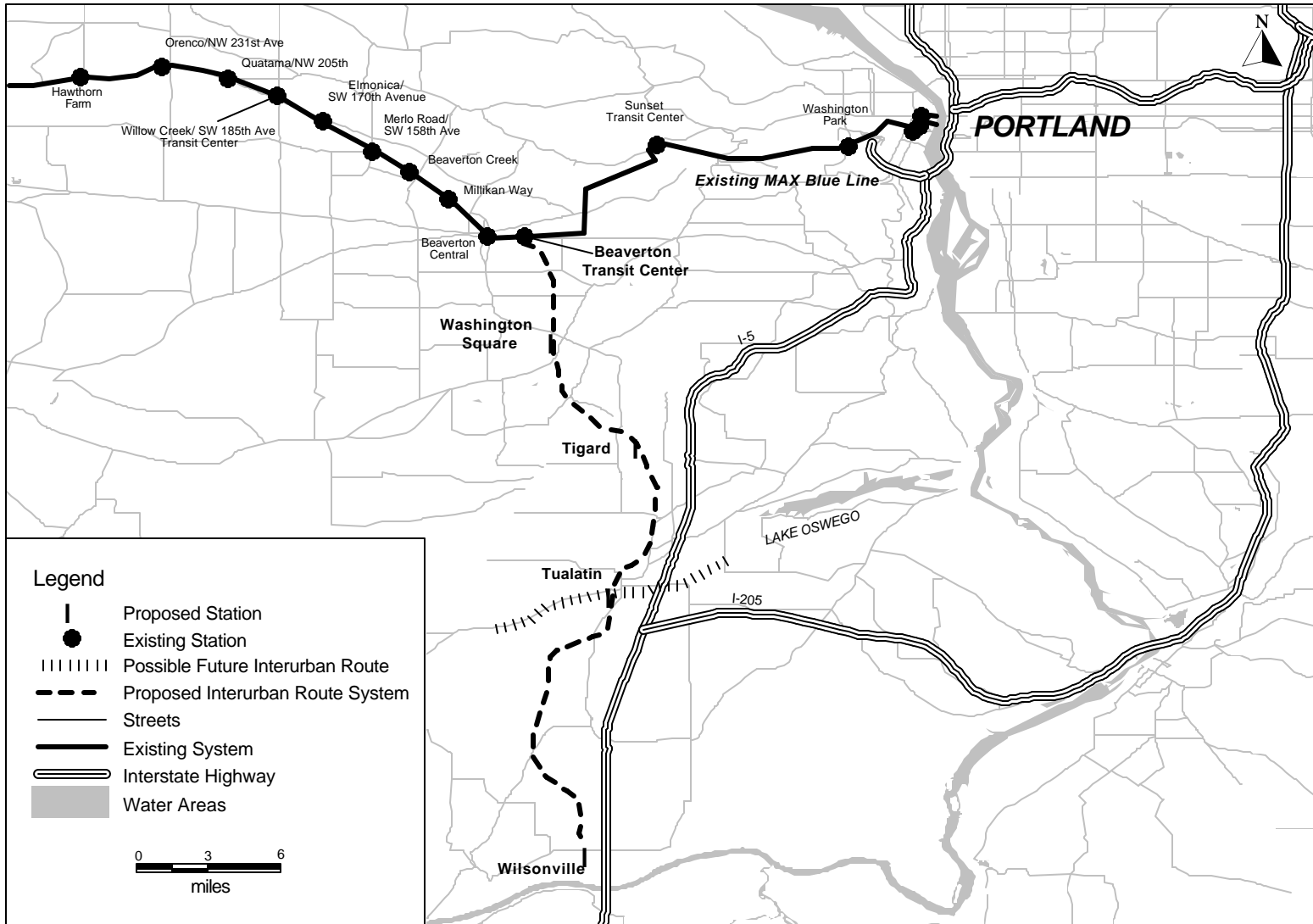
Tampa Bay Regional Rail

Tampa, Florida



Wilsonville to Beaverton Commuter Rail Project

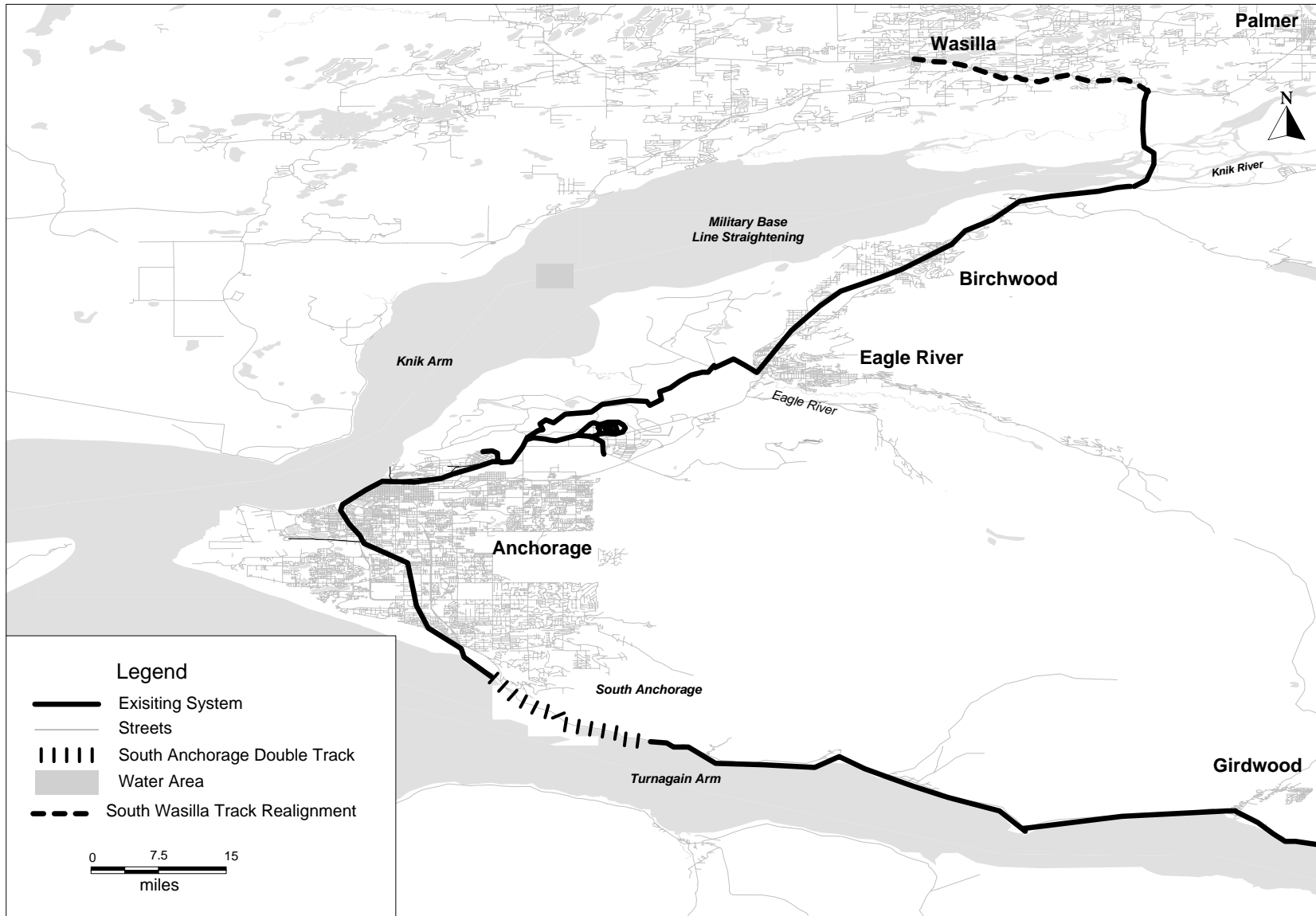
Washington County, Oregon



Federal Transit Administration, 2003

Alaska Railroad - South Wasilla Track Realignment

Wasilla, Alaska



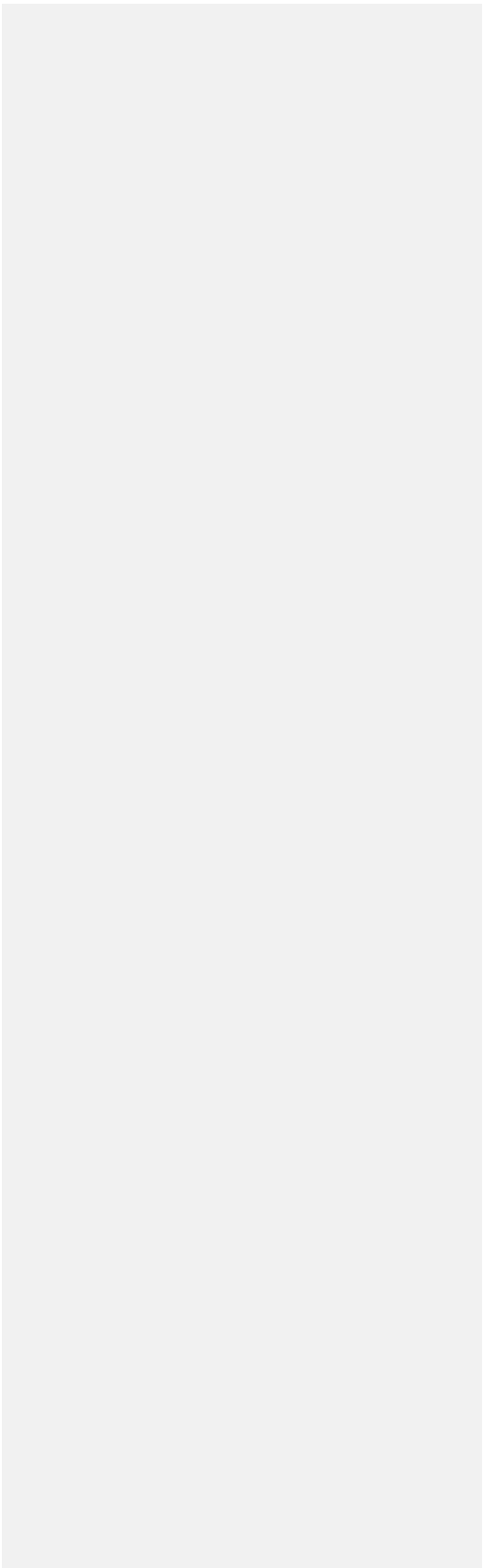
Appendix B

Additional Studies and Projects

Authorized in TEA-21

As of November 2003

The following paragraphs describe and provide the status of each of the studies and projects that were authorized in the Transportation Equity Act for the 21st Century (TEA-21) which are not reported in Appendix A. Appendix B also includes those projects that were reported in Appendix A of the FY 2004 *Annual Report on New Starts*, but have since been either appropriated the entirety of requested Section 5309 New Starts funding or have been suspended by local sponsors.



Alvarado Transportation Center
Albuquerque, New Mexico

The Alvarado Transportation Center (ATC) has been designed to function as a transportation center that includes administrative offices for the city of Albuquerque Transit Department. The operation of the facility is anticipated to improve transit service to the downtown area, aid in congestion management efforts and provide efficient passenger interchange among various modes of transportation, including city transit, intercity rail, intercity motor coach, taxi services, and potential light rail transit. The Transit Department has worked with Greyhound and Amtrak to ensure that the facility meets their required operational criteria. While providing for current and future transportation needs, the ATC is helping to create an historical “feel” for the downtown area. The facility has been designed in the style of the former Alvarado Hotel (circa 1900), one of the “gems” of the Fred Harvey-Atchinson, Topeka and Santa Fe string of first class resort hotels. Three buildings that are eligible for the national register will be functionally incorporated into the site layout. FTA, city of Albuquerque, State of New Mexico and the Albuquerque Development Commission provided funds for the project. The urban transit component of the project has been completed.

Greater Albuquerque Mass Transit Project
Albuquerque, New Mexico

The city of Albuquerque Transit Department has completed the alternatives analysis (AA) study for the Rapid Transit Project in the Central Avenue Corridor (CAC). This Corridor connects the downtown area with the University of New Mexico and several activity centers. The CAC was one of the corridors recommended in the Middle Rio Grande Connections (MRGC) Report for further study and was identified in the comprehensive plan as a “major transit” corridor. The AA recommended both light rail transit and bus rapid transit for further evaluation. The next step of the high capacity project will include conceptual engineering documents, a Draft Environmental Impact Statement (EIS) and a financial plan. Conceptual engineering drawings of each alignment option and centerline alignment will be prepared. The Draft EIS and conceptual engineering drawings will be used to conduct a detailed assessment of the environmental, social, economic effects, and capital/operating costs and cost effectiveness of each alignment/modal alternative. Completion of the Draft EIS will be the basis for the selection of a locally preferred alternative. The recommendations that result from this process will be submitted to FTA for review and consideration to advance to the Final EIS and preliminary engineering phase of the project. The city of Albuquerque anticipates completing the Draft EIS and conceptual engineering in fall 2004.

High Capacity Corridor Light Rail
Albuquerque, New Mexico

See the description for the Greater Albuquerque Mass Transit Project. Project sponsors have informed FTA that the two are the same.

Athens-Atlanta Commuter Rail

Athens-Gwinnett-Atlanta, Georgia

The Georgia Department of Transportation, Georgia Rail Passenger Authority, and the Georgia Regional Transportation Authority are jointly implementing commuter rail from Athens to Gwinnett County to Atlanta (a distance of 72 miles) using an existing CSX freight rail line, with minor use of Norfolk Southern lines at either end. Following public outreach, comprehensive alternatives analysis, and selection of the locally preferred alternative by State agencies in December 2001, an Environmental Assessment has been released and public meetings have been conducted. FTA is expected to complete its review of the materials in late 2003. Six trains would originate in the morning from Cedars Road in Gwinnett County; each would cover the 40 miles to the Atlanta Multimodal Passenger Terminal in one hour. Six intermediate stations would be served, including one at Emory University/Centers for Disease Control that would be connected by shuttle bus, and one at the major Mid-Town redevelopment at Atlantic Station. Two of the commuter trains would operate from Athens serving an additional two intermediate stations. Service would be reversed in the evening. Total capital costs are estimated at \$388 million (\$2003). A total of 9,700 riders per day are forecast in 2025, diverting the equivalent of one and a one-half highway lanes of traffic in each direction at the peak period of demand. The State is currently working with CSX on a comprehensive identification of necessary future capacity improvements in the Atlanta area as a precursor to access and operations discussions.

Georgia 400 Multimodal Corridor (North Fulton Corridor)

Atlanta, Georgia

The Georgia Regional Transportation Authority (GRTA), with financing from the Georgia Department of Transportation, is conducting the *Northern Subarea Study* (NSAS). High growth in office, commercial, and residential development has occurred within the corridor with additional significant growth already planned. This study is considering immediate improvements in the Georgia 400 corridor as well an evaluation of land use and mobility improvements in the northern subarea of Atlanta. Projects being evaluated for short-term implementation include operating express buses on the shoulders of Georgia 400. A proposed 14-mile corridor extending from the Metropolitan Atlanta Rapid Transit Authority's (MARTA) North Springs Station along the Georgia 400 Corridor to the McGinnis Ferry Parkway is also being considered in the land use and mobility components of the study. As a next step, MARTA has initiated an alternatives analysis (AA) on the Georgia 400 (from North Springs to Windward Parkway) portion of the NSAS. The study will look at bus rapid transit applications as well as the extension of heavy rail from the existing North Springs Station. The AA will build on the work done by GRTA. The study is scheduled for completion by the summer 2004.

**Interstate 285 Transit Corridor
Atlanta, Georgia**

The Atlanta Regional Commission, in conjunction with a coalition of community improvement districts, initiated the *I-285 Transit Corridor Alternatives Analysis (AA) and Draft Environmental Impact Statement*. This project is the result of two previous planning studies, the *Marietta-Lawrenceville Transportation Study* and the *I-285 Corridor Transit Feasibility Study*. These studies identified the need for and benefits provided by a transit corridor generally along I-285 between the Cumberland activity center and the city of Doraville. This unique transit project would address cross-radial travel patterns, connecting two existing Metropolitan Atlanta Rapid Transit Authority heavy rail corridors and one planned light rail transit (LRT) or bus rapid transit (BRT) corridor. The AA is evaluating one LRT concept and three BRT concepts. Completion of the AA and selection of a locally preferred alternative is scheduled for the end of 2003.

**MARTA - South DeKalb Comprehensive Transit Program and Atlanta (South DeKalb – Lindbergh Corridor)
Atlanta, Georgia**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) is examining potential transit solutions to alleviate traffic congestion throughout south DeKalb County. The proposed area, located south of MARTA's existing East Line, is currently experiencing rapid growth in residential development. The result has been heavy traffic congestion on all major streets and highways. A portion of the proposed study area was included in the previous *South DeKalb-Lindbergh Corridor Major Investment Study*. MARTA has been studying the feasibility of implementing improved transit alternatives along the Interstate 20 corridor that traverses the southern portion of DeKalb County. MARTA is now proceeding with an alternatives analysis (AA) of the I-20 Corridor eastward from the Atlanta central business district to the Lithonia/Stonecrest Mall area of south DeKalb, a distance of approximately 18 miles. Through FY 2003, Congress has appropriated \$3.63 million in Section 5309 New Starts funds for this effort. The AA is scheduled for completion in early 2004.

**Rapid Transit Project
Austin, Texas**

In October 1997, the Federal Transit Administration gave Capital Metro permission to initiate preliminary engineering (PE) and to prepare an Environmental Impact Statement for a light rail transit (LRT) system along the northwest/north central and southeast corridors of metropolitan Austin. Further planning efforts, including extensive public involvement, were initiated to refine the locally preferred alternative to ensure that the area's major destinations and activity centers were incorporated. Upon formal adoption of a revised plan by the Capital Metro Board and the MPO, Capital Metro initiated the environmental review process for the proposed LRT and focused initial PE efforts on a minimum operable segment of the LRT system. In partnership with the city, Capital Metro has also been studying a commuter rail option from downtown Austin – with the last stop in Leander – that would yield a quicker implementation in Austin than LRT and would therefore have higher priority over LRT. In addition, a commuter rail airport connection to downtown Austin is being considered as a higher priority.

Central LRT Extension to Glen Burnie Baltimore, Maryland

The Maryland Transit Administration has decided not to pursue this effort at this time. The most cost effective alignment identified in previous studies is not acceptable to the public or locally elected officials.

MARC Commuter Rail Improvements Baltimore, Maryland – Washington, D.C.

The Maryland Transit Administration (MTA) has proposed four projects for the Maryland Area Rail Commuter (MARC) system serving the Baltimore, MD - Washington, DC metropolitan area. These projects are: (1) the Mid-Day Storage Facility in the Amtrak Yard at Washington's Union Station, for daytime equipment layover and daily train servicing and inspection; (2) the Silver Spring Intermodal Transit Center, in lower Montgomery County, MD, that would relocate the Silver Spring MARC Station to the site of the current Silver Spring Metrorail Station; (3) the Penn-Camden Connection, located in southwest Baltimore, a six-mile rail line connecting two of the MARC lines that would allow the rerouting of MARC passenger trains around freight trains along the CSX rail line; and (4) the Maintenance Facility in southwest Baltimore, that would provide a centralized storage and maintenance facility for MARC coaches and locomotives. The Mid-Day Storage Facility and the Penn-Camden Connection are in final design, and the Silver Spring Intermodal Transit Center and Baltimore Maintenance Facility are in preliminary engineering. These projects, undertaken separately by MTA, are considered exempt from the New Starts criteria because the proposed New Starts share for each is less than \$25 million. Through FY 2003, Congress has appropriated \$40.7 million in Section 5309 New Starts funds for these projects. Allocating these funds among the four projects, MTA seeks additional Section 5309 New Starts funds only for the Maintenance Facility.

Baltimore Region Transit Plan (formerly the Metropolitan Rail Corridor) Red and Green Line Corridor Studies Baltimore, Maryland

The Maryland Transit Administration of the Maryland Department of Transportation is currently studying transit improvements for the Baltimore metropolitan region resulting from the *Maryland Comprehensive Transit Plan* adopted in 2000. A regional system plan was recommended in March 2002. Alternatives analysis and development of two environmental documents are underway for two "priority" corridors. These studies will assess an east-west rapid transit line through downtown Baltimore from the Social Security/Woodlawn Area to the Patterson Park area in east Baltimore (Red Line), and an extension of rapid transit service from the Johns Hopkins Medical Campus to Morgan State University (Green Line). Alternatives under consideration in both of these studies include bus rapid transit, light rail, Metro Subway (Green Line only), enhanced bus and no-build. Through FY 2003, Congress has appropriated \$1.48 million in Section 5309 New Starts funds for this effort.

People Mover (Central Downtown Study)
Baltimore, Maryland

The city of Baltimore completed a feasibility study in November 2001 that examined transportation alternatives available for improving transit service within downtown Baltimore. Four alternative alignments and technologies have been defined and reported, including the potential costs and benefits of each, for use by regional policy makers in developing strategies for improving downtown transit service. The city of Baltimore will continue to work with the Maryland Transit Administration and other regional agencies to implement downtown transit service improvements. Through FY 2003, Congress has appropriated \$0.49 million in Section 5309 New Starts funds for this effort.

Bergen-Passaic Rail (Cross County Rail)
Bergen County, New Jersey

The Bergen County, New Jersey, Cross County Light Rail Transit (LRT) line was recommended as one of three new rail lines under the *West Shore Region Major Investment Study/Draft Environmental Impact Statement*. Concerns regarding the compatibility of LRT with railroad freight on this line and the potential availability of Federal Railroad Administration-compliant diesel multiple unit rail cars has resulted in planning for a commuter rail technology. The Bergen-Passaic Line is anticipated to share the right-of-way of the New York, Susquehanna and Western Railroad southeast from Hawthorne, New Jersey, through the city of Paterson to a terminus in Hackensack. A future terminus may be located at a transfer station at Fairview on the Hudson-Bergen LRT System or connecting to NJ TRANSIT's existing commuter rail system.

Transit Corridor
Birmingham, Alabama

The Birmingham Metropolitan Planning Organization (MPO) and the Birmingham-Jefferson County Transit Authority (BJCTA) are scheduled to complete Phase II of the *Birmingham Regional Transportation Corridors Alternative Analysis (AA)* during the first quarter of FY 2004. This phase identified three priority corridors including a recommended locally preferred alternative (LPA) in three regional transportation corridors. The proposed New Starts projects include the following: (1) Birmingham Downtown Street Car – a 5.5-mile route in the Birmingham central business district (CBD) along 19th Street, 5th Avenue South and 7th Avenue South linking two proposed transit stations with the Central Station Intermodal Transit Facility connecting intercity bus, Greyhound and Amtrak. The streetcar line would be 9.3 miles of directional dual track separating vehicular traffic. The proposed transit stations would link the Convention Center/Hotel District, University of Alabama-Birmingham/Medical District to Five Points South and Lakeview Business District activity centers. (2) The Interstate 65 S. bus rapid transit (BRT) facility would be a 22-mile reversible lane for buses and high occupancy vehicles from Alabaster (I-65S Exit 238 in Shelby County) to University Drive in downtown Birmingham connecting suburban cities in south Jefferson County and northern Shelby County to UAB/Medical District and the Birmingham CBD. This BRT corridor would serve two proposed park-and-ride lots within the corridor at major interchanges within close proximity to regional

activity centers. (3) The U.S. 280 BRT facility would be a proposed dedicated 15-mile corridor with information technology and traffic signal pre-emption from downtown Birmingham southeast to State Route 119 in Shelby County. The project includes proposed transit stations with park-and-ride facilities at key commercial activity centers within the corridor including feeder buses and circulators to link office/hotels to the BRT line. Phase III includes the environmental review process. The BJCTA, in cooperation with the Birmingham MPO, will prepare a Draft Environmental Impact Statement (EIS) on the priority corridors to further define the potential alignments of the LPAs. This includes an analysis of the priority corridors and transit stations to identify and mitigate potential environmental issues. The Draft EIS is scheduled to begin during FY 2004. Through FY 2003, Congress has appropriated \$12.8 million in Section 5309 New Starts funds for the overall effort. The Birmingham MPO adopted the *Regional Public Transportation System Plan* and amended long range transportation plan in October 2003. Phase IV – preliminary engineering/Final EIS – is scheduled to follow in FY 2005 for the Birmingham Downtown Streetcar.

Airport Intermodal Transit Connector Boston, Massachusetts

The Massachusetts Port Authority (Massport), in coordination with the Massachusetts Bay Transportation Authority (MBTA), conducted a major investment study/Draft Environmental Impact Statement (MIS/EIS) on transportation improvements to enhance the intermodal connection between Logan International Airport and the Boston regional transit system and ease airport roadway constraints and curb congestion. The study included bus as well as people mover alternatives. During the MIS process, Massport determined that improvements to the bus system at Logan International Airport and the addition of bus service to South Station would be more cost effective than a people mover. Massport suspended work on the MIS/Draft EIS and further developed the bus alternative now known as the Airport Intermodal Transit Connector (AITC) under an Environmental Assessment. The project involves two routes: one connecting South Station in Boston to the airport via the South Boston Piers Transitway and the new Ted Williams Tunnel (Central Artery) and the second connecting MBTA's Blue Line to airport terminals. Massport plans to operate dual mode buses (electric trolley/diesel) on the South Station to the Logan International Airport route and will continue to operate alternative-fueled buses on the Blue Line/Terminals route. FTA has approved a \$12.6 million Letter of No Prejudice request from Massport to incur costs for the procurement of eight low-floor buses to provide service from Logan International Airport to MBTA's South Station. An inter-agency agreement between MBTA and Massport has been signed authorizing MBTA to proceed with the purchase of the eight buses on behalf of Massport. Massport allocated \$13 million in capital funds for its share of the procurement.

North Shore Corridor Project Boston, Massachusetts

The Massachusetts Bay Transportation Authority (MBTA) is preparing a Draft Environmental Impact Statement (EIS) to evaluate various transit options intended to improve mobility among several North Shore communities. The Draft EIS is scheduled for completion in early 2004.

This project is in the Boston area's long range transportation plan. Through FY 2003, Congress has appropriated \$3.31 million in Section 5309 New Starts funds for this effort.

**North-South Rail Link
Boston, Massachusetts**

The Massachusetts Bay Transportation Authority (MBTA) conducted a major investment study/Draft Environmental Impact Statement (MIS/EIS) to examine transit options in the corridor between North Station and South Station in downtown Boston. The alternatives included a bus shuttle system as a Transportation Systems Management option and various configurations of a rail tunnel. In light of the current financial conditions at MBTA and the Commonwealth of Massachusetts, MBTA determined that the rail tunnel options were beyond the immediate fiscal capacity of the project partners. Therefore, the study was published as an MIS in order to continue the planning process. On July 7, 2003, the Federal Transit Administration published a notice in the *Federal Register* canceling the preparation of an EIS since there was no longer a Federal action subject to NEPA. Through FY 2003, Congress has appropriated \$0.49 million in Section 5309 New Starts funds for this effort.

**Urban Ring
Boston, Massachusetts**

The Massachusetts Bay Transportation Authority (MBTA) completed a major investment study (MIS) that examined transportation alternatives to improve circumferential mass transit in a corridor surrounding Boston's central core. The Urban Ring corridor includes portions of Chelsea, Everett, Medford, Somerville, Cambridge, Brookline and Boston. Through the public process during the MIS, the range of alternatives was reduced, and a multi-phase implementation concept was developed. Three phases were identified: Phase I included enhanced cross-town and express bus service; Phase II consisted of a system of multiple bus rapid transit routes throughout the corridor and connections with radial transit and commuter rail lines; and Phase III examined light rail and heavy rail service. The Draft Environmental Impact Statement for Phase II commenced in April 2002 and is scheduled for completion in early 2004. This project is included in the financially constrained Boston area long range transportation plan. Through FY 2003, Congress has appropriated \$5.30 million in Section 5309 New Starts funds for this effort.

**Burlington-Essex Commuter Rail
Burlington, Vermont**

The Vermont Agency of Transportation (VTrans) is proposing improvements to the existing rail infrastructure to allow for commuter rail service between Burlington and Essex Junction. The proposed project involves construction of track and structure improvements along the approximately eight-mile Winooski Branch of the New England Central Railroad, on the existing alignment and within the right-of-way in the cities/towns of Burlington, Winooski, Colchester, Essex and the Village of Essex Junction. New stations are proposed at Barlow Street, Winooski – in the vicinity of Fort Ethan Allen/Woodside Drive on the Colchester/Essex line – Pearl Street, Essex Junction, on Park Street at the Essex Junction "Wye", and at the IBM facility. The Chittenden County Transit Authority would provide feeder bus service to each station. The Burlington to Essex commuter rail service would continue the existing Charlotte to Burlington

commuter rail service using existing equipment and maintenance facilities. The total capital cost for the Burlington-Essex Commuter Rail project is estimated at \$25.2 million (escalated dollars), with a proposed Section 5309 New Starts share of \$19.4 million. At this time, VTrans is not continuing project development due to local funding issues.

Canton-Akron-Cleveland Interregional Travel Corridor Study
Canton-Akron-Cleveland, Ohio

The METRO Regional Transit Authority (METRO), in cooperation with local metropolitan planning organizations, regional transit authorities, and the Ohio Department of Transportation (Coordinating Committee), completed a major investment study (MIS) to assess the costs and benefits of new passenger rail service, transportation system management (TSM), and/or capacity improvements for the Canton-Akron-Cleveland (CAC) Corridor. The 62-mile corridor follows a path along Interstate 77 (I-77) between Canton and Akron. Between Akron and Cleveland, the corridor widens to include both I-77 and State Route 8 (SR-8). The SR-8 alignment utilizes I-271 and I-480, returns to I-77, and then continues into the Cleveland central business district (CBD). The corridor frequently experiences traffic congestion and related safety problems on major transportation facilities. Early in 2002, the Coordinating Committee selected the elements of a draft locally preferred investment strategy (LPIS). Through a series of informational meetings, the public was given an opportunity to comment on the elements of the strategy. In May 2002, the Coordinating Committee forwarded the LPIS and the results of the public involvement process to the governing boards of the three MPOs involved in the study. The recommendation included an expansion of highway capacity, express bus improvements, and implementation of commuter rail in the corridor. As the recommendations were discussed in each urbanized area, the MPOs' discussions resulted in differing actions. The Cleveland MPO rejected the widening of I-77 from I-480 into downtown Cleveland but supported the continued planning of commuter rail. The Akron MPO supported the increased highway capacity but rejected commuter rail in the corridor. The Canton MPO accepted the entire recommended LPA. To date, METRO has purchased and preserved 43 miles of rail right-of-way for future passenger use. Through FY 2003, Congress has appropriated \$16.38 million in Section 5309 New Starts funds for this effort.

Monobeam Corridor
Charleston, South Carolina

The Charleston Area Regional Transportation Authority (CARTA), in cooperation with the city of Charleston and the city of North Charleston, is examining the feasibility of implementing a proposed monobeam transit system from the Airport to the Convention Center. The proposed full-scale monobeam prototype is a three-year, \$35 million - \$40 million effort anticipated to be financed largely with private funds. An approximately 1.25-mile prototype would be erected on a site in the Charleston community and is designed to demonstrate the aesthetic, cost and environmental characteristics of the monobeam, as well as its safety and reliability. The prototype could become the first segment of a regional rail transit network. Through FY 2003, Congress has appropriated \$6.13 million in Section 5309 New Starts funds for this effort. While \$1.5 million was obligated, the remainder of the \$4.63 million is pending CARTA's future course of action as FUTREX, the company that proposed the monobeam, is planning to undertake an

airport transportation project in Manila, Philippines first, as opposed to the Charleston, SC project that Congress intended.

**35th Street Station (U.S. Cellular Field)
Chicago, Illinois**

Metra, the commuter rail agency for northeastern Illinois, initiated a review of the relative merits of developing a commuter rail station on its Rock Island Line at 35th Street, near U. S. Cellular Field in Chicago. Metra's analysis indicated that demand by Major League Baseball White Sox game patrons would be comparatively low, although when combined with demand from other travel generators in the vicinity of the site (e.g., Illinois Institute of Technology), there would be justification for the investment of a new station. The city of Chicago has established a task force of stakeholders to pursue the detailed planning of the facility. Metra has also indicated that the timing of the implementation would be impacted by the Rock Island viaduct reconstruction project between 16th and 61st Streets, which is currently underway. Since this work will change the alignment of the tracks, it would not be feasible to construct station platforms until the completion of the Rock Island viaduct reconstruction, which is expected in 2007.

**Inner Circumferential Commuter Rail
Chicago, Illinois**

In 1999, Metra, the commuter rail agency for northeastern Illinois, completed the *Phase I Feasibility Study* for implementing commuter rail service in the corridor between O'Hare and Midway airports. The study determined that the service was physically feasible. Metra and the corridor's municipalities have recently started Phase II, which will include refinement of service and land-use alternatives, travel forecasting, and cost estimation. A *Land Use and Community Planning Study* for this corridor was completed in April 2003 as part of Phase II. The Chicago Area Transportation Study (local Metropolitan Planning Organization) has included this project in its draft 2030 regional transportation plan, which is scheduled for adoption in late 2003.

**McCormick Place Busway
Chicago, Illinois**

The city of Chicago has completed the Lakefront Busway project with no Federal Section 5309 New Starts funds. The project consists of a two-lane, two-way bus road to shuttle McCormick Place attendees between the convention center to Randolph Street and hotels to the north. The roadway, which is separate from general traffic in and adjacent to Grant Park, is anticipated to allow faster trips to and from McCormick Place and thereby reduce the convention center's transportation costs, and traffic congestion. The Metropolitan Pier and Exposition Authority funded this project.

**Northwest Rail Transit Corridor
Chicago, Illinois**

The Regional Transportation Authority (RTA) of northeastern Illinois led a series of studies for the Northwest Corridor, an area extending from east of O'Hare International Airport west to the

Cook/Kane County line, centered on the Interstate 90 Northwest Tollway. In 2000, RTA completed a Phase I feasibility study that identified the Corridor's transportation problems and transit-based options to improve mobility. A Phase II study, also led by RTA, solicited service proposals from the region's three transit operating entities (Chicago Transit Authority, Pace and Metra). After an extensive review by RTA and the Northwest Municipal Conference, the O'Hare-to-Hoffman Estates portion of Metra's Suburban Transit Access Route (STAR Line) was endorsed by both organizations as the locally preferred alternative. The Hoffman Estates-to-Joliet portion of the STAR Line was also endorsed by the Northwest Municipal Conference as a significant enhancement to the original conclusions of the Northwest Corridor Study. Land use planning studies have been completed for the O'Hare-to-Hoffman Estates portion of the STAR Line and are currently underway for the Hoffman Estates-to-Joliet portion. Metra intends to initiate an alternatives analysis of the Joliet-O'Hare segment of the STAR Line in 2004, which will adhere to the Federal Transit Administration's planning and project development process for New Starts projects.

Interstate 71 Corridor LRT Cincinnati, Ohio

The Ohio Kentucky Indiana Regional Council of Governments, the Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky completed preliminary engineering/a Draft Environmental Impact Statement for the I-71 Corridor Light Rail Project. The 19.5-mile light rail corridor extends from Covington, Kentucky through Cincinnati to Blue Ash, Ohio. The majority of the alignment is publicly owned, partly on SORTA-owned right-of-way. A mechanism to provide local capital and operating funding for the Hamilton County, Ohio segment of the route was defeated at the polls in November 2002. As part of value engineering conducted on the line as part of the Regional Rail Plan component of SORTA's *MetroMoves Plan*, a 1.1-mile tunnel and alignment through Cincinnati's medical center area was deleted and was replaced by a nearby alignment that uses a portion of SORTA-owned abandoned freight rail right-of-way. The alternative alignment had been analyzed during the major investment study phase of the project. The revised plan also includes a streetcar route that connects the I-71 corridor light rail line, downtown, and the University-Medical Center area. The revisions would sharply reduce costs and increase the efficiency and effectiveness of the project. There are no plans for a funding referendum in 2004.

Berea/I-X Center Red Line Extension Cleveland, Ohio

The Greater Cleveland Regional Transit Authority (GCRTA) has prepared a major investment study/Draft Environmental Impact Statement (MIS/EIS) to determine transportation operations to provide a direct link between downtown Cleveland, Hopkins International Airport, International Exposition (I-X) Center, and Baldwin-Wallace College in Berea. The proposed Berea Rapid Transit Extension would have extended a light rail line approximately four miles from the GCRTA's Airport Station and was directly aligned with the GCRTA's Red Line rapid transit system. The Northeast Ohio Areawide Coordinating Agency (NOACA) programmed the Berea/I-X Red Line Extension in its Unified Work Program. During the local decisionmaking process, local communities - through NOACA - requested that the study include additional

analysis within the original corridor on two alternatives that had been previously screened out. Those alternatives concentrated on transportation improvements for developments adjacent to the Airport including the I-X Center, air cargo facilities, NASA, and the adjoining industrial parks that have recently been developed in the Airport region. GCRTA is presently completing the additional study of this alternative within the original study corridor and supplementing the DEIS with an Environmental Assessment. The study and locally preferred alternative process is scheduled for completion in 2003. Through FY 2003, Congress has provided \$2.9 million in Section 5309 New Starts funds for this effort.

**Blue Line Extension
Cleveland, Ohio**

The Greater Cleveland Regional Transit Authority (GCRTA) has conducted a major investment study to examine transportation options in a corridor extending from the terminus of GCRTA's Blue Line at the intersection of Van Aken Boulevard and Warrensville Road in Shaker Heights. Among the alternatives being considered is a potential extension of the Blue Line to an area near the new Harvard Road Interchange of Interstate 271. The interchange was built to serve the 650-acre Chagrin Highlands Development. The master plan for the development would include 3.5 million square feet of office space, 1,000 hotel rooms, and 250,000 square feet of retail space, and would create 15,000 new jobs over the next twenty years. While the technical study effort is complete, GCRTA continues to work with the community and stakeholders to raise the funds required to proceed into preliminary engineering of a potential extension of the Blue Line. GCRTA will not enter into the locally preferred alternative selection process until the stakeholders benefiting from the rail extension demonstrate their commitment to the project through a financial contribution to the study effort. GCRTA anticipates this commitment by December 2003. Through FY 2003, Congress has appropriated \$0.8 million in Section 5309 New Starts funds for this effort.

**Interstate 90 Corridor to Ashtabula County
Cleveland, Ohio**

See the description for the *Northeast Ohio Commuter Rail Feasibility Study*. Study sponsors have informed FTA that the two are the same.

**Lorain-Cleveland Commuter Rail
Cleveland, Ohio**

See the description for the *Northeast Ohio Commuter Rail Feasibility Study*. Study sponsors have informed FTA that the two are the same.

**Northeast Ohio Commuter Rail Feasibility Study, Phase II
Cleveland, Ohio**

The Northeast Ohio Areawide Coordinating Agency (NOACA), the local Metropolitan Planning Organization for the Cleveland area, is examining the feasibility of initiating commuter rail service in the Cleveland metropolitan area. Phase I of the *Northeast Ohio Rail Feasibility Study*

was completed by NOACA. Seven corridors were identified in Phase I as being potentially feasible for commuter rail service. Phase II will bring the analysis of commuter rail in northeast Ohio to a conclusion, providing regional decisionmakers with information necessary to select, program and fund potential commuter rail service. Phase II identified four corridors that would constitute the preferred commuter rail system for northeast Ohio. These four corridors were then prioritized for possible phased-in implementation in a two-tiered process.

**North-South Corridor (Waterfront Line Extension)
Cleveland, Ohio**

The Greater Cleveland Regional Transit Authority (GCRTA) conducted an alternatives analysis (AA) study to examine transportation options for the North-South Transportation Corridor in the eastern portion of Cleveland's central business district (CBD). One option being considered includes the possible extension of the existing Waterfront Line from its present terminus at 13th Street in the Lakeside Municipal Parking Lot south to serve the Cleveland Theater District, an emerging office corridor, Cleveland State University, and the main campus of Cuyahoga Community College creating a downtown rail loop. Historically, Cleveland's CBD has not been well served by its single rail station in downtown Cleveland. Existing and emerging office districts require multiple transfers between transportation modes from the Tower City rail station terminal. The proposed light rail alternatives interface with the Euclid Corridor Transportation Project (ECTP), the bus rapid transit project presently in final design along Euclid Avenue. The technical studies are complete. GCRTA is awaiting the completion of the *Lakefront Access Plan*, site selection for the new Convention Center, and the completion of final design for the ECTP before selecting a locally preferred alternative for the North-South Corridor AA. Through FY 2003, Congress has appropriated \$0.99 million in Section 5309 New Starts funds for this effort.

**Inter-Island Hollis-Ketchikan Ferry
Craig, Alaska**

Residents of the State of Alaska rely on ferries to connect many of the State's coastal islands and towns. The State operates the Alaska Marine Highway, a system of 17 vessels, in the southeast and south central portions of Alaska. The system has limited funding availability and has been unable to introduce additional services and routes. The city of Craig, combined with other communities on Prince of Wales Island, implemented supplemental ferry service operated by the Alaska Marine Highway between the Island and the city of Ketchikan with more frequent and reliable service. Revenue service began in January 2002. The Inter-Island Ferry Authority was the grant recipient. Through FY 2003, Congress has appropriated \$6.3 million in Section 5309 New Starts funds for this effort.

**Regional Riverfront Corridor
Dayton, Ohio**

The city of Dayton, in cooperation with the Greater Dayton Regional Transportation Authority (GDRTA) has revitalized the area along the Miami River in downtown Dayton. The riverfront corridor revitalization effort includes a landscaped walkway, a plaza for community festivals, fountains, a small boat harbor and the redevelopment of an existing street into a pedestrian way

lined with trees, benches and streetlights. In accordance with this revitalization effort, the city of Dayton along with the GDRTA relocated the existing infrastructure of an electric trolley for one of GDRTA's electric trolley bus lines. In addition, the project includes the construction of pedestrian access facilities, bus shelters, benches and signage. This project has been completed.

**East Corridor (Airport)
Denver, Colorado**

The Denver Regional Council of Governments (DRCOG), in cooperation with the Colorado Department of Transportation (CDOT) and the Regional Transit District (RTD), has completed the technical work for an alternatives analysis (AA) study to evaluate transportation improvements in its East Corridor, which links downtown Denver via Interstate 70 with Denver International Airport (DIA). The East Corridor AA was coordinated with concurrent AA studies of the region's West and Southeast Corridors. The East Corridor AA recommended a multimodal package of improvements in the corridor including a 23-mile single-track commuter rail line between Denver Union Station and DIA and a one-mile light rail extension from downtown Denver to connect with the commuter rail line at East 40th Avenue and 40th Street. With the commuter rail and light rail improvements, DRCOG estimates an increase of 8,800 daily linked transit trips in the corridor by the year 2020. The capital cost estimate of the commuter rail and light rail improvements is \$330 million, with annual operating costs estimated at \$31.2 million. DRCOG has officially adopted this locally preferred alternative by including it in the long range transportation plan. RTD and CDOT have begun a joint Environmental Impact Statement for this project.

**North Front Range Corridor (Ft. Collins-Denver)
Denver, Colorado**

The Colorado Department of Transportation (CDOT), with the cooperation of local stakeholder agencies, will examine transportation options for the entire North Front Range Corridor, which extends 90 miles from the northern suburbs of Denver to the Wyoming border and includes the urbanized areas of Denver, Boulder, Longmont, Greeley, and Fort Collins. Commuter rail is one of the alternatives being considered in the study. The North Front Range area demonstrated the highest ridership potential in a statewide commuter rail feasibility study completed in 1996. The feasibility study estimated ridership at 721,500 per year for an 85-mile Denver-Greeley-Ft. Collins line and 416,200 per year for a 74-mile Denver-Boulder-Longmont-Loveland-Ft. Collins line. Both of these segments, as well as shorter lines using the same alignments, are under consideration in the current study. Phase 1 of the study was completed in 1998 and recommended more detailed consideration of commuter rail, high occupancy vehicle lanes and highway improvements. CDOT intends to begin an Environmental Impact Statement for this project in late 2003. Through FY 2003, Congress has appropriated \$0.5 million in Section 5309 New Starts funds for this effort. These funds lapsed in October 2000.

Downtown Detroit to Metro Airport Rail Project Detroit, Michigan

In late summer 2000, the Southeast Michigan Council of Governments (SEMCOG) began a study of the feasibility of implementing rail service between downtown Detroit and the Detroit Metropolitan Airport. The study examined five alternative routes/modes for providing service between the airport and the downtown area, estimated potential ridership, costs and impediments and concluded with a recommendation of which, if any, of the alternatives should be carried into the next phase of analysis. This phase of the study was completed in June 2001. In October 2001, SEMCOG adopted the *Regional Transit Plan* that calls for a four-tiered comprehensive transit system in SE Michigan; a 12 corridor rapid transit network, enhanced fixed-route service, improved and expanded community transit and establishment of regional links. The Downtown Detroit to Metro Airport is one of the 12 corridors recommended for rapid transit in the *Regional Transit Plan*. The study corridor is approximately 20 miles long. This effort is currently in the alternatives analysis (AA) phase. The most promising rapid transit alternatives are being studied to define detailed benefits and costs associated with each alternative, along with potential funding and governance options. A set of evaluation criteria will also be developed. The AA is being merged with a portion of a Federal Highway Administration study of an Ann Arbor to Detroit corridor. SEMCOG is managing the study. A prime contractor for the consulting team has been selected. Through FY 2003, Congress has appropriated \$0.49 million in Section 5309 New Starts funds for this effort.

Eagle River to Knik River Track Improvements Girdwood, Alaska

As a part of the Girdwood Commuter Rail Project, the Alaska Railroad Corporation (ARRC) is proposing track improvements between Girdwood and Wasilla. This project would realign sharp curves north of Anchorage between Eagle River and Knik River. The track realignment would increase speeds, facilitate operations, and improve safety for ARRC customers and staff. ARRC operates both freight and passenger service over the section of trackage scheduled for improvement. In 1999, the ARRC undertook a study of its system (*Woodside Study*), which assessed the overall condition of the railroad and the ability to undertake various types of improvements, including commuter rail. During 2000, the study identified the benefits of incrementally improving the performance of the railroad on its existing right-of-way. In June 2000, FTA approved the Alaska Railroad Curve Straightening and Double Tracking Project for entry into preliminary engineering. FTA approved entry into final design in June 2003. The capital cost of the project is estimated at \$11.0 million in year of expenditure dollars, with a Section 5309 New Starts share of \$10 million. Through FY 2003, Congress has appropriated \$27.25 million in Section 5309 New Starts funding for AARC's rail system. The project is not authorized in TEA-21.

South Anchorage Double Track Girdwood, Alaska

As a part of the Girdwood Commuter Rail Project, the Alaska Railroad Corporation (ARRC) is proposing track improvements between Girdwood and Wasilla. This project involves the double

tracking of an approximately five-mile section of the line south of Anchorage toward Girdwood. The double tracking would increase speeds and facilitate operations in an industrial area of Anchorage where many ARRC freight customers are located. ARRC operates both freight and passenger service over the sections of trackage to be improved. The passenger service is primarily geared toward serving tourists between the months of May and September. In 1999, the ARRC undertook a study of its system ("Woodside Study"), which assessed the overall condition of the railroad and the ability to undertake various types of improvements, including commuter rail. During 2000, the study identified the benefits of double track through the Anchorage area. In June 2000, the Federal Transit Administration approved entry into preliminary engineering for the Alaska Railroad Curve Straightening and Double Tracking Project. A documented categorical exclusion was issued in July 2000 for the South Anchorage project and in June 2001 it was approved for entry into final design. Additional New Starts funds will not be needed in the future to complete the project, although the AARC intends to continue to seek Section 5309 New Starts funding for other projects. Through FY 2003, Congress has appropriated \$27.25 million in Section 5309 New Starts funding for AARC's rail system. The project is not authorized in TEA-21.

Williamsburg-Newport News-Hampton LRT Hampton Roads, Virginia

In September 1996, the cities of Newport News, Williamsburg and Hampton initiated a major investment study (MIS) on a proposed 32-mile corridor along the CSX rail right-of-way. The Hampton Roads Metropolitan Planning Organization (MPO) identified the CSX (Peninsula) Corridor, from Williamsburg to Newport News, as a priority transportation corridor to provide long-range alternatives to widening existing roadways. The Hampton Roads MPO determined that an MIS was needed to establish feasible alternatives leading to the development of a multimodal transportation system on the Virginia Peninsula. The CSX Corridor MIS evaluated six alternatives, ranging from a no-build alternative to a fully automated fixed guideway system. The MIS was completed in December 1997 and recommended light rail transit (LRT) as the locally preferred alternative (LPA). Hampton Roads Transit (HRT) updated the 1997 CSX MIS, which resulted in a LPA consisting of about 33 miles of LRT largely in railroad right-of-way in the Peninsula Corridor between Williamsburg, Newport News, and Hampton, Virginia. The Hampton Roads MPO endorsed the Peninsula LRT LPA and included it in the region's financially constrained 2021 long range transportation plan (LRTP). The alternatives analysis modified the LPA after examining several extensions and alternative alignments, including: 1) four alignments to Hampton, several of which are designed to serve Coliseum Central which is the commercial center of Hampton, 2) an alignment serving the Airport/Oyster Point area which is the office/retail heart of Newport News and 3) other extensions from the LPA. The CSXT corridor from Williamsburg to downtown Newport News was considered as a baseline for all the alternatives. Five alternatives were identified for detailed analysis of both LRT service and diesel multiple units (DMU) service. *The LPA Selection Report*, dated February 2003, recommended that the LPA consist of rail service in the corridor between Williamsburg and downtown Newport News, including the Southeast Community, generally along the CSX railroad right-of-way, including and connecting with a rail corridor generally along Hampton Roads Center Parkway to downtown Hampton. On March 19, 2003 the MPO approved the LPA and has included it in the 2026 LRTP currently under development. HRT anticipates

identification of a minimum operable segment (MOS) in late 2003. HRT will also examine several possible yard sites along the CSX right-of-way, to be included with the MOS, in a Draft Environmental Impact Statement (EIS). The LPA, including a financing plan for the MOS, will be submitted to FTA in early 2004. The Draft EIS is scheduled for completion in spring 2004.

**Downtown Circulator (City Light Rail Connection to the Central Business District)
Hartford, Connecticut**

The Greater Hartford Transit District is studying the feasibility of developing a downtown circulator route and transfer points to existing bus radial lines. In addition to improving existing transit service, the Circulator Project is expected to greatly enhance the connectivity of the New Britain - Hartford Busway Project (currently in preliminary engineering) by identifying the downtown circulation pattern for busway vehicles. Through FY 2003, Congress has appropriated \$1.48 million in Section 5309 New Starts funds for this effort.

**Griffin Line
Hartford, Connecticut**

The Capitol Regional Council of Governments (CRCOG) is currently conducting a feasibility study for the implementation of bus rapid transit (BRT) service along the 16-mile abandoned Griffin Rail Corridor from downtown Hartford to the Griffin Office Center, with continuing service to Bradley International Airport. Alternatives under study include on-road BRT with 14 stations, a dedicated busway with eight stations, and a hybrid service combining both service characteristics. Through FY 2003, Congress has appropriated \$0.99 million in Section 5309 New Starts funds for this effort.

**Old Saybrook-Hartford Rail Extension
Hartford, Connecticut**

At this time, no local consensus has emerged to pursue transit improvements within the corridor. Through FY 2003, Congress has appropriated \$0.49 million in Section 5309 New Starts funds for this effort. These funds have lapsed.

**Washington County Corridor (Red Rock Corridor)
Hastings-Minneapolis, Minnesota**

The Minnesota Department of Transportation commenced a Phase 2 feasibility study of commuter rail in the Red Rock Corridor in February 2003. Its original starting date of early 2002 was postponed, due to lack of funding. The Red Rock Corridor is approximately 30 miles, from Hastings to downtown Minneapolis. At this time, it is anticipated that the 11 miles between downtown Minneapolis and downtown St. Paul would follow a Burlington Northern Santa Fe railway alignment and would encompass six stations, including downtown Minneapolis, Northeast Minneapolis, the University of Minnesota, Snelling Avenue, Rice Street, and downtown St. Paul at the St. Paul Union Depot (SPUD). The SPUD would serve as a multi-modal station with connections to local buses, the Midwest Regional Rail Initiative (MWRRI) high-speed rail service, and light rail. The downtown Minneapolis station and the Northeast

Minneapolis station would be shared with the proposed Northstar Corridor commuter rail service. The 19 miles from downtown St. Paul to Hastings would extend southeast along Trunk Highway 61 using a set of rails operated by the BNSF and Canadian Pacific Railway. Four additional stops would be made at Lower Afton Road, Newport, Cottage Grove, and Hastings. The Phase 2 feasibility study would review and supplement two separate commuter rail feasibility studies conducted by the Red Rock Corridor Commission and the Central Corridor Coordinating Committee. This corridor also shares 19 miles of the 130 miles identified as a part of the MWRRRI through the State of Minnesota.

**Primary Corridor Transportation Project – Initial Operating Segment (IOS)
Honolulu, Hawaii**

The Primary Corridor Transportation Project, proposed by the city and county of Honolulu Department of Transportation Services, would be a bus rapid transit (BRT) system along the primary transportation corridor from Kapolei to the University of Hawaii-Manoa and Waikiki. A hub-and-spoke bus network would connect with the regional and In-Town BRT systems, integrating the hub-and-spoke network with a fast, high-capacity transit system. An interim operating segment (IOS) of the In-Town BRT would be the first phase to be constructed. The 5.6-mile IOS is located between Iwilei and Waikiki, along the Kakaako Makai alignment, and would have 20 transit stops, utilizing hybrid diesel-electric vehicles operating at-grade in exclusive or semi-exclusive lanes for 2.5 miles and in mixed traffic for 3.1 miles. The total capital cost for the IOS components is estimated at \$50.9 million in year of expenditure dollars and is fully funded. Funding for the IOS capital improvements would be \$7.95 million from FTA's Section 5309 Bus Capital Program, \$11.90 million from FTA's Section 5309 New Starts Program, and the remaining \$31.0 million from the city's General Obligation Bonds, already approved in the city's FY 2003 capital improvement budget. The required federal funding has been appropriated by Congress in the FY 2003 Omnibus Appropriations Bill (P.L. 108-7) and the FY 2002 U.S. DOT and Related Agencies Appropriations Act (P.L. 107-87). Also proposed is a larger portion of the In-Town BRT system and a regional BRT system. The 12.8-mile BRT system would have 32 transit stops and would operate in exclusive median lanes or curbside contra-flow lanes along 38 percent of its length, which stretches from Middle Street to the University of Hawaii-Manoa and Waikiki. The In-Town BRT system would use hybrid diesel-electric powered vehicles with low floors that would match the height of the station-raised platforms. This segment would also use traffic signal priority at selected intersections. The regional BRT system is proposed to use existing and planned priority lanes on H-1 to create a 17.5-mile transit/HOV corridor to Kapolei. However, the State of Hawaii is now considering other transportation alternatives, such as light rail transit, along the alignment.

**Advanced Transit Program (ATP)
Houston, Texas**

The ATP is Houston METRO's plan for advanced high capacity transit in its 1,285-square mile service area. The first component to begin operation will be the locally funded 7.5-mile METRORail light rail line from downtown Houston to south of Reliant Park. Future projects will flow from ongoing implementation of METRO's long range plan. Adopted by the Board of Directors in August 2003, this is METRO's long-range transit system plan for the region.

METRO Solutions includes a bus component featuring expansion of bus service, buses and facilities, and a rail component with extensions of light rail and a commuter rail line. On November 4, 2003, voters approved *METRO Solutions* and authorized \$640 million in bonds to implement the plan. Additional corridor project development activities will ensue, consistent with FTA requirements. In FY 2003, Congress appropriated \$10.82 million in Section 5309 New Starts funds for this effort

**Northeast Indianapolis Corridor
Indianapolis, Indianapolis**

The Indianapolis Metropolitan Planning Organization, in cooperation with the Indiana Department of Transportation and other stakeholders, has completed a major investment study/Draft Environmental Impact Statement (MIS/EIS) that examined the feasibility of major transit investments within the northeast portion of Marion County and the southeast portion of Hamilton County between U.S. Route 31 and Interstate 70. The study corridor also encompasses parts of Interstate 69/State Route 37 and Interstate 465. In previous years, I-69/SR 37, as well as U.S. 31, were identified for major highway investments. Traffic congestion, along with rapid commercial and industrial development, has also been increasing within the study corridor. As a potential alternative, the Hoosier Heritage Port Authority purchased the Norfolk Southern rail line extending from 10th Street in Indianapolis to Tipton, Indiana. In January 2002, a locally preferred alternative (LPA) was selected. The LPA included highway improvements and recommended that transit alternatives be further studied, including a feasibility analysis of extending rapid transit service from downtown Indianapolis to the Indianapolis International Airport. During FY 2002, the MPO chose a consulting team to determine and analyze a conceptual regional rapid transit system with appropriate rapid transit technology (bus rapid transit and/or rail). It is anticipated that the study will take 18 to 24 months to complete. The current study will determine whether a major transit capital investment is warranted and, if deemed appropriate, develop the requisite New Starts criteria information. Through FY 2003, Congress has appropriated \$7.66 million in Section 5309 New Starts funds for this effort.

**Jacksonville - East/Southwest Corridor
Jacksonville, Florida**

The Jacksonville Transportation Authority is currently conducting an alternatives analysis/Draft Environmental Impact Statement (AA/EIS) for the East/Southwest Corridor in the Jacksonville urbanized area. The Corridor, prioritized from the *Transportation Alternatives Study* completed in June 2000, extends north from Clay County through the Argyle/Jacksonville Naval Air Station area and historic Riverside communities in Duval County, and continues east through downtown Jacksonville and through the Arlington and Intracoastal districts. The AA/Draft EIS will consider all viable modal and alignment transportation alternatives for improving mobility in the selected corridor, prior to the adoption of a locally preferred alternative.

Jacksonville - North/Southeast Corridor
Jacksonville, Florida

The Jacksonville Transportation Authority is currently conducting an alternatives analysis/Draft Environmental Impact Statement (AA/EIS) for the North/Southeast Corridor in the Jacksonville urbanized area. The Corridor, prioritized from the *Transportation Alternatives Study* completed in June 2000, extends from the Jacksonville International Airport area through the North Jacksonville district, downtown Jacksonville and through the Southpoint commercial district. The alternatives analysis has been completed and the selected mode is bus rapid transit. The Draft EIS has been submitted to FTA for review, prior to formal adoption of a locally preferred alternative.

East-West Corridor
Jefferson, Orleans, and St. Charles Parishes, Louisiana

The East-West Corridor, approximately 13 miles in length, consists of proposed transit rail improvements from the Louis Armstrong International Airport to the New Orleans central business district. The project emerged from an alternatives analysis study that was completed in 1999. A Notice of Intent to prepare an Environmental Impact Statement (EIS) was published in September 2001. Project scoping was conducted during the fall and winter of 2001-2002 with a scoping report issued in April 2002. A Draft EIS including detailed environmental evaluation of project impacts for the identified alternatives will be available for review in late summer 2004. The current total capital cost estimate is \$473 million (or \$537.9 million in year of expenditure dollars) with nearly 19,000 daily riders projected. The project team, local governments and economic development organizations are working together to inventory and evaluate existing land use in the corridor to determine the potential for development in conjunction with proposed station stops on the alternative alignments. Each of the three jurisdictions along the project corridor, the city of New Orleans, Jefferson Parish, and the city of Kenner are currently engaged in updates of their comprehensive plans with emphasis on sustainable growth and transit-oriented development. A comprehensive financial plan to address both capital funding needs as well as annual operating and maintenance costs is being developed. In conjunction with this effort, the project team and local governmental agencies are working together to identify an owner entity organization that will satisfy the multi-jurisdictional aspects of the project.

Kenosha-Racine-Milwaukee Rail Extension [Metra]
Kenosha-Racine-Milwaukee, Wisconsin

The Southeastern Wisconsin Regional Planning Commission (SEWRPC), the Metropolitan Planning Organization for the region, has completed a study examining the feasibility of commuter rail service in the Kenosha-Racine-Milwaukee Corridor. The study focus was on a proposed 33-mile corridor along I-94 connecting the central business districts of Kenosha, Racine, and Milwaukee in southeastern Wisconsin. The study concluded that the extension of Metra service from Kenosha to Racine is feasible, as is the extension of Metra service from Racine to Milwaukee. SEWRPC has completed an alternatives analysis study for transit options in the Kenosha-Racine-Milwaukee corridor that included a cost-benefit analysis and analysis of potential ridership data and economic development along the alignment. SEWRPC has recommended a commuter rail alternative with a medium level of service as the locally preferred

alternative (LPA). SEWRPC anticipates adoption of the LPA by the end of 2003. A request to enter preliminary engineering is scheduled in early 2004. Through FY 2003, Congress has appropriated \$7.42 million in Section 5309 New Starts funds for this effort.

**Electric Transit
Knoxville, Tennessee**

The city of Knoxville is proposing an innovative program to incorporate multi-modal linkages among and between downtown Knoxville destinations. *The Downtown Knoxville Transportation Linkages Study* (completed in 2000) examined the feasibility of connecting numerous destinations in downtown Knoxville with a fixed guideway transit system as well as a transportation system management alternative. The proposed program addresses the linkages that will connect these downtown generators with trolleys and pedestrian ways, transfer stations and intermodal parking/transit facilities. During the planning process, several alternative proposals for linkages were considered and extensive public input was received. The final plan proposes a downtown intermodal center as a focus for transit using both traditional and electrically-fueled vehicles, pedestrian and bicycle elements, smart shuttle routes and trolley routes linking inner-city neighborhoods with downtown jobs and opportunities. Through FY 2003, Congress has appropriated \$1.49 million in Section 5309 New Starts funds for this effort. In FY 2003, Congress also appropriated \$3.3 million in Section 5309 Bus and Bus-Related funds for the Knoxville Electric Transit Intermodal Center.

**River Rail Project
Little Rock, Arkansas**

The Central Arkansas Transit Authority is constructing a 2.5-mile vintage streetcar circulator system on existing right-of-way connecting the River Market and the Convention Center in downtown Little Rock to the Alltel Arena in North Little Rock. The service would be provided by three replica streetcars operating on a single track and powered by overhead catenary. The project's total cost is estimated at \$19.5 million, and service is expected to be operational by November 2004. Through FY 2003, Congress has appropriated \$9.6 million in Section 5309 New Starts funds for this project. No additional New Starts funds will be needed for the project.

**Queens West Light Rail Link
Long Island City, New York**

The proposed project involves the construction of a light rail transit (LRT) line along the Long Island City (LIC) waterfront. The proposed LRT would connect the new Queens West Development, currently under construction along the waterfront, with subway stations that are a substantial distance inland. The Queens West Development is a large, residential and commercial project sponsored, in part, by the Port Authority of New York and New Jersey and the Empire State Development Corporation. The developer is also interested in enhancing existing New York City Transit bus service, possibly with improved bus stop signage, shelters and maps. A local Environmental Impact Statement (EIS) was developed and included an analysis of an enhanced bus shuttle to the subway stations. The LRT was not proposed as part of the EIS. Presently, a project sponsor has not been identified. However, several years ago, the

New York City Queens Borough President's Office made a similar proposal for an LRT along the LIC waterfront.

**Metrolink (San Bernardino Line)
Los Angeles, California**

The Southern California Regional Rail Authority (SCRRA) is proposing a series of improvements to its commuter rail service within an existing railroad right-of-way. These improvements include the construction of a siding in the Interstate 10 Corridor, an upgrade of a siding at Marengo, the double tracking of a line between the existing Pomona and Montclair stations, a siding extension in Fontana and platform additions or extensions at existing stations on the line. These improvements would result in an increase in frequencies, a reduction of commuter train delays, and an improvement to the schedules of counter-flow trains on the San Bernardino Line. The San Bernardino Line has the highest ridership of all Metrolink lines. There are currently 30 daily train trips in the corridor serving over 10,000 daily commuter rail trips. The estimated capital cost for the current project is \$46 million. Through FY 2003, Congress has appropriated \$1.97 million in Section 5309 New Starts funds for this effort.

**Metrolink (Union Station-Fullerton)
Los Angeles, California**

The Southern California Regional Rail Authority, Caltrans, Amtrak, and the Burlington Northern Santa Fe (BNSF) railroad have proposed a series of multiple track improvements between the city of Fullerton and Los Angeles' Union Station. The proposed project is located on the existing Metrolink Orange County and 91 lines, which is part of the Los Angeles-San Diego Rail Corridor (LOSSAN) between San Diego and Los Angeles. The corridor is the second busiest in the nation. Through the Fullerton to Los Angeles section of the corridor there are 21 daily Amtrak intercity train trips, 28 commuter rail trains and 41 freight trains. Metrolink ridership on the Orange County and 91 lines has grown to over 7,200 daily trips and another 1,000 Metrolink riders also ride Amtrak trains south of Los Angeles under the new Rail 2 Rail Program in which both Metrolink and Amtrak accept certain tickets of either rail system. Local agencies have jointly contributed over \$400 million to purchase and upgrade the proposed corridor. Amtrak contributed approximately \$15 million of this amount. The portion of the LOSSAN corridor from Los Angeles to San Diego is owned entirely by public agencies, except the 22-mile section between Redondo Junction (three miles south of Los Angeles' Union Station) and Fullerton owned by BNSF.

**Redlands-San Bernardino Transportation Corridor
Los Angeles, California**

The Southern California Regional Rail Authority (Metrolink) is proposing a complete reconstruction of a rail line previously purchased by the San Bernardino Associated Governments (SANBAG). The proposed rail line extends from the San Bernardino Metrolink station eastward to Redlands. The first phase extends approximately one mile to the site of a proposed intermodal bus terminal in downtown San Bernardino. Omnitrans is currently attempting to acquire the land adjacent to SANBAG's property, and Metrolink will not operate

on the line until the facility is completed. If the proposed rail project is completed, it would allow many Metrolink trains to connect directly with the new bus facility and downtown San Bernardino. The proposed project would also provide for the design and construction of a signal system for the first mile. The project is included in the State Transportation Improvement Program. Through FY 2003, Congress has appropriated \$1.99 million in Section 5309 New Starts funds for this effort.

**Santa Monica Boulevard Transit Parkway
Los Angeles, California**

The Los Angeles County Metropolitan Transportation Authority (LACMTA) has transferred responsibility to the city of Los Angeles (Department of Public Works) for the final design, construction and maintenance of a section of Santa Monica Boulevard (State Route 2) between the San Diego Freeway (Interstate 405) and Moreno Drive, the boundary line between the cities of Los Angeles and Beverly Hills. The Parkway project will develop a multi-modal corridor, including improved operational efficiency of the roadway, priority treatments to improve bus transit flow, improved aesthetics, a bikeway and parkway, increased safety, and the preservation of the right-of-way for future rail improvements in the Santa Monica Boulevard corridor. Following several community outreach efforts that resulted in good community support for the project, final design is complete. Construction started in January 2003 and is scheduled for completion in 30 months.

**LOSSAN Rail Corridor Improvements
Los Angeles and San Diego Counties, California**

The Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency continues to implement a long range plan to improve the safety, capacity, reliability, and speed of intercity and commuter rail service along a 351-mile corridor off the southern California coast. This corridor is Amtrak's fastest growing intercity passenger rail corridor nationwide, second in total ridership to the Northeast corridor, and is shared with Metrolink and Coaster commuter rail services and Burlington Northern Santa Fe and Union Pacific freight service. The corridor remains a predominantly single-track railway. LOSSAN is made up of nine agencies along the corridor, including metropolitan planning organizations, regional transportation planning agencies, rail owners, rail operators, and the State Department of Transportation. Through FY 2003, Congress has appropriated \$23.84 million in Section 5309 New Starts funding for LOSSAN. LOSSAN is currently evaluating priority projects in the corridor and working with federal representatives to change the definition of LOSSAN improvements to include the entire length of the corridor. The agency anticipates working with the Federal Transit Administration on future submittals for corridor projects.

**Macon-Atlanta Commuter Rail
Macon -Griffin- Atlanta, Georgia**

The Georgia Department of Transportation, Georgia Rail Passenger Authority, and the Georgia Regional Transportation Authority are jointly implementing commuter rail from Macon to Griffin to Atlanta on an existing 103-mile Norfolk Southern freight rail line. Six trains would

operate in the morning from Griffin, covering the 40 miles to the Atlanta Multi-Modal Passenger Terminal (MMPT) in one hour. Seven intermediate stations would be served, two of which would connect to Atlanta's Hartsfield International Airport via shuttles and the Metropolitan Atlanta Rapid Transit Authority's (MARTA) heavy rail system. Two commuter trains would operate from Macon serving an additional three intermediate stations. The MMPT, located in downtown Atlanta, with direct connections to the central Five Points MARTA station, would also serve as the terminus for express buses operating from four stations adjacent to I-75. Service would be reversed in the evening. Total capital costs for the commuter rail line are estimated at \$351 million (\$2003). A total of 7,900 riders per day are forecast for 2025, equivalent to 10 percent of the peak hour / peak direction traffic on adjacent highways. The Federal Transit Administration issued a Finding of No Significant Impact for the locally preferred alternative in November 2001. The State is currently negotiating access and operations with Norfolk Southern, assisting in the protection of station sites vulnerable to development, and has developed the grade crossing safety recommendations for 158 at-grade crossings along the "S" line in cooperation with localities and the railroad. It is currently envisioned that the project would be funded with National Highway System resources.

North Bay Commuter Rail Marin/Sonoma, California

The Sonoma Marin Area Rail Transit project is a 75-mile commuter rail corridor serving North Bay residents. Project sponsors are preparing an alternatives analysis/Draft Environmental Impact Statement (AA/EIS) for the 14-station corridor, including analysis of three ferry terminal sites serving San Francisco. A Notice of Intent to prepare an AA/Draft EIS was published in the Federal Register on August 22, 2003. The Governor recently signed legislation creating the new SMART Rail District in January 2003. Following completion of an environmental review, a funding initiative is anticipated in fall 2004.

Memphis Regional Rail Plan Memphis, Tennessee

The Memphis Area Transit Authority (MATA) is undertaking an alternatives analysis/Draft Environmental Impact Statement study for a fixed guideway investment in the Downtown-Airport Corridor. The Corridor is approximately ten miles in length, connecting the central business district and Medical Center with the Memphis International Airport. Intermediate stops would be placed at key residential and employment areas along the route. The project would be fully integrated with the existing Main Street Trolley/Riverfront Loop rail system and the Medical Center Rail Extension (currently under construction). Emphasis is being placed on provision of a direct connection to the airport terminal and convenient access to the main Federal Express sorting facility located nearby. By 2023, the Corridor is expected to include about 25 percent of regional employment. A large number of low-income individuals also reside in the Corridor. About 33 percent of the residents currently live below the poverty level. Several alternatives are being studied. The Downtown – Airport Corridor is part of the Southeast Corridor, one of three regional corridors included in the Metropolitan Planning Organization's long range transportation plan. The others are the North Corridor and South Corridor. When

complete, the regional rail system will comprise about 70 miles of fixed guideway serving the city of Memphis and surrounding areas.

Kendall-Airport Corridor Miami, Florida

Miami-Dade Transit (MDT), in cooperation with the Florida Department of Transportation (FDOT), conducted an alternatives analysis (AA) study to examine mobility improvements in the Kendall corridor to the Miami Intermodal Center. The corridor spans approximately 15 miles with both east-west and north-south segments. The Kendall segment, from Southwest 147th Avenue to the Dadeland area, is centered along Southwest 88th Street or North Kendall Drive. Bus rapid transit (BRT) was selected as the locally preferred alternative, with the westernmost segment of the corridor including exclusive lanes for the proposed BRT, from Southwest 152nd Avenue to the Florida Turnpike. The airport segment, from the Kendall area to the Miami International Airport (MIA), is centered along two corridors and consists of high occupancy vehicle lanes that would be built on the Florida Turnpike and the Palmetto Expressway (State Route 826). In addition, exclusive bus ramps are contemplated for the area around North Kendall Drive and SR 874 and the western side of Florida International University. Major trip generators, along with the study area, include the MIA, Mall of Americas, downtown Dadeland, Baptist Hospital and Miami-Dade Community College (Kendall Campus). The Kendall-Airport AA study commenced in April 1998 and was completed in April 2000. The corridor was identified in Miami-Dade's 2025 long range transportation plan as requiring premium transit service. Several prior studies have examined the feasibility of transitways in the study area and concluded that transitways were viable options. The Kendall-SR 826 AA study was funded locally by FDOT and managed by MDT. This study will be updated in the near future. Since local voters' approval of the *People's Transportation Plan* and a dedicated source of local transit funds in late 2002, a revision is needed to consider higher capacity alternatives along the N. Kendall Drive (SW 88th Street) segment.

Northeast Corridor Miami, Florida

Miami-Dade Transit started the process to conduct an alternatives analysis (AA) study for the area's Northeast Corridor. The proposed corridor extends approximately 13.6 miles from Miami's central business district to the Broward County line, serving the cities of Miami, Miami Shores, North Miami, North Miami Beach and Aventura. The Northeast Corridor AA will examine mobility enhancements generally along the Biscayne Boulevard alignment that includes a parallel railroad corridor. Transit technologies that will be studied include busway, light rail and diesel multiple unit options. The Corridor was identified in Miami-Dade's 2025 long range transportation plan as needing premium transit improvements. The Corridor also has been studied as part of the Metropolitan Planning Organization's *Miami-Dade Transit Corridors Transitional Analyses* (1993), which concluded that the proposed Corridor was viable for premium transit improvements.

Palmetto Metrorail
Miami, Florida

Miami-Dade Transit constructed a 1.4-mile extension of the Metrorail system from its northern terminus (Okeechobee Station) to west of the Palmetto Station (State Road 826). The project included construction of one at-grade station and an at-grade 700-space park-and-ride facility. The project will facilitate auto access to the northern terminus station with its placement adjacent to the major roadway in the region. The project is estimated to generate 1,900 new transit riders by the year 2015. The total capital cost for the project was \$87.8 million. The Federal Transit Administration provided approximately 56 percent of the total capital costs, while State and county sources provided 44 percent. This project was completed on May 30, 2003, and the extension and new Metrorail station are presently in revenue service.

Downtown Transit Connector Study
Milwaukee, Wisconsin

In April 2000, the Wisconsin Center District (WCD), the city of Milwaukee and Milwaukee County, initiated the *Milwaukee Downtown Transit Connector Study* to examine alternative transit improvements within the downtown Milwaukee area to link downtown attractions with hotels, residential, retail and business districts. WCD prepared a draft alternative analysis (AA) study for the Federal Transit Administration's review in late 2002. The AA examined light rail, guided bus, and non-guided bus technologies. The light rail alternative has been eliminated as an alternative in the study. The study will examine more closely the alternatives of non-guided bus and guided bus technologies. The study is refining the basic alignment and route locations. The WCD will continue with the environmental documentation and conceptual phase of the study. This will result in a Draft Environmental Impact Statement, selection of a locally preferred alternative (LPA) and request to enter preliminary engineering. The selection of an LPA is anticipated in November 2004. This study is funded with Interstate Substitute Transit Program and other Federal funds. A grant was awarded and executed in March of 2000 for these funds. Approximately \$3.5 million has been used for this study.

Monmouth/Ocean/Middlesex (MOM) Study
Monmouth-Ocean-Middlesex, New Jersey

In October 2002, the New Jersey TRANSIT Corporation (NJ TRANSIT) initiated a Draft Environmental Impact Statement (EIS) to further examine rail options between Lakehurst and Newark, New Jersey. The Draft EIS will focus on three potential diesel-powered commuter rail alternatives: Lakehurst via Monmouth Junction, Lakehurst via Red Bank, and Lakehurst via Matawan. The Monmouth Junction commuter rail alignment connects with Amtrak's Northeast Corridor in Middlesex County. The other two alternatives connect with the North Jersey Coast Line in Monmouth County. Information on the local financial commitment, mobility improvements, cost effectiveness, environmental benefits and operating efficiencies will be developed as part of the Draft EIS. The EIS will be based on the 1996 MOM major investment study (MIS) and subsequent studies. An enhanced bus system, proposed in the MIS and adopted by NJ TRANSIT's Board of Directors, is currently advancing as an independent initiative.

Through FY 2003, Congress has appropriated \$7.8 million in Section 5309 New Starts funds for this effort.

**Monterey County Commuter Rail and Inter-City Passenger Rail
Monterey County, California**

The Transportation Agency for Monterey County (TAMC) is proposing the development of two passenger rail line extensions to Monterey County. The first involves the extension of the Caltrain commuter rail service from the San Francisco peninsula, of which four trains now operate to Gilroy for peak trips in the morning and evening. TAMC has chosen two trains for initial service on an existing rail line to Salinas, with stations in Pajaro and Castroville. TAMC is preparing a project study report and the necessary environmental documents to begin service by 2006, identifying all the needed capital improvements, institutional arrangements and an estimation of the projected operating subsidy. The California Traffic Congestion Relief Act is providing \$20 million and Proposition 116 funds are providing \$3 million for this project. A second component includes the implementation of inter-city passenger rail service between San Francisco and Marina/Seaside. Right-of-way acquisition of the Monterey Branch Line was completed in September 2003 with a purchase of 12.6-miles from the Union Pacific Railroad in the amount of \$9.3 million. Monterey County plans to use \$14 million from the California Rail Initiative for the inter-city service under State Proposition 116 and has secured \$0.45 million for environmental clearance, preliminary design and an economic assessment of the branch line improvements between Castroville and Seaside. An additional \$2.1 million was authorized for Monterey County toward grade-crossing improvements under TEA-21. The proposed inter-city passenger rail connection is being planned to connect to other existing rail services in the Bay area, including the Capital Corridor inter-city service between San Jose and Sacramento (Colfax) and the Altamont Commuter Express between San Jose and Stockton.

**Personal Rapid Transit
Morgantown, West Virginia**

The University of West Virginia is planning an upgrade of the heating and on-board vehicle control system on the Morgantown Personal Rapid Transit system. The system was originally developed as a research and demonstration project during the 1970s. The system consists of 8.2 miles of dedicated guideway with five passenger stations and a fleet of 71 fully automated vehicles. Through FY 2003, Congress has appropriated \$8.2 million in Section 5309 New Starts funds for this effort.

**Nassau Hub
Nassau County, New York**

Nassau County is conducting an alternatives analysis (AA) study of transportation improvements within a 1.5- by 2-square-mile area, located in central Nassau County within the Town of Hempstead. The Nassau Hub is defined as an area bordered by Hempstead Turnpike (NY-24) to the south, Clinton Road to the west, Old Country Road to the north and Merrick Avenue to the east. The study area boundaries have been expanded to include the northeast portion of the Village of Hempstead, the area surrounding the Mineola railroad station, and Eisenhower Park.

The Nassau Hub, in its entirety, contains retail, office, manufacturing, warehousing, a regional active park, a preserve, two colleges, museums and a sports arena. The study will consider a range of alternatives, including light rail transit, a fixed guideway loop, and shuttle buses that would connect existing facilities and new infill development into a pedestrian/transit-friendly environment. Potential circulator transit service would also connect with a Long Island Rail Road (LIRR) commuter rail station(s). Nassau County will seek assistance from the New York Metropolitan Transportation Council (local Metropolitan Planning Organization), LIRR, New York State DOT, and Long Island Bus, along with civic groups and the local business and development community. Through FY 2003, Congress has appropriated \$0.5 million in Section 5309 New Starts funds for this effort. A grant for the AA study was awarded in December 1999. The study will be completed by June 2004.

Newburgh LRT System Newburgh, New York

The city of Newburgh is planning to initiate a feasibility study for a proposed light rail transit (LRT) system linking its Hudson River waterfront to Stewart International Airport. There is currently no public transportation between the two sites, with the exception of hourly bus service along the Broadway Corridor. The proposed LRT corridor would run along Broadway (Route 17K) connecting Newburgh's waterfront, historic district and downtown commercial area with the airport and the surrounding industrial facilities, a distance of approximately four miles. The corridor could also be extended across the Hudson River -- via the Newburgh Beacon Bridge -- to an existing Metro-North commuter rail station, creating an innovative intermodal system. A segment of the proposed corridor passes through the city's federally designated Enterprise Community area. It would also serve a major portion of Newburgh's New York State Economic Development Zone (EDZ). The proposed LRT is intended to boost tourism in the city by creating a unique and direct link between its historic waterfront area and the region's major entry point for outside visitors. In addition, the proposed project is intended to provide job access to the Stewart vicinity's industrial sites for Newburgh's underutilized work force. The feasibility study would take approximately 12 months to complete and would include consultation with the Town of Newburgh, Orange County, State of New York Department of Transportation, Stewart Airport Commission, New York Metropolitan Transportation Authority/Metro North, New York State Thruway Authority, New York State Bridge Authority and the Newburgh EDZ. The study would also include consideration of alternative transportation systems.

Waterfront Access New London, Connecticut

The proposed Waterfront Access project in the city of New London is an extension of the existing waterfront and its intermodal facility. The city is in the process of defining the project. At this time, no consensus has emerged to pursue transit improvements within the corridor. Through FY 2003, Congress has appropriated \$0.49 million in Section 5309 New Starts funds for this effort. These funds have lapsed.

**Access to the Region's Core (formerly the Trans-Hudson Midtown Corridor)
New York/New Jersey Metropolitan Area**

NJ TRANSIT and the Port Authority of New York and New Jersey are preparing a Draft Environmental Impact Statement (EIS) for this project. This followed the completion of the technical work on the major investment study in 2003. The project's primary focus is to extend commuter rail service through a new rail tunnel under the Hudson River to increase rail station capacity proximate to New York Penn Station. Project sponsors anticipate the completion of the Draft EIS in the summer of 2005. Through FY 2003, Congress has appropriated \$4.9 million in Section 5309 New Starts funds for this effort.

**8th Avenue Subway Connection
New York, New York**

The Pennsylvania Station Redevelopment Corporation (PSRC) is proposing a pedestrian connection between the existing Pennsylvania Station and the new Amtrak area in the James A. Farley Building as a component of the Pennsylvania Station Redevelopment Project. The proposed project would widen an existing pedestrian passageway on 33rd Street (Midtown Manhattan) which connects Penn Station with the New York City Transit 8th Avenue/34th Street subway station and the Long Island Rail Road West End Corridor and extend it to the Farley Building. The existing passageway is currently overcrowded. In addition to widening the corridor, the proposed project includes reducing the grade of a ramp in the corridor, improving accessibility for the disabled, and upgrading the lighting, ventilation and life safety components. Total capital costs for the proposed connection are estimated at \$10.8 million. The construction budget for the Farley Building Project is estimated at \$305 million. The overall Farley Building Project is estimated at \$788 million, of which \$268 million is proposed for Federal funding. In addition, \$160 million in Transportation Infrastructure Finance and Innovation Act (TIFIA) loan funds have been applied to the project. The 8th Avenue Subway Connection represents a portion of the Federal share. The Federal Railroad Administration (FRA) has been the lead agency for the project. FRA issued a Finding of No Significant Impact for the project in September 1999.

**Astoria-East Elmhurst Extension (LaGuardia Airport Subway Access Study)
New York, New York**

The LaGuardia Airport Subway Access (LASA) Study, previously known as the "Astoria East Elmhurst Extension," is being conducted as part of a cooperative partnership comprised of the city of New York, Queens Borough President's Office, the Port Authority of New York and New Jersey and the New York Metropolitan Transportation Authority (MTA). The purpose of the LASA Study is to determine the physical, operational and capital requirements, environmental impacts and potential mitigation measures associated with the provision of one-seat ride subway service from Lower and Midtown Manhattan to LaGuardia Airport. An alternatives analysis/Draft Environmental Impact Statement (AA/EIS) is being conducted by MTA, acting as the lead local agency. The Federal Transit Administration is the lead federal agency in the planning effort, with the Federal Aviation Administration, Federal Highway Administration and the Federal Railroad Administration acting as cooperating agencies, as defined by the National Environmental Policy Act. Using an established set of criteria, a "long list" of approximately 20

alternatives has been screened down to a “short list,” which includes various branches and/or extensions of the New York City subway system and the Long Island Rail Road as well as a new people mover and guided busway systems. The Draft EIS will include the build alternatives that survive the short list evaluation and will then be analyzed for environmental impacts.

**Broadway-Lafayette-Bleecker Street
New York, New York**

See the description for the Brooklyn-Manhattan Access project. Project sponsors have informed the Federal Transit Administration that the two are the same.

**Brooklyn-Manhattan Access (formerly known as the East River Crossing Major
Investment Study)
New York, New York**

The New York Metropolitan Transportation Authority/New York City Transit (MTA/NYCT) have completed a major investment study (MIS) to examine the preliminary operating and engineering options for improving the capacity and flexibility of subway services crossing the East River. As a result of this study, NYCT has begun design work for the Broadway-Bleecker Street passenger transfer as well as the rehabilitation of the Bleecker Street Station, which will make the complex ADA compliant. Construction is expected to cost approximately \$50 million and is scheduled for inclusion in MTA’s 2005-2009 Capital Program. NYCT has also begun work for the Jay Street-Lawrence Street passenger transfer as well as the rehabilitation of both stations that will make both stations ADA compliant. Construction is expected to cost approximately \$165 million and is scheduled for inclusion in MTA’s 2005-2009 Capital Program.

**Brooklyn-Staten Island Ferry
New York, New York**

The New York City Department of Transportation (NYCDOT) and the Port Authority of New York and New Jersey recently performed a series of studies examining potential routes connecting Staten Island (SI) with downtown Brooklyn, either directly, after a stop in Manhattan, or en route to a Midtown-Manhattan landing. Currently, there is no ferry service from Staten Island to downtown Brooklyn. In 1997, NYCDOT solicited the business community’s interest in operating these routes. The response to the request resulted in limited interest by private operators, in part due to the recent elimination of SI Ferry passenger fares, and the creation of the One City-One Fare free transfer between the New York Metropolitan Transportation Authority’s buses and subways. NYCDOT has indicated that if a private ferry operator were to express interest, NYCDOT would consider constructing or enhancing existing docking space to support the service. Due to the September 11th tragedy, NYCDOT is temporarily operating ferry service from the Brooklyn Army Terminal at 59th Street in Brooklyn to the Whitehall Street Ferry Terminal in Manhattan.

Lower Manhattan Access Alternatives
New York, New York

In November 1997, the New York Metropolitan Transportation Authority (MTA) initiated the *Lower Manhattan Access Study* (LMA) to examine transportation alternatives that would improve access from the New York City suburbs to Lower Manhattan. An extension of the Second Avenue Subway (SAS) from 63rd Street to Lower Manhattan was one of the five short-list build alternatives developed by the LMA. The study determined that a full-length SAS was the most successful alternative in addressing one of the LMA's goals of improving access from New York's suburbs to Lower Manhattan by allowing suburban commuters to make an easier transfer to a less crowded subway line than they currently have. Adding a new SAS line would reduce crowding on the existing Lexington Avenue Line and improve travel capacity and reliability to Lower Manhattan. The LMA also found that certain transportation systems management (TSM) approaches that improved pedestrian and intermodal transfers between various commuter railroad terminals, subway stations, and major trip destinations within Lower Manhattan would also serve the area's identified problems and needs. The analysis and recommendations were incorporated into the SAS' Supplemental Draft Environmental Impact Statement issued in March 2003. In addition, one of LMA's TSM proposals, the Dey Street corridor, has been incorporated into MTA's Fulton Street Transit Center project.

Manhattan East Side Alternatives
New York, New York

See the profile for the Second Avenue Subway project in Appendix A under projects currently in preliminary engineering.

Midtown West Ferry Terminal (Pier 79)
New York, New York

The New York City Department of Transportation (NYCDOT) and the New York City Economic Development Corporation will be constructing a ferry terminal at Pier 79 located on Manhattan's West Side. The facility will be a new six-pier, 33,915 square foot, two-story terminal that will serve private ferry routes operating along the Hudson River and the New York Harbor. The new terminal will replace a three-pier terminal at Pier 78. A Finding of No Significant Impact was provided for the project on September 20, 2001 and initiation of construction was intended in late 2002. Some of the dredging work associated with the project was accelerated to fall 2001 in order to advance temporary docking facilities made necessary by the transportation disruptions resulting from the World Trade Center attack. More than 17,000 customers flow through the facility daily. Total capital costs are estimated at \$47 million. The Federal Transit Administration has awarded \$18.6 million in Section 5309 New Starts and Federal Highway Administration's special projects' funding that were appropriated by Congress through FY 2003 for this effort.

North Shore Railroad
New York, New York

The Rehabilitation of the North Shore Railroad Line project involves conducting an alternatives analysis/Draft Environmental Impact Statement (AA/EIS) to examine the feasibility of re-establishing passenger rail service along the North Shore Rail line located on Staten Island, New York. Originally, the line went from Cranford, New Jersey to the St. George Ferry terminal on Staten Island. The current project only considers the section between the Arlington Rail Yards and St. George, Staten Island, a distance of approximately 5.2 miles. This effort is part of a larger project to improve intermodal connections between New York and New Jersey to transport freight from ocean-going ships and trucks as well as passengers to a new industrial work site, the Howland Hook Marine Terminal on Staten Island. This project is also expected to stimulate economic development on Staten Island. The study will evaluate a range of alternatives, including no-build, bus rapid transit, commuter rail and diesel multiple unit technology. Phase I and Phase II of the rehabilitation project have been completed. Phase III consists of revitalizing the remaining portion of the rail corridor for passenger service and implementing the AA/EIS study. Currently, the project is not in the Transportation Improvement Program/State Transportation Improvement Program. However, the North Shore Railroad Line effort is one of the studies included in the Corridor Level Options' discussion in the draft regional transportation plan for the New York City urbanized area. The Federal Transit Administration provided \$10.4 million to purchase the Staten Island North Shore Railroad right-of-way from Howland Hook to St. George.

St. George Ferry Intermodal Terminal
New York, New York

The New York City Department of Transportation (NYCDOT) is renovating the St. George Ferry Terminal of its Staten Island Ferry Service. The terminal is located on Staten Island and functions as a termination point for ferry service between Staten Island and Manhattan. The terminal also provides intermodal connections for commuter rail, Metropolitan Transportation Authority (MTA) - Staten Island Railway, MTA/New York City Transit buses, vans, automobiles, bicycles and pedestrians. The facility has not undergone significant improvements since it was built in 1950 and requires a major restoration. Renovation activities will include new entrances, a pedestrian plaza at the concourse level, new stairs, escalators and elevators, parking facilities that conform to the Americans with Disabilities Act of 1990 (ADA), a new pedestrian walkway, and retail stores. Separately funded, but included in the construction effort, is the renovation of the bus terminal areas of the facility and construction of Slip 7 for private ferry services to Midtown Manhattan. Construction efforts began in October 2001 and are scheduled for completion in June 2004. Total capital costs for the St. George Ferry Terminal reconstruction are currently estimated at \$111 million - slightly above the baseline costs. The Federal Transit Administration has awarded \$2.5 million in Section 5309 New Starts funds for this effort that have been appropriated by Congress through FY 2003. The U.S. Department of Transportation is also providing approximately \$44.9 million in loans under the Transportation Infrastructure, Finance and Innovation Act (TIFIA) program.

Whitehall Intermodal Terminal New York, New York

The New York City Department of Transportation (NYCDOT) is undertaking the reconstruction of the Whitehall Intermodal Ferry Terminal (WIFT). NYCDOT is the grant recipient of the funds, while the New York City Economic Development Corporation (NYCEDC) is the subgrantee. As the subgrantee, NYCEDC is tasked with the responsibility of overseeing the design and construction of the terminal. The terminal, located at the southern tip of Manhattan, was mostly destroyed by fire in 1991, and ferry service has been operating out of interim facilities since then. Reconstruction of the terminal will include improved connections with the New York Metropolitan Transportation Authority/New York City Transit's subway and bus system. The Staten Island Ferry system carries over 65,000 daily riders. Monthly ridership on the Staten Island Ferry system is 1.7 million. Annual ridership is approximately 20 million. The Federal Transit Administration approved a Finding of No Significant Impact for the WIFT in September 1999. Reconstruction activities started in June 2000. The facility is being reconstructed in multiple phases, with two of the three slips being in operations at all times. The closed slip is reopened at the acceptance of beneficial use of the associated construction phase. Phase I-A, involving Slip 3, was opened to the public in March 2002, although the finish work will not be completed until late 2004 as finish work is performed on the entire terminal. Phase I-C, affecting Slip 2, was initiated during May 2002 and completed in April 2003 with the return to service of the slip. NYCDOT anticipates that overall construction will be complete in December 2004 - more than one year beyond the project's baseline schedule. Slip 1 is scheduled to return to service in January 2005. In early 2003, the New York City Office of Management and Budget approved a budget increase of approximately \$15.7 million for the WIFT project to cover increased project scope. The budget increase brought the project's overall budget to \$189.4 million. This represents an increase of approximately 58 percent over the original budget of \$120 million and 42 percent over the 1999 project budget of \$134 million. Through FY 2003, Congress has appropriated \$15.6 million in Section 5309 New Starts funds for the project. These funds were allocated for project management and construction only. A Transportation Infrastructure Finance and Innovation Act (TIFIA) loan provided \$58.1 million. This brought the total Federal obligation to the WIFT to \$73.7 million. The value of construction contracts awarded to date is \$136.9 million.

Southeastern North Carolina Corridor North Carolina

The North Carolina Department of Transportation (NCDOT), in association with the Virginia Department of Rail and Public Transportation (VDRPT), is proposing to implement high-speed intercity passenger rail service along the Southeast High Speed Rail (SEHSR) corridor from Washington, DC to Charlotte, North Carolina. The SEHSR was one of five national high-speed rail corridors designated under the Intermodal Surface Transportation Efficiency Act of 1991. Nine routes are under consideration, including the existing Amtrak intercity passenger rail line between Charlotte, Greensboro, Raleigh, Selma, Rocky Mount and Richmond. The SEHSR corridor is anticipated to connect with this service via the Northeast Corridor in Washington, DC and is being planned to interface with rail transit systems currently under development in the urbanized areas of North Carolina. North Carolina and Virginia are coordinating their efforts on

the implementation of the SEHSR. NCDOT has conducted feasibility studies on the SEHSR corridor in North Carolina, including evaluations of travel-time savings, ridership forecasts, environmental benefits, operating efficiencies, and environmental impact screenings and other analyses. These studies are summarized in the *SEHSR Corridor Status Report* (April 1999). In July 1999, NCDOT published a Notice of Intent to prepare a Tiered Environmental Impact Statement (EIS) on the SEHSR Corridor from Washington, DC to Charlotte, NC. This work is a joint effort between NCDOT, VDRPT, Virginia DOT, Federal Railroad Administration and the Federal Highway Administration. A Final EIS has been published and a Record of Decision was issued jointly by the Federal Highway Administration and the Federal Railroad Administration in October 2002. The study included extensive public involvement and interagency coordination. In 1998, the U.S. DOT extended the SEHSR south from Charlotte through Greenville and Spartanburg, South Carolina to Atlanta and Macon, Georgia and south from Raleigh through Columbia, South Carolina and Savannah, Georgia to Jacksonville, Florida. North Carolina and Virginia have begun to work with Georgia and South Carolina on the development of the fully extended corridor. An engineering feasibility report is scheduled for release during the fourth quarter of calendar 2003 on the Charlotte, NC to Greenville-Spartanburg, SC to Atlanta-Macon, GA leg of the SEHSR.

West Lake Commuter Rail Link (South Shore Commuter Rail) Northern Indiana

The Northern Indiana Commuter Transportation District (NICTD) has completed a major investment study (MIS) for the West Lake Corridor to examine the southern extension of the South Shore Line commuter rail service. The MIS built upon an extensive alternate mode study done prior to Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). In the fall of 2000, the NICTD Board endorsed a two-phased strategy. Phase I is the preferred alignment and terminates in Valparaiso, Indiana. Phase I uses the existing Canadian National alignment from Valparaiso to Airline Junction in Munster. Phase 2 would follow the CSX alignment to Airline Junction. Both alignments would use approximately 4.5 miles of unused former Monon right-of-way purchased under ISTEA and jointly owned by the two towns of Munster and Hammond, Indiana and the NICTD. The right-of-way begins at Airline Junction in Munster, Indiana and ends at Dan Rabin Transit Plaza in downtown Hammond. From this point, the MIS proposed a parallel (northwesterly) route adjacent to the Indiana Harbor Belt to Calumet City, Illinois, a flyover west of Torrence Avenue eventually joining the South Shore right of way north of 130th Street with direct access via Metra's (the commuter rail agency for Northeastern Illinois) Electric to Randolph Street line in Chicago. Phase I, the preferred alignment, is anticipated to cost \$250 million. NICTD is working on a business plan to identify a source of funding for the estimated \$125 million local share. Through FY 2003, Congress has appropriated \$2.95 million in Section 5309 New Starts funds for this effort.

Lackawanna Cut-off Corridor Northern New Jersey/Northeastern Pennsylvania

An Environmental Assessment (EA) is progressing for the restoration of commuter rail service along a Northwest New Jersey and Northeast Pennsylvania corridor using existing and abandoned rail right-of-way between Port Morris, New Jersey, and Scranton, Pennsylvania. The

New Jersey TRANSIT and the Pennsylvania Department of Transportation, with NJ TRANSIT as the grantee, along with the involvement of the counties of Morris, Sussex, and Warren in New Jersey and the counties of Monroe and Lackawanna in Pennsylvania, will jointly pursue the project. Preliminary discussions have taken place between the two States on sharing the project's capital, operating, and maintenance costs. The scope of the next phase includes drafting a cost-sharing agreement between New Jersey and Pennsylvania. The corridor consists of a single-track commuter rail line with passing sidings between Scranton, Pennsylvania, and Port Morris, New Jersey, a distance of 88 miles. Stations would be located in Scranton, Mount Pocono, Analomink, and East Stroudsburg in Pennsylvania and Blairstown and Andover in New Jersey. Through FY 2003, Congress has appropriated \$2.95 million in Section 5309 New Starts funds and \$1.0 million in Section 330 funds for this effort. Completion of the EA has been scheduled for December 2004.

Newark-Elizabeth Rail Link (NERL) – Elizabeth Segment Northern New Jersey

At the request of Union County, New Jersey, and the city of Elizabeth, NJ TRANSIT has - completed a Supplemental Draft Environmental Impact Statement (SDEIS) to analyze the effects of an alignment modification on the segment contained within the city of Elizabeth on the third minimum operable segment (MOS-3) of NERL. Circulation of the SDEIS for the Elizabeth Segment was completed in September 2003. The SDEIS supplements the Draft EIS for the full NERL system, which was completed by NJ TRANSIT in January 1997. As originally proposed in the 1997 Draft EIS, the full NERL system would cover an 8.8-mile area linking Newark and Elizabeth, New Jersey, with a proposed light rail transit (LRT) system. The LRT system was planned for construction in three MOSs. MOS-1: a one-mile connection between Broad Street Station and Newark Penn Station is currently under construction (a Full Funding Grant Agreement was executed between FTA and NJ TRANSIT in August 2000 for MOS-1); MOS-2: a one-mile line from Newark Penn Station to Camp Street in downtown Newark; and MOS-3: a seven-mile LRT line from downtown Newark to Midtown Elizabeth, including a station serving Newark International Airport (NIA). The NERL MOS-3 project, as described in the 1997 Draft EIS, includes stations south of NIA at the following locations: Routes 1 & 9, McClellan Street, Airport City, Division Street, Spring Street and the terminus at Midtown Elizabeth. The proposed Union County LRT would modify the alignment of the segment of NERL MOS-3 that is included in the city of Elizabeth. The new proposed alignment would diverge just south of the proposed McClellan Street Station, proceed through NIA's parking lot "D" to the Jersey Gardens Mall, then turn west and reconnect to the proposed Spring Street Station and terminate at the originally proposed Elizabeth Midtown Station in downtown Elizabeth. The modified alignment is anticipated to support the extensive commercial and retail development that has been initiated in the Elizabeth port area since the completion of the Draft EIS in 1997. The modified alignment is also anticipated to assist in optimizing land use at NIA through an LRT connection to the existing Airport Monorail system. The implementation of the Elizabeth Segment of NERL would be performed as a joint development partnership between the NJ DOT, NJ TRANSIT, Union County and the private sector under New Jersey's 1997 Public-Private Partnership legislation.

New York, Susquehanna & Western Commuter Rail (Hawthorne-Warwick Corridor)
Northern New Jersey

In August 1996, NJ TRANSIT completed an Environmental Assessment for restoring commuter rail service on the New York, Susquehanna Western rail line (NYS&W) as far as Sparta, New Jersey. The Federal Transit Administration issued a Finding of No Significant Impact in September 1996. The project includes upgrading 40 miles of single track from Hawthorne, Passaic County, to Sparta, Sussex County; construction of five passing sidings at seven-mile intervals; construction of nine new rail passenger stations; installation of a new wayside signal system; and construction of a storage and light maintenance yard at the western terminus of the line. Proposed stations would serve Hawthorne, Midland Park, Wyckoff, Oakland, Pompton Lakes, Butler, Newfoundland, Stockholm and Sparta. The service would connect to NJ TRANSIT's Main Line at Hawthorne, New Jersey, where trains would serve the Secaucus Transfer Station and Hoboken. NJ TRANSIT is currently working with the Township of Hardyston to locate the storage yard on the site of the Lasinski Road landfill. The total capital cost for the NYS&W passenger restoration project is estimated at over \$100 million. Another component of this project is the rehabilitation of the Paterson Station on the NJ TRANSIT Main Line to comply with the Americans with Disabilities Act (ADA) of 1990. The Paterson Station rehabilitation was completed in 2001. Through FY 2003, Congress has appropriated \$29.73 million in Section 5309 New Starts funds for both the NYS&W passenger restoration and the Paterson Station rehabilitation.

Union Township Station (Raritan Valley)
Northern New Jersey

In 1995, Union County along with NJ TRANSIT initiated a study to determine the potential for establishing a new train station and for fostering development in the Townley section of the Township of Union, New Jersey. The station is located at Morris Avenue on NJ TRANSIT's Raritan Valley Line. In November 1999, a Final Environmental Assessment was completed for the Union Township Station. During the same month, the Federal Transit Administration issued a Finding of No Significant Impact. The Union Township Station consists of a rail station building, a new bridge for the railroad tracks at Morris Avenue, a 545-foot high, level, center-island canopied platform, a 20-foot wide pedestrian underpass to access the rail station's central platform from the parking lots, two parking lots with a combined capacity of 484 spaces, an access road entering the site from Green Lane at the entrance of Kean University, and the realignment of existing railroad tracks and all signals and communications. NJ TRANSIT completed the construction of the station with non-Federal funds. The station was opened in 2003.

West Trenton Line Corridor
Northern New Jersey

NJ TRANSIT is conducting an Environmental Assessment (EA) for the restoration of commuter rail service on the West Trenton Line between Ewing in Mercer County, New Jersey, and Bridgewater in Somerset County, New Jersey, a distance of 21.6 miles, where the line would connect with NJ TRANSIT's existing Raritan Valley Line providing service to Midtown

Manhattan via Newark Penn Station. The proposed project would include the installation of a second track in selected locations, signal improvements, construction of five stations, parking facilities, train storage yard, and rail equipment acquisition. The project cost is approximately \$125 million. Information on mobility improvements, environmental benefits, cost effectiveness, operating efficiencies, transit-supportive land use and other factors is currently being developed as part of the EA. The EA is scheduled for completion in late 2004. Through FY 2003, Congress has appropriated \$4.46 million in Section 5309 New Starts funds for this effort.

Oakland Airport-BART Corridor
Oakland, California

The Bay Area Rapid Transit District (BART) is working with the Port of Oakland and the city of Oakland on a proposed 3.2-mile transit link between the Oakland Coliseum BART station and the Oakland International Airport. The route would generally follow an alignment along Hegenberger Road. The present non-stop bus service can make the trip in 10-15 minutes (including a five-minute wait), but due to traffic congestion, often takes 30 minutes or more. The technology for the connector would be selected to provide the speed and added capacity necessary to serve the rapid growth in air passengers and employees anticipated at the airport in the 21st century. BART is considering automated guideway transit and a state-of-the-art bus system with signal preemption and some dedicated right-of-way. The selected system would be designed to make the trip in six to seven minutes. The city of Oakland has asked that the intermediate stops be included in the study of alternatives although the cost-constrained budget precludes early implementation of these elements. Planning funds for the proposed project are included in the regional transportation plan and State Transportation Improvement Program. Capital funding for the project is included in Alameda County's Expenditure Plan for Measure B, a county-wide ballot initiative that will provide \$72 million in sales tax revenue for the project, which is budgeted between \$200 - \$230 million. Measure B was passed in November 2000 receiving over 66 percent of the vote. The Federal Transit Administration issued a Record of Decision for the project in July 2002. No Section 5309 New Starts funds will be sought for this project.

Central Florida Light Rail Transit Project
Orlando, Florida

The Florida Department of Transportation (FDOT) and the Central Florida Regional Transportation Authority (LYNX), in cooperation with METROPLAN Orlando, is currently preparing a Supplemental Draft Environmental Impact Statement (SDEIS) for the Central Florida Light Rail Transit System project in Seminole County and Orange County. Scheduled for completion in 2004, the SDEIS is designed to augment the original EIS completed for the initial North/South Corridor project in November 1998. The SDEIS follows studies and public involvement activities to revise the light rail transit alignment in the 20-mile corridor paralleling Interstate 4, which is currently undergoing major reconstruction. The revised locally preferred alignment extends south from Altamonte Springs, Maitland, and Eatonville through downtown Orlando, and continues south through the Universal Studios area, diverting from I-4 to a proposed intermodal center near Sea World, International Drive, and a major convention center.

Through FY 2003, Congress has appropriated \$53.98 million for this effort. Of this amount, \$15.47 million of these funds were returned following the conclusion of the initial LRT study.

**Rhode Island Commuter Rail Improvement Program (Pawtucket Layover Facility)
Pawtucket, Rhode Island**

The Pawtucket Layover Facility Project is a joint Rhode Island Department of Transportation/Massachusetts Bay Transportation Authority venture, consisting of the design and construction of a six-track commuter rail yard for the purpose of overnight layover/storage of commuter rail equipment, to serve both the existing Providence-Boston service and Rhode Island's future South County commuter rail service. The proposed site is located in the northwest quadrant of the I-95 and Smithfield Avenue Interchange on the Pawtucket/Providence City Line. The 12-acre parcel is situated adjacent to and east of the Amtrak Main Line. The facility would provide for future commuter rail growth both at Providence and South County, Rhode Island. Currently, commuter rail carries approximately 825 riders per day at Providence with eight round trips. The total capital cost for this project is estimated at \$18.5 million, with a proposed Section 5309 New Starts share of \$10 million. Through FY 2003, Congress has appropriated \$9.88 million in Section 5309 New Starts funds.

**Broad Street Line Extension
Philadelphia, Pennsylvania**

The city of Philadelphia has completed the first phase of an alternatives analysis (AA) study. The study narrows the short list of alternatives to two: Alternatives "C-Prime" and "D". Alternative "C-Prime" includes a new, modern subway line along Roosevelt Boulevard directly connecting into the existing Broad Street line's express tracks. This alternative also includes a connecting one-mile extension of the Market Frankford Line (MFL). "C-Prime" consists of a mixture of cut-and-cover and open cut subway stations along the line. Alternative "D" includes extensions of the Broad Street Line and Roosevelt Expressway into Northeast Philadelphia. Alternative "D" does not include the extension of the MFL. Study sponsors intend to seek funding to further refine and study the two alternatives in a future AA/Draft Environmental Impact Statement. The line would extend the existing Broad Street line in Center City Philadelphia northeast to the Bucks County line. Preliminary estimates for the project are approximately \$3.5 billion. The city of Philadelphia is currently trying to identify funding sources for the second phase of the AA, as well as identify local match funds for any future New Starts funding that they may receive.

**Cross County Metro
Philadelphia, Pennsylvania**

The Southeastern Pennsylvania Transportation Authority (SEPTA) is completing an alternatives analysis/Draft Environmental Impact Statement (AA/EIS) along a proposed 60-mile suburban corridor in a southwest to northeast direction from Glenloch in Chester County, through Norristown in Montgomery County and terminating in Morrisville, Bucks County. The proposed corridor, almost all of which is located along an existing freight rail right-of-way (ROW), is roughly parallel to the U.S. Route 202 Expressway and the Pennsylvania Turnpike. Revision of

the AA/Draft EIS is currently underway. The revision will expand and re-examine the study to include the MetroRail alternative, the locally preferred alternative selected for the Philadelphia - Schuylkill Valley Metro (SVM). If constructed, these two lines, along with the Route 100 light rail extension, would intersect in the Norristown/King of Prussia area. The change in technology could result in cost reductions as a result of shared vehicle development and procurement of common maintenance facilities. As the AA/Draft EIS revision has proceeded, several other issues have been identified for evaluation. The increased growth and development in Chester County since the project limits were originally scoped in 1995 have resulted in the need to examine service west of the currently proposed terminus at Glenloch. Also, both Chester County and Tredyffrin Township have requested the Cassatt Road station be relocated. Montgomery County has requested analysis of ridership impacts of its newly proposed multi-modal transportation center at Lafayette Street and the Pennsylvania Turnpike. Additionally, the ridership modeling will require some further adjustments in light of the corridor's consistently suburban character, compared to the mixed urban/suburban character of the SVM. At Trenton, and from Glenloch to Downingtown, cross county trains would interface with Amtrak services. As a result, the operational impacts need to be evaluated. The Norfolk Southern (NS) freight railroad, the owner of the Morrisville Line railroad ROW encompassing most of the proposed project, will need increased project involvement, including an analysis of potential freight impacts. NS' freight impact analysis would then require subsequent evaluation by SEPTA. Through FY 2003, Congress has appropriated \$3.17 million in Section 5309 New Starts funds for this effort.

Lower Merion Township
Philadelphia, Pennsylvania

The Federal Transit Administration has not received any information on this effort.

Highspeed Rail
Philadelphia-Pittsburgh, Pennsylvania

The Federal Transit Administration has not received any information on this effort.

Roaring Fork Valley (Aspen-Glenwood Springs Corridor)
Pitkin County, Colorado

In 1995, the Colorado Department of Transportation (CDOT) completed a feasibility study of rail transit in the 40-mile Aspen to Glenwood Springs Corridor in the Roaring Fork Valley, about 160 miles west of Denver. The study estimated that a valley-wide rail system would cost approximately \$129 million. As a result, the city of Aspen is considering a locally funded light rail transit line in a four-mile segment of the corridor connecting Pitkin County Airport with downtown Aspen. CDOT, meanwhile, conducted an alternatives analysis (AA) study to analyze transportation alternatives, alignments, and costs in the remainder of the valley, the 35-mile corridor from Aspen to Glenwood Springs. The AA was completed in the spring of 2003, with bus rapid transit emerging as a potential improvement in the corridor. Through FY 2003, Congress has appropriated \$3.95 million in Section 5309 New Starts funds for this effort.

**Airborne Shuttle System
Pittsburgh, Pennsylvania**

The proposed Pittsburgh Airborne Shuttle System, put forth by a private sector group, has been dropped in favor of a project to design and construct a low-speed magnetic levitation system. The low-speed magnetic levitation research and development program (also called Urban Maglev Program) was authorized in Section 3015(c) of TEA-21. As part of the Urban Maglev Program, the Federal Transit Administration (FTA) cumulatively made an award of \$16.7 million in research funds to General Atomics, San Diego, to conduct research and development on low-speed magnetic levitation. A test track of 400 feet is under construction at the company for testing a test vehicle in the next 15 to 18 months. The Urban Maglev initiative is a cost-share program in which the development team provides 20 percent in non-Federal matching funds. Projects that would be funded under the Urban Maglev program are undertaken in three discrete phases: (1) Evaluation of Proposed System Concept, (2) Prototype Subsystems Development and (3) System Integration and Deployment Planning. The General Atomics project is in Phase II. In addition to the private sector group, the General Atomics/Pittsburgh Maglev team includes the Pennsylvania Department of Transportation, Port Authority of Allegheny County, Western Pennsylvania Maglev Development Corporation, Carnegie Mellon University and several Pittsburgh-based businesses. While no longer pursuing the Pittsburgh Airborne Shuttle project, the General Atomics Team would like to demonstrate the technology of Urban Maglev at an appropriate site upon successful completion of the technology development. Their current choice is the California University of Pennsylvania.

**Portland Marine Highway Program
Portland, Maine**

The proposed project consists of the consolidation of local commuter ferry traffic and inter-coastal ferry traffic at one central marine facility. The facility would also provide connections to ground-based transportation, including buses, rail, automobiles and airport shuttles. This project is a joint Maine Department of Transportation and city of Portland venture for the design and construction of both marine and landside improvements that would support bringing together of the various modes and operations. This project is a part of a larger statewide plan (Explore Maine) that connects several key attraction areas with various modes of transportation in an effort to reduce the need for automobile-only access to these areas. Through FY 2003, Congress has appropriated \$1.98 million in Section 5309 New Starts funds and \$.49 million in Section 5309 Bus funds. To date \$1.98 million was obligated for the purchase of a new replacement ferry with increased passenger capacity of 33 percent. The new replacement ferry will be fully accessible from all decks.

**South Corridor
Portland, Oregon**

Metro, the Metropolitan Planning Organization for the Portland region, completed a Supplemental Draft Environmental Impact Statement (SDEIS) and conceptual engineering for the southern half of the South/North Transit Corridor in December 2002 and an Amendment to the SDEIS in October 2003 to include the downtown portion of the project. The SDEIS is a supplement to the South/North Corridor Light Rail Draft EIS that was completed in 1998. The

corridor is the region's highest priority transportation project for the next several years and has been planned in two implementation phases - the South Corridor Interstate 205/Downtown Mall Light Rail Project and the South Corridor Milwaukie Light Rail Project. Both phases, in addition to the nearly completed Interstate Metropolitan Area Express light rail line, constitute the South-North Corridor authorized in Section 3030 of TEA-21. The Interstate 205/Downtown Mall Light Rail Project would provide service between the Clackamas Town Center and the Gateway Transit Center, connecting with existing light rail and another extension from existing light rail through downtown Portland. The Metro Council selected a locally preferred alternative (LPA) for the project in April 2003. The project sponsor, Tri-County Metropolitan Transportation District of Oregon (Tri-Met), requested approval for preliminary engineering (PE) in August 2003. The Final EIS is scheduled for completion in summer/fall 2004.

The Phase II Milwaukie Light Rail Project would provide direct high-capacity transit between downtown Milwaukie and downtown Portland with exclusive light rail right-of-way. Bus rapid transit (BRT) would connect Oregon City and the Clackamas Town Center to the Milwaukie Transit Center, providing a light rail connection. Final environmental and design work for the Milwaukie Light Rail Project is scheduled to begin after the completion of the Interstate 205/Downtown Light Rail Project.

Alaska Marine Highway System Prince William Sound, Alaska

The Alaska Marine Highway System (AMHS) of the Alaska Department of Transportation and Public Facilities is proposing to use funds available through the Alaska/Hawaii Ferry Projects Program to purchase new high-speed ferries. The comprehensive and larger AMHS fleet improvement plan calls for four new high speed ferries to provide service to communities in the following minimum operable segment (MOS) corridors: Whittier, Valdez, Cordova (MOS-1); Juneau, Sitka (MOS-2); Ketchikan, Petersburg (MOS-3); and Juneau, Petersburg (MOS-4). The Federal Transit Administration-funded vessel for this project, awarded in September 2001, would provide daily, point-to-point service in the Prince William Sound region of southeast Alaska (MOS-1). Vessel delivery is anticipated in 2005. The capital cost of the project is estimated at \$38.5 million. The FTA Section 5309 New Starts funding share is \$24.9 million. Congress has allotted \$51 million to the Alaska/Hawaii Ferry Projects program, with the intent that the states would each use \$25 million of the funds. Since Alaska was ready to implement projects, FTA awarded grants to Alaska for its half of the funds. In August 2003, FTA awarded \$0.57 million for the construction of a support facility in Cordova. These two grants constitute approximately one-half of the total funding appropriated to the Alaska/Hawaii Ferry Projects program. FTA plans to award the remaining funds to Hawaii. However, should Hawaii be unable to use the funds, FTA will consider awarding the funds to Alaska for additional MOSs. FTA approved AMHS to initiate preliminary engineering and final design in August 2001. Through FY 2003, Congress has appropriated \$25.56 million in Section 5309 New Starts funds for the Alaska portion of the Alaska/Hawaii ferry projects, which includes \$24.99 million for new high-speed ferry and \$0.57 million for a support facility.

**South County Commuter Rail Extension (Integrated Intermodal Transportation)
Providence-Wickford Junction, Rhode Island**

The Rhode Island Department of Transportation (RIDOT) completed an Environmental Assessment for the extension of the existing Providence-to-Boston commuter rail service. The project involves the extension of rail service approximately 20 miles from Providence to Wickford Junction (North Kingston) along the Amtrak-owned Northeast Corridor. The Federal Transit Administration issued a final environmental determination on February 6, 2003. RIDOT is working with the Massachusetts Bay Transportation Authority (the commuter rail operator) on the implementation of this project.

**San Jacinto Branch Line (Riverside to Romoland)
Riverside County, California**

The Riverside County Transportation Commission (RCTC) plans to extend Metrolink commuter rail service from downtown Riverside to the unincorporated area of Romoland via the San Jacinto Branch Line. The project is comprised of railbed, track, and signal and station improvements, construction of up to four stations, and acquisition of rolling stock for the first 19 miles of the San Jacinto Branch Line between Riverside, Moreno Valley, March Air Reserve Base and Perris. Total capital costs are estimated at \$110 million. RCTC purchased the right of way from the Atchison Topeka and Santa Fe (ATSF) railroad in 1993 using local and State bond funds. ATSF retained freight operating rights. Its successor railroad, Burlington Northern Santa Fe, operates freight service and maintains the line, by agreement with RCTC. The project is in the Southern California Association of Governments' regional transportation plan. Through FY 2003, Congress appropriated \$0.5 million in Section 5309 New Start funds for the project. RCTC has committed \$23 million of local funds to the project.

**Folsom Extension
Sacramento, California**

The Sacramento Regional Transit District (RT) is proposing a series of multiple improvements to the existing light rail transit (LRT) corridor between downtown Sacramento and the existing Mather Field Station, with a potential extension of the LRT line from Mather Field LRT to downtown Folsom. The proposed project also includes a potential extension of the LRT line in downtown Sacramento. The majority of the needed right-of-way for the proposed project has already been acquired using State and local funds. A portion of right-of-way acquisition is required in downtown Folsom. Improvements to the existing LRT system in the Folsom Corridor will include double-tracking two portions of the existing line at Bee Bridge and 65th-to-Watt Streets. These improvements will allow the RT to operate limited-stop express rail service from downtown Folsom to downtown Sacramento.

**Placer County Corridor
Sacramento, California**

The Federal Transit Administration has not received any information on this effort.

South Sacramento Corridor Phase 2 Sacramento, California

The Sacramento Regional Transit District (RT) is planning the South Sacramento Corridor Phase II Project, a 5-mile light rail, 4-station extension to an existing light rail system. The proposed project would extend the existing light rail service from the South Corridor Phase I, which opened for revenue service in August of 2003, to serve the rapidly growing suburban communities around Franklin Boulevard, Center Parkway, Consumes River College, and Calvine-Auberry. In June 2003, RT requested approval to initiate preliminary engineering on the South Corridor Phase II Project. However, FTA was unable to evaluate the benefits of the proposed build alternative and has been working with RT to improve the evaluation of the baseline and build alternatives and to promote more transit-supportive land use in the corridor. Currently, much of the corridor is undeveloped and there are limited policies to encourage transit-supportive development in the proposed station areas.

Cross County Corridor St. Louis, Missouri

The East-West Gateway Coordinating Council (EWGCC) - the local Metropolitan Planning Organization - and the Missouri Highway and Transportation Department (MoDOT) have completed a major investment study (MIS) in the Cross County Corridor including St. Louis city and county. The study evaluated transportation alternatives such as light rail transit (LRT), busway, highway improvements, transportation system management alternatives, and a no-build alternative. A locally preferred alternative (LPA), which included highway and transit improvements, was selected in September 1997. The transit LPA is a 28.8-mile LRT line that extends Metrolink west in the city of St. Louis through downtown Clayton in St. Louis County, and then south from Clayton beyond the Interstate 55/Interstate 270 interchange in southeast St. Louis County and north from Clayton to beyond the Interstate 170/Interstate 270 interchange in North St. Louis County. Total estimated capital costs range from \$1 billion to \$1.2 billion. The first phase of the Cross County Corridor project is entirely locally funded. Through FY 2003, Congress has appropriated \$3.44 million in Section 5309 New Starts funds for subsequent phases of the Cross County Corridor. Local officials are using the earmarked funds to support additional alternatives analysis in the southern portions of the corridor (Clayton beyond I-55 / I-270 interchange in southeast St. Louis County).

Twin Cities – Transitway Corridors (Central Corridor) St. Paul-Minneapolis, Minnesota

The Ramsey County Regional Railroad Authority is examining mobility improvement options in a corridor that generally extends from downtown St. Paul to downtown Minneapolis. The proposed corridor includes connections to the Hiawatha Corridor light rail project (currently under construction) and the proposed Riverview, Northstar and Red Rock corridors. The corridor also connects major local destinations, including the University of Minnesota, State Capitol, and St. Paul's Midway area. The study will evaluate a range of alternatives and alignments. A draft alternatives analysis/Environmental Impact Statement has been completed. Selection of a locally preferred alternative is anticipated in winter 2003. Through FY 2003, Congress has appropriated \$0.98 million in Section 5309 New Starts funds for this effort.

Twin Cities – Transitway Corridors (Riverview Corridor)
St. Paul-Minneapolis, Minnesota

The Ramsey County Regional Railroad Authority (RCRRA) has selected a busway alternative as the locally preferred alternative (LPA) for the *Riverview Corridor Major Investment Study*. The corridor extends from downtown St. Paul along the west bank of the Mississippi River, and connects the Minneapolis-St. Paul International Airport, the Hiawatha Corridor light rail line (currently under construction) and the Mall of America retail complex in Bloomington, Minnesota. The RCRRA has allowed the Metropolitan Council to undertake an Environmental Impact Statement (EIS) for the Riverview Corridor busway project. Although a Draft EIS was completed in 2001, a Final EIS has not been prepared. The Metropolitan Council (local Metropolitan Planning Organization) adopted a local resolution that chose the busway alternative as the LPA for the Riverview Corridor. However, lack of State funding has rendered this project inactive. Through FY 2003, Congress has appropriated \$4.61 million in Section 5309 New Starts funds for this effort.

Pinellas County – Mobility Initiative
St. Petersburg-Clearwater, Florida

The Pinellas County Metropolitan Planning Organization (MPO) initiated a major investment study in 1997 to identify multimodal transportation solutions to mobility issues in multiple corridors. Based on the study's first tier analysis, fixed guideway transit concepts were identified for further evaluation within corridors in the north and central portions of the county, east-west corridors in the middle of the county, and north-south corridors between St. Petersburg and Clearwater. At the conclusion of the alternatives analysis, the MPO selected a conceptual locally preferred alternative (LPA) in October 2001. The conceptual LPA was refined in July 2003 to include 38 miles of elevated dual guideway using monorail technology. The MPO continues to explore private sector and community involvement, financing options, and transit-oriented development potential in station areas. Through FY 2003, Congress has appropriated \$2.45 million in Section 5309 New Starts funds for this effort.

Airport-to-Salt Lake City CBD LRT Extension
Salt Lake City, Utah

The proposed project would extend the North/South Light Rail Transit (LRT) line from the Salt Lake City central business district (CBD) approximately six miles west to the Salt Lake City International Airport, one of the largest traffic generators in the State of Utah. Eight stations would also be constructed as part of the project. An alternatives analysis study, Final Environmental Impact Statement, and Record of Decision, including preliminary engineering, were completed as part of the Airport to University LRT extension, and were included in the region's long range transportation plan. The capital cost for the Airport-to-Salt Lake City CBD LRT extension is currently estimated at \$330 million.

Draper to Sandy Light Rail Extension
Salt Lake City, Utah

The Utah Transit Authority (UTA), in cooperation with the Wasatch Front Regional Council (local Metropolitan Planning Organization), and the cities of Sandy and Draper, completed a feasibility study to examine the option of extending the North/South Light Rail Transit Line approximately seven miles to the suburban communities of Draper and Sandy. The study concluded that extending transit to the cities of Sandy and Draper is feasible. The project proposed construction on existing railroad right-of-way owned by UTA. The city councils of Draper and Sandy have adopted resolutions reflecting this action. The proposed Draper to Sandy extension would have six stations complete with park-and-ride lots and bus transfer facilities. The proposed project is included in the region's long range transportation plan. Total capital costs for the Draper to Sandy extension are estimated at \$156.3 million.

Mid-Jordan Light Rail Extension
Salt Lake City, Utah

The Utah Transit Authority (UTA) and the Wasatch Front Regional Council (WFRC), in cooperation with the cities of Midvale, South Jordan and West Jordan and the Kennecott Development Company, completed a feasibility study to examine options of extending the North/South Light Rail Transit (LRT) Line approximately 10.1 miles from the existing Fashion Place West Station through the cities of Midvale and West Jordan to the proposed Sunrise planned community. The study concluded that extending the project was feasible. The project proposed construction on existing Union Pacific railroad right-of-way, of which discussions are underway with UTA regarding acquisition. The proposed LRT would be constructed at-grade and would have nine stations with bus transfer facilities and park-and-ride lots. WFRC, UTA and the cities of Midvale, South Jordan and West Jordan and the Kennecott Development Company are preparing a Draft Environmental Impact Statement (EIS) and plan to complete a Final EIS in July 2004. The project is included in the region's long range transportation plan. New ridership for the LRT extension is projected at 4,400 in the year 2030. Scheduled to begin operation in 2009, total capital costs are estimated at \$174 million (current year dollars) for the initial operating segment to Bangerter Highway, with an additional \$98.1 million (current year dollars) estimated for the segment from Bangerter Highway to Sunrise.

West Valley City Light Rail Extension
Salt Lake City, Utah

The proposed West Valley City Light Rail Transit (LRT) Extension would connect the North/South LRT line to Utah's second largest city, which is also the second largest destination in the Utah Transit Authority's system. A Level I alternatives analysis study was completed for the West Valley transit corridor. LRT was selected as the preferred alternative and is included in the Wasatch Front Regional Council's long range transportation plan. A Draft Environmental Impact Statement (EIS) is underway and is scheduled for completion in early 2004. A Final EIS is scheduled for completion in July 2004. The project will require the acquisition of new right-of-way. Connecting to the existing LRT at South Central Pointe Station and terminating at West Valley City Center, four stations are proposed for the 4.9-mile extension that would include bus

transfer facilities and park-and-ride lots. New ridership for the LRT extension is projected at 2,400 in the year 20030. Total capital costs are estimated at \$225 million (current year dollars).

**Caltrain Extension to Hollister
San Francisco-San Jose, California**

The Council of San Benito County Governments is proposing an extension of Caltrain service approximately 13 miles south from the current terminus in Gilroy, along an existing rail line, to the city of Hollister, located in the southeast portion of the San Francisco Bay region. Hollister is the population center for San Benito County, the fastest growing county in California over the past five years. Hollister has grown in response to the increasing demand for affordable housing for Silicon Valley workers. Further planning, regional consensus building, and public involvement are needed to determine the specific technology and frequency of rail service for the proposed corridor. Total capital costs for upgrading the existing freight rail line are estimated at \$15 million. Through FY 2003, Congress has appropriated \$0.99 million in Section 5309 New Starts funds for this effort.

**Tren Urbano (Minillas Extension)
San Juan, Puerto Rico**

The Puerto Rico Department of Transportation and Public Works (PRDTPW), through its Highway and Transportation Authority (PRHTA), proposed an extension of its heavy rail rapid transit system, known as Tren Urbano Phase I (currently under construction). The proposed investment was planned to extend Tren Urbano Phase I approximately one mile under Ponce de Leon Avenue from its current terminus at Sagrado Corazon to the Minillas area of Santurce, which is home to government offices of the Commonwealth, the Luis A. Ferre Fine Arts Centers, four major hospitals, and is one of the main commercial and residential districts on the Island. In February 2003, PRHTA notified FTA that it reevaluated transportation priorities for the island and determined that an extension from Rio Piedras to Carolina had a higher priority than the Minillas Extension. Consequently, PRHTA informed FTA that it does not intend to proceed in the near future with further planning or design on the Minillas Extension. TEA-21 Section 3030(a)(82) authorized the San Juan Tren Urbano Extension to Minillas for final design and construction. Through FY 2003, Congress has not appropriated any funds for the Minillas Extension.

**Regional Transit Corridor
San Joaquin, California**

The Altamont Commuter Express (ACE) Authority is proposing a series of service improvements to the existing commuter rail line operating in the Silicon and Tri-Valley areas. ACE serves eight cities and many of the major employers in the Silicon Valley, Central Valley and Tri-Valley areas. The proposed project includes the purchase of an additional train set (locomotive and passenger coaches) and associated track improvements, which are estimated to result in a nearly 50 percent increase in ridership, and a corresponding increase in fare revenues.

Santa Cruz Fixed Guideway
Santa Cruz, California

The Santa Cruz County Regional Transportation Commission (SCCRTC) completed a major investment study (MIS) in 1999 to evaluate improvements in the Watsonville to Santa Cruz Corridor. A State highway and an underutilized freight rail line run through the length of most of the corridor. The MIS projects include the purchase of the rail right-of-way for future transportation uses, including a bike/pedestrian path along the right-of-way and partial funding for High Occupancy Toll (HOT) lanes on the parallel highway. Major bus improvements within the corridor received the highest priority and the largest amount of projected funding. A feasibility study for the HOT lanes concluded that toll-free High Occupancy Vehicle lanes would better meet project objectives and eliminated the toll lane alternative from further consideration. The SCCRTC programmed \$3.34 million to commence the Environmental Impact Report for the Highway 1 Widening in September 2002.

Santa Fe – El Dorado Rail Link
Santa Fe, New Mexico

The city of Santa Fe, in conjunction with Santa Fe County, and in cooperation with the Santa Fe Southern Railway and the New Mexico State Highway and Transportation Department, is proposing to acquire the Santa Fe Southern Railway between the city-owned rail yard and the Lamy rail yard, or approximately 18.1 miles of rail line. The proposed project would lead to the future provision of commuter rail service between Santa Fe and an urbanizing area south of the city. The proposed undertaking resulted from a commuter rail demonstration project that established a need for providing public transportation services in the Santa Fe/El Dorado commuter corridor. Project sponsors anticipate that the project would provide important connections between El Dorado and retail hubs in the city, including historic downtown Santa Fe. The I-25/Old Las Vegas Highway corridor is a highly congested corridor leading into and out of Santa Fe. The project is aimed at meeting the area's long range goals of reducing sprawl, concentrating future growth in areas served by existing transportation infrastructure and maintaining Santa Fe's air quality. The project is identified in the city general plan, the county growth management plan, the Santa Fe Metropolitan Planning Organization's (MPO) long range transportation plan and the MPO's Transportation Improvement Program (TIP). The project is also listed in the New Mexico State TIP. Through FY 2003, Congress has appropriated \$4.42 million in Section 5309 New Starts funds for this effort. These funds have been awarded to the city of Santa Fe and negotiations are currently underway for the acquisition of the Santa Fe Southern Railway. In FY 2003, \$0.99 million in additional funding was appropriated from Section 344 of the Highway Trust Fund.

Laurel Line Intermodal Corridor
Scranton, Pennsylvania

Lackawanna County is proposing the restoration of historic trolley passenger service on an old interurban trolley line between Scranton and Wilkes-Barre with major destination points at Montage, Wilkes-Barre/Scranton International Airport and Wilkes-Barre, a total distance of approximately 16 miles. The proposed corridor is located along a right-of-way (ROW) that

largely parallels Interstate 81 from Scranton to the vicinity of the Scranton Airport. Luzerne County owns approximately 11 miles of the ROW, while Lackawanna County owns the remaining five miles. Currently, there is light but active freight service along most of the route. The first 1.5 miles of track from Scranton/Steamtown are now electrified. Lackawanna County will be seeking bids for design of the electrification of the next portion of track in the near future. Lackawanna County is not seeking Section 5309 New Starts funds for this effort at this time.

SEATAC – Personal Rapid Transit SeaTac, Washington

The city of SeaTac, Washington in cooperation with other local agencies, has conducted a major investment study (MIS) to examine several options to improve the mobility of the city's commercial core, which includes the activity centers located around the International Boulevard area and the SeaTac International Airport. The MIS, completed in July 1997, resulted in a locally preferred transportation strategy recommending a Personal Rapid Transit (PRT) system. The total estimated capital cost for Phase I of the PRT system was estimated at \$307.5 million. Phase I of the proposed project includes the acquisition of 210 PRT vehicles, operating along 12.1 miles of "one-way" guideway and serving a forecasted ridership of 24,000 patrons, utilizing 21 PRT stations. The city of SeaTac has incorporated the proposed PRT system into its municipal comprehensive and transportation plans. Since the primary beneficiaries of the proposed PRT system are local businesses, a "Partnership Franchise" between public and private entities was recommended as part of the implementation approach. Through FY 2003, Congress has provided \$0.6 million in Section 5309 New Starts funds for this effort.

Comment [A.1]: I don't know what this means.

Comment [A.2]: Not in long-range plan per Dick Callahan, PSRC, 10-17-03..

Airport Link Seattle, Washington

The Central Puget Sound Regional Transit Authority (Sound Transit) is planning a 24-mile Central *Link* light rail transit (LRT) line running north to south from Northgate, through downtown and southeast Seattle to the cities of Tukwila and SeaTac, Washington. The proposed Seattle *Link* project includes 21 (including two deferred) stations and four (one deferred) park-and-ride lots (approximately 2,100 new spaces). Sound Transit plans to phase construction of the entire system. The approximately three-mile Airport *Link* segment would extend from the South 154th Street Station in the city of Tukwila south to the South 200th Street Station in the city of SeaTac. It would connect with Sound Transit's 14-mile Initial Segment of *Link* light rail currently under an FTA Full Funding Grant Agreement, which serves downtown Seattle, the south downtown industrial area and sports stadia, the south Seattle communities of Beacon Hill and Rainier Valley, and the city of Tukwila. The project is being coordinated in partnership with the Port of Seattle and the city of SeaTac. The Sound Transit Board adopted *The Sound Move Regional Transit Plan* in May 1996. Voters approved \$3.9 billion in local funding for implementation of the plan in November 1996. A Draft Environmental Impact Statement (EIS) was published in December 1998. The Final EIS was completed in November 1999. Sound Transit has signed an agreement in principle with the Port of Seattle for extending the Central *Link* Initial Segment to the Sea-Tac International Airport terminal. Sound Transit anticipates completing the project in two separate construction phases. The first extension will run approximately 1.6 miles from South 154th Street in Tukwila south to a station near the existing Airport parking garage. The Port's plans call for a transportation center that will connect passengers with Airport terminal and parking facilities, as well as bus and light rail services. Further extension of *Link* south of the Airport Station to the South 200th Street Station in SeaTac will follow the adopted Central *Link* alignment. These extensions will complete the southernmost segment of the Central *Link* light rail project. Currently, Sound Transit's design and cost estimating work is on hold pending further progress on the Port's comprehensive development plan and is scheduled to resume in 2004. Updated environmental review, as

necessary, is anticipated to start toward the end of 2004. TEA-21 Section 3030(a)(85) authorized the Seattle Sound Move Corridor (*Link* and *Sounder*) for final design and construction. Through FY 2003, Congress has appropriated \$90.97 million for the *Link* LRT.

North Link Seattle, Washington

Sound Transit (Central Puget Sound Regional Transit Authority) is planning a 24-mile central *Link* light rail transit (LRT) line running north to south from Northgate, through downtown and southeast Seattle to the cities of Tukwila and SeaTac, Washington. *Link* proposes 21 (including two deferred) stations and four (one deferred) park-and-ride lots (approximately 2,100 new spaces). The system would operate on existing and new right-of-way (ROW). Sound Transit plans to phase construction of the entire system. North *Link* would constitute the second phase. For the approximately eight-mile North Link segment, Sound Transit is evaluating alternatives for extending the Central *Link* light rail Initial Segment north from downtown Seattle to Northgate. The North *Link* Extension would serve the dense urban neighborhoods and employment centers of central Seattle, the University District, Roosevelt, and Northgate. The Sound Transit Board adopted the *Sound Move Regional Transit Plan* in May 1996. Voters approved \$3.9 billion in local funding for implementation of the plan in November 1996. A Draft Environmental Impact Statement (EIS) was published in December 1998. The Final EIS was completed in November 1999. In November 2003, Sound Transit published a Supplemental Draft EIS on the North *Link* project. Sound Transit is expected to select a locally preferred alternative in February 2004. TEA-21 Section 3030(a)(85) authorized the Seattle Sound Move Corridor (*Link* and *Sounder*), for final design and construction. Through FY 2003, Congress has appropriated \$90.97 million for the *Link* LRT.

Everett-to-Seattle Commuter Rail Seattle, Washington

The Central Puget Sound Regional Transit Authority (Sound Transit) proposes to implement peak-period commuter rail service in the 35-mile [Burlington Northern Santa Fe \(BNSF\)](#) corridor linking Everett and Seattle, Washington. ~~The service would be part of the 82-mile *Sounder* commuter rail corridor serving 14 stations between Lakewood and Everett, Washington. Service from Tacoma to Seattle began in September 2000.~~ The Everett-Seattle commuter rail segment would include three [new](#) -multimodal stations – [Everett, Mukilteo, and Edmonds](#) – that provide connections to a variety of transportation services, including local and express buses, the Washington State ferry system (connecting cities on the east and west sides of Puget Sound), the proposed *Link* light rail system in Seattle, and Amtrak. ~~Twelve-Eight~~ trains per day running in the peak direction (~~six~~ [four round trips](#)) would serve up to six stations, [including two provisional stations and the existing King Street Station in Seattle](#). Average weekday boardings are forecast at 2,400 in year 2010. ~~The service would be part of the 82-mile *Sounder* commuter rail corridor serving 14 stations from Lakewood, through the downtowns of Tacoma and Seattle, and terminating in Everett. 1813 (including reverse commute service) Two trains will run from Lakewood to Everett. Service from Tacoma to Seattle began in September 2000.~~

The Final Environmental Impact Statement was published in November 1999 and the Record of Decision was signed in February 2000. [In March 2003, the project completed a Section 7 consultation under the Endangered Species Act. A Memorandum of Understanding with BNSF laying out a process for instituting Sounder service in the corridor was executed on May 28, 2003. FTA Section 5307 and Federal Highway Administration Flexible Funds have been applied to several station improvements, which are not part of the New Starts project. The Everett station is nearly complete, and the other stations are in final design. FTA expects Sound Transit to seek will be seeking FTA approval to enter final design for the New Starts this portion of the project](#) ~~project~~ in December(?) 2003. The project is estimated to cost [\\$239 million \(Year of Expenditure escalated \\$104 million in escalated](#) dollars), with a proposed Section 5309 New Starts share of \$24.9 million. TEA-21 Section 3030(a)(85) authorized the Sound Move Corridor for final design and construction. Through FY 2003, Congress has appropriated \$108.82 million to the 82-mile *Sounder* commuter rail system.

Washington State Ferries Marine Highway System – Ferries and Facilities Seattle, Washington

The Washington State Department of Transportation - Washington State Ferries (WSF), in cooperation with local jurisdictions and transit agencies, is initiating a program of infrastructure investments throughout its system. This includes the development of key intermodal facilities and the procurement of ferryboats to support corridors critical to commuter service and economic development in a six-county region. These corridors are: 1) Southworth – Seattle, 2) Southworth-Vashon-Fauntleroy, 3) Bremerton-Seattle, 4) Bainbridge - Seattle, 5) Kingston-Edmonds, 6) Clinton-Mukilteo, 7) Port Townsend-Keystone, 8) Anacortes-San Juan. In fiscal year 2002, WSF carried 25 million riders over these marine corridors. Capital projects under development include the Seattle Multimodal Terminal, Southworth Terminal, Bainbridge Island Multimodal Terminal, Edmonds Crossing Multimodal Terminal, Mukilteo Multimodal Terminal, Anacortes Multimodal Terminal, redevelopment of the Keystone Terminal and construction of four ferryboats to replace vessels at the end of their useful life. The proposed projects would improve safety and operational efficiency, add capacity and provide multimodal connections between WSF and Sound Transit's *Sounder* Commuter Rail system as well as local and express bus service provided by King County Metro, Kitsap Transit, Island Transit and Community Transit. Carpool/vanpool programs will be supported through the development of priority parking spaces at terminals and priority load/unload for those modes traveling on passenger/auto ferries. Total capital costs are estimated at \$1.2 billion. WSF is seeking up to \$75 million in federal funding for the projects. Washington State Ferries is the largest ferry system in the United States and the second largest transit system in the State, serving eight counties within Washington and the Province of British Columbia in Canada. The existing system has 10 routes and 20 terminals that are served by 29 vessels.

Micro Rail Trolley System Sioux City, Iowa

The city of Sioux is examining the feasibility of implementing a Micro Rail Trolley system in a corridor that includes the central business district. An alternatives analysis study is underway

and is scheduled for completion in late 2003. Through FY 2003, Congress has appropriated \$1.93 million in Section 5309 New Starts funds for this effort.

**South Valley Corridor
Spokane, Washington**

The Spokane Regional Transportation Council (SRTC), the Metropolitan Planning Organization for the Spokane region, completed a major investment study (MIS) in 1997 that examined a range of high capacity transportation alternatives within the South Valley Corridor. The corridor is approximately 16 miles in length, running from the Spokane central business district (CBD) east to the city of Liberty Lake near the Idaho border. The corridor connects Spokane's CBD with the Riverpoint Higher Education Park, the County Fair and Expo Center and residential and employment areas in the city of Spokane, the city of Spokane Valley, and the city of Liberty Lake. Trips within the corridor are projected to nearly double between the years 2000 and 2025 based on current population and employment forecasts. The Spokane area has been classified as a serious non-attainment area for carbon monoxide. The 1997 MIS considered three alternatives including: high capacity vehicle lanes, express busways, and light rail transit (LRT). Based on the results of the MIS and input from a public information program, LRT was selected as the preferred alternative. SRTC's metropolitan transportation plan for the Spokane area, updated and adopted in November of 1999, includes the project. The Spokane Transit Authority (STA) is managing the conceptual engineering phase. A conceptual design for a dual track electrified system was completed in 2001 with an estimated cost of \$585 million (escalated dollars). Lower cost alternatives were studied in 2002 that included single and shared track options as well as the use of diesel multiple unit vehicles. As a result, the project has transitioned from an Environmental Assessment to a Draft Environmental Impact Statement (EIS) in order to refine the definition of the preferred alternative. In 2003, STA added two new alternatives for study in the Draft EIS: a full length bus rapid transit (BRT) alternative and a mixed-mode LRT/BRT alternative. The Draft EIS is planned for release in spring 2004. STA plans to submit a New Starts application in August 2004 followed by a request to enter preliminary engineering in fall 2004. Through FY 2003, Congress has appropriated \$6.92 million in Section 5309 New Starts funds for the project. FTA has released all of these funds.

**Stamford Urban Transitway
Stamford, Connecticut**

The city of Stamford is proposing to design and construct a one-mile Urban Transitway that would provide a direct east-west connection to the Stamford Intermodal Transportation Center, the most heavily utilized mass transportation facility in the State of Connecticut. The Transitway would include exclusive lanes for buses and other high occupancy vehicles, as well as enhanced bicycle lanes and sidewalks along the entire corridor. The project would also include Intelligent Transportation System features providing real time information at variable message signs, kiosks and bus stops along the Transitway. Modifications to public bus routes made possible by the improved street alignment and traffic signal improvements would expand transportation mobility for households in the corridor, as well as bus/rail intermodal passengers. The street realignment at the eastern end of the Transitway would facilitate direct access to and from the Connecticut Transit bus maintenance facility. An additional Phase 2 extension of the Transitway to the Route 1 corridor is currently in the early planning stages. The total capital cost for the proposed Urban Transitway is estimated at \$45.5 million, with a proposed Section 5309 New Starts share of \$24.79 million. FTA approved the city of Stamford's request to initiate final design on the

Urban Transitway project in August 2003. Through FY 2003, Congress has appropriated \$24.79 million in Section 5309 New Starts funds for this project.

Altamont Commuter Rail Stockton, California

The San Joaquin Regional Rail Commission (SJRRRC), the Alameda Congestion Management Agency, and the Santa Clara Valley Transportation Authority have proposed to implement a commuter rail system along an existing Union-Pacific Railroad right-of-way operating between San Joaquin, Alameda and Santa Clara counties. A Joint Powers Board comprised of members from each of the three agencies was also created to operate the proposed Altamont Commuter Express. The SJRRRC would be the managing agency for the initial 36-month term of an agreement executed between the three agencies. In addition to identifying potential sources for capital and operating funds, the member agencies will define the methods for allocating future costs and the shares of future capital improvement contributions from the member agencies. Through FY 2003, Congress has appropriated \$6.91 million in Section 5309 New Starts funds for this effort.

Lakewood-to-Tacoma Commuter Rail Tacoma, Washington

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to implement peak-period commuter rail service for an eight-mile segment linking Tacoma and Lakewood, Washington. This segment includes a 1.2-mile new rail line on new right-of-way from the existing Tacoma Dome Station to the Burlington Northern Santa Fe (BNSF) railroad branch line and a 6.5-mile improvement to the branch line at South Tacoma and Lakewood stations. The service will be part of the overall 82-mile Sounder commuter rail corridor serving 14 stations from Lakewood, through the downtowns of Tacoma and Seattle, and terminating in Everett, Washington. Service from Tacoma to Seattle began in September 2000. The project would provide up to 18 trains per day running in the peak direction (nine round trips) between Lakewood and Seattle. Average weekday boardings are forecast at 700 in year 2010. The service would be part of the 82-mile Sounder commuter rail corridor serving 14 stations from Lakewood, through the downtowns of Tacoma and Seattle, and terminating in Everett. Service from Tacoma to Seattle began in September 2000. Lakewood-to-Tacoma Sound Transit proposes to run 18 trains per day (including reverse commute service) to the cities along the alignment, including Lakewood, South Tacoma, and Tacoma, connecting to stations in Puyallup, Sumner, Auburn, Kent, Tukwila, and Seattle. Two trains will run from Lakewood to Everett. commuter rail service is scheduled to begin operations in 2006⁴. The Final Environmental Impact Statement for the project was published in July 2002 and the Record of Decision was signed in December 2002. The Final EIS was published in May 2000 and the Record of Decision was signed in June 2000. Sound Transit has been negotiating coordinating with BNSF Burlington Northern Santa Fe Railroad for to agree upon the use and operation of commuter rail in the corridor for several years. A Memorandum of Understanding with BNSF laying out a process for instituting Sounder service was executed on May 28, 2003. A final agreement is expected by December 2003 at which time Sound Transit will request FTA approval to enter final design for the project. The project is estimated to cost \$132 million (Year of Expenditure

escalated dollars) \$86.0 million in escalated dollars, with a proposed Section 5309 New Starts share of \$24.9 million. TEA-21 Section 3030(a)(85) authorized the Sound Move Corridor for final design and construction. Through FY 2003, Congress has appropriated \$108.82 million for the 82-mile *Sounder* commuter rail system.

**Toledo – Regional Core Circulator
Toledo, Ohio**

The Toledo Metropolitan Area Council of Governments (TMACOG) is conducting an alternatives analysis of Regional Core Circulator options for the downtown area. The study will analyze modifications to the roadway and mass transit network to provide improved local circulation and connections between downtown attractions including 5/3 Field (a minor league baseball park), Seagate Convention Center, COSI (a science museum), the Docks and Marina District, and mixed-use developments on the east bank of the Maumee River. The study will also examine improved connections to nearby attractions such as Martin Luther King Jr. Plaza (location of the Amtrak rail station), the Toledo Zoo, and the Toledo Museum of Art. The study began in June 2002 and is scheduled for completion with the identification of a locally preferred alternative in late 2003. Through FY 2003, Congress has appropriated \$0.99 million in Section 5309 New Starts funds for this effort.

**Dulles Corridor Rapid Transit Project Phase 1
Washington, D.C. Metropolitan Area**

The Virginia Department of Rail and Public Transportation (DRPT), in conjunction with the Washington Metropolitan Area Transit Authority (WMATA), proposes to extend Washington Metrorail service from eastern Fairfax County through Tysons Corner and into the Dulles Corridor, terminating at Wiehle Avenue in Reston. The project would establish the first phase of planned Metrorail service ultimately extending to the Washington Dulles International Airport and eastern Loudoun County. Phase I of the Dulles Corridor Rapid Transit Project is intended to result in travel-time savings between the corridor and the region's core, expand the reach of the existing regional rail system to one of the metropolitan area's primary business and retail centers, and support local land use and development objectives.

The full extension of Metrorail from East Falls Church to Route 772 in Loudoun County was selected as the locally preferred alternative (LPA) in November 2002, upon completion of a Draft Environmental Impact Statement (EIS). The Metrorail LPA replaced the phased bus rapid transit/rail system adopted in previous studies and approved into preliminary engineering (PE) by FTA in March 2000. Due to local and Federal funding constraints, DRPT and WMATA developed a Phase 1 Metrorail extension terminating at Wiehle Avenue. FTA signed a Supplemental Draft EIS in October 2003 on the Phase 1 project. The Final EIS will cover both the Phase 1 project and the full LPA; its publication is anticipated in spring 2004. DRPT requested approval from FTA for initiation of PE of the Phase 1 project in August 2003. FTA, however, has identified concerns regarding DRPT's technical capacity and capability for undertaking preliminary engineering on the Dulles Corridor Rail Phase 1 project, and the procedural requirements of Virginia's Public-Private Transportation Act (PPTA). FTA is working with DRPT to gain a better understanding of both its project management capabilities

and the role of private sector participants (through the PPTA) in subsequent project development and implementation.

The proposed Phase 1 project has an estimated capital cost of \$1.5 billion (escalated dollars), with project funding comprising Federal Section 5309 New Starts monies (50 percent). DRPT is updating the project's financial plan and working to secure local funding commitments. Through FY 2003, Congress has appropriated \$141.8 million in Section 5309 New Starts funds for this project.

Georgetown-Ft. Lincoln Corridor
Washington, D.C. Metropolitan Area

The District of Columbia, in cooperation with the Washington Metropolitan Area Transit Authority, is planning to conduct an alternatives analysis study for a fixed guideway transit system operating from Georgetown to Ft. Lincoln New Town in Washington, D.C. The proposed corridor extends approximately 6.5 miles from Georgetown via M Street in northwest, to the new Washington Convention Center at Mt. Vernon Square (currently completing construction) and then continues along the New York Avenue corridor to Ft. Lincoln near South Dakota Avenue in northeast Washington, DC. The proposed transit line would support existing and planned housing and economic development at the new Convention Center, New York Avenue and Ft. Lincoln areas as well as provide alternative transit to Georgetown's commercial and residential areas. The proposed alignment would provide east-west cross-town rail transit service north of existing Metrorail lines in downtown Washington, D.C. and would identify potential connections to existing Metrorail service in the vicinity of Mt. Vernon Square and New York Avenue. The study will also consider alternative alignments, station locations, terminal locations and alternative modes of transit operation.

Maryland Route 5 Corridor (Waldorf Corridor Study)
Washington, D.C. Metropolitan Area

The Maryland Transit Administration of the Maryland Department of Transportation is currently conducting a transit-service staging plan for the Maryland Route 5/Waldorf Corridor. The study is one of several recommendations resulting from the *U.S. 301 South Corridor Transportation Study*, a major investment study that was completed in 1996. The study corridor extends approximately 19.5 miles from inside the Capital Beltway in Prince George's County, Maryland along Maryland Route 5 and continues along U.S. 301 and the Pope's Creek Branch freight rail line to White Plains in Charles County, Maryland. The alignment connects to the Washington Metrorail system at the Branch Avenue Metrorail Station. The purpose of the study is to identify a future light rail transit (LRT) alignment, station site, and a maintenance yard site, which can be reserved for the development of an LRT system. Through FY 2002, Congress has appropriated \$0.99 million in Section 5309 New Starts funds for this effort.

Washington-Richmond Corridor Improvements
Washington, D.C. Metropolitan Area-Richmond, Virginia

Due to increased congestion throughout the Washington, D.C. metropolitan region, the Virginia Railway Express (VRE) is proposing to expand commuter rail service to include the entire Washington, D.C.-Richmond, Virginia corridor. VRE currently operates commuter rail service between Washington, D.C. and Fredericksburg, Virginia and to Manassas, Virginia. The Virginia Department of Rail and Public Transportation (VDRPT) initiated the *Washington, D.C.-Richmond, Virginia Rail Corridor Study* to identify specific improvements required to increase the maximum speed of passenger trains and to reduce the running time between Washington, D.C. and Richmond, Virginia, thus making it feasible for commuter rail service. The Commonwealth's corridor study, completed in April 1996, recommended a six-phase rail improvement program along the existing CSX right-of-way. The improvements include, but are not limited to, straightening certain curve tracks, adding new signals, rail-crossing safety measures, constructing new track in several areas of the existing right-of-way, incrementally adding a third track, and purchasing new rolling stock and passenger facilities. Through FY 2003, Congress has appropriated \$12.07 million in Section 5309 New Starts funds for this effort. In addition to the Commonwealth's initiative, the Federal Railroad Administration completed a congressionally requested study of the Washington-Richmond corridor in May 1999. The study, developed in coordination with VDRPT, VRE and other regional transportation agencies, focused on the capital requirements for commuter rail service and intercity passenger rail service along the corridor. This study, along with the 1996 corridor study referenced above, have prompted follow-up discussions between VRE, VDRPT, and CSX regarding high priority projects needed to implement the first stage of increased train service, culminating in the negotiation / execution of a Memorandum of Understanding (MOU) and an engineering agreement spelling out how the improvements are to be accomplished. State funds in the amount of \$65.9 million have been appropriated to pay for these and several second phase improvements. As a result, there is an agreed-upon plan for increasing passenger train traffic on the line from 32 trains per day to 40 trains per day.

Delaware Transit Corporation Commuter Rail Improvements Wilmington, Delaware

The Delaware Transit Corporation (DTC)/Delaware Department of Transportation (DelDOT) intends to increase capacity (including adding a third track) on a segment of the Northeast high-speed corridor from Wilmington to Newark, DE. Currently, the number of tracks in this segment decrease from three to two, thus creating choke points that require commuter trains to frequently stand on sidings when high-speed operations conflict with commuter operations. Due to this conflict, Amtrak limits the number of commuter trains per day to nine round trips. This restriction prevents the operation of badly needed commuter service. DTC/DelDOT intends to build a third track and related capacity improvements that will shorten travel time and increase the frequency of service in this congested segment. For these same reasons, DTC/DelDOT also intends to purchase six commuter rail cars. This project will use funds originally intended for the Wilmington Trolley Project in the amount of \$5.75 million. In FY 2003, Congress appropriated an additional \$1.97 million in Section 5309 New Starts funds for this effort. DTC/DelDOT anticipates entering into preliminary engineering by 2004. A request for future funding for final design, construction, and additional commuter rail cars is expected.

Table 1 – Project Justification Criteria

Criterion	Measure(s)
Mobility Improvements	<ul style="list-style-type: none">• Normalized Travel Time Savings (Transportation System User Benefits per Project Passenger Mile)• Low-Income Households Served• Employment Near Stations
Environmental Benefits	<ul style="list-style-type: none">• Change in Regional Pollutant Emissions• Change in Regional Energy Consumption• EPA Air Quality Designation
Operating Efficiencies	<ul style="list-style-type: none">• System Operating Cost per Passenger Mile
Cost Effectiveness	<ul style="list-style-type: none">• Incremental Cost per Hour of Transportation System User Benefit
Transit Supportive Land Use and Future Patterns	<ul style="list-style-type: none">• Existing Land Use• Transit Supportive Plans and Policies• Performance and Impacts of Policies
Other Factors	<ul style="list-style-type: none">• Number of optional factors, including economic impact of the project.

Table 2 - Cost Effectiveness Thresholds

High	\$9.99 (per hour of user benefits) and under
Medium-High	\$10.00- \$12.99
Medium	\$13.00-\$19.99
Low-Medium	\$20.00-\$24.99
Low	\$25.00 and over

Table 3 Ratings Applied in Assessment of Land Use Criterion

I. EXISTING LAND USE		
<i>a. Existing Land Use</i>		
Phase of Project Development	Land Use Assessment Ratings	
Preliminary Engineering and Final Design	HIGH	Current levels of population, employment, and other trip generators in station areas are sufficient to support a major transit investment. Most station areas are pedestrian-friendly and fully accessible.
	MEDIUM	Current levels of population, employment, and other trip generators in station areas marginally support a major transit investment. Some station areas are pedestrian-friendly and accessible. Significant growth must be realized.
	LOW	Current levels of population, employment, and other trip generators in station areas are inadequate to support a major transit investment. Station areas are not pedestrian-friendly.
Ratings based on assessment of the following: <ul style="list-style-type: none"> Existing corridor and station area development; Existing corridor and station area development character; Existing station area pedestrian facilities, including access for persons with disabilities; and Existing corridor and station area parking supply. 		
II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
<i>a. Growth Management</i>		
Phase of Project Development	Land Use Assessment Ratings	
Preliminary Engineering and Final Design	HIGH	Adopted and enforceable growth management and land conservation policies are in place throughout the region. Existing and planned densities and market trends in the region and corridor are strongly compatible with transit.
	MEDIUM	Significant progress has been made toward implementing growth management and land conservation policies. Strong policies may be adopted in some jurisdictions but not others, or only moderately enforceable policies (e.g., incentive-based) may be adopted region-wide. Existing and/or planned densities and market trends are moderately compatible with transit.
	LOW	Limited consideration has been given to implementing growth management and land conservation policies; adopted policies may be weak and apply to only a limited area. Existing and/or planned densities and market trends are minimally or not supportive of transit.
Ratings based on assessment of the following: <ul style="list-style-type: none"> Concentration of development around established activity centers and regional transit; and Land conservation and management. 		

TABLE 3 (Continued)

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
<i>b. Transit-Supportive Corridor Policies</i>		
Final Design	HIGH	Conceptual plans for the corridor and station areas have been developed. Local jurisdictions have adopted or drafted revisions to comprehensive and/or small area plans in most or all station areas. Land use patterns proposed in conceptual plans and local and institutional plan revisions are strongly supportive of a major transit investment.
	MEDIUM	Conceptual plans for the corridor and station areas have been developed. Local jurisdictions have initiated the process of revising comprehensive and/or small area plans. Land use patterns proposed in conceptual plans and local and institutional plan revisions are at least moderately supportive of a major transit investment.
	LOW	Limited progress, to date, has been made toward developing station area conceptual plans or revising local comprehensive or small area plans. Existing station area land uses identified in local comprehensive plans are marginally or not transit-supportive.
Preliminary Engineering	HIGH	Conceptual plans for the corridor and station areas have been developed. Discussions have been undertaken with local jurisdictions about revising comprehensive plans. Land use patterns proposed in conceptual plans for station areas (or in existing comprehensive plans and institutional master plans throughout the corridor) are strongly supportive of a major transit investment.
	MEDIUM	Conceptual plans for the corridor and station areas are being developed. Discussions have been undertaken with local jurisdictions about revising comprehensive plans. Land use patterns proposed in conceptual plans for station areas (or existing in local comprehensive plans and institutional master plans) are at least moderately supportive of a major transit investment.
	LOW	Limited progress, to date, has been made toward developing station area conceptual plans or working with local jurisdictions to revise comprehensive plans. Existing station area land uses identified in local comprehensive plans are marginally or not transit-supportive.
Ratings based on assessment of the following: <ul style="list-style-type: none"> • Plans and policies to increase corridor and station area development; • Plans and policies to enhance transit-friendly character of corridor and station area development; • Plans to improve pedestrian facilities, including facilities for persons with disabilities; and • Parking policies. 		

TABLE 3 (Continued)

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
<i>c. Supportive Zoning Regulations Near Transit Stations</i>		
Final Design	HIGH	Local jurisdictions have adopted zoning changes that strongly support a major transit investment in most or all transit station areas.
	MEDIUM	Local jurisdictions are in the process of adopting zoning changes that moderately or strongly support a major transit investment in most or all transit station areas. Alternatively: strongly transit-supportive zoning has been adopted in some station areas but not in others.
	LOW	No more than initial efforts have begun to prepare station area plans and related zoning. Existing station area zoning is marginally or not transit-supportive.
Preliminary Engineering	HIGH	A conceptual planning process is underway to recommend zoning changes for station areas. Conceptual plans and policies for station areas are recommending transit-supportive densities and design characteristics. Local jurisdictions have committed to examining and changing zoning regulations where necessary. Alternatively, a “high” rating can be assigned if existing zoning in most or all transit station areas is already strongly transit-supportive.
	MEDIUM	A conceptual planning process is underway to recommend zoning changes for station areas. Local jurisdictions are in the process of committing to examining and changing zoning regulations where necessary. Alternatively, a “medium” rating can be assigned if existing zoning in most or all transit station areas is already moderately transit-supportive.
	LOW	Limited consideration has been given to preparing station area plans and related zoning. Existing station area zoning is marginally or not transit-supportive.
Ratings based on assessment of the following: <ul style="list-style-type: none"> • Zoning ordinances that support increased development density in transit station areas; • Zoning ordinances that enhance transit-oriented character of station area development and pedestrian access; and • Zoning allowances for reduced parking and traffic mitigation. 		

TABLE 3 (Continued)

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
<i>d. Tools to Implement Land Use Policies</i>		
Final Design	HIGH	Transit agencies and/or regional agencies are working proactively with local jurisdictions, developers, and the public to promote transit-supportive land use planning and station area development. The transit agency has established a joint development program and identified development opportunities. Agencies have adopted effective regulatory and financial incentives to promote transit-oriented development. Public and private capital improvements are being programmed in the corridor and station areas which implement the local land use policies and which leverage the Federal investment in the proposed corridor.
	MEDIUM	Transit agencies and/or regional agencies have conducted some outreach to promote transit-supportive land use planning and station area development. Regulatory and financial incentives to promote transit-oriented development are being developed, or have been adopted but are only moderately effective. Capital improvements are being identified that support station area land use plans and leverage the Federal investment in the proposed major transit corridor.
	LOW	Limited effort has been made to reach out to jurisdictions, developers, or the public to promote transit-supportive land use planning; to identify regulatory and financial incentives to promote development; or to identify capital improvements.
Preliminary Engineering	HIGH	Transit agencies and/or regional agencies are working proactively with local jurisdictions, developers, and the public to promote transit-supportive land use planning and station area development. Local agencies are making recommendations for effective regulatory and financial incentives to promote transit-oriented development. Capital improvement programs are being developed that support station area land use plans and leverage the Federal investment in the proposed major transit corridor.
	MEDIUM	Transit agencies and/or regional agencies have conducted some outreach to promote transit-supportive land use planning and station area development. Agencies are investigating regulatory and financial incentives to promote transit-oriented development. Capital improvements are being identified that support station area land use plans and leverage the Federal investment in the proposed major transit corridor.
	LOW	Limited effort has been made to reach out to jurisdictions, developers, or the public to promote transit-supportive land use planning; to identify regulatory and financial incentives to promote development; or to identify capital improvements.

TABLE 3 (Continued)

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
<i>d. Tools to Implement Land Use Policies (Continued)</i>		
Ratings based on assessment of the following: <ul style="list-style-type: none"> • Outreach to government agencies and the community in support of land use planning; • Regulatory and financial incentives to promote transit-supportive development; and • Efforts to engage the development community in station area planning and transit-supportive development. 		
III. PERFORMANCE AND IMPACTS OF LAND USE POLICIES		
<i>a. Performance of Land Use Policies</i>		
Final Design	HIGH	A significant number of development proposals are being received for transit-supportive housing and employment in station areas. Significant amounts of transit-supportive development have occurred in other, existing transit corridors and station areas in the region.
	MEDIUM	Some development proposals are being received for transit-supportive housing and employment in station areas. Moderate amounts of transit-supportive development have occurred in other existing transit corridors and station areas in the region.
	LOW	A limited number of proposals for transit-supportive housing and employment development in the corridor are being received. Other existing transit corridors and station areas in the region lack significant examples of transit-supportive housing and employment development.
Preliminary Engineering	HIGH	Transit-supportive housing and employment development is occurring in the corridor. Significant amounts of transit-supportive development have occurred in other, existing transit corridors and station areas in the region.
	MEDIUM	Station locations have not been established with finality, and therefore, development would not be expected. Moderate amounts of transit-supportive housing and employment development have occurred in other, existing transit corridors and station areas in the region.
	LOW	Other existing transit corridors and station areas in the region lack significant examples of transit-supportive housing and employment development.
Ratings based on assessment of the following: <ul style="list-style-type: none"> • Demonstrated cases of development affected by transit-oriented policies; and • Station area development proposals and status. 		

TABLE 3 (Continued)

III. PERFORMANCE AND IMPACTS OF LAND USE POLICIES		
<i>b. Potential Impact of Transit Project on Regional Land Use</i>		
Preliminary Engineering and Final Design	HIGH	A significant amount of land in station areas is available for new development or redevelopment at transit-supportive densities. Local plans, policies, and development programs, as well as real estate market conditions, strongly support such development.
	MEDIUM	A moderate amount of land in station areas is available for new development or redevelopment at transit-supportive densities. Local plans, policies, and development programs, as well as real estate market conditions, moderately support such development.
	LOW	Only a modest amount of land in station areas is available for new development or redevelopment. Local plans, policies, and development programs, as well as real estate market conditions, provide marginal support for new development in station areas.
Ratings based on assessment of the following: <ul style="list-style-type: none"> • Adaptability of station area land for development; and • Corridor economic environment. 		

TABLE 4**FINANCIAL RATINGS: CAPITAL FINANCING COMMITMENTS**

	High	Medium-High	Medium	Low-Medium	Low
Current capital condition	- Average bus fleet age under 6 years. - Bond ratings (if any) of AAA (Fitch/S&P) or Aaa (Moody's) or better	- Average bus fleet age under 6 years. - Bond ratings (if any) of A (Fitch/ S&P/Moody's) or better	- Average bus fleet age under 8 years. - Bond ratings (if any) of BBB (Fitch/S&P) or Baa (Moody's) or better	- Average bus fleet age under 12. - Bond ratings (if any) of BBB (Fitch/S&P) or Baa (Moody's) or better	- Average bus fleet age 12 years or more. - Bond ratings below investment grade
Completeness	Capital plan includes: - 20-year cash flow - All assumptions are clearly explained - High level of detail, including historical information - Fleet Management Plan - Sensitivity analysis	Capital plan is complete, i.e. it includes: - 20-year cash flow - Key assumptions - Moderate level of detail - Fleet Management Plan - Sensitivity Analysis	Capital plan is complete, i.e. it includes: - 20-year cash flow - Key assumptions - Missing some explanatory details - Fleet Management Plan	Capital plan is partially complete, i.e. it includes: - 20-year cash flow - Missing other items of supporting documentation (i.e. fleet management plan, key assumptions)	Capital plan is incomplete. Missing some key components, including the 20-year cash flow.
Commitment of capital funds	For final design - 100% of Non-Section 5309 New Starts Funds are committed. For PE – Over 50% of Non-Section 5309 New Starts Funds are committed or budgeted. The remaining funds are planned.	For final design - Over 75% of Non-Section 5309 New Starts Funds are committed. The remaining funds are budgeted. For PE – Over 25% of Non-Section 5309 New Starts Funds are committed or budgeted. The remaining funds are planned.	For final design - Over 50% of Non-Section 5309 New Starts Funds are committed. The remaining funds are budgeted. For PE - No Non-Section 5309 New Starts Funds are committed or budgeted, but the sponsor has a reasonable plan to secure all needed funding.	For final design – Between 25% and 50% of Non-Section 5309 New Starts Funds are committed. The remaining funds are budgeted. For PE - No Non-Section 5309 New Starts funds are committed. The sponsor has no reasonable plan to secure the necessary funding.	For final design - Under 25% of Non-Section 5309 New Starts Funds are committed. Not all remaining funds are budgeted. For PE - The sponsor has not identified any reasonable funding sources for the Non-Section 5309 New Starts funding share.
Capital funding capacity	The applicant has access to funds via additional debt capacity, cash reserves, or other committed funds to cover cost increases or funding shortfalls equal to at least 50% of estimated project costs.	The applicant has available cash reserves, debt capacity, or additional funding commitments to cover cost increases or funding shortfalls equal to at least 25% of estimated project costs.	For final design - The applicant has available cash reserves, debt capacity, or additional committed funds to cover cost increases or funding shortfalls equal to at least 10% of estimated project costs. For PE - The applicant has a reasonable plan to cover cost increases or funding shortfalls equal to at least 25% of project costs.	The applicant has a reasonable plan to cover only minor (under 10%) cost increases or funding shortfalls. For PE –The applicant has a reasonable plan to cover cost increases or funding shortfalls equal to at least 10% of estimated project costs.	The applicant has no reasonable plan to cover cost increases or funding shortfalls.
Reasonable capital planning assumptions	Financial plan contains very conservative capital planning assumptions and cost estimates when compared with recent historical experience.	Financial plan contains conservative capital planning assumptions and cost estimates when compared with recent historical experience.	Financial plan contains capital planning assumptions and cost estimates that are in line with historical experience.	Financial plan contains optimistic capital planning assumptions and cost estimates.	Financial plan contains capital planning assumptions and cost estimates that are far more optimistic than recent history suggests.

TABLE 5**FINANCIAL RATINGS: STABLE AND RELIABLE OPERATING REVENUE**

	High	Medium-High	Medium	Low-Medium	Low
Current Operating Financial Condition	<ul style="list-style-type: none"> - Historical and actual positive cash flow. No cash flow shortfalls. - Current operating ratio exceeding 2.0 - No service cutbacks in recent years. 	<ul style="list-style-type: none"> - Historical and actual balanced budgets. Any annual cash flow shortfalls paid from cash reserves or other committed sources. - Current operating ratio is at least 1.5 - No service cutbacks in recent years. 	<ul style="list-style-type: none"> - Historical and actual balanced budgets. Any annual cash flow shortfalls paid from cash reserves or annual appropriations. - Current operating ratio is at least 1.2 - No service cutbacks or only minor service cutbacks in recent years 	<ul style="list-style-type: none"> - Historical and actual cash flow show several years of revenue shortfalls. Any annual cash flow shortfalls paid from short term borrowing. - Current operating ratio is at least 1.0 - Major Service cutbacks in recent years 	<ul style="list-style-type: none"> - Historical and actual cash flow show several years of revenue shortfalls, or historical information not provided. - Current operating ratio is less than 1.0 - Major Service cutbacks in recent years
Completeness	Operating plan includes: <ul style="list-style-type: none"> - More than 5 years of historical data - 20-year cash flow - Key assumptions identified - Extensive level of detail 	Operating plan is complete, including: <ul style="list-style-type: none"> - More than 5 years of historical data - 20-year cash flow - Key assumptions identified - Moderate level of detail 	Operating plan is complete, including: <ul style="list-style-type: none"> - 20-year cash flow - 5 years of historical data - Key assumptions identified - Missing some explanatory detail 	Operating plan is missing no key components, i.e.: <ul style="list-style-type: none"> - 3 years or less of historical data - 20-year cash flow - Missing key assumptions 	Operating plan is missing some key components, i.e.: <ul style="list-style-type: none"> - No cash flow - No historical data
Commitment of O&M Funds	For final design - 100% of the funds needed to operate and maintain the proposed transit project are committed. For PE – Over 75% of the funds needed to operate and maintain the proposed transit project are committed or budgeted. The remaining funds are planned.	For final design - Over 75% of the funds needed to operate and maintain the proposed transit project are committed. The remaining funds are budgeted. For PE - Over 50% of the funds needed to operate and maintain the proposed transit project are committed or budgeted. The remaining funds are planned.	For final design – Over 50% of the funds needed to operate and maintain the proposed transit system are committed. The remaining funds are budgeted. For PE – While no additional O&M funding has been committed, a reasonable plan to secure funding commitments has been presented.	For final design - Sponsor has identified reasonable potential funding sources, but has received less than 50% commitments to fund transit operations and maintenance. For PE - Sponsor does not have a reasonable plan to secure O&M funding. No unspecified sources.	For final design - Sponsor has not yet received any funding commitments to fund transit operations and maintenance and has not identified any reasonable plan for securing funding commitments. For PE - Sponsor has not identified any reasonable funding sources for the operation and maintenance of the proposed project.
O&M Funding Capacity	<ul style="list-style-type: none"> - Projected cash balances, reserve accounts, debt capacity or access to line of credit exceeding 50 percent of annual operating expenses. 	<ul style="list-style-type: none"> - Projected cash balances, reserve accounts, debt capacity or access to line of credit exceeding 25 percent of annual operating expenses. 	<ul style="list-style-type: none"> - Projected cash balances, reserve accounts, debt capacity or access to line of credit exceeding 12 percent of annual operating expenses. 	<ul style="list-style-type: none"> - Projected cash balances, reserve accounts, debt capacity or access to line of credit are less than 8 percent of annual operating expenses. 	<ul style="list-style-type: none"> - Projected cash balances are insufficient to maintain balanced budgets.
Operating Planning Assumptions	The assumptions supporting the operating and maintenance cost estimates and revenue forecasts are very conservative relative to historical experience.	The assumptions supporting the operating and maintenance cost estimates and revenue forecasts are conservative relative to historical experience.	The assumptions supporting the operating and maintenance cost estimates and revenue forecasts are consistent with historical experience.	The assumptions supporting the operating and maintenance cost estimates and revenue forecasts are optimistic relative to historical experience.	The assumptions supporting the operating and maintenance cost estimates and revenue forecasts are far more optimistic than historical experience suggests is reasonable.

Table 6-A
Summary of FY2005 New Starts Ratings

Phase City, Project	Total Capital Cost (millions)		Total Sect. 5309 Funding Requested (millions)	Section 5309 Funds Share of Capital Costs	Overall Project Rating	Financial Rating	Project Justification Rating
Pending FFGA							
Los Angeles, Metro Gold Line East Side Extension	\$898.8	YOE	\$490.7	55%	Recommended	Medium	Medium
Final Design							
Charlotte, South Corridor LRT	\$385.9	YOE	\$193.0	50%	Recommended	Medium-High	Medium
Cleveland, Euclid Corridor Transportation Project	\$168.4	YOE	\$82.2	49%	Recommended	Medium-High	Medium
Galveston, Rail Trolley Extension (1)	\$9.4	YOE	\$8.3	88%	Exempt	Exempt	Exempt
Kansas City, Southtown BRT (1)	\$25.9	YOE	\$12.3	47%	Exempt	Exempt	Exempt
Nashville, East Corridor Commuter Rail (1)	\$37.6	YOE	\$23.0	61%	Exempt	Exempt	Exempt
New York, LIRR East Side Access	\$5,265.0	YOE	\$2,633.0	50%	Recommended	Medium	Medium-High
Phoenix, Central Phoenix/East Valley LRT Corridor	\$1,376.8	YOE	\$587.2	43%	Recommended	Medium-High	Medium
Pittsburgh, North Shore LRT Connector	\$362.8	YOE	\$217.7	60%	Recommended	Medium	Medium
Raleigh-Durham, Regional Rail System	\$843.8	YOE	\$413.5	49%	Recommended	Medium	Medium
Preliminary Engineering							
Boston, Silver Line Phase III	\$756.0	YOE	\$378.0	50%	Not Recommended (O)	Low-Medium	Not Rated
Bridgeport, Intermodal Transportation Center Phases 2B and 3 (1)	\$62.4	YOE	\$24.9	40%	Exempt	Exempt	Exempt
Columbus, North Corridor LRT	\$528.7	YOE	\$264.4	50%	Recommended	Medium	Medium
Dallas, Northwest/Southeast Light Rail MOS	\$1,536.8	YOE	\$700.0	46%	Recommended	Medium	Medium
Denver, West Corridor LRT	\$749.7	YOE	\$412.0	55%	Not Rated	Medium	Not Rated
El Paso, Sun Metro Area Rapid Transit (SMART) Starter Line (1)	\$10.0	YOE	\$8.0	80%	Exempt	Exempt	Exempt
Fort Collins, Mason Transportation Corridor	\$66.0	YOE	\$33.0	50%	Not Recommended (O)	Low-Medium	Medium-High
Harrisburg, CORRIDORone Rail MOS (1)	\$75.8	YOE	\$24.9	33%	Exempt	Exempt	Exempt
Hartford, New Britain - Hartford Busway	\$175.2	YOE	\$87.5	50%	Recommended	Medium	Medium
Johnson County, I-35 Commuter Rail (1)	\$30.9	YOE	\$24.8	80%	Exempt	Exempt	Exempt
Las Vegas, Resort Corridor Fixed Guideway	\$453.9	YOE	\$159.7	35%	Recommended	Medium	Medium-High
Los Angeles, Mid-City/Exposition LRT Project	\$505.5	YOE	\$252.7	50%	Not Recommended (C)	Low-Medium	Medium-High
Louisville, Transportation Tomorrow South Central Corridor LRT	\$748.1	YOE	\$372.5	50%	Not Rated	Medium	Not Rated
Lowell, MA - Nashua NH, Commuter Rail Extension (1)	\$40.7	YOE	\$18.0	44%	Exempt	Exempt	Exempt
Miami, North Corridor Metrorail Extension	\$872.9	YOE	\$434.5	50%	Not Rated	Medium	Not Rated
Minneapolis-Rice, Northstar Corridor Rail Project	\$310.0	YOE	\$155.0	50%	Not Rated	Not Rated	Not Rated
New Orleans, Desire Streetcar Line	\$121.2	YOE	\$68.7	57%	Not Recommended (J)	Medium	Low-Medium
New York, Second Avenue Subway	\$16,808.5	YOE	\$8,404.3	50%	Recommended	Medium	Medium-High
Norfolk, Norfolk LRT	\$198.5	YOE	\$94.6	48%	Not Rated	Medium-High	Not Rated
Orange County, CenterLine LRT Project	\$965.7	YOE	\$482.9	50%	Recommended	Medium-High	Medium
Philadelphia, Schuylkill Valley MetroRail	\$2,588.9	YOE	\$2,071.1	80%	Not Recommended (O)	Low	Not Rated
Salt Lake City, Weber County to Salt Lake Commuter Rail	\$408.0	YOE	\$204.0	50%	Recommended	Medium	Medium
San Diego, Mid-Coast Extension	\$131.6	YOE	\$65.8	50%	Recommended	Medium	Medium
San Francisco, New Central Subway	\$763.9	YOE	\$531.7	70%	Recommended	Medium	Medium
Santa Clara County, Silicon Valley Rapid Transit Corridor	\$4,997.8	YOE	\$973.0	19%	Not Recommended (C,O)	Low-Medium	Not Rated
Tampa Bay, Tampa Bay Regional Rail	\$1,455.5	YOE	\$727.7	50%	Not Recommended (C)	Low-Medium	Not Rated
Washington County, Wilsonville to Beaverton Commuter Rail Project	\$123.5	YOE	\$61.8	50%	Recommended	Medium-High	Medium
Wasilla Alaska Railroad – South Wasilla Track Realignment (1)	\$25.3	YOE	\$23.1	91%	Exempt	Exempt	Exempt

"N/A" = Not Available, "J" represents the Project Justification Rating, "O" represents the Operating Finance Rating, "C" represents the Capital Finance Rating.

(1) This project has not been rated; under §5309(e)(8)(A), proposed New Starts projects requiring less than \$25.00 million in §5309 New Starts funding are exempt from the project evaluation and

Table 6-B
Summary of FY2005 New Starts Ratings

Phase City, Project	Overall Project Rating	Financial Rating	Financial Rating Criteria		Project Justification Rating	Project Justification Criteria				
			Capital Finance Rating	Operating Finance Rating		Mobility Improvement Rating	Environment Benefits Rating	Operating Efficiency Rating	Cost Effectiveness Rating	Land Use Rating
Pending FFGA Los Angeles, Metro Gold Line East Side Extension	Recommended	Medium	Medium-High	Medium	Medium	Medium-High	High	Medium	Low-Medium	Medium-High
Final Design Charlotte, South Corridor LRT	Recommended	Medium-High	High	Medium-High	Medium	Medium	Medium	Medium	Low-Medium	Medium-High
Cleveland, Euclid Corridor Transportation Project	Recommended	Medium-High	Medium-High	Medium-High	Medium	Medium	Medium	Medium	Low-Medium	Medium-High
Galveston, Rail Trolley Extension (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Kansas City, Southtown BRT (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Nashville, East Corridor Commuter Rail (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
New York, LIRR East Side Access	Recommended	Medium	Medium	Medium	Medium-High	High	High	Medium	Medium	High
Phoenix, Central Phoenix/East Valley LRT Corridor	Recommended	Medium-High	Medium-High	Medium-High	Medium	Medium-High	High	Medium	Low-Medium	Medium
Pittsburgh, North Shore LRT Connector	Recommended	Medium	Medium	Medium	Medium	Medium-High	Medium	Medium	Low-Medium	Medium-High
Raleigh-Durham, Regional Rail System	Recommended	Medium	Medium-High	Medium	Medium	Medium	Medium	Medium	Low-Medium	Medium
Preliminary Engineering Boston, Silver Line Phase III	Not Recommended (O)	Low-Medium	Medium	Low-Medium	Not Rated	Not Rated	High	Not Rated	Not Rated	High
Bridgeport, Intermodal Transportation Center Phases 2B and 3 (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Columbus, North Corridor LRT	Recommended	Medium	Medium	Medium	Medium	Medium-High	Medium	Medium	Medium	Medium
Dallas, Northwest/Southeast Light Rail MOS	Recommended	Medium	Medium-High	Medium	Medium	Medium-High	High	Medium	Low-Medium	Medium
Denver, West Corridor LRT	Not Rated	Medium	Medium	Medium	Not Rated	Not Rated	Medium	Not Rated	Not Rated	Medium
El Paso, Sun Metro Area Rapid Transit (SMART) Starter Line (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Fort Collins, Mason Transportation Corridor	Not Recommended (O)	Low-Medium	Medium	Low-Medium	Medium-High	Medium	Medium-High	Medium	Medium-High	Medium-High
Harrisburg, CORRIDORone Rail MOS (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Hartford, New Britain - Hartford Busway	Recommended	Medium	Medium	Medium-High	Medium	Medium-High	High	Medium	Medium	Medium
Johnson County, I-35 Commuter Rail (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Las Vegas, Resort Corridor Fixed Guideway	Recommended	Medium	Medium	Medium	Medium-High	Medium	High	Medium	Medium-High	Medium
Los Angeles, Mid-City/Exposition LRT Project	Not Recommended (C)	Low-Medium	Low-Medium	Medium	Medium-High	Medium-High	High	Medium	Medium-High	Medium-High
Louisville, Transportation Tomorrow South Central Corridor LRT	Not Rated	Medium	Medium	Medium	Not Rated	Not Rated	Medium	Not Rated	Not Rated	Low-Medium
Lowell, MA - Nashua NH, Commuter Rail Extension (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Miami, North Corridor Metrorail Extension	Not Rated	Medium	Medium	Medium	Not Rated	Not Rated	Medium	Not Rated	Not Rated	Low-Medium
Minneapolis-Rice, Northstar Corridor Rail Project	Not Rated	Not Rated	Not Rated	Not Rated	Not Rated	Not Rated	Medium	Not Rated	Not Rated	Not Rated
New Orleans, Desire Streetcar Line	Not Recommended (J)	Medium	Medium-High	Medium	Low-Medium	Low-Medium	Medium	Medium	Low	Medium
New York, Second Avenue Subway	Recommended	Medium	Medium	Medium	Medium-High	Medium-High	High	Medium	Low-Medium	High
Norfolk, Norfolk LRT	Not Rated	Medium-High	Medium-High	Medium-High	Not Rated	Not Rated	Medium	Not Rated	Not Rated	Medium
Orange County, CenterLine LRT Project	Recommended	Medium-High	Medium-High	Medium-High	Medium	Medium-High	High	Medium	Medium	Medium
Philadelphia, Schuylkill Valley MetroRail	Not Recommended (O)	Low	Medium	Low-Medium	Not Rated	Not Rated	High	Not Rated	Not Rated	Medium-High
Salt Lake City, Weber County to Salt Lake Commuter Rail	Recommended	Medium	Medium	Medium	Medium	Low-Medium	Medium-High	Medium	Low-Medium	Medium
San Diego, Mid-Coast Extension	Recommended	Medium	Medium	Medium	Medium	Low	Medium	Medium	Medium-High	Medium
San Francisco, New Central Subway	Recommended	Medium	Medium	Medium	Medium	Medium-High	Medium-High	Medium	Low	High
Santa Clara County, Silicon Valley Rapid Transit Corridor	Not Recommended (C,O)	Low-Medium	Low-Medium	Low-Medium	Not Rated	Not Rated	Medium-High	Not Rated	Not Rated	Medium-High
Tampa Bay, Tampa Bay Regional Rail	Not Recommended (C)	Low-Medium	Low-Medium	Medium	Not Rated	Not Rated	Medium	Not Rated	Not Rated	Medium
Washington County, Wilsonville to Beaverton Commuter Rail Project	Recommended	Medium-High	Medium-High	Medium-High	Medium	Not Rated	Medium	Not Rated	Low	Medium-High
Wasilla Alaska Railroad – South Wasilla Track Realignment (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt

"N/A" = Not Available, "J" represents the Project Justification Rating, "O" represents the Operating Finance Rating, "C" represents the Capital Finance Rating.

(1) This project has not been rated; under §5309(e)(8)(A), proposed New Starts projects requiring less than \$25.00 million in §5309 New Starts funding are exempt from the project evaluation and rating process.

Table 6-C
Summary of FY2005 New Starts Ratings

Phase City, Project	Financial Rating	Finance Rating Criteria		
		Section 5309 Funds as Share of	Capital Finance Rating	Operating Finance Rating
Pending FFGA Los Angeles, Metro Gold Line East Side Extension	Medium	55%	Medium-High	Medium
Final Design Charlotte, South Corridor LRT	Medium-High	50%	High	Medium-High
Cleveland, Euclid Corridor Transportation Project	Medium-High	49%	Medium-High	Medium-High
Galveston, Rail Trolley Extension (1)	Exempt	80%	Exempt	Exempt
Kansas City, Southtown BRT (1)	Exempt	47%	Exempt	Exempt
Nashville, East Corridor Commuter Rail (1)	Exempt	61%	Exempt	Exempt
New York, LIRR East Side Access	Medium	50%	Medium	Medium
Phoenix, Central Phoenix/East Valley LRT Corridor	Medium-High	43%	Medium-High	Medium-High
Pittsburgh, North Shore LRT Connector	Medium	60%	Medium	Medium
Raleigh-Durham, Regional Rail System	Medium	49%	Medium-High	Medium
Preliminary Engineering Boston, Silver Line Phase III	Low-Medium	50%	Medium	Low-Medium
Bridgeport, Intermodal Transportation Center Phases 2B and 3 (1)	Exempt	40%	Exempt	Exempt
Columbus, North Corridor LRT	Medium	50%	Medium	Medium
Dallas, Northwest/Southeast Light Rail MOS	Medium	46%	Medium-High	Medium
Denver, West Corridor LRT	Medium	55%	Medium	Medium
El Paso, Sun Metro Area Rapid Transit (SMART) Starter Line (1)	Exempt	80%	Exempt	Exempt
Fort Collins, Mason Transportation Corridor	Low-Medium	50%	Medium	Low-Medium
Harrisburg, CORRIDORone Rail MOS (1)	Exempt	33%	Exempt	Exempt
Hartford, New Britain - Hartford Busway	Medium	50%	Medium	Medium-High
Johnson County, I-35 Commuter Rail (1)	Exempt	80%	Exempt	Exempt
Las Vegas, Resort Corridor Fixed Guideway	Medium	35%	Medium	Medium
Los Angeles, Mid-City/Exposition LRT Project	Low-Medium	50%	Low-Medium	Medium
Louisville, Transportation Tomorrow South Central Corridor LRT	Medium	50%	Medium	Medium
Lowell, MA - Nashua NH, Commuter Rail Extension (1)	Exempt	44%	Exempt	Exempt
Miami, North Corridor Metrorail Extension	Medium	50%	Medium	Medium
Minneapolis-Rice, Northstar Corridor Rail Project	Not Rated	50%	Not Rated	Not Rated
New Orleans, Desire Streetcar Line	Medium	57%	Medium-High	Medium
New York, Second Avenue Subway	Medium	50%	Medium	Medium
Norfolk, Norfolk LRT	Medium-High	48%	Medium-High	Medium-High
Orange County, CenterLine LRT Project	Medium-High	50%	Medium-High	Medium-High
Philadelphia, Schuylkill Valley MetroRail	Low	80%	Medium	Low-Medium
Salt Lake City, Weber County to Salt Lake Commuter Rail	Medium	50%	Medium	Medium
San Diego, Mid-Coast Extension	Medium	50%	Medium	Medium
San Francisco, New Central Subway	Medium	70%	Medium	Medium
Santa Clara County, Silicon Valley Rapid Transit Corridor	Low-Medium	19%	Low-Medium	Low-Medium
Tampa Bay, Tampa Bay Regional Rail	Low-Medium	50%	Low-Medium	Medium
Washington County, Wilsonville to Beaverton Commuter Rail Project	Medium-High	50%	Medium-High	Medium-High
Wasilla Alaska Railroad – South Wasilla Track Realignment (1)	Exempt	91%	Exempt	Exempt

(1) This project has not been rated; under §5309(e)(8)(A), proposed New Starts projects requiring less than \$25.00 million in §5309 New Starts funding are exempt from the project evaluation and rating process.

**Table 6-D
Summary of FY2005 New Starts Ratings**

Phase City, Project	Cost Effectiveness Rating	Cost Effectiveness	Land Use Rating
		Incremental Cost per Incremental Hour of Transportation System User Benefit (NS Vs. Baseline)	
Pending FFGA			
Los Angeles, Metro Gold Line East Side Extension	Low-Medium	\$24.93	Medium-High
Final Design			
Charlotte, South Corridor LRT	Low-Medium	\$23.84	Medium-High
Cleveland, Euclid Corridor Transportation Project	Low-Medium	\$21.00 - \$24.60	Medium-High
Galveston, Rail Trolley Extension (1)	Exempt	Exempt	Exempt
Kansas City, Southtown BRT (1)	Exempt	Exempt	Exempt
Nashville, East Corridor Commuter Rail (1)	Exempt	Exempt	Exempt
New York, LIRR East Side Access	Medium	\$15.72	High
Phoenix, Central Phoenix/East Valley LRT Corridor	Low-Medium	\$22.54	Medium
Pittsburgh, North Shore LRT Connector	Low-Medium	\$20.44	Medium-High
Raleigh-Durham, Regional Rail System	Low-Medium	\$24.48	Medium
Preliminary Engineering			
Boston, Silver Line Phase III	Not Rated	N/A	High
Bridgeport, Intermodal Transportation Center Phases 2B and 3 (1)	Exempt	Exempt	Exempt
Columbus, North Corridor LRT	Medium	\$18.00	Medium
Dallas, Northwest/Southeast Light Rail MOS	Low-Medium	\$24.41	Medium
Denver, West Corridor LRT	Not Rated	N/A	Medium
El Paso, Sun Metro Area Rapid Transit (SMART) Starter Line (1)	Exempt	Exempt	Exempt
Fort Collins, Mason Transportation Corridor	Medium-High	\$11.25	Medium-High
Harrisburg, CORRIDORone Rail MOS (1)	Exempt	Exempt	Exempt
Hartford, New Britain - Hartford Busway	Medium	\$16.26	Medium
Johnson County, I-35 Commuter Rail (1)	Exempt	Exempt	Exempt
Las Vegas, Resort Corridor Fixed Guideway	Medium-High	\$12.77	Medium
Los Angeles, Mid-City/Exposition LRT Project	Medium-High	\$11.83	Medium-High
Louisville, Transportation Tomorrow South Central Corridor LRT	Not Rated	N/A	Low-Medium
Lowell, MA - Nashua NH, Commuter Rail Extension (1)	Exempt	Exempt	Exempt
Miami, North Corridor Metrorail Extension	Not Rated	N/A	Low-Medium
Minneapolis-Rice, Northstar Corridor Rail Project	Not Rated	N/A	Not Rated
New Orleans, Desire Streetcar Line	Low	\$55.48	Medium
New York, Second Avenue Subway	Low-Medium	\$21.50	High
Norfolk, Norfolk LRT	Not Rated	N/A	Medium
Orange County, CenterLine LRT Project	Medium	\$19.21	Medium
Philadelphia, Schuylkill Valley MetroRail	Not Rated	N/A	Medium-High
Salt Lake City, Weber County to Salt Lake Commuter Rail	Low-Medium	\$20.38-\$24.36	Medium
San Diego, Mid-Coast Extension	Medium-High	\$10.39	Medium
San Francisco, New Central Subway	Low	\$36.77	High
Santa Clara County, Silicon Valley Rapid Transit Corridor	Not Rated	N/A	Medium-High
Tampa Bay, Tampa Bay Regional Rail	Not Rated	N/A	Medium
Washington County, Wilsonville to Beaverton Commuter Rail Project	Low	\$30.22	Medium-High
Wasilla Alaska Railroad – South Wasilla Track Realignment (1)	Exempt	Exempt	Exempt

(1) This project has not been rated; under §5309(e)(8)(A), proposed New Starts projects requiring less than \$25.00 million in §5309 New Starts funding are exempt from the project evaluation and rating process.

Table 7
FY 2005 Funding for New Starts Projects
(Millions of Dollars)

Table 7

City/Project	Overall Project Rating	FY 2003 and Prior Year Earmarks	FY 2004 Enacted	FY 2005 Recommended Funding	Remaining FFGA Funding	Total Recommended FFGA Funding
TOTALS BY PHASE						
Existing Full Funding Grant Agreements		\$4,692.99	\$1,042.31	\$930.73	<u>\$1,135.46</u>	<u>\$7,796.54</u>
Pending Full Funding Grant Agreements		17.27	0.00	80.00		
Proposed Full Funding Grant Agreements		208.32	126.96	295.00		
Proposed Other Project Funding Commitments		89.99	17.22	50.00		
Other Projects in Final Design and Preliminary Engineering		186.13	46.26	150.59		
Ferry Capital Projects (AK or HI)		10.19	10.30	10.30		
Oversight Activities			<u>12.14</u>	<u>15.32</u>		
GRAND TOTAL		<u>\$5,204.90</u>	<u>\$1,255.19</u>	<u>\$1,531.93</u>		
EXISTING FULL FUNDING GRANT AGREEMENTS						
Fully Funded in the FY 2004 Appropriations Conference Report						
Dallas - North Central LRT Extension	FFGA	\$289.92 (1)	\$29.68	\$0.00	FFGA Complete	319.61 (1)
Memphis - Medical Center Extension	FFGA	50.16 (4)	9.10	0.00	FFGA Complete	59.27 (4)
Funding Requested in the FY 2005 Budget Request						
Atlanta - North Springs (North Line Extension)	FFGA	\$370.19 (1)	\$0.00	\$0.26	FFGA Complete	\$370.45 (1)
Baltimore - Central LRT Double-Tracking	FFGA	39.19	39.37	29.01	12.43	120.00
Chicago - Douglas Branch Reconstruction	FFGA	106.30 (2)	83.66	85.00	45.15	320.10
Chicago - North Central Corridor Commuter Rail	FFGA	75.53 (3)	19.68	20.00	20.11	135.32
Chicago - Ravenswood Line Extension	FFGA	10.85	9.84	40.00	184.83	245.52
Chicago - South West Corridor Commuter Rail	FFGA	60.74 (3)	19.68	20.00	2.60	103.02
Chicago - Union-Pacific West Line Extension	FFGA	37.48 (3)	11.81	12.00	19.47	80.76
Denver - Southeast Corridor LRT	FFGA	129.71	78.73	80.00	236.55	525.00
Fort Lauderdale - South Florida Commuter Rail Upgrades	FFGA	81.17	18.12	11.21	FFGA Complete	110.50
Los Angeles - MOS-3 Extensions of Metro Rail (North Hollywood)	FFGA	680.38	0.00	0.66	FFGA Complete	681.04
Minneapolis - Hiawatha Corridor LRT	FFGA	227.37	73.79	33.11	FFGA Complete	334.28
New Orleans - Canal Street Light Rail Line	FFGA	89.67 (4)	22.92	16.46	FFGA Complete	129.05 (4)
Northern New Jersey - Hudson-Bergen MOS-1	FFGA	603.77	0.00	0.31	FFGA Complete	604.09
Northern New Jersey - Hudson-Bergen MOS-2	FFGA	49.18	98.42	100.00	\$252.40	500.00
Northern New Jersey - Newark Rail Link MOS-1	FFGA	118.40	22.21	1.34	FFGA Complete	141.96
Pittsburgh - Stage II LRT Reconstruction	FFGA	67.35	31.73	1.12	FFGA Complete	100.20
Portland - Interstate MAX LRT Extension	FFGA	139.64 (4)	76.27	23.48	FFGA Complete (5)	239.39 (4)
Salt Lake City - CBD to University LRT	FFGA	83.47 (4)	0.00	1.13	FFGA Complete	84.60 (4)
Salt Lake City - Medical Center Extension	FFGA	14.78 (4)	30.18	8.68	FFGA Complete	53.64 (4)
San Diego - Mission Valley East LRT Extension	FFGA	176.65	63.97	81.64	\$7.70	329.96
San Diego - Oceanside-Escondido Rail Corridor	FFGA	37.66	47.24	55.00	\$12.20	152.10
San Francisco - BART Extension to San Francisco Airport	FFGA	469.73	98.42	100.00	\$81.85	750.00
San Juan - Tren Urbano	FFGA	227.95 (4)	19.68	54.82	\$4.95	302.46 (4)
Seattle - Central Link Initial Segment	FFGA	90.97	73.81	80.00	\$255.22	500.00
St. Louis - Metrolink St. Clair Extension	FFGA	243.88 (4)	0.00	0.06	FFGA Complete	243.94 (4)
Washington DC/MD - Largo Metrorail Extension	FFGA	<u>120.89</u> (4)	<u>63.97</u>	<u>75.43</u>	FFGA Complete	<u>260.30</u> (4)
SUBTOTAL		<u>\$4,692.99</u>	<u>\$1,042.31</u>	<u>\$930.73</u>	<u>\$1,135.46</u>	<u>\$7,796.54</u>
PENDING FEDERAL FUNDING COMMITMENTS						
Los Angeles - Metro Gold Line East Side Extension	Recommended	<u>17.27</u>	<u>0.00</u>	<u>80.00</u>		
SUBTOTAL		<u>\$17.27</u>	<u>\$0.00</u>	<u>\$80.00</u>		
PROPOSED FEDERAL FUNDING COMMITMENTS						
Cleveland - Euclid Corridor Transportation Project	Recommended	30.01 (6)	10.83	25.00		
Las Vegas - Resort Corridor Fixed Guideway	Recommended	20.76	19.68	40.00		
New York - Long Island Rail Road East Side Access	Recommended	81.51	73.81	100.00		
Phoenix - Central Phoenix/East Valley LRT Corridor	Recommended	45.46	12.79	75.00		
Pittsburgh - North Shore LRT Connector	Recommended	<u>30.59</u>	<u>9.84</u>	<u>55.00</u>		
SUBTOTAL		<u>\$208.32</u>	<u>\$126.96</u>	<u>\$295.00</u>		
PROPOSED OTHER PROJECT FUNDING COMMITMENTS						
Charlotte - South Corridor LRT Project	Recommended	30.60	11.81	\$30.00		
Raleigh - Regional Rail Project	Recommended	<u>59.39</u>	<u>5.41</u>	<u>\$20.00</u>		
SUBTOTAL		<u>\$89.99</u>	<u>\$17.22</u>	<u>\$50.00</u>		

Note: Totals may not add due to rounding or FFGA shortfalls.

(1) Reflects amendment to FFGA and prior year funding not included in FFGA. See text.

(2) FY 2001 appropriations provided a total of \$14.89 million for "Chicago Ravenswood and Douglas Branch Reconstruction Projects."

(3) Reflects reallocation of FY 2000 and FY 2001 funds for "Metra Commuter Rail Project" by grantee

(4) Totals do not include prior year funding not included in FFGA. See text.

(5) The project has experienced sufficient cost savings such that the remaining \$18.11 million is not necessary to complete the project.

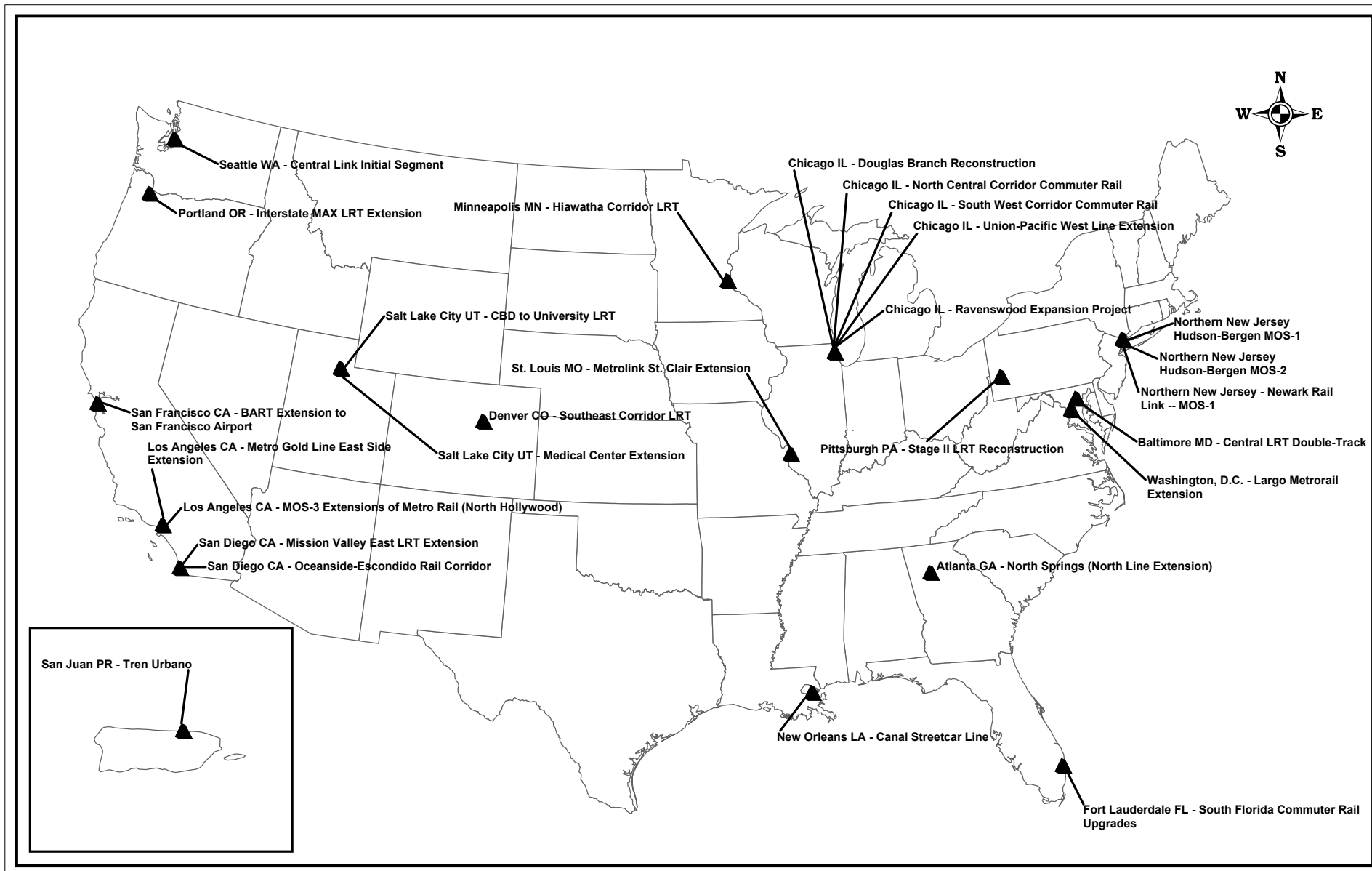
(6) Total reflects reprogramming of \$4.72 from Cleveland Euclid Corridor

Table 7 (continued)
FY 2005 Funding for New Starts Projects
(Millions of Dollars)

City/Project	Overall Project Rating	FY 2003 and Prior Year Earmarks	FY 2004 Enacted	FY 2005 Recommended Funding	Remaining FFGA Funding	Total Recommended Funding
OTHER PROJECTS IN FINAL DESIGN						
Galveston, TX - Rail Trolley Extension	Exempt (7)	4.95				
Kansas City, MO - Southtown BRT	Exempt (7)	3.47				
Nashville, TN - East Corridor Commuter Rail	Exempt (7)	15.80				
SUBTOTAL		<u>\$24.22</u>	<u>\$0.00</u>			
PROJECTS IN PRELIMINARY ENGINEERING						
Boston, MA - Silver Line Phase III	Not Recommended	0.00	1.97			
Bridgeport, CT - Intermodal Transportation Center Phases 2B and 3	Exempt (7)	2.46	0.00			
Columbus, OH - North Corridor LRT	Recommended	0.50	0.00			
Dallas, TX - Northwest/Southeast Light Rail MOS	Recommended	1.00	0.00			
Denver, CO - West Corridor LRT	Not Rated	0.00	0.00			
El Paso, TX - Sun Metro Area Rapid Transit (SMART) Starter Line	Exempt (7)	0.00	0.00			
Fort Collins, CO - Mason Transportation Corridor	Not Recommended	0.00	0.00			
Harrisburg, PA - CORRIDORone Rail MOS	Exempt (7)	1.97	0.00			
Hartford, CT - New Britain-Hartford Busway	Recommended	1.49	0.00			
Johnson County, KS/Kansas City, MO - I-35 Commuter Rail	Exempt (7)	4.45	0.00			
Los Angeles, CA - Mid-City/Exposition LRT Project	Not Recommended	4.06	0.00			
Louisville, KY - Transportation Tomorrow South Central Corridor LRT	Not Rated	0.00	0.00			
Lowell, MA/Nashua, NH - Commuter Rail Extension	Exempt (7)	8.90	0.00			
Miami, FL - North Corridor Metrorail Extension	Not Rated	11.92	0.00			
Minneapolis-Rice, MN - Northstar Corridor Rail Project	Not Rated	19.77	5.66			
New Orleans, LA - Desire Streetcar Line	Not Recommended	7.16	0.00			
New York, NY - Second Avenue Subway	Recommended	6.95	1.97			
Norfolk, VA - Norfolk LRT Project	Not Rated	10.91	0.00			
Orange County, CA - CenterLine LRT Project	Recommended	8.93	0.00			
Philadelphia, PA - Schuylkill Valley MetroRail	Not Recommended	34.57	13.78			
Salt Lake City, UT - Weber County to Salt Lake Commuter Rail	Recommended	4.92	8.86			
San Diego, CA - Mid-Coast Extension	Recommended	12.32	0.00			
San Francisco, CA - New Central Subway	Recommended	0.00	8.86			
Santa Clara County CA, Silicon Valley Rapid Transit Corridor	Not Recommended	0.25	1.97			
Tampa, FL - Tampa Bay Regional Rail	Not Recommended	5.94	0.00			
Washington County, OR - Wilsonville to Beaverton Commuter Rail	Recommended	13.45	3.20			
Wasilla, AK - Alaska Railroad-South Wasilla Track Realignment	Exempt (7)	0.00	0.00			
SUBTOTAL		<u>\$161.91</u>	<u>\$46.26</u>			

(7) Under §5309(e)(8)(A), proposed New Starts projects requiring less than \$25.00 million in Section 5309 New starts Funding are exempt from the project evaluation and rating process required by Section 5309(e). However, FTA strongly encourages sponsors who believe their projects to be exempt to nonetheless submit information for evaluation and rating purposes.

Pending Federal Funding Commitments and Existing Full Funding Grant Agreements



New Starts Projects in Final Design and Preliminary Engineering

