Annual Report on Funding Recommendations

Fiscal Year 2006

Report Number FTA-TBP10-2005-1

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

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Foreword

This report is transmitted 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 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 2006.

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 studies for projects that were authorized in the Transportation Equity Act for the 21st Century (TEA-21) that are not reported in Appendix A, or projects that have received New Starts appropriations.

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/.

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Introduction

This report provides the U.S. Department of Transportation's recommendations to Congress for the 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) 2006, as required by Section 5309(o)(1). The Annual Report on New Starts for FY 2006 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 2006 proposes $1,531.25 million for the Section 5309 major capital investment program. A total of $148.07 million is recommended for earmarked ferry projects, oversight and preliminary engineering set-asides with $1,383.18 million recommended for existing or anticipated FFGAs and other projects that are or are likely to be in final design early in calendar year 2005.

These recommendations form the basis of the President's annual budget submission for the New Starts program, but the availability of these funds is subject to Federal appropriation.

Principles for Funding Recommendations

The funding recommendations in this report are the result of an extensive project development and evaluation process, which is described in detail later in this report. 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 positive project rating. The project ratings of *Highly Recommended, Recommended,* and *Not Recommended* are intended to reflect the overall merits of each project, but do not automatically translate into a funding recommendation in any given fiscal year. Proposed projects that are rated *Highly Recommended* or *Recommended* are eligible for multi-year funding recommendations in the President's Budget if other project readiness requirements have been met and if funding is available. Each project recommended for funding herein either already has a Full Funding Grant Agreement (FFGA) or has received a project rating of *Highly Recommended* or *Recommended* in the most recent Federal Transit Administration (FTA) evaluation. As a general rule, FTA will not recommend a project for funding if a New Start share request is greater than 60 percent.

In determining which of these *Highly Recommended or Recommended* projects can be expected to be ready to execute an FFGA before the end of FY 2006, FTA assesses whether there are any foreseeable project scope or cost issues that cannot be resolved on a timely basis.

Before submitting a proposed FFGA to Congress, FTA applies strict tests for readiness and technical capacity, verifies that no outstanding project scope or cost issues remain, and confirms that there are no remaining local financial commitment issues. Additionally, since FY 2003, FTA has required that an independent risk assessment be conducted and risk management plan be developed for every project prior to recommending it for an FFGA. These risk assessments help project sponsors manage risks related to such issues as real estate acquisition, construction material prices, contract management, and substructure uncertainties. They encourage activities, such as value engineering, that are important to developing the best possible project at the least possible cost, and monitor risks throughout the life of the project. Finally, they increase the level of confidence in project budgets and schedules, improving the ability of both the Administration and Congress to link budget proposals to performance and to ensure that sufficient resources are available to fund the long-term Federal commitments made under FFGAs.

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

- 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 New Starts commitment to a specific project, including funding. Upon completion of an FFGA, the Federal funding commitment has been fulfilled. Additional New Starts funding will not be recommended. Any additional costs beyond the scope of the Federal New Starts 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.

- Funding should be provided to the most highly rated projects to allow them to proceed through the development and construction 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.

FY 2006 New Starts Allocations and Recommendations

The President's Budget for FY 2006 requests $1,531.25 million be made available for New Starts under Section 5309. After providing funding for ferry capital projects in Alaska and Hawaii, setting aside one percent of these funds for oversight activities (as approved in Public Law 107-87[1]) and setting aside eight percent for projects in preliminary engineering (consistent with the limitation in Section 5309(m)(2)), $1,383.18 million is available for project grants. The FY 2006 Budget recommends funding for 16 existing and four anticipated FFGAs, which are multi-year contractual agreements between FTA and project sponsors to implement major transit capital investments (see Figure 1 for the location of these projects). In addition to the 16 existing and four anticipated FFGAs, the FY 2006 Budget also includes funding for a group of six New Starts projects that are rated either *Highly Recommended* or *Recommended,* do not have a *Low* cost effectiveness rating, and are either already in final design or are anticipated to be in final design early in calendar year 2005. This latter category reflects a new approach to allocating limited resources. By not including specific funding recommendations for each of these six projects, FTA will be better able to utilize the tools that have been developed to support "real time" decision-making about project readiness as Congress makes decisions about appropriations. This approach better aligns the project development process to the funding cycle. Complete descriptions of all the projects recommended for funding as well as all of the projects in Preliminary Engineering or Final Design, as shown in Figure 2, can be found in Appendix A.

Table 1 summarizes the recommendations for FY 2006 funding as well as the overall funding commitments for each project. The first column indicates the overall project rating. The second column shows the amount of FY 2004 and prior year funds that have been appropriated to each project. The third column shows the amount of funds appropriated in FY 2005. The fourth column shows the FY 2006 funding recommendations 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 of Federal New Starts funds specified in an existing FFGA.

A Word About Full Funding Grant Agreements

Section 5309(e)(7) specifies an FFGA as the means by which New Starts projects are to be funded. The FFGA defines the project, including cost, scope, and schedule; commits to a maximum level of Federal New Starts 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 FTA and the project sponsor manage the project in accordance with Federal law.

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[1] Section 319 of P.L. 107-87, Department of Transportation and Related Agencies Appropriations Act, 2002, states that, beginning in fiscal year 2002 and thereafter, the Secretary may use up to 1 percent o f the amounts made available for capital investment grants and loans under 49 U.S.C. 5309 for project management oversight under 49 U.S.C. 5327.

Figure 1. Anticipated Full Funding Grant Agreements and Existing Full Funding Grant Agreements

Figure 2. New Starts Projects in Preliminary Engineering and Final Design

Table 1. FY 2006 Funding for New Starts Projects

The FFGA assures the grantee of predictable Federal financial support for the project (subject to appropriation), while placing a limitation on the amount of Federal New Starts 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 properly manage, design, engineer and construct projects. FTA is not directly involved in the design and construction of New Starts projects but does utilize the Project Management Oversight Program to obtain independent feedback regarding the project status including scope, budget, schedule, management practices, quality assurance, and to ensure that the grantees' Project Management Plans are adequate and implemented. Additional information and guidance on developing FFGAs is contained in FTA Circular 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

Sixteen projects have existing FFGAs that commit FTA to request from Congress a specified level of major capital investment funding in a given fiscal year, based on the budget and schedule for the project. The schedule of Federal funding is listed in Attachment 6 of each of these FFGAs. Based on the dollar amount in Attachment 6 of each of these FFGAs, these projects will require a total of $634.60 million in FY 2006. Full descriptions of each FFGA project are found in Appendix A.

Anticipated Federal Funding Commitments

In addition to the funding recommendations for existing Federal commitments discussed above, FTA anticipates that four projects will be ready for FFGAs before the end of FY 2006: Phoenix/Central Phoenix/East Valley LRT Corridor, Charlotte/South Corridor LRT, New York/Long Island Rail Road East Side Access, and the Pittsburgh/North Shore LRT Connector. In anticipation of these commitments, FTA recommends that a total of $590 million be appropriated for these projects in FY 2006. These projects received project ratings of *Highly Recommended* or *Recommended* under the criteria specified by TEA-21. The funding recommendations are based on the anticipated funding needs of these projects in FY 2006. Each of these projects was authorized in TEA-21 for final design and construction. The summary descriptions presented below are alphabetical by State.

AZ: Phoenix/Central Phoenix East Valley LRT Corridor

Valley Metro Rail is proposing a 19.6-mile light rail transit (LRT) project that will travel in a southeast direction from the Chris-Town Mall in Phoenix, through downtown Phoenix and Tempe, and end in Mesa. The Phoenix metropolitan area is one of the fastest growing regions 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 central business district (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 (ASU), Sky Harbor Airport, Papago Park Center, the Civic Plaza Convention Center, Bank One Ballpark, America West Arena, and ASU's 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 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 28,000 daily new riders, by the year 2020. The Phoenix metropolitan region is a serious non-attainment area for ozone, carbon monoxide, and particulate matter.

Valley Metro Rail 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. On November 23, 2004, FTA submitted the FFGA for the Central Phoenix/East Valley Light Rail Transit project to Congress for review. FTA expects to execute an FFGA for the project in FY 2005. Revenue operations are scheduled to begin in December 2008.

The capital cost for the 19.6-mile Central Phoenix/East Valley LRT is estimated to be $1,412.2 million, of which Valley Metro Rail is seeking $587.20 million, or 42 percent, in New Starts funding. Through FY 2005, Congress has appropriated $132.66 million in New Starts funding for this project. FTA recommends $90.00 million in New Starts funds for this project in FY 2006.

NC: 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 LRT 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 planned for either road due to physical constraints that would make such improvements very expensive. The proposed project would provide a rapid 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 economic development efforts. The project would serve a variety of travel markets, including inbound and reverse commute work trips, and leisure trips to the Charlotte Arena, Ericsson Stadium, and the historic South End.

The project is estimated to generate approximately 4,200 hours of weekday travel time benefits in 2025 as compared to bus improvements in the corridor, with more than 40 percent of these benefits accruing to work trips to the central business district. There are

approximately 72,000 existing jobs located within ½ mile of the proposed stations, with over 107,000 jobs forecast within ½ mile of the stations by 2025, a 48 percent increase. CATS estimates that the project will carry 18,100 average weekday riders, including 7,600 new daily riders, by 2025. The Charlotte region is designated a moderate non-attainment area for ozone.

FTA approved CATS's 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. FTA intends to execute an FFGA for the project in FY 2005, pending confirmation that project construction and asset acquisition contract bid issues do not affect the project's cost effectiveness. Revenue operations are projected to commence in December 2007.

The capital cost for the 9.6-mile line is estimated to be $398.7 million, of which CATS is seeking $192.9 million, or 48 percent, in New Starts funding. Through FY 2005, Congress has appropriated $72.17 million in New Starts funding for this project. FTA recommends $55.00 million in FY 2006 New Starts funding for the project.

NY: New York/Long Island Rail Road East Side Access

The New York City Metropolitan Transportation Authority (MTA) and Long Island Rail Road (LIRR) are proposing a commuter rail project that will link LIRR passengers to a new passenger concourse in Grand Central Terminal on Manhattan's east side. 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 across the East River and significantly relieve over-crowded conditions throughout the LIRR network. The project will provide direct access to the east side of Manhattan for users of the LIRR, who must currently transfer to other transit lines or walk to get to the east side 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 and their passengers.

The ESA project will serve a portion of the strongest transit market in the country. By reducing travel time to Manhattan's east side 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. Nearly 565,000 jobs currently exist within a ½-mile radius of the two station areas, and are projected to increase to 638,500 by 2025. By 2025, it is projected that the East Side Access will carry 167,300 average weekday riders, including 26,100 daily new riders. The New York City area is designated a moderate non-attainment area for carbon monoxide and a severe non-attainment area for ozone.

MTA/LIRR completed a major investment study for the project corridor in April 1998. FTA approved MTA/LIRR's request to advance the project into preliminary engineering in September 1998. A Draft Environmental Impact Statement (EIS) was completed in

May 2000; a Final EIS was completed in March 2001; and FTA issued a Record of Decision in May 2001. FTA approved the East Side Access project into final design in February 2002. FTA expects to execute an FFGA for the project in FY 2005. Revenue operations are projected to commence in 2012.

The capital cost for the 3.5-mile line is $7.74 billion. Through FY 2005, Congress appropriated $254.53 million in New Starts funding for the development of the East Side Access project. FTA recommends $390.00 million in FY 2006 New Starts funding be appropriated for this project.

PA: Pittsburgh/North Shore LRT Connector

Port Authority of Allegheny County (Port Authority) is proposing a 1.5-mile, four-station, light rail transit (LRT) extension of its existing 25-mile LRT system that would link downtown Pittsburgh's Golden Triangle with the North Shore and Strip District areas. The project would extend 0.3 miles from the Convention Center area to the existing Steel Plaza LRT Station and 1.2 miles from Gateway Center to the North Shore. The Allegheny River and the surrounding terrain create physical barriers prohibiting any feasible roadway expansion to serve local travel needs. The project is intended to improve access within the corridor including trips between the four major activity centers in Pittsburgh's urban core: the Golden Triangle, Strip District, North Shore, and Station Square. The project is further intended to serve travelers from various points in the region to the corridor, particularly the North Shore area, the location of major sports and cultural facilities.

By improving transportation access to and within the North Shore, the project is anticipated to result in over 4,100 hours of travel-time benefits by 2025. There are approximately 150,500 existing jobs located within ½ mile of the proposed stations, with over 162,600 jobs forecast within ½ mile of the stations by 2025. Port Authority estimates that the project will carry 15,800 trips each weekday, including 4,100 new daily riders, by 2025. The Pittsburgh region is designated as a moderate non-attainment area for particulate matter.

FTA approved the project's 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. FTA expects to execute an FFGA for the North Shore LRT Connector in FY 2005, upon resolution of issues related to local transit operations funding. The project is planned to begin revenue operations in 2009.

The capital cost for the 1.5-mile extension is estimated to be $381.0 million, of which Port Authority of Allegheny County is seeking $217.70 million, or 57 percent, in New Starts funds for the project. Through FY 2005, Congress has appropriated $94.99 million. FTA recommends $55.00 million in FY 2006 New Starts funding be appropriated for progress on this project.

Figure 1

Existing and Anticipated Full Funding Grant Agreements

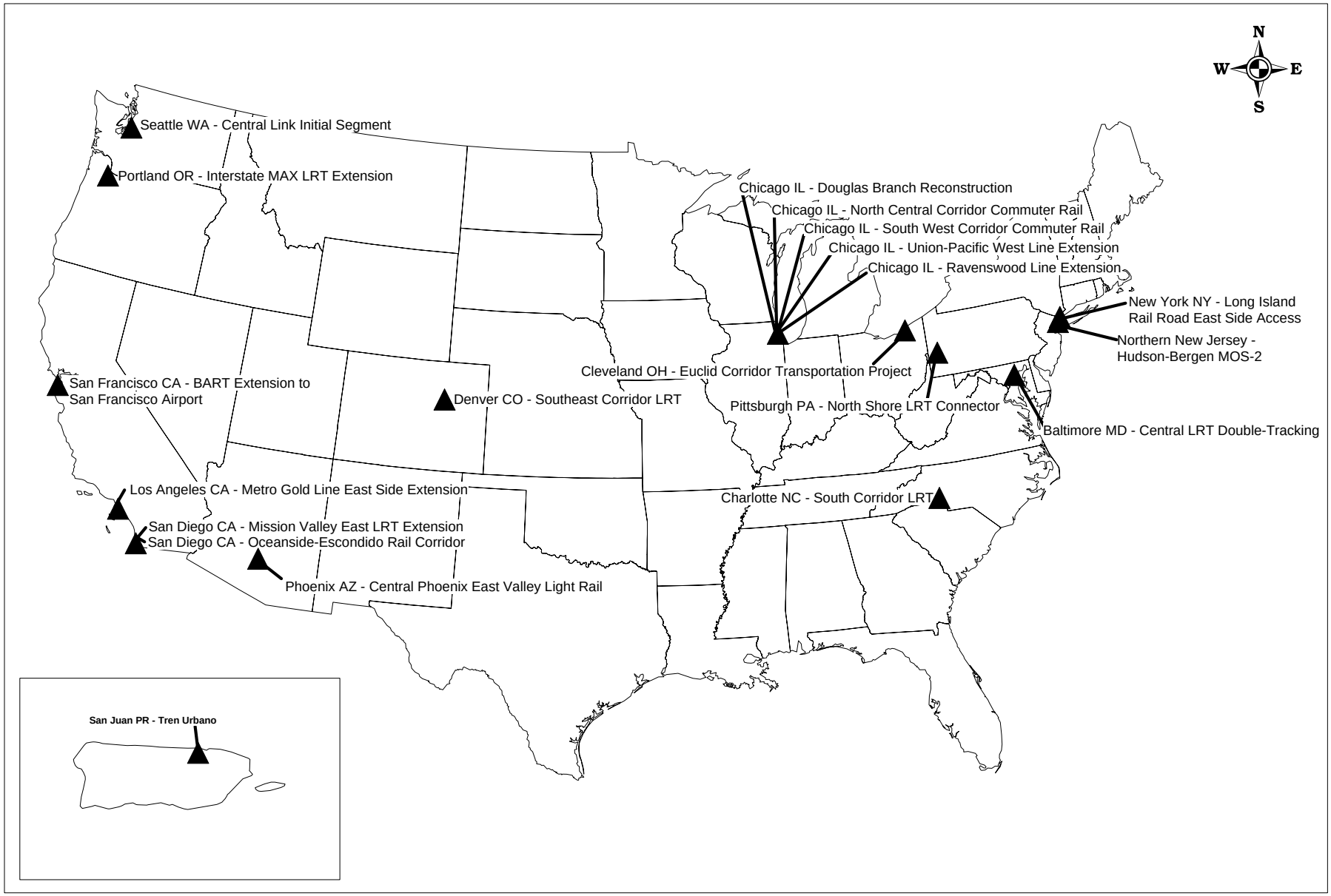


Figure 2
New Starts Projects in Final Design and Preliminary Engineering

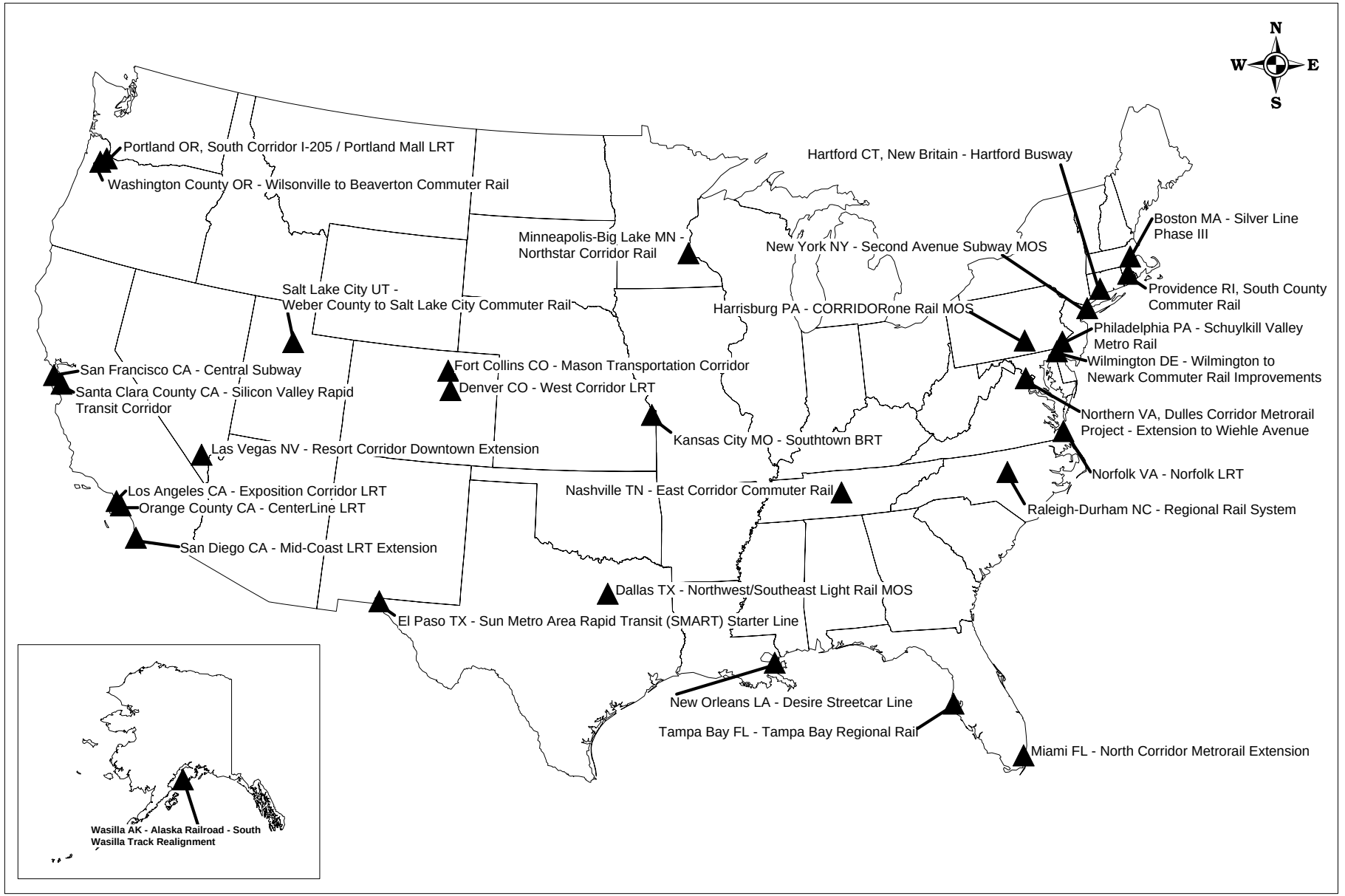


Table 1
FY 2006 Funding for New Starts Projects
(Millions of Dollars)

Table 1

		Overall Project Rating	FY 2004 and Prior Year Funding	FY 2005 Enacted	FY 2006 Request	Remaining FFGA Funding	Total FFGA Funding
TOTALS BY PHASE							
Existing Full Funding Grant Agreements			$2,455.81	$848.90	$634.60	$960.27	$4,899.59
Anticipated Full Funding Grant Agreements			296.43	257.92	590.00		
Other Projects			43.64	26.29	158.58		
Other Projects in Preliminary Engineering			N/A	N/A	122.46		
Ferry Capital Projects (AK or HI)			N/A	10.21	10.30		
Oversight Activities			N/A	14.38	15.31		
GRAND TOTAL			**$2,795.88**	**$1,157.70**	**$1,531.25**		
EXISTING FULL FUNDING GRANT AGREEMENTS							
Funding Requested in the FY 2006 Budget							
CA	Los Angeles - Metro Gold Line East Side Extension	FFGA	26.28	59.52	80.00	324.90	490.70
CA	San Diego - Mission Valley East LRT Extension	FFGA	240.62	80.99	7.70	0.66 (4)	329.96
CA	San Diego - Oceanside-Escondido Rail Corridor	FFGA	84.89	54.56	12.21	0.44 (4)	152.10
CA	San Francisco - BART Extension to San Francisco Airport	FFGA	568.14	99.20	81.86	0.80 (4)	750.00
CO	Denver - Southeast Corridor LRT	FFGA	208.45	79.36	80.00	157.19	525.00
IL	Chicago - Douglas Branch Reconstruction	FFGA	189.95 (1)	84.32	45.15	0.68 (4)	320.10
IL	Chicago - North Central Corridor Commuter Rail	FFGA	94.71 (2)	19.84	20.61	0.16 (4)	135.32
IL	Chicago - Ravenswood Line Extension	FFGA	20.69	39.68	40.00	145.15	245.52
IL	Chicago - South West Corridor Commuter Rail	FFGA	75.74 (2)	19.84	7.28	0.16 (4)	103.02
IL	Chicago - Union-Pacific West Line Extension	FFGA	54.48 (2)	11.90	14.29	0.09 (4)	80.76
MD	Baltimore - Central LRT Double-Track	FFGA	78.57	28.78	12.42	0.23 (4)	120.00
NJ	Northern New Jersey - Hudson-Bergen MOS-2	FFGA	147.60	99.20	100.00	153.20	500.00
OH	Cleveland - Euclid Corridor Transportation Project	FFGA	32.43	24.80	24.77	0.20 (4)	82.20
OR	Portland - Interstate MAX LRT Extension	FFGA	215.91 (3)	23.29	18.11	0.19 (4)	257.50
PR	San Juan - Tren Urbano	FFGA	252.58 (5)	44.26	10.20	0.37 (4)	307.41
WA	Seattle - Central Link Initial Segment	FFGA	164.79	79.36	80.00	175.85	500.00
SUBTOTAL			**$2,455.81**	**$848.90**	**$634.60**	**$960.27**	**$4,899.59**
ANTICIPATED FEDERAL FUNDING COMMITMENTS							
AZ	Phoenix - Central Phoenix/East Valley Light Rail	Recommended	58.26	74.40	90.00		
NC	Charlotte - South Corridor LRT	Recommended	42.41	29.76	$55.00		
NY	New York - Long Island Rail Road East Side Access	Highly Recommended	155.33	99.20	390.00		
PA	Pittsburgh - North Shore LRT Connector	Recommended	40.43	54.56	55.00		
SUBTOTAL			**$296.43**	**$257.92**	**$590.00**		
OTHER PROJECTS							
CA	San Diego/Midcoast LRT Extension	Recommended	12.31	0.99			
CO	Denver/West Corridor LRT	Recommended	0.00	0.00			
NY	New York/Second Avenue Subway MOS	Highly Recommended	8.92	0.00			
OR	Wilsonville to Beaverton Commuter Rail	Recommended	7.63	8.93			
TX	Dallas/Northwest Southeast Light Rail MOS	Recommended	1.00	8.43			
UT	Salt Lake/WeberCounty to Salt Lake City Commuter Rail	Recommended	13.78	7.94			
SUBTOTAL			**$43.64**	**$26.29**	**$158.58**		

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

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

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

(3) Does not include $8.96 million in prior year funds not included in FFGA.

(4) Remaining balance is the result of a Congressional rescission in FY 2005. FFGA commitment may be fully funded in FY 2006 if remaining balance is funded in FY 2005 through reallocation of funds and Congress appropriates in FY 2006 the amount requested.

(5) Does not include $4.96 million in prior year Section 5309 New Starts funds that are not included in the FFGA.

Other Projects

FTA has taken a new approach to allocating limited resources for other projects in FY 2006 that better reflects the level of certainty about project readiness, and better aligns the project development process and funding cycle. FTA proposes reserving $158.58 million for a group of six New Starts candidate projects that are rated *Recommended* or higher, do not have a *Low* cost effectiveness rating, and are currently in final design or expect to be in final design in early calendar year 2005.

By reserving funding for this group of projects without specifying a particular amount for any single project at this time, project sponsors will be able to better align their project development process with the Congressional appropriations cycle. This will also allow FTA to take advantage of its project oversight and risk management activities to make project-specific recommendations when Congress is considering appropriations decisions. FTA does not anticipate that every project identified below be ready to be recommended for funding in FY 2006. Highlights of these projects are provided below.

CA: San Diego Mid-Coast LRT Extension

The San Diego Association of Governments (SANDAG) is proposing to construct and operate a 3.4-mile extension of its existing Blue Line. The extension will run from the Old Town Transit Center (OTTC) to Balboa Avenue in the Claremont/Mission Bay area of northwest San Diego. The Mid-Coast LRT alignment parallels Interstate 5 (I-5), the only continuous major north-south spine between the northwest San Diego area and downtown. Topographic constraints in the corridor (canyons and mesas to the west, Mission Bay to the east) limit options for transportation improvements, resulting in increased pressure on I-5 to serve both long- and short-distance trips. This, in turn, results in congested conditions during and beyond peak travel hours, with more congestion projected for the future.

By providing an additional transportation alternative along the I-5 corridor, the project is anticipated to result in over 2,800 weekday hours of travel time benefits by 2025. There are approximately 18,000 existing jobs located within ½ mile of the proposed stations, with 20,500 jobs forecasted by 2025. The project provides direct access to downtown San Diego, which contains over 77,000 jobs. SANDAG estimates that the project will carry 10,500 trips each weekday, including 4,500 new daily riders, by 2025. San Diego is designated a serious non-attainment area for carbon monoxide and particulate matter, a severe non-attainment area for eight-hour ozone, an extreme non-attainment area for one-hour ozone and a maintenance area for nitrogen oxide.

FTA approved SANDAG's request to enter preliminary engineering for the project in September 1996. A Record of Decision on the project was issued in August 2001. SANDAG is expected to request FTA approval to advance the project into final design in early 2005, upon updating its travel forecasts, capital cost estimate, implementation schedule, and financial plan. Revenue operations are planned for 2008.

The capital cost for the project is estimated to be $131.6 million, of which SANDAG is seeking $65.8 million, or 50 percent, in New Starts funds for the project. Through FY 2005, Congress has appropriated $13.30 million for the San Diego Midcoast Corridor LRT project.

CO: Denver/West Corridor LRT

The Regional Transportation District (RTD) is completing preliminary engineering on a 12.1-mile light rail transit (LRT) project with 12 stations. The West Corridor LRT project would connect with the existing Central Corridor light rail line in downtown Denver near Auraria Station. At this location, the West Corridor would also connect with the Central Platte Valley light rail extension, which also serves lower downtown. The West Corridor line would extend from the vicinity of Colfax Avenue and Interstate 25 and run along the former Associated Rail right-of-way and along US 6 to US 6/US 40 in Jefferson County, Colorado. The West Corridor LRT would provide connections to the second-largest employment center in the Denver metropolitan area, the Denver Tech Center, via the Southeast Corridor light rail line currently under construction. The project is also intended as a high-capacity transit alternative to West 6th Avenue, which carries the second highest traffic volume in the region. Regional projections indicate that local traffic will increase 20 percent by 2025, and population and employment will increase by approximately one-third.

The project is designed to improve transit travel times in the corridor, with approximately 5,700 hours of travel-time savings each workday, and increase transit connectivity to regional employment centers currently underserved by public transportation. The West Corridor will support 30,000 current jobs within a ½-mile of the proposed stations, and employment in these areas is projected to increase to 41,300 jobs by 2025. By 2025, ridership along the corridor is expected to be 28,700 average weekday boardings, 4,700 of which will be new daily riders. The Denver region is designated a maintenance area for carbon monoxide.

FTA approved RTD's request to enter preliminary engineering on the West Corridor LRT project in March 2001. A Final Environmental Impact Statement was completed in October 2003 and a Record of Decision was issued in April 2004. A request for entry into final design is expected in early 2005. Revenue operations are proposed to commence in 2013.

The capital cost for the project is estimated to be $561.9 million, of which RTD is seeking $249.0 million, or 44 percent, in New Starts funds for the project. To date, no funding has been appropriated by Congress for this project.

NY: New York/Second Avenue Subway MOS

The Metropolitan Transportation Authority (MTA) and the New York City Transit Authority (NYCT) have completed preliminary engineering on a 2.3-mile, three-station rail minimum operable segment (MOS) known as the Second Avenue Subway MOS project. This project will serve North America's busiest transit corridor, providing extended service between Brooklyn, 96th Street, and Second Avenue. The proposed

project is intended to reduce excessive overcrowding conditions on Manhattan's only full north-south passenger rail line (the Lexington Avenue Line (LAL)), improve service reliability on the LAL, and improve mobility for commuters on Manhattan's East Side.

By reducing overcrowding on the existing LAL and improving service reliability, the Second Avenue Subway MOS project is expected to result in 63,600 hours of travel-time benefits each weekday. There are a total of 243,700 jobs within a ½ mile of the proposed stations. By 2025, employment near the stations is expected to be over 263,600 jobs. By 2025, it is projected that the Second Avenue Subway MOS project will carry 202,000 average weekday riders, including 5,000 new daily riders. The New York City area is designated a moderate non-attainment area for 8-hour ozone and particulate matter, a severe non-attainment area for 1-hour ozone and a maintenance area for carbon monoxide.

In December 2001, FTA approved an eight-mile project into preliminary engineering. MTA/NYCT developed a plan to divide the extension into minimum operable segments that would be forwarded as separate projects. A Final EIS for the full project was completed in April 2004. In July 2004, FTA issued a Record of Decision. MTA has submitted a final design request for the first MOS, which FTA is currently reviewing and expects to be able to approve in early 2005. Revenue operations are proposed to commence in 2011.

The capital cost for the project is estimated to be $4.3 billion, of which the MTA/NYCT is seeking $1.3 billion, or 30 percent, in New Starts funds for the project. Through FY 2005, Congress has appropriated $8.92 million for the Second Avenue Subway MOS project.

OR: Washington County/Wilsonville to Beaverton Commuter Rail

The Tri-County Metropolitan Transportation District of Oregon (TriMet) in conjunction with Portland Metro, the Oregon Department of Transportation (ODOT), Washington and Clackamas Counties, Oregon, and the cities of Wilsonville, Tualatin, Tigard, and Beaverton, is proposing a 14.7-mile commuter rail project in the Wilsonville-Beaverton corridor. The proposed project, which entered into final design in May 2004, would operate along portions of existing Union Pacific Railroad (UPRR) tracks and connect to TriMet's existing Westside MAX light rail transit (LRT) system at the Beaverton Transit Center (BTC). The proposed project also includes the purchase of four passenger railcars, and the construction of five stations, vehicle maintenance and dispatch facilities, and four park-and-ride lots. The project is intended to connect rapidly growing suburban communities in western Washington County and to shape future development in the corridor.

The project sponsor estimates that 1,200 hours of travel-time savings will be generated each weekday by the proposed project, as compared to local and express bus service. Currently, there are 29,800 jobs located within a ½-mile of the proposed commuter rail stations, and this number is projected to increase to 38,400 jobs by 2020. Metro estimates that the project will carry approximately 3,000 average weekday riders,

including 1,900 daily new riders, by 2020. The Wilsonville and Beaverton areas are designated as maintenance areas for carbon monoxide and 1-hour ozone.

In July 2000, FTA approved Washington County's request to enter preliminary engineering as an "exempt" New Starts project. During preliminary engineering, the project cost increased in response to UPRR's requirement that the railroad right-of-way be purchased (versus leased), thus triggering a request for more New Starts funding and a loss of the project's exempt status. FTA approved the project into final design in May 2004. TriMet is updating the project capital cost estimate to reflect a 60 percent level of design. FTA will perform a risk assessment on the project in early 2005 to further assess the reasonability of the cost estimate and project. Revenue operations are proposed to commence in 2007.

The capital cost for the Wilsonville to Beaverton Commuter Rail project is estimated to be $104.1 million, of which the project is seeking $51.8 million or 50 percent in New Starts funds. Through FY 2005, Congress appropriated $16.56 million to the Wilsonville to Beaverton commuter rail project.

TX: Dallas/Northwest-Southeast Light Rail MOS

Dallas Area Rapid Transit (DART) is completing preliminary engineering on a 20.9-mile, two-segment extension of its light rail transit (LRT) system, with 16 new stations. The Northwest (NW) segment will extend 10.7 miles from the Dallas central business district (CBD) to the city of Farmers Branch. The Southeast (SE) segment will extend 10.2 miles from the CBD to Buckner Boulevard. The NW and SE LRT alignments would be connected through the existing four-station CBD Transitway Mall. The NW segment generally parallels Interstate 35 East, a major north-south and North American Free Trade Agreement cargo route. The SE segment, located entirely within the city of Dallas, contains a highly transit-dependent population. By providing fixed-guideway service to link residents in the SE segment to the Dallas CBD and the employment areas in the NW segment, the project would offer a more reliable alternative than existing bus service, improve travel times in the corridor, and increase mobility and accessibility in the corridor and region.

DART estimates that 13,200 hours each weekday of travel-time savings will be generated by this project. Currently, there are 121,900 jobs located within a ½-mile of the proposed light rail stations; that number is projected to increase to 148,500 jobs by 2025. DART estimates that the Northwest/Southeast Light Rail MOS project will carry approximately 45,900 average weekday riders, including 10,700 daily new riders, by 2025. The Dallas region is designated as a serious non-attainment area for 1-hour ozone.

FTA approved the project into preliminary engineering in July 2001. DART completed Final Environmental Impact Statements for each segment in October 2003 and FTA issued Records of Decision in February 2004. DART plans to submit a final design request for the combined Northwest/Southeast Light Rail MOS in early 2005. Revenue operations are proposed to commence in 2011.

The capital cost for the project is estimated to be $1.49 billion, of which DART is seeking $700 million or 47 percent in New Starts funds for the project. Through FY 2005, Congress has appropriated $9.43 million for the Northwest/Southeast Light Rail MOS.

UT: Salt Lake City/Weber County to Salt Lake City Commuter Rail

The Utah Transit Authority (UTA) is proposing a 43-mile, eight-station commuter rail line that will connect the communities of Pleasant View, Ogden, Clearfield, Layton, Bountiful and the Salt Lake City downtown area. A high rate of population and employment growth is projected for communities located along and on either end of this proposed commuter rail line. The commuter rail system will utilize existing railroad tracks that parallel Interstate 15. Approximately 6,300 park-and-ride spaces would be built at the transit stations to expand the transit catchment area beyond the immediate corridor. Bus and LRT connections would further serve other travel markets, including Weber State University, Hill Air Force Base, Freeport Center, the University of Utah and the Medical Center. By improving the reliability and speed of public transportation, the Weber County to Salt Lake City Commuter Rail project will help address the problem of increased travel demand in this corridor as part of a multimodal solution.

By expanding transportation capacity within the I-15 corridor, the Weber County to Salt Lake City Commuter Rail line will generate an estimated 6,400 hours in travel time benefits each weekday. Currently, there are 35,400 jobs within a ½-mile of the proposed commuter rail line stations, with a projected 44,300 jobs by 2030. The Utah Transit Authority estimates that the project will carry approximately 11,800 average weekday riders, including 6,100 daily new riders, by 2025. Salt Lake City and Ogden City are designated maintenance areas for carbon monoxide; Salt Lake County and Davis County are designated maintenance areas for one-hour ozone; and Salt Lake County and Ogden are designated non-attainment areas for particulate matter.

FTA approved UTA's request to enter preliminary engineering in December 2003. A Draft Environmental Impact Statement (EIS) was completed in April 2004. A Final EIS is anticipated in early 2005 followed by a Record of Decision. UTA plans to submit a final design request for the Weber County to Salt Lake City Commuter Rail in early 2005. Prior to advancing into final design, all NEPA documentation must be completed and UTA must resolve any Americans with Disabilities Act (ADA) issues and continue to ensure that the commuter rail project maintains sufficient cost effectiveness. Revenue operations are proposed to commence in 2008.

The capital cost for the project is estimated to be $581.4 million, of which UTA is seeking $466.8 million or 80.3 percent in New Starts funds for the project. Division H of the Consolidated Appropriations Act, 2005, permits UTA to count completed and future transportation expenditures to meet the local financial share matching requirements for this commuter rail project. Therefore, FTA has not rated the proposed New Starts share of this project but has given the project an overall financial rating of *Medium* based on UTA's capital and operating plans. Through FY 2005, Congress has appropriated $21.72 million to the Weber County to Salt Lake City Commuter Rail project.

Local Planning and Project Development

The projects recommended for funding in the President's Budget are the result of a rigorous local 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 if certain project justification and financial criteria have been met. The following is a brief synopsis of the steps and expected results of the three main stages of the planning and project development process.

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, in addition to a "no action" alternative, to address 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 required for 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 development of 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.

Federal financial support for alternatives analysis 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 (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 overall New Starts funding that can be used for purposes other than final design and construction to not more than eight percent of funds appropriated.

Preliminary Engineering

Once alternatives analysis is complete, the local project sponsor may submit a request to FTA for permission 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 the project sponsor to undertake preliminary engineering. The request must also address the project justification and local financial commitment criteria required by statute and the Final Rule on Major Capital Investment Projects issued on Dec. 7, 2000. These requirements are described in detail in the Methodology for Project Evaluation and Rating section of this report. 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 STP and CMAQ programs. 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, the project sponsor 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 final design. Like approval to enter into preliminary engineering, approval is also 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 is expected that the project sponsor has a high level

of confidence in the project's baseline cost estimate and the sponsor has identified any risks in maintaining the project cost and schedule, as well as identified appropriate mitigation measures. Final design activities may also include initiation of right-of-way acquisition and utility relocation. Final design is eligible for Section 5309 New Starts funding, but is typically financed primarily with Section 5303 and Section 5307 funds, local revenues, and flexible funds under the FHWA's STP and CMAQ programs.

The New Starts Evaluation Process

FTA evaluates proposed New Start projects against the full range of criteria for both project justification and local financial commitment, using a multiple measure method illustrated in Figure 3. 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, as well as to prepare this annual report to Congress.

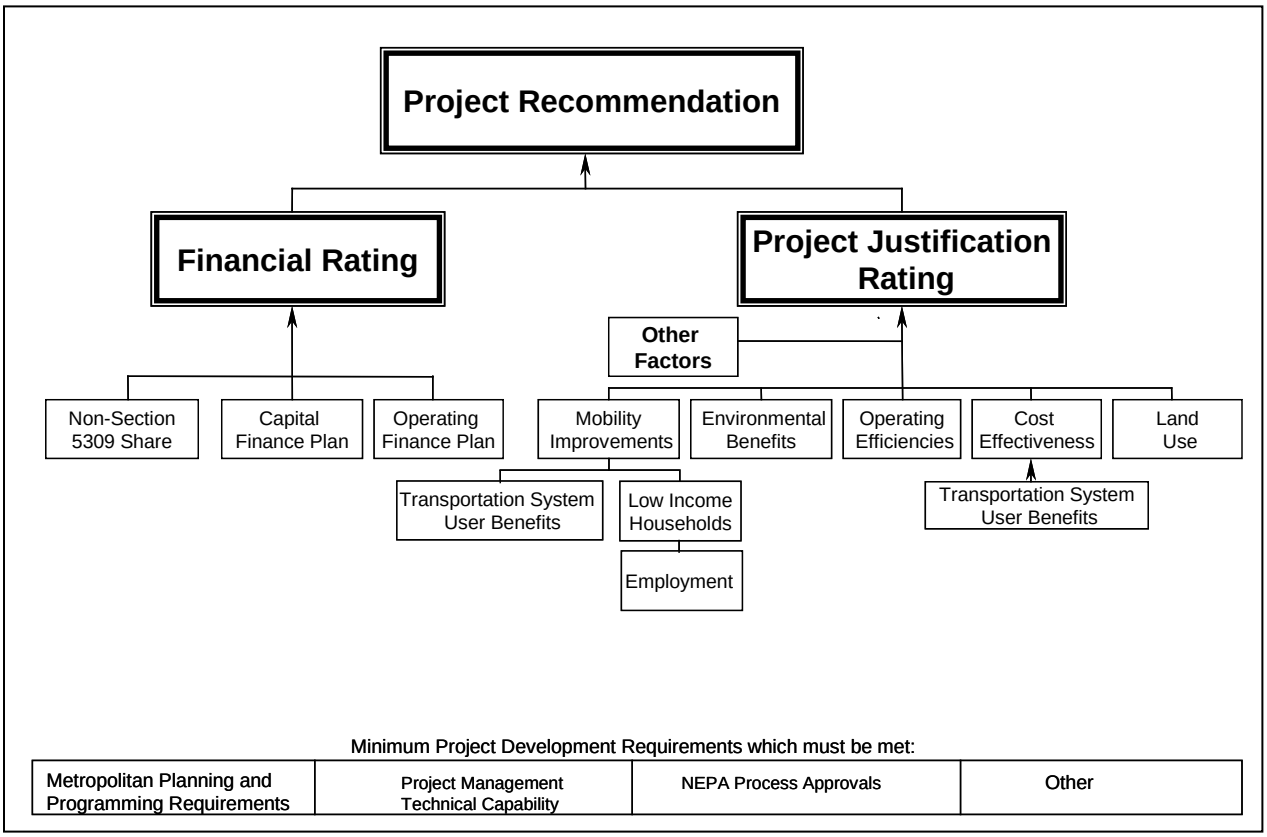
Project Recommendations

To assign overall project ratings (*Highly Recommended*, *Recommended*, or *Not Recommended*) to each proposed New Starts project, FTA considers the individual ratings for each of the financial rating factors and project justification criteria. Consistent with §5309(e)(6), FTA assigns summary project justification ratings of *High, Medium-High, Medium, Medium-Low,* or *Low* based on the ratings applied to cost effectiveness and land use. The basis for these individual ratings is discussed in the following Methodology section. 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.*

The summary ratings are determined according to the following decision rules:

- ***Highly Recommended*** projects must be rated at least "medium high" for both finance and project justification;
- ***Recommended*** projects must be rated at least "medium" for both finance and project justification;
- ***Not Recommended*** projects not rated at least "medium" in both finance and project justification will be rated as "not recommended"

Figure 3. New Starts Evaluation Process



As presented in Table 2A, 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 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 with a simple means to identify the basis for the rating.

It is important to note that a rating of *Recommended* does not guarantee a project will receive 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 *Highly Recommended* or *Recommended* will be eligible for multiyear funding recommendations in the President's Budget only if other project readiness requirements have been met and sufficient funds are available. Consistent with Congressional guidance, generally FTA will not recommend funding for an FFGA project requesting more than a 60 percent New Starts share. Further, FTA will not advance or recommend funding for projects with a low cost effectiveness rating. All funding recommendations in the President's Budget are subject to the availability of appropriations.

FY 2006 New Starts Project Ratings

The results of the most recent project evaluation process are reported in Tables 2 A-C. 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 or, in a few cases, the project sponsor has not yet submitted updated project information for FTA evaluation. For those projects where FTA has concerns about the information submitted for mobility improvements and cost effectiveness, experience has shown that the principal source of problems has been the use of 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 the sponsors of these projects to validate assumptions, information, and projections.

Appendix A provides a more detailed profile of each project for which funding has been requested in the President's FY 2006 Budget, as well as for all other projects in final design and preliminary engineering. Profiles for projects with FFGAs include a description, status, list of funding sources and map. Profiles for projects in final design and preliminary engineering that are subject to evaluation[1] include a description of the project's anticipated benefits, its status, a list of proposed funding sources, a presentation of the project evaluation criteria and ratings, and a project map. 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. Profiles for exempt projects include only a summary of the project description and status, a list of proposed funding sources, and a project map.

Appendix B briefly describes studies for projects that were authorized in the Transportation Equity Act for the 21st Century (TEA-21) that are not reported in Appendix A, or projects that have received New Starts appropriations.

As noted earlier, project evaluation is an ongoing process. The ratings contained in this report are based on project information available as of November 2004. As proposed New Starts projects proceed through the project development process, the estimates of

[1] Projects requesting less than $25 million in Section 5309 New Starts funds are, by statute, exempt from FTA's evaluation and rating process.

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. Rather, the ratings should be considered an assessment of the project's current strengths and weaknesses. However, the ratings reported in this document are final for purposes of the President's FY 2006 Budget.

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 previously described. 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. Exempt projects must still obtain FTA approval to advance into preliminary engineering and final design. FTA encourages sponsors of exempt projects to develop justification and financial information, because such information can be used to demonstrate project merit.

Table 2-A
Summary of FY 2006 New Starts Ratings

Phase State, City, Project	Total Capital Cost (millions)	Total New Starts Funding Requested (millions)	New Starts Funds Share of Capital Costs	Overall Project Rating	Finance Rating	Project Justification Rating
Anticipated FFGA						
AZ Phoenix, Central Phoenix / East Valley LRT	$1,412.20 YOE	$587.2	42%	Recommended	Medium-High	Medium
NC Charlotte, South Corridor LRT	$398.70 YOE	$192.9	48%	Recommended	Medium-High	Medium
NY New York, Long Island Rail Road East Side Access	$7,741.30 YOE	$2,632.0	34%	Highly Recommended	Medium-High	Medium-High
PA Pittsburgh, North Shore LRT Connector	$381.00 YOE	$217.7	57%	Recommended	Medium	Medium
Final Design						
MO Kansas City, Southtown BRT (1)	$25.90 2002	$12.3	48%	Exempt	Exempt	Exempt
NC Raleigh-Durham, Regional Rail System	$694.60 YOE	$416.1	60%	Not Rated	Medium	Not Rated
NV Las Vegas, Resort Corridor Downtown Extension	$453.90 YOE	$159.7	35%	Not Recommended (C)	Medium-Low	Medium-High
OR Washington County, Wilsonville to Beaverton Commuter Rail	$104.10 YOE	$51.8	50%	Recommended	Medium-High	Medium
TN Nashville, East Corridor Commuter Rail (1)	$39.80 YOE	$23.5	59%	Exempt	Exempt	Exempt
Preliminary Engineering						
AK Wasilla, Alaska Railroad – South Wasilla Track Realignment (1)	$25.30 2002	N/A	N/A	Exempt	Exempt	Exempt
CA Los Angeles, Exposition Corridor LRT	$552.10 YOE	$276.0	50%	Not Rated	Medium-High	Not Rated
CA Orange County, CenterLine LRT	$1,075.70 YOE	$482.8	45%	Not Rated	High	Not Rated
CA San Diego, Mid-Coast LRT Extension	$131.60 YOE	$65.8	50%	Recommended	Medium	Medium-High
CA San Francisco, Central Subway	$994.40 YOE	$762.2	77%	Recommended	Medium	Medium-High
CA Santa Clara County, Silicon Valley Rapid Transit Corridor	$6,151.30 YOE	$973.0	16%	Not Recommended (O,C)	Medium-Low	Not Rated
CO Denver, West Corridor LRT	$561.90 YOE	$249.0	44%	Recommended	Medium-High	Medium
CO Fort Collins, Mason Transportation Corridor	$66.00 YOE	$33.0	50%	Not Recommended (O,C)	Medium-Low	Medium-High
CT Hartford, New Britain - Hartford Busway	$337.00 YOE	$168.5	50%	Not Recommended (C)	Medium-Low	Medium
DE Wilmington, Wilmington to Newark Commuter Rail Improvements (1)	$51.50 YOE	$24.9	48%	Exempt	Exempt	Exempt
FL Miami, North Corridor Metrorail Extension	$842.50 YOE	$421.3	50%	Not Rated	Medium	Not Rated
FL Tampa Bay, Tampa Bay Regional Rail	$1,455.50 YOE	$727.7	50%	Not Recommended (O,C)	Low	Not Rated
LA New Orleans, Desire Streetcar Line	$121.20 YOE	$68.7	57%	Not Recommended (O,C)	Low	Not Rated
MA Boston, Silver Line Phase III	$780.50 YOE	$468.3	60%	Recommended	Medium	Medium-High
MN Minneapolis-Big Lake, Northstar Corridor Rail	$265.00 YOE	$132.5	50%	Not Recommended (O,C)	Low	Not Rated
NY New York, Second Avenue Subway MOS	$4,292.70 YOE	$1,300.0	30%	Highly Recommended	Medium-High	Medium-High
OR Portland, South Corridor I-205 / Portland Mall LRT	$502.10 YOE	$296.2	59%	Recommended	Medium	Medium-High
PA Harrisburg, CORRIDORone Rail MOS (1)	$82.80 YOE	$24.9	30%	Exempt	Exempt	Exempt
PA Philadelphia, Schuylkill Valley MetroRail	$2,588.90 YOE	$2,071.1	80%	Not Recommended (O,C)	Low	Not Rated
RI Providence, South County Commuter Rail (1)	$43.70 YOE	$24.9	57%	Exempt	Exempt	Exempt
TX Dallas, Northwest / Southeast Light Rail MOS	$1,490.10 YOE	$700.0	47%	Recommended	Medium	Medium
TX El Paso, Sun Metro Area Rapid Transit (SMART) Starter Line (1)	$10.00 2002	N/A	N/A	Exempt	Exempt	Exempt
UT Salt Lake City, Weber County to Salt Lake City Commuter Rail	$581.40 YOE	$466.8	80%	Recommended	Medium	Medium
VA Norfolk, Norfolk LRT	$203.50 YOE	$100.7	50%	Not Rated	Medium	Not Rated
VA Northern VA, Dulles Corridor Metrorail Project - Extension to Wiehle Avenue	$1,521.50 YOE	$760.5	50%	Recommended	Medium	Medium

"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 2-B
Summary of FY 2006 Finance Ratings

Phase State, City, Project	Finance Rating	New Starts Funds Share of Capital Costs	New Starts Share Rating	Capital Finance Rating	Operating Finance Rating
Anticipated FFGA					
AZ Phoenix, Central Phoenix / East Valley LRT	Medium-High	42%	Medium-High	Medium-High	Medium-High
NC Charlotte, South Corridor LRT	Medium-High	48%	Medium-High	Medium-High	Medium-High
NY New York, Long Island Rail Road East Side Access	Medium-High	34%	High	Medium-High	Medium-High
PA Pittsburgh, North Shore LRT Connector	Medium	57%	Medium	Medium-High	Medium
Final Design					
MO Kansas City, Southtown BRT (1)	Exempt	48%	Exempt	Exempt	Exempt
NC Raleigh-Durham, Regional Rail System	Medium	60%	Medium	Medium	Medium
NV Las Vegas, Resort Corridor Downtown Extension	Medium-Low	35%	Medium-High	Medium-Low	Medium
OR Washington County, Wilsonville to Beaverton Commuter Rail	Medium-High	50%	Medium	Medium-High	Medium-High
TN Nashville, East Corridor Commuter Rail (1)	Exempt	59%	Exempt	Exempt	Exempt
Preliminary Engineering					
AK Wasilla, Alaska Railroad – South Wasilla Track Realignment (1)	Exempt	N/A	Exempt	Exempt	Exempt
CA Los Angeles, Exposition Corridor LRT	Medium-High	50%	Medium	Medium-High	Medium-High
CA Orange County, CenterLine LRT	High	45%	Medium-High	High	Medium-High
CA San Diego, Mid-Coast LRT Extension	Medium	50%	Medium	Medium	Medium
CA San Francisco, Central Subway	Medium	77%	Not Applicable	Medium	Medium
CA Santa Clara County, Silicon Valley Rapid Transit Corridor	Medium-Low	16%	High	Medium-Low	Low
CO Denver, West Corridor LRT	Medium-High	44%	Medium-High	Medium-High	Medium-High
CO Fort Collins, Mason Transportation Corridor	Medium-Low	50%	Medium	Medium-Low	Medium-Low
CT Hartford, New Britain - Hartford Busway	Medium-Low	50%	Medium	Medium-Low	Medium
DE Wilmington, Wilmington to Newark Commuter Rail Improvements (1)	Exempt	48%	Exempt	Exempt	Exempt
FL Miami, North Corridor Metrorail Extension	Medium	50%	Medium	Medium	Medium
FL Tampa Bay, Tampa Bay Regional Rail	Low	50%	Medium	Low	Low
LA New Orleans, Desire Streetcar Line	Low	57%	Medium	Low	Low
MA Boston, Silver Line Phase III	Medium	60%	Medium	Medium	Medium
MN Minneapolis-Big Lake, Northstar Corridor Rail	Low	50%	Medium	Low	Low
NY New York, Second Avenue Subway MOS	Medium-High	30%	High	Medium-High	Medium-High
OR Portland, South Corridor I-205 / Portland Mall LRT	Medium	59%	Medium	Medium	Medium-High
PA Harrisburg, CORRIDORone Rail MOS (1)	Exempt	30%	Exempt	Exempt	Exempt
PA Philadelphia, Schuylkill Valley MetroRail	Low	80%	Low	Low	Low
RI Providence, South County Commuter Rail (1)	Exempt	57%	Exempt	Exempt	Exempt
TX Dallas, Northwest / Southeast Light Rail MOS	Medium	47%	Medium-High	Medium	Medium-High
TX El Paso, Sun Metro Area Rapid Transit (SMART) Starter Line (1)	Exempt	N/A	Exempt	Exempt	Exempt
UT Salt Lake City, Weber County to Salt Lake City Commuter Rail	Medium	80%	Not Applicable	Medium	Medium
VA Norfolk, Norfolk LRT	Medium	50%	Medium	Medium	Medium
VA Northern VA, Dulles Corridor Metrorail Project - Extension to Wiehle Avenue	Medium	50%	Medium	Medium	Medium-High

"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 2-C
FY 2006 Project Justification Ratings

Phase State, City, Project	Project Justification Rating	Cost Effectiveness: Incremental Cost per Incremental Hour of Transportation System User Benefit (NS Vs. Baseline)		Land Use Rating	Mobility Improvements Rating	Environmental Benefits Rating	Operating Efficiencies Rating
Anticipated FFGA							
AZ Phoenix, Central Phoenix / East Valley LRT	Medium	Medium-Low	$24.04	Medium	Medium-High	High	Medium
NC Charlotte, South Corridor LRT	Medium	Medium-Low	$22.73	Medium-High	Medium	High	Medium
NY New York, Long Island Rail Road East Side Access	Medium-High	Medium	$18.82	High	High	High	Medium
PA Pittsburgh, North Shore LRT Connector	Medium	Medium-Low	$21.72	Medium-High	Medium-High	High	Medium
Final Design							
MO Kansas City, Southtown BRT (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
NC Raleigh-Durham, Regional Rail System	Not Rated	Not Rated	N/A	Medium	Not Rated	Not Rated	Not Rated
NV Las Vegas, Resort Corridor Downtown Extension	Medium-High	High	$9.56	Medium	Medium-High	High	Medium
OR Washington County, Wilsonville to Beaverton Commuter Rail	Medium	Medium-Low	$24.29	Medium-High	Medium	Medium	Medium
TN Nashville, East Corridor Commuter Rail (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Preliminary Engineering							
AK Wasilla, Alaska Railroad – South Wasilla Track Realignment (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
CA Los Angeles, Exposition Corridor LRT	Not Rated	Not Rated	N/A	Medium-High	Not Rated	Not Rated	Not Rated
CA Orange County, CenterLine LRT	Not Rated	Not Rated	N/A	Medium	Not Rated	Not Rated	Not Rated
CA San Diego, Mid-Coast LRT Extension	Medium-High	Medium-High	$12.85	Medium	Medium	High	Medium
CA San Francisco, Central Subway	Medium-High	Medium-Low	$22.45	High	High	High	Medium
CA Santa Clara County, Silicon Valley Rapid Transit Corridor	Not Rated	Not Rated	N/A	Medium-High	Not Rated	Not Rated	Not Rated
CO Denver, West Corridor LRT	Medium	Medium-Low	$20.91	Medium	Medium	High	Medium
CO Fort Collins, Mason Transportation Corridor	Medium-High	Medium-High	$11.25	Medium	Medium-Low	High	Medium
CT Hartford, New Britain - Hartford Busway	Medium	Medium-Low	$20.14	Medium	Medium-High	High	Medium
DE Wilmington, Wilmington to Newark Commuter Rail Improvements (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
FL Miami, North Corridor Metrorail Extension	Not Rated	Not Rated	N/A	Medium	Not Rated	Not Rated	Not Rated
FL Tampa Bay, Tampa Bay Regional Rail	Not Rated	Not Rated	N/A	Medium	Not Rated	Not Rated	Not Rated
LA New Orleans, Desire Streetcar Line	Not Rated	Not Rated	N/A	Not Rated	Not Rated	Not Rated	Not Rated
MA Boston, Silver Line Phase III	Medium-High	Medium	$15.84	High	Medium-High	High	Medium
MN Minneapolis-Big Lake, Northstar Corridor Rail	Not Rated	Not Rated	N/A	Not Rated	Not Rated	Not Rated	Not Rated
NY New York, Second Avenue Subway MOS	Medium-High	Medium	$13.82	High	Medium-High	High	Medium
OR Portland, South Corridor I-205 / Portland Mall LRT	Medium-High	Medium	$14.88	Medium-High	Medium	Medium	Medium
PA Harrisburg, CORRIDORone Rail MOS (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
PA Philadelphia, Schuylkill Valley MetroRail	Not Rated	Not Rated	N/A	Not Rated	Not Rated	Not Rated	Not Rated
RI Providence, South County Commuter Rail (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
TX Dallas, Northwest / Southeast Light Rail MOS	Medium	Medium-Low	$21.59	Medium	Medium-High	High	Medium
TX El Paso, Sun Metro Area Rapid Transit (SMART) Starter Line (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
UT Salt Lake City, Weber County to Salt Lake City Commuter Rail	Medium	Medium-Low	$24.22	Medium	Medium	High	Medium
VA Norfolk, Norfolk LRT	Not Rated	Not Rated	N/A	Medium	Not Rated	Not Rated	Not Rated
VA Northern VA, Dulles Corridor Metrorail Project - Extension to Wiehle Avenue	Medium	Medium-Low	$21.08	Medium	Medium-Low	High	Medium

(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.

Methodology for Project Evaluation and Rating

The following discussion describes the basic methodology that FTA uses to evaluate, rate, and recommend funding for projects included in this *Annual Report on New Starts*. This methodology is similar to the process used in the evaluation of projects included in the *Annual Report on New Starts* for FY 2004 and FY 2005, and consistent with FTA's Final Rule on Major Capital Investment Projects issued on December 7, 2000.

Guidelines and Standards for Assessing Transit-Supportive Land Use and *Guidelines and Standards for Assessing Local Financial Commitment* provide additional detail on the process FTA uses to evaluate these two criteria. These materials are posted on FTA's website for *New Starts Project Planning and Development*, which can be found at http://www.fta.dot.gov/grant_programs/transportation_planning/9924_ENG_HTML.htm

Project Justification Criteria

Section 5309(e)(1)(B) requires that projects proposed for New Starts funding be justified based on a comprehensive review of the following criteria:

- Cost Effectiveness
- Mobility Improvements
- Operating Efficiencies
- Environmental Benefits

Section 5309(e)(3)(C) requires FTA to also consider mass transit-supportive land use policies and future patterns. As a result, FTA added transit supportive existing land use and future patterns as an evaluation criterion in its December 7, 2000, Final Rule on Major Capital Investment Projects. FTA also considers "other factors," as required by Section 5309(e)(3)(H).

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 transit system. The measures for the evaluation of the local financial commitment to a proposed project are:

- The proposed share of total project costs from Section 5309 New Starts funds, excluding Federal formula and flexible funds, the local match required by Federal law or any additional capital funding ("overmatch");
- The strength of the proposed capital financing plan; and
- The ability of the sponsoring agency to fund operation and maintenance of the entire system as planned once the guideway project is built.

Project Justification Rating

FTA assigns a summary project justification rating of "high," "medium-high," "medium," "medium- low" or "low" to each project based on consideration of the ratings applied to the project justification criteria presented above and each of the specific measures identified in Table 3.

Table 3. New Starts Project Justification Criteria and Supporting Measures and Categories

Criterion	Measures/Categories
Cost Effectiveness	• Incremental Cost per Hour of Transportation System User Benefit
Transit Supportive Land Use and Future Patterns	• Existing Land Use • Transit Supportive Plans and Policies • Performance and Impacts of Policies
Mobility Improvements	• Normalized Travel Time Savings (Transportation System User Benefit per Project Passenger Mile) • Low-Income Households Served • Employment Near Stations
Operating Efficiencies	• System Operating Cost per Passenger Mile
Environmental Benefits	• Change in Regional Pollutant Emissions • Change in Regional Energy Consumption • EPA Air Quality Designation

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. When the average of the cost effectiveness and land use rating falls equally between two ratings (say, between a "medium" and a "medium-high" rating), the mobility improvements rating is introduced as a "tie-breaker." Specifically, when mobility improvements are rated "low," the summary rating will "round down" to the lower of the two ratings; for all other mobility improvement ratings, the rating is "rounded-up" to establish the summary project justification rating.

Based upon prior experience in evaluating New Starts projects, FTA has determined that locally generated and reported information in support of the operating efficiencies and environmental benefits criteria does not distinguish in any meaningful way between competing major transit capital investments. Consequently, while ratings for these criteria are assigned by FTA and reported in the *Annual Report on New Starts*, they are not considered in the determination of an overall project justification rating.

If they are well documented and considered by FTA to be an unusually significant benefit to a proposed project that is not otherwise captured in the other New Starts criteria, "other factors" may increase a summary project justification rating by up to one step (for example, from "medium-high" to "high"). The "other factors" are described on page 35.

The evaluation and rating of each project justification factor is discussed below.

Cost Effectiveness

In its evaluation of the cost effectiveness of a proposed project, FTA considers the incremental cost per hour of transportation system user benefits in the forecast year. This measure, expressed in constant base-year dollars, is based on the annualized total capital and annual operating costs divided by the forecast change in annual user benefits, comparing the proposed project to the New Starts baseline alternative. Table 4 below presents the thresholds FTA uses for assigning a "high," "medium high," "medium," "medium low," or "low" cost effectiveness rating for each project.

While the transportation system user benefit measure as originally conceived was planned to include highway user travel-time savings from the proposed New Starts project, the current measure is limited to measuring transit user travel-time savings. The barrier to counting these benefits has been the inability of currently available regional multimodal travel forecasting procedures to produce sufficiently reliable estimates of highway travel-time savings. Therefore, FTA, in coordination with the Federal Highway Administration, is working to improve these forecasting procedures.

Table 4. Cost Effectiveness Thresholds

Rating	Cost per Hour of Transportation System User Benefits (Forecast Year)
High	$9.99 and under
Medium-High	$10.00- $12.99
Medium	$13.00-$19.99
Medium-Low	$20.00-$24.99
Low	$25.00 and over

Transit-Supportive Existing Land Use and Future Patterns

In its evaluation of the land use related to New Starts projects, FTA explicitly considers the following transit supportive land use categories and factors:

1. **Existing Land Use**
2. **Transit Supportive Plans and Policies**, including the following subfactors:
    - Growth management;
    - Transit supportive corridor policies;
    - Supportive zoning regulations near transit stations; and
    - Tools to implement land use policies.
3. **Performance and Impacts of Policies**, including the following subfactors:
    - Performance of existing land use policies; and

- Potential impact of transit project on regional land use.

FTA also permits New Starts project sponsors to submit information in support of an optional "other land use considerations" category.

Based on information submitted to FTA by local agencies, FTA gauges each category by the factors identified above. FTA assigns one of five numerical ratings ("1" to "5") to each project for each of these factors. Each factor is weighted equally within its category, averaged, and combined into category-specific ratings. These category ratings are then weighted equally (that is, each land use category rating contributes one-third of the value) and converted to a descriptive rating of "high," "medium high," "medium," "medium low," or "low" to determine the overall land use rating. In rare cases, when based on unusually compelling "other" land use considerations, FTA may increase the land use rating by one rating category.

As Table 5 indicates, FTA takes into consideration the stage of development of a proposed project in its evaluation of land use information. For example, the planning and policy oriented factors are relevant in evaluating projects in all stages of project development, but particularly useful for projects early in project development. On the other hand, the implementation-oriented factors (supportive zoning regulations, implementation tools, and performance of land use policies) are more applicable in evaluating projects more advanced in preliminary engineering or final design.

Table 5. Ratings Applied in Assessment of Land Use Criterion

<table>
<tr><td colspan="3">I. EXISTING LAND USE</td></tr>
<tr><td colspan="3">Existing Land Use</td></tr>
<tr><td>Phase of Project Development</td><td colspan="2">Land Use Assessment Ratings</td></tr>
<tr><td rowspan="3">Preliminary Engineering and Final Design</td><td>HIGH</td><td>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.</td></tr>
<tr><td>MEDIUM</td><td>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.</td></tr>
<tr><td>LOW</td><td>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.</td></tr>
<tr><td colspan="3">Ratings based on assessment of the following:
• Existing corridor and station area development;
• Existing corridor and station area development character (i.e., residential, commercial, mixed-use);
• Existing station area pedestrian facilities, including access for persons with disabilities; and
• Existing corridor and station area parking supply.</td></tr>
</table>

Table 5. Ratings Applied in Assessment of Land Use Criterion (cont.)

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
Growth Management		
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 regionwide. 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: • Concentration of development around established activity centers and regional transit; and • Land management.		
Transit-Supportive Corridor Policies		
Phase of Project Development	Land Use Assessment Ratings	
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 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.

Table 5. Ratings Applied in Assessment of Land Use Criterion (cont.)

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
Transit-Supportive Corridor Policies (continued)		
Phase of Project Development	Land Use Assessment Ratings	
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 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: • 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.		
Supportive Zoning Regulations Near Transit Stations		
Phase of Project Development	Land Use Assessment Ratings	
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.

Table 5. Ratings Applied in Assessment of Land Use Criterion (cont.)

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
Supportive Zoning Regulations Near Transit Stations (continued)		
Phase of Project Development	Land Use Assessment Ratings	
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: • 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.		
Tools to Implement Land Use Policies		
Phase of Project Development	Land Use Assessment Ratings	
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 that 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.

Table 5. Ratings Applied in Assessment of Land Use Criterion (cont.)

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
Tools to Implement Land Use Policies (continued)		
Phase of Project Development	Land Use Assessment Ratings	
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.
Ratings based on assessment of the following: • 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		
Performance of Land Use Policies		
Phase of Project Development	Land Use Assessment Ratings	
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.

Table 5. Ratings Applied in Assessment of Land Use Criterion (cont.)

III. PERFORMANCE AND IMPACTS OF LAND USE POLICIES		
Performance of Land Use Policies (continued)		
Phase of Project Development	Land Use Assessment Ratings	
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: • Demonstrated cases of development affected by transit-oriented policies; and • Station area development proposals and status.		
Potential Impact of Transit Project on Regional Land Use		
Phase of Project Development	Land Use Assessment Ratings	
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: • Adaptability of station area land for development; and • Corridor economic environment.		

Table 6 presents the quantitative measures and thresholds FTA utilizes for *Existing Land Use*, *Corridor Policies,* and *Zoning Near Transit Stations* factors. This table is intended as a rough guide for assigning ratings for land use factors in which quantitative data are given some consideration. These thresholds reflect only the quantitative aspects of ratings, and are complemented by a range of qualitative measures described in Table 5. All quantitative measures may not be available for every project.

Table 6. Quantitative Element Rating Guide

Rating	Existing Land Use				Corridor Policies and Station Area Zoning				
	Station Area Development		Parking Supply		Station Area Development			Parking Supply	
	Emp. served by system	Avg. pop. density (persons/ sq. mi.)	CBD typical cost/day	CBD spaces per employee	CBD comm. FAR	Other comm. FAR	Residential DU/acre	CBD spaces per 1,000 sq. ft.	Other spaces per 1,000 sq. ft.
High (5)	< 250,000	> 15,000	> $16	< 0.2	> 10.0	> 2.5	> 25	< 1	< 1.5
Medium-High (4)	175,000 – 250,000	10,000 – 15,000	$12 – 16	0.2 – 0.3	8.0 – 10.0	1.75 – 2.5	15 – 25	1 – 1.75	1.5 – 2.25
Medium (3)	125,000 – 175,000	6,667 – 10,000	$8 – 12	0.3 – 0.4	6.0 – 8.0	1.0 – 1.75	10 – 15	1.75 – 2.5	2.25 – 3.0
Medium-Low (2)	75,000 – 125,000	3,333 – 6,667	$4 – 8	0.4 – 0.5	4.0 – 6.0	0.5 – 1.0	5 – 10	2.5 – 3.25	3.0 – 3.75
Low (1)	< 75,000	< 3,333	< $4	> 0.5	< 4.0	< 0.5	< 5	> 3.25	> 3.75

Mobility Improvements

In its evaluation of the mobility improvements that would be realized by implementation of a proposed project, FTA reviews three measures:

1. **Normalized Travel Time Savings**, as measured by transportation system user benefits per project passenger mile;
2. Number of current **Low-Income Households** which would be served by the proposed New Starts investment; and
3. Number of current **Jobs** served by the proposed New Starts project.

The normalized travel-time savings of New Starts projects is weighted 50 percent in the development of the mobility improvements rating; the low-income households and employment measures *combined* account for the other 50 percent of the rating. The process FTA uses to establish measure-specific ratings and the overall mobility improvements rating is described below:

Transportation System User Benefits per Passenger Mile. This measure reflects the travel-time savings, as measured by minutes of transportation system user benefits in the forecast year anticipated from the proposed project compared to its baseline alternative. In order to rate projects in comparison to other proposed New Starts, this measure is normalized by the annual passenger miles traveled on the New Starts project in the forecast year.

Number of Low-Income Households and Jobs Served. These two measures reflect the absolute number of low-income households (defined as below the

poverty level) and jobs located within ½ mile of the "boarding points," or stations, associated with the proposed project. The total number of low-income households and jobs located within these ½ mile zones is then divided by the total number of stations to determine both the average number of low-income households and average number of jobs per station. Projects are aligned in ascending order of both low-income households per station and jobs per station, categorized into five groups, and assigned a rating from "1" to "5."

The numerical ratings assigned for both low-income households and jobs are compared for each project. FTA then considers the potential for connections of these two markets in assigning a single rating for both measures. In the case of projects that are new guideway systems in their regions, the lower of the low-income households or jobs rating is assigned as the combined rating for the two measures. For extensions to existing guideways, the higher of the low-income households and employment rating is utilized, unless the employment rating is higher and there are few low-income households living along the guideway. In this latter case, the low-income rating would be assigned as the combined rating of the two measures.

Operating Efficiencies

FTA measures this criterion by evaluating the change in system-wide operating costs per passenger mile in the forecast year, comparing the Section 5309 New Start investment to the baseline alternative. FTA assigns a rating of "medium" to all projects that have submitted information for this measure. As noted previously, FTA has found that information submitted in support of the operating efficiencies criterion does not help to make meaningful distinctions among projects. While FTA reports the information submitted by project sponsors on operating efficiencies to Congress in the *Annual Report on New Starts*, it does not formally incorporate this measure into its evaluation.

Environmental Benefits

In its evaluation of the environmental benefits that would be realized through the implementation of a proposed project, FTA considers the current air quality designation by EPA. This measure is defined for each of the transportation-related pollutants (ozone, CO, and PM-10) as the current air quality designation by EPA for the metropolitan region in which the proposed project is located, indicating the severity of the metropolitan area's noncompliance with the health-based EPA standard (NAAQS) for the pollutant, or its compliance with that standard. New Starts project sponsors submit information to FTA on the forecast reductions in emissions resulting from the New Starts project for each transportation-related pollutant.

Specifically, FTA applies the following decision rule when assigning ratings for environmental benefits:

- Projects in non-attainment areas for any transportation-related pollutants that demonstrate a reduction in that pollutant receive a "high" rating.

- Projects that are in attainment areas that demonstrate reductions in any transportation-related pollutant receive a "medium" rating.
- All other projects are rated "low."

As noted previously, FTA has found that information submitted in support of the environmental benefits criterion does not contribute to meaningful distinctions among projects. While FTA reports the information submitted by project sponsors on environmental benefits to Congress in the *Annual Report on New Starts*, it does not formally incorporate this measure in its evaluation of New Starts projects.

Other Factors

Consistent with Section 5309(e)(3)(H), FTA also includes a variety of other factors when evaluating project justification, including:

- Environmental justice considerations and equity issues;
- Opportunities for increased access to employment for low-income persons, and welfare-to-work initiatives;
- Livable communities initiatives and local economic development initiatives;
- Consideration of innovative financing, procurement, and construction techniques, including design-build turnkey applications;
- The cost effectiveness of the New Starts project based on alternative land use forecasts that consider the economic development impacts (benefits) of the proposed transit capital investment; and
- Any other factor that the New Starts project sponsor believes articulates the benefits of the proposed major transit capital investment but which is not captured within the other project justification criteria.

Only in the most compelling of cases are other factors formally assigned a rating. For evaluations in support of budget recommendations contained in the *Annual Report on New Starts*, the "other factors" rating is introduced after the assignment of an initial summary project justification rating. If the "other factors" rating is higher than the summary project justification rating, FTA may increase this initial summary justification rating by as much as one step.

For preliminary engineering and final design approvals, the technical capability of the project sponsor to implement and operate the project is implicitly considered within the other factors criteria. This inclusion ensures that project management issues are adequately addressed in FTA's decision to permit advancement into the next stage of the project development process.

Financial Rating

Financial ratings are based on an analysis of the Section 5309 New Starts Criteria and documentation submitted to FTA by local agencies. FTA's evaluation takes into account the stage of project development, particularly when considering the stability and

reliability of the capital and operating finance plans. Expectations for firm commitments of non-Federal funding sources become increasingly higher as projects progress further through development from preliminary engineering through final design.

FTA assigns a summary financial rating of "high," "medium high," "medium," "medium low," or "low" to each project, following consideration of individual ratings applied to the following measures for local financial commitment:

1. **Proposed New Starts funding share**;
2. Stability and reliability of the proposed project's **capital finance plan**, including the following subfactors:
    - Current capital condition;
    - Completeness of plan;
    - Commitment of capital funds;
    - Capital funding capacity; and
    - Capital planning assumptions and cost estimates.
3. Stability and reliability of the proposed project's **operating finance plan**, including the following subfactors:
    - Current operating financial condition;
    - Completeness of operating plan;
    - Commitment of operations and maintenance (O&M) funds;
    - O&M funding capacity; and
    - Operations planning assumptions and cost estimates.

New Starts Funding Share

Pursuant to Congressional direction, FTA generally does not recommend for funding any project requesting a New Starts share greater than 60 percent. Thus, projects requesting a New Starts share of greater than 60 percent receive a rating of "low" for this subfactor. If the New Starts share is 60 percent or less, the following ratings apply:

- 50-60 percent = "medium"
- 35-49 percent = "medium-high"
- < 35 percent = "high"

Capital and Operating Finance Plans

Numerical ratings from 1 to 5 (equivalent to the "low" through "high" scale used by FTA in its ratings) are assigned to each of the five factors under the capital and operating plan measures. These factors are averaged and combined into a summary capital plan rating and a summary operating plan rating. However, if the cost estimate and planning assumption factor is rated "2" ("medium-low") or below, FTA may downgrade the summary rating one step. This lowering of the rating reflects the importance that underlying financial planning assumptions have on the reasonableness of the plan and the sponsoring agency's ability to implement and operate the proposed New Starts project. Tables 7 and 8 provide detailed information about how the ratings are assigned for each subfactor under the capital and operating plan criteria.

The non-submission of current capital or operating financial plans requires FTA to assign a *Low* rating to some factors and prevents FTA from rating the other factors, which results in a summary *Low* rating for local financial commitment.

Table 7. Capital Plan Rating Standards

	High	Medium-High	Medium	Medium-Low	Low
Current capital condition	- Average bus fleet age under 6 years. - Bond ratings less than 2 years old (if any) of AAA (Fitch/S&P) or Aaa (Moody's) or better	- Average bus fleet age under 6 years. - Bond ratings less than 2 years old (if any) of A (Fitch/S&P) or A2 (Moody's) or better	- Average bus fleet age under 8 years. - Bond ratings less than 2 years old (if any) of A - (Fitch/S&P) or A3 (Moody's) or better	- Average bus fleet age under 12. - Bond ratings less than 2 years old (if any) of BBB+ (Fitch/S&P) or Baa (Moody's) or better	- Average bus fleet age 12 years or more. - Bond ratings less than 2 years old (if any) of BBB (Fitch/S&P) or Baa3 (Moody's) or below
Completeness of Capital Plan	Capital plan is complete, i.e. it includes: - 20-year cash flow - All assumptions are clearly explained - High level of detail - Fleet Management Plan - Extensive sensitivity analysis - More than 5 years of historical data	Capital plan is complete, i.e. it includes: - 20-year cash flow - Key assumptions - Moderate level of detail - Fleet Management Plan - Sensitivity Analysis - More than 5 years of historical data	Capital plan is complete, i.e. it includes: - 20-year cash flow - Key assumptions - Missing some explanatory details - Fleet Management Plan - 5 years historical data	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 FD – 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 FD - 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 FD - 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 FD – 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 FD - 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 FD - 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 estimated project costs.	For FD - 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.
Capital cost estimates and 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 8. Operating Plan Rating Standards

	High	Medium-High	Medium	Medium-Low	Low
Current Operating Financial Condition	- Historical and actual positive cash flow. No cash flow shortfalls. - Current operating ratio exceeding 2.0 - No service cutbacks in recent years.	- 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.	- 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	- 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	- 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 of Operating Plan	Operating plan is complete, including: - More than 5 years of historical data - 20-year cash flow - Key assumptions identified - Extensive level of detail - Extensive sensitivity analysis	Operating plan is complete, including: - More than 5 years of historical data - 20-year cash flow - Key assumptions identified - Moderate level of detail - Sensitivity analysis	Operating plan is complete, including: - 20-year cash flow - 5 years of historical data - Key assumptions identified - Missing some explanatory detail	Operating plan is missing some key components, i.e.: - 3 years or less of historical data - 20-year cash flow - Missing key assumptions	Operating plan is missing some key components, i.e.: - No cash flow - No historical data
Commitment of O&M Funds	For FD - 100% of the funds needed to operate and maintain the proposed transit system are committed. For PE – Over 75% of the funds needed to operate and maintain the proposed transit system are committed or budgeted. The remaining funds are planned.	For FD - Over 75% of the funds needed to operate and maintain the proposed transit system are committed. The remaining funds are budgeted. For PE - Over 50% of the funds needed to operate and maintain the proposed transit system are committed or budgeted. The remaining funds are planned.	For FD – 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 FD - 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 FD - Sponsor has not yet received any 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 transit system.
O&M Funding Capacity	- Projected cash balances, reserve accounts, or access to a line of credit exceeding 50 percent (6 months) of annual operating expenses.	- Projected cash balances, reserve accounts, or access to a line of credit exceeding 25 percent (3 months) of annual operating expenses.	- Projected cash balances, reserve accounts, or access to a line of credit exceeding 12 percent (1.5 months) of annual operating expenses.	- Projected cash balances, reserve accounts, or access to a line of credit are less than 8 percent (1 month) of annual operating expenses.	- Projected cash balances are insufficient to maintain balanced budgets.
Operating Cost Estimates and 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.

Summary Financial Rating

Once measure-specific ratings have been determined, FTA 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 accounts for 30 percent of the rating. These ratings are combined, and converted into a preliminary summary financial rating of "high," "medium high," "medium," "medium-low," or "low."

In addition to the financial rating considerations and weights described above, FTA applies the following decision rules to ensure that all *Recommended* New Starts projects possess adequate non-New Starts funding commitments and the overall financial capacity to comply with Congressional and Administration policies:

- If the New Starts share is greater than 60 percent, the summary financial rating will be "low."
- If the New Starts share is greater than 50 but less than 60 percent, the summary financial rating cannot be higher than "medium."
- If either of a proposed project's capital or operating finance plan receives a "medium-low" or "low" rating, the summary financial rating for the project cannot be higher than a "medium-low."
- To receive a summary financial rating of "medium-high," both the capital and operating finance plans must be rated at least "medium-high."

Appendices

The remainder of this report is in two parts. Appendix A describes the projects that are already have an FFGA and the projects in preliminary engineering, final design, or construction, which have been subject to this evaluation process. Appendix B briefly describes studies for projects that were authorized in the Transportation Equity Act for the 21st Century (TEA-21) that are not reported in Appendix A, or projects that have received New Starts appropriations.

Appendix A
Annual Report on New Starts 2006

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*,

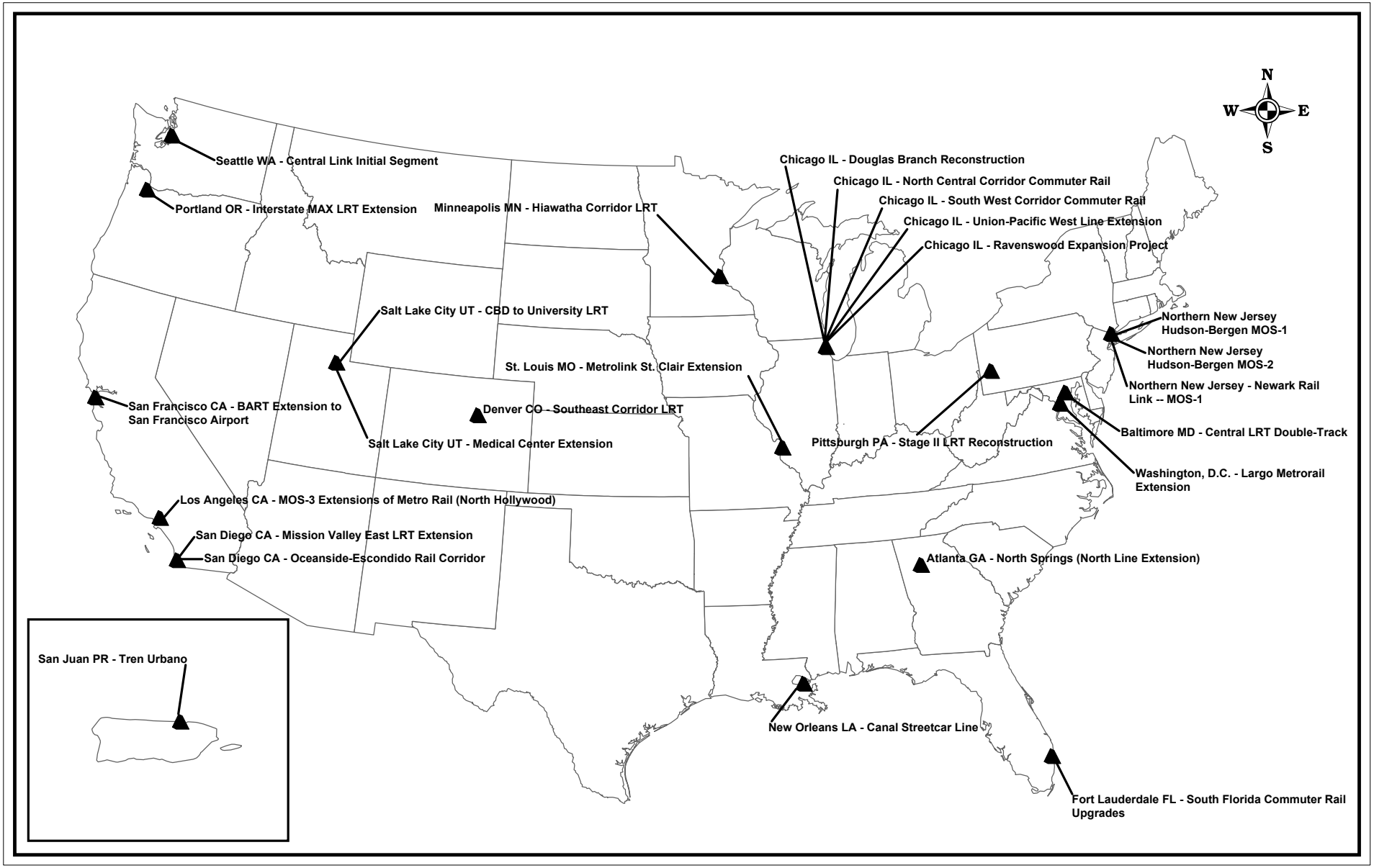
Recommended, or *Not Recommended* assigned to the proposed project, as well as the overall ratings for project justification and local financial commitment.

(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.

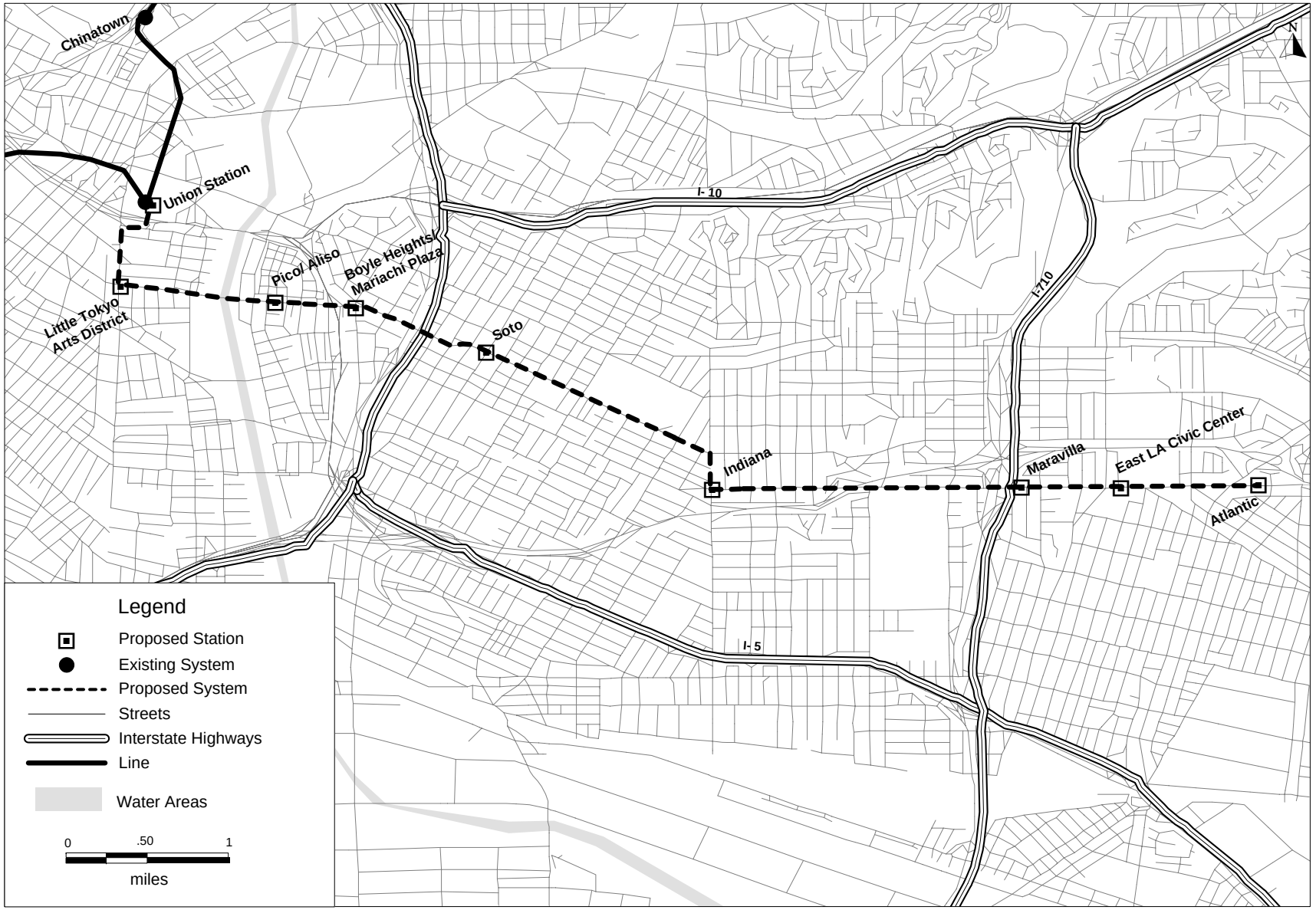
Profiles of projects which are "exempt" from evaluation against the New Starts criteria include only the description and status sections. Additionally, profiles for projects covered by FFGAs include only these first two sections, because projects are not re-evaluated once a funding agreement is in place.

Existing Full Funding Grant Agreements



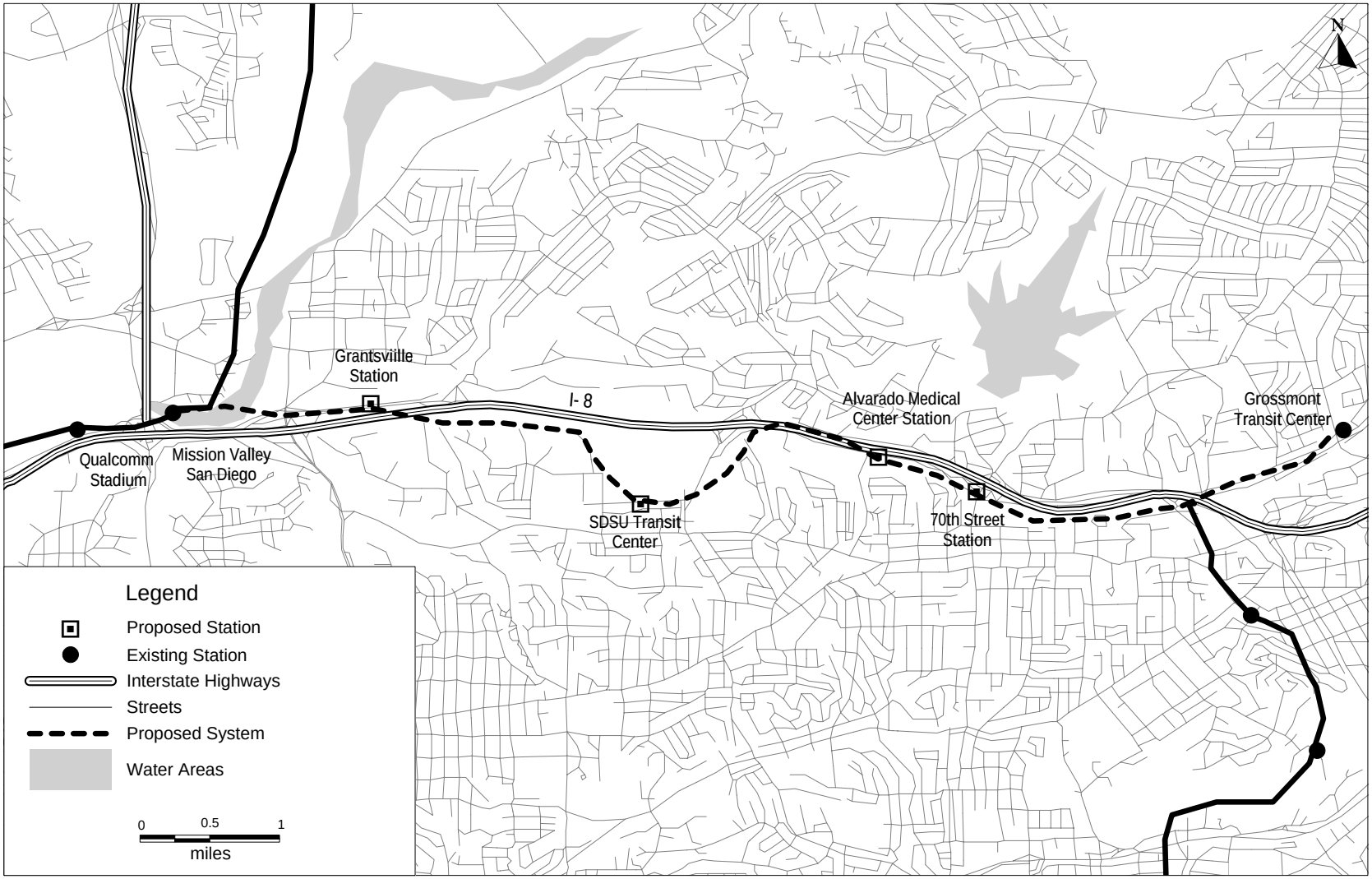
Metro Gold Line East Side Extension

Los Angeles, California



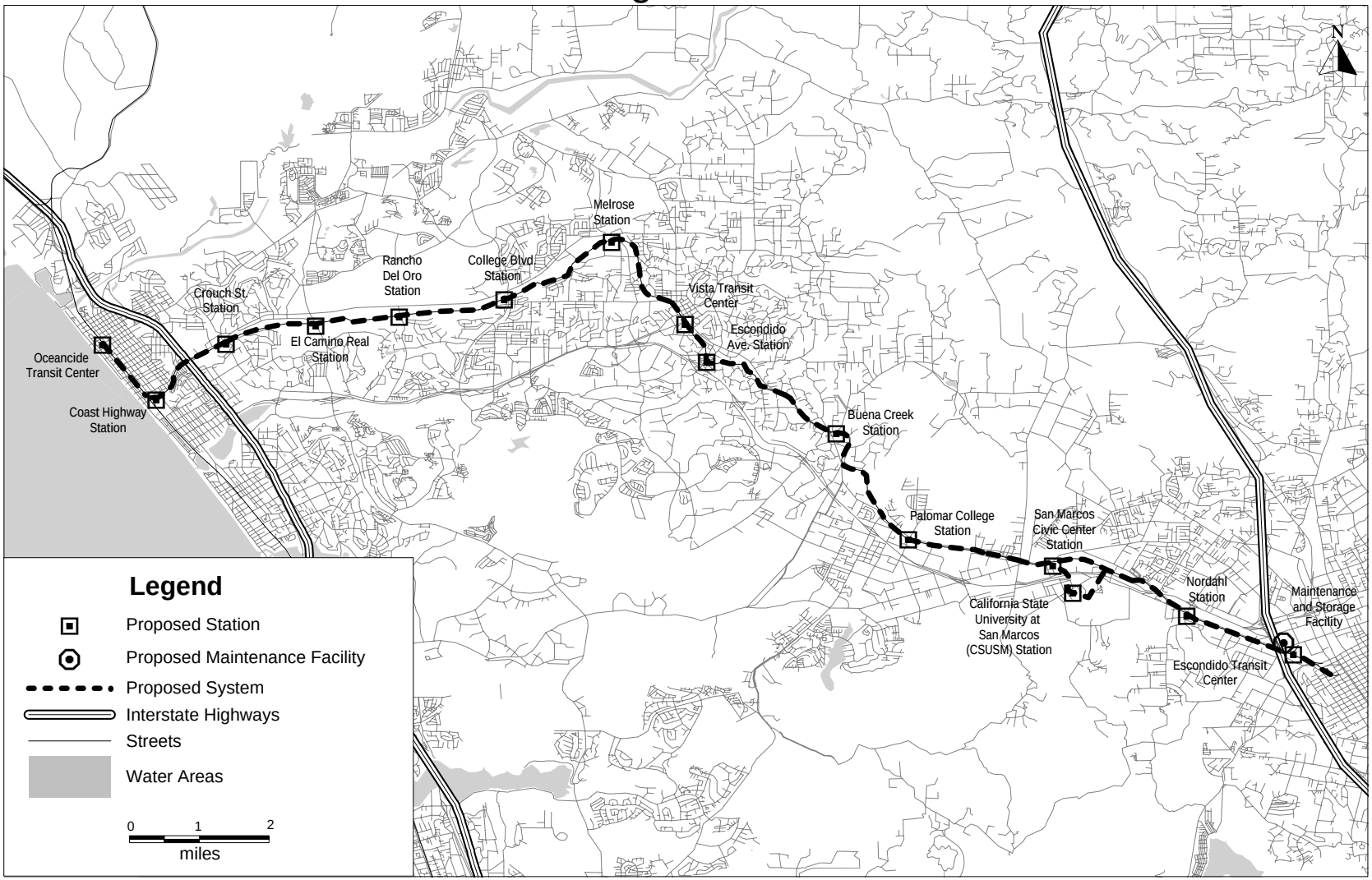
Mission Valley East LRT Extension

San Diego, California



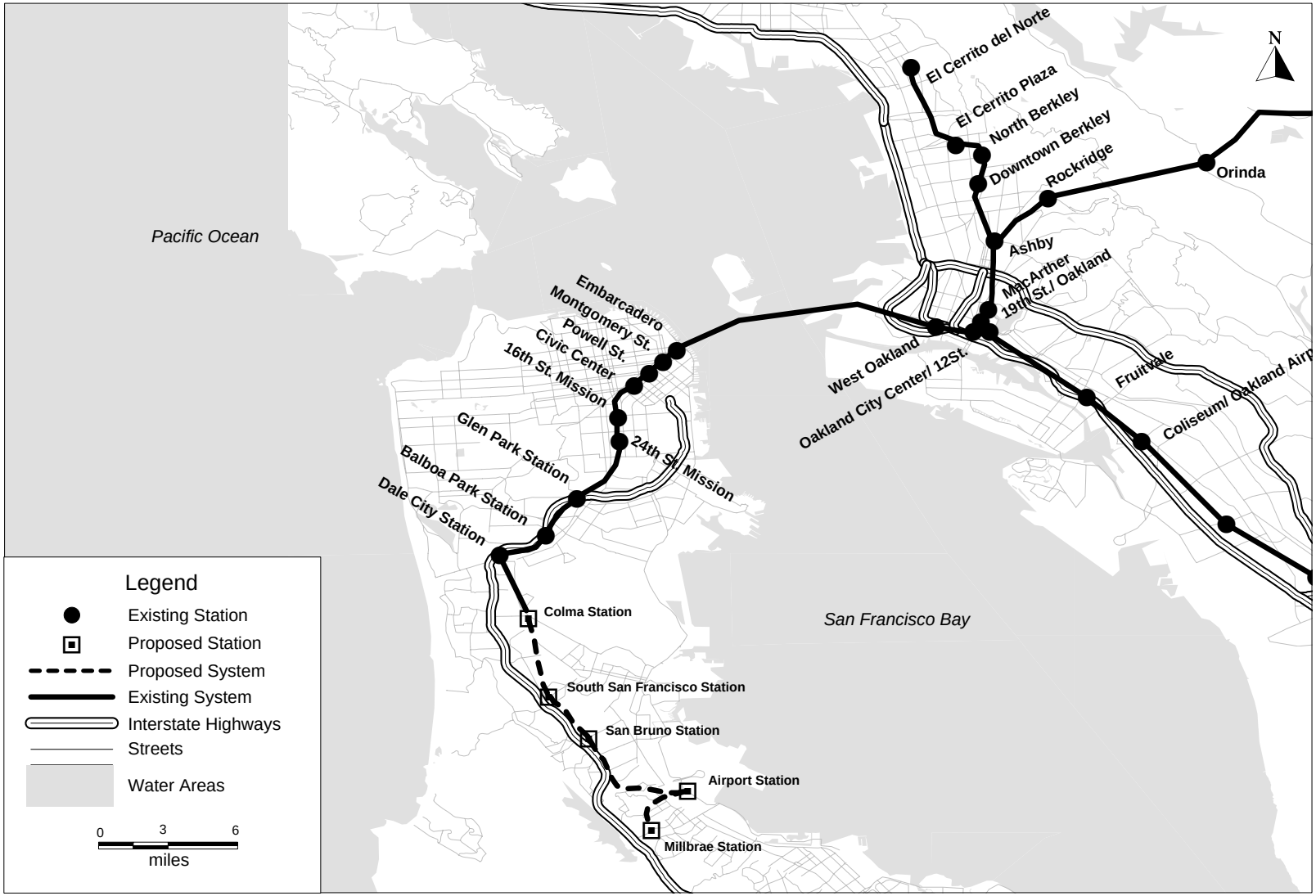
Oceanside - Escondido Rail Corridor

San Diego, California



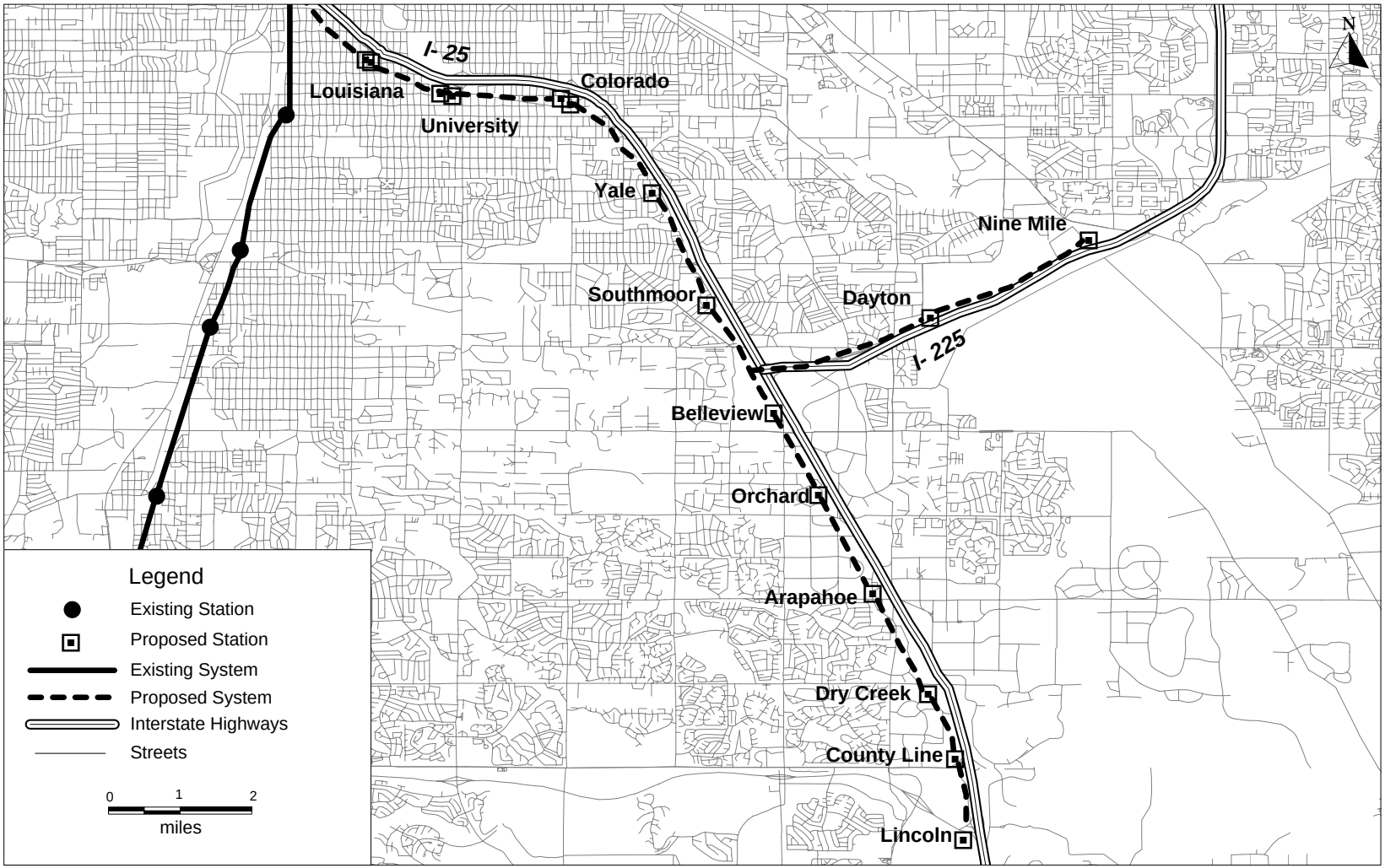
BART Extension to San Francisco Airport

San Francisco, California



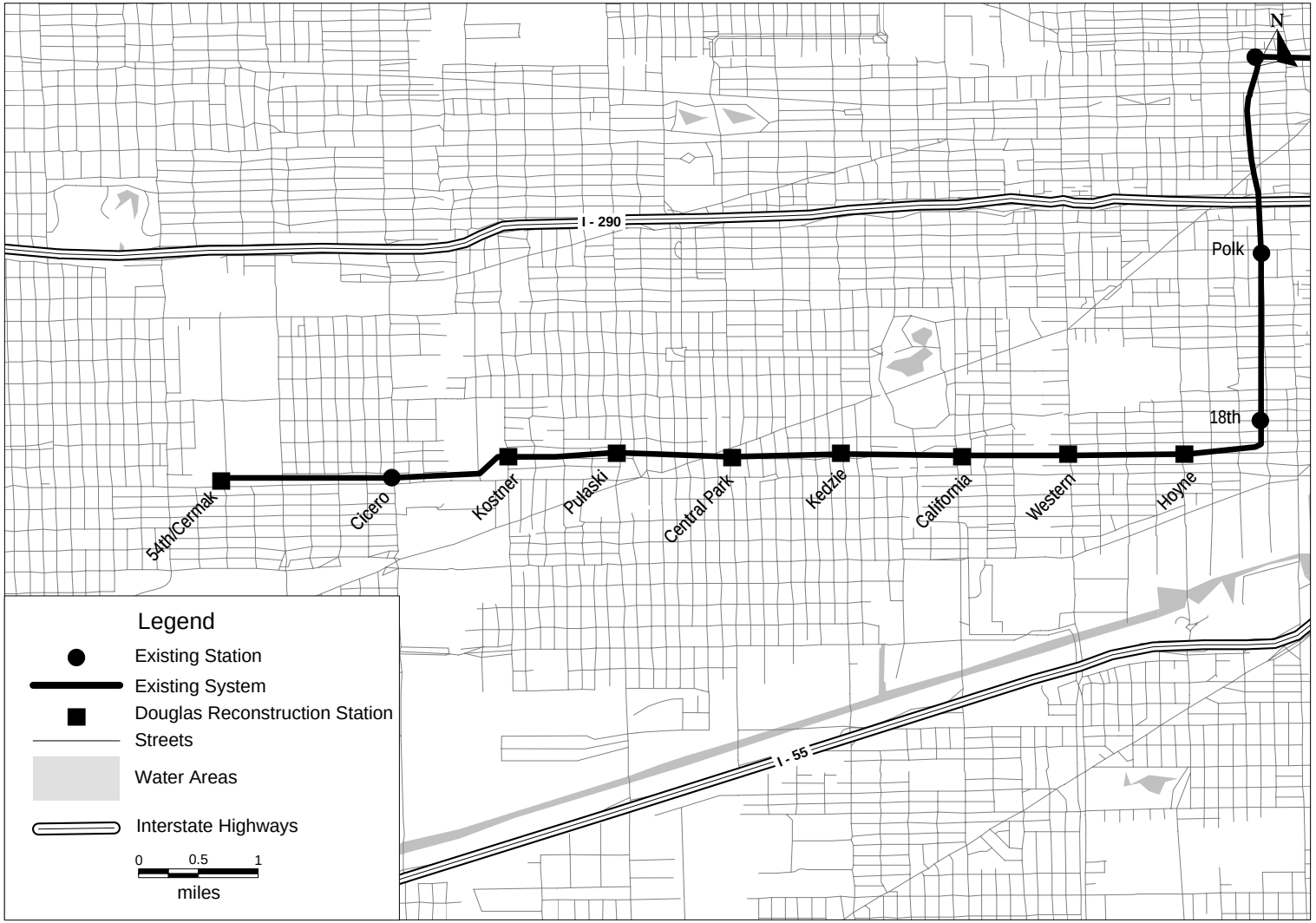
Southeast Corridor LRT

Denver, Colorado



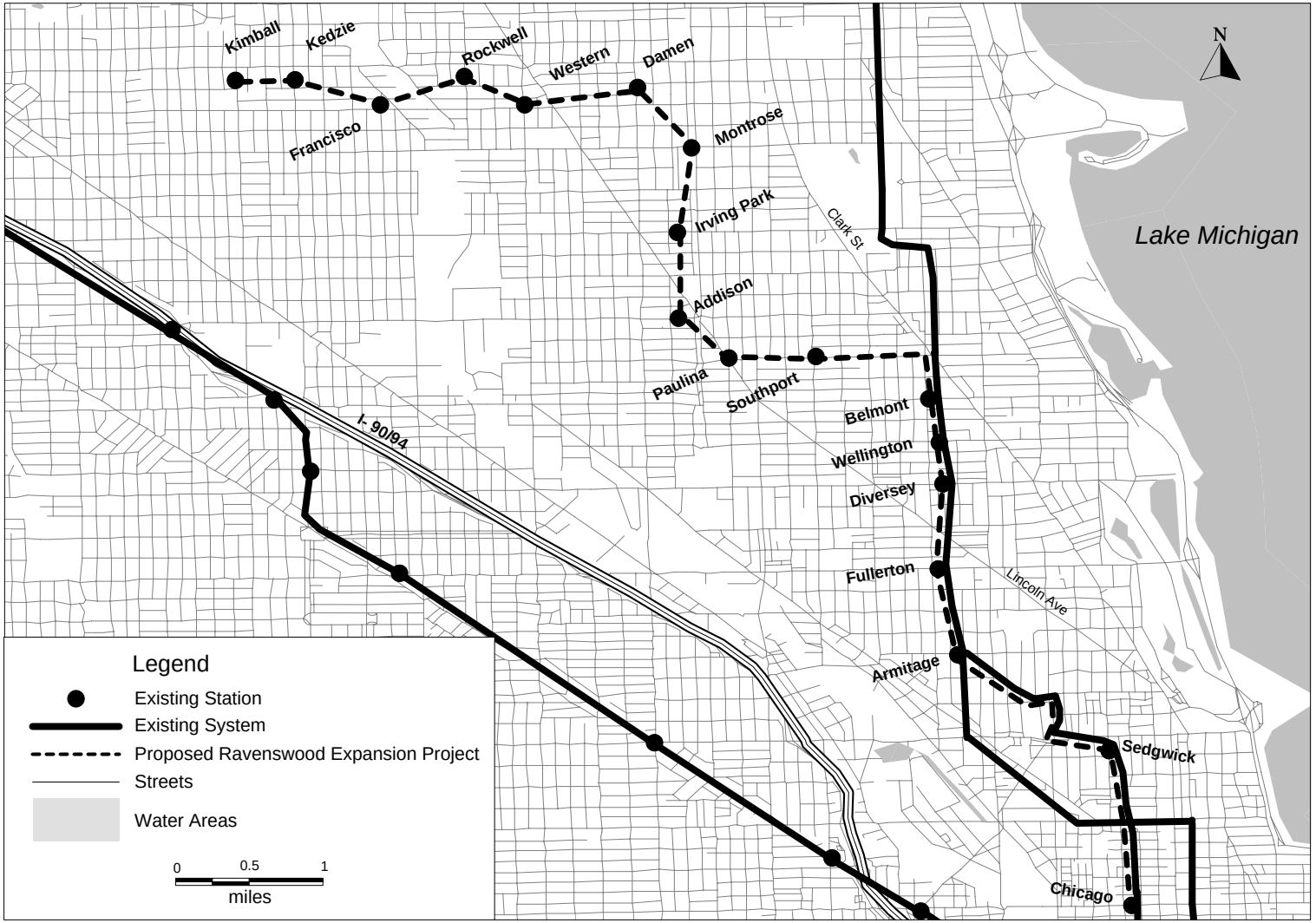
Douglas Branch Reconstruction

Chicago, Illinois



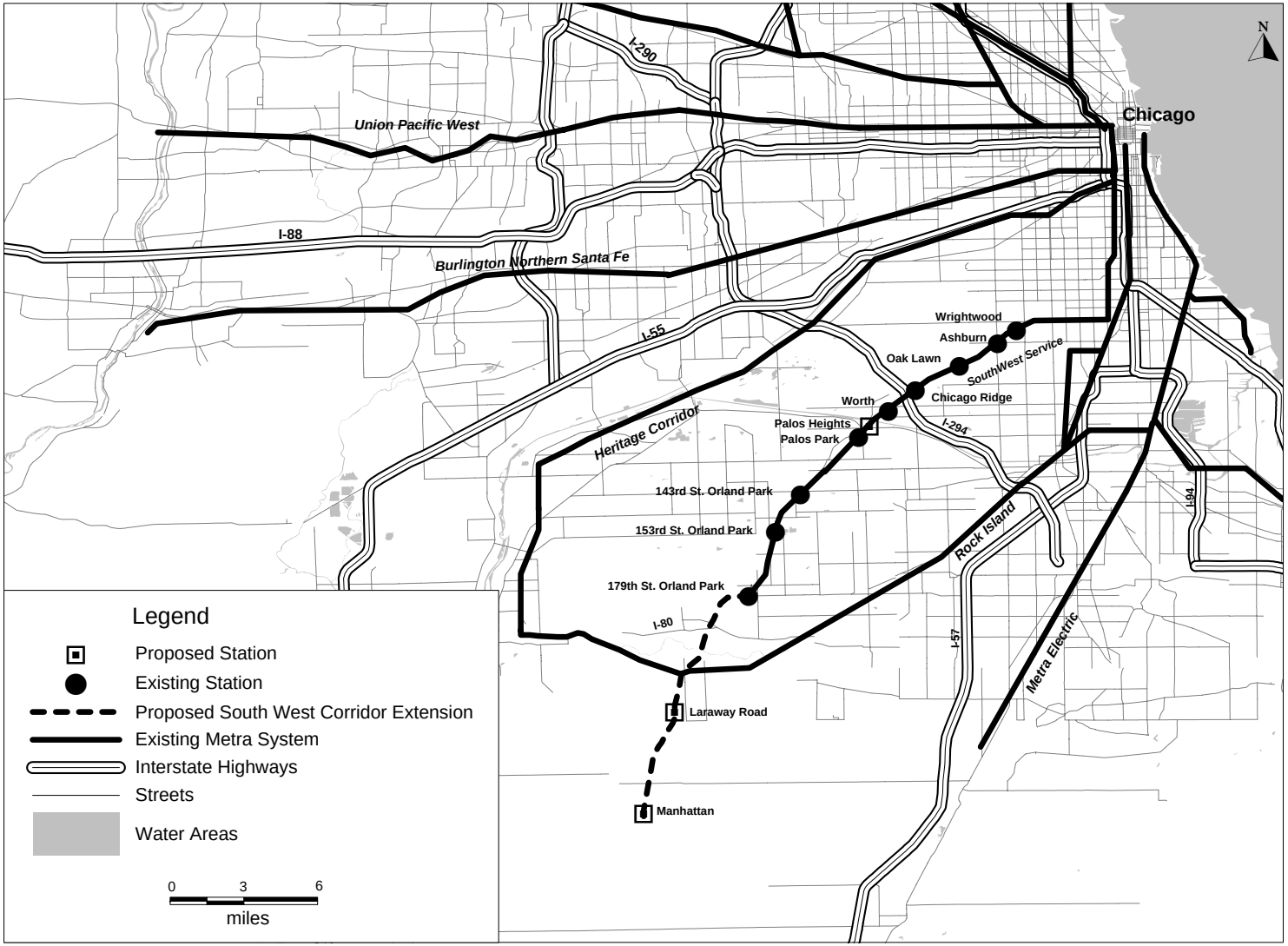
Ravenswood Line Extension

Chicago, Illinois



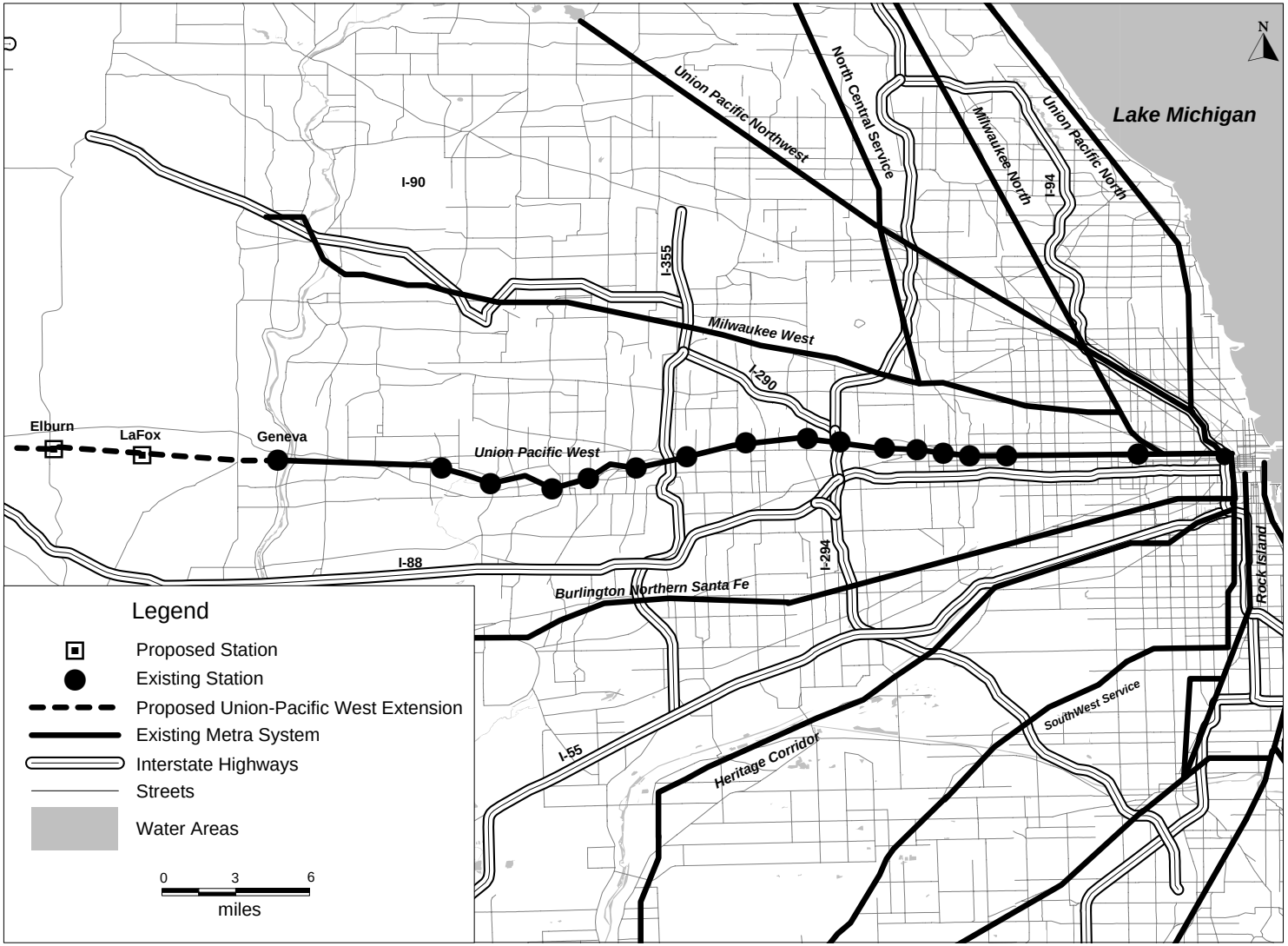
South West Corridor Commuter Rail

Chicago, Illinois



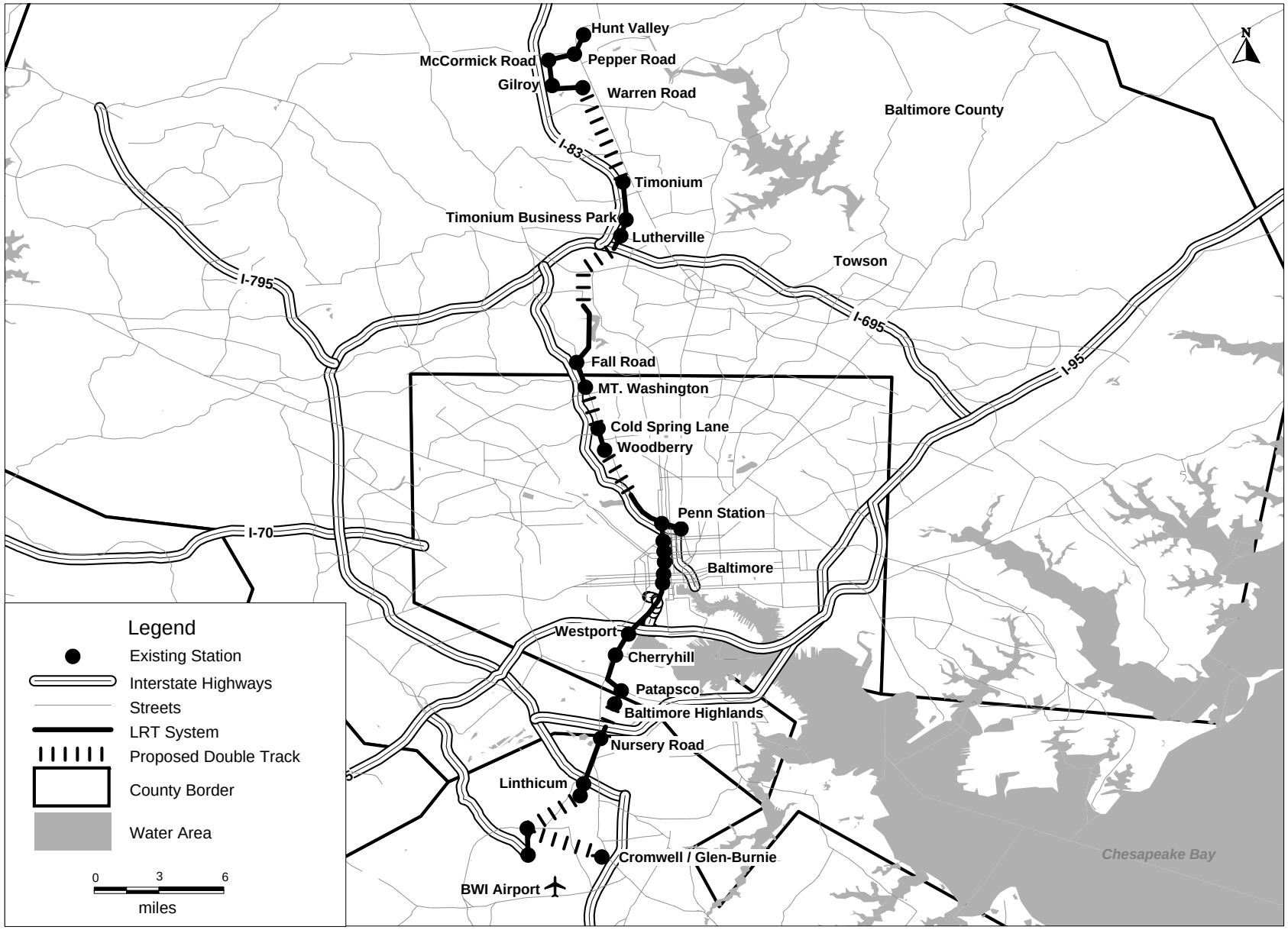
Union-Pacific West Line Extension

Chicago, Illinois



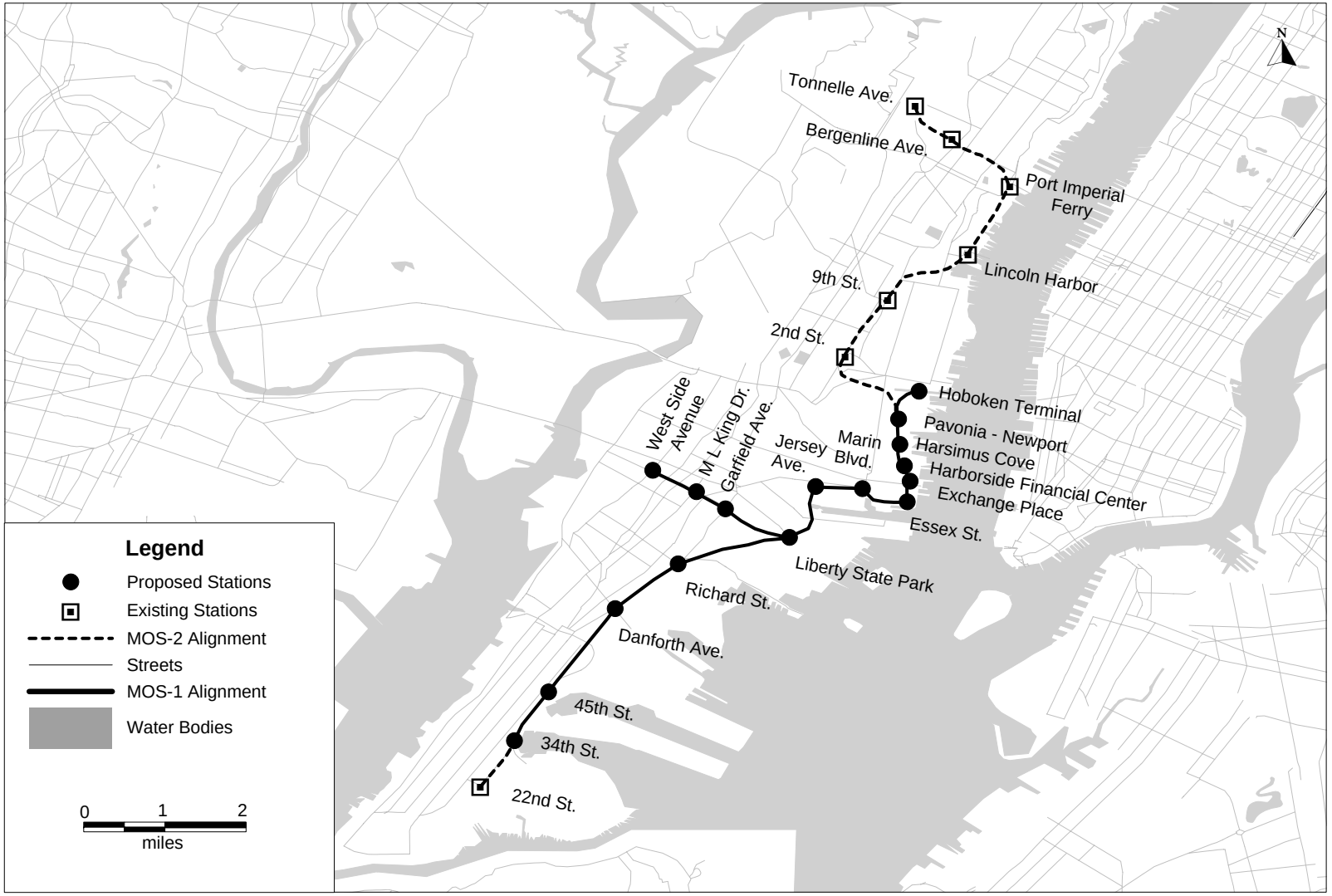
Central LRT Double-Track

Baltimore, Maryland



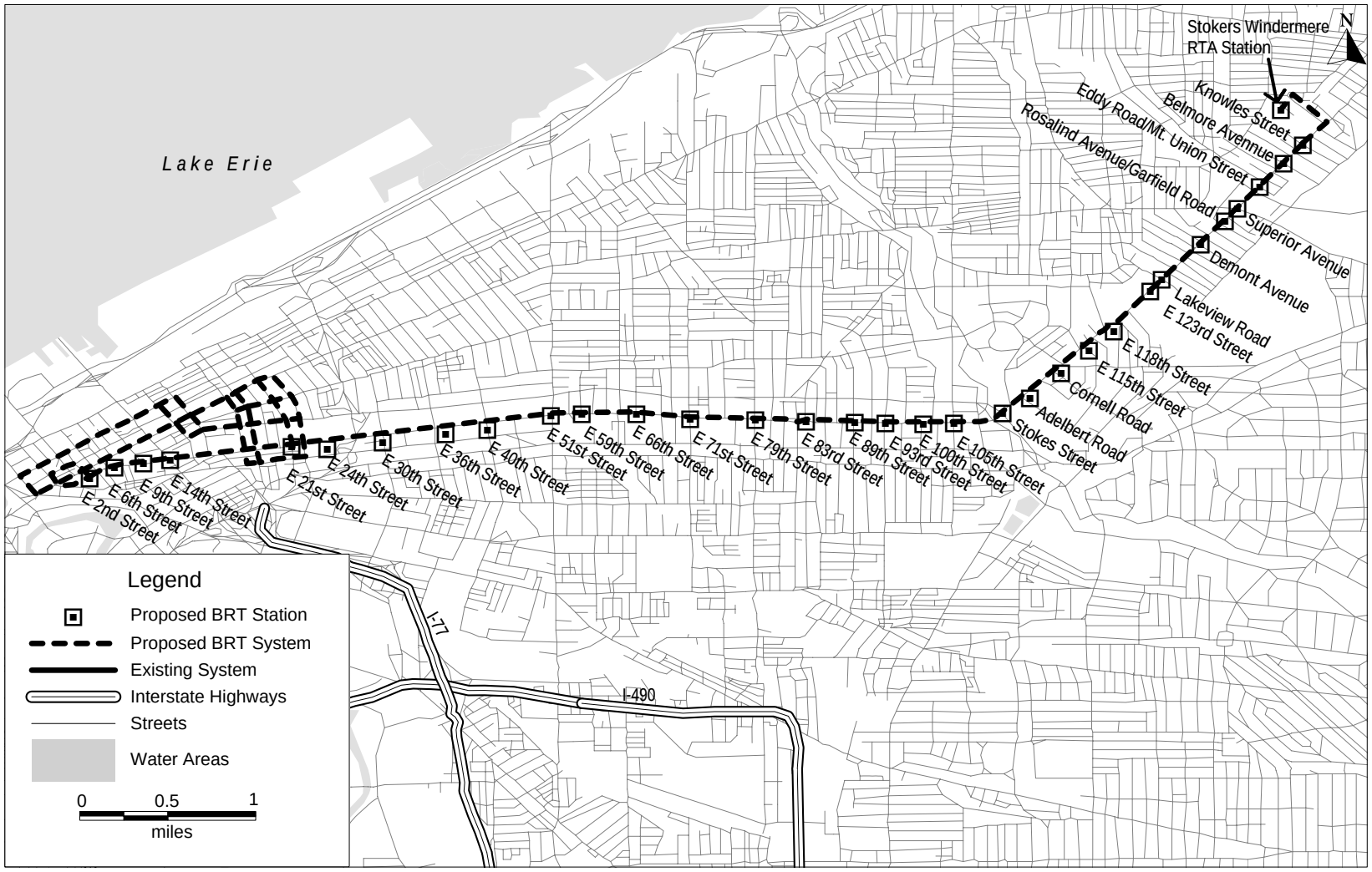
Hudson-Bergen MOS-2

Northern New Jersey



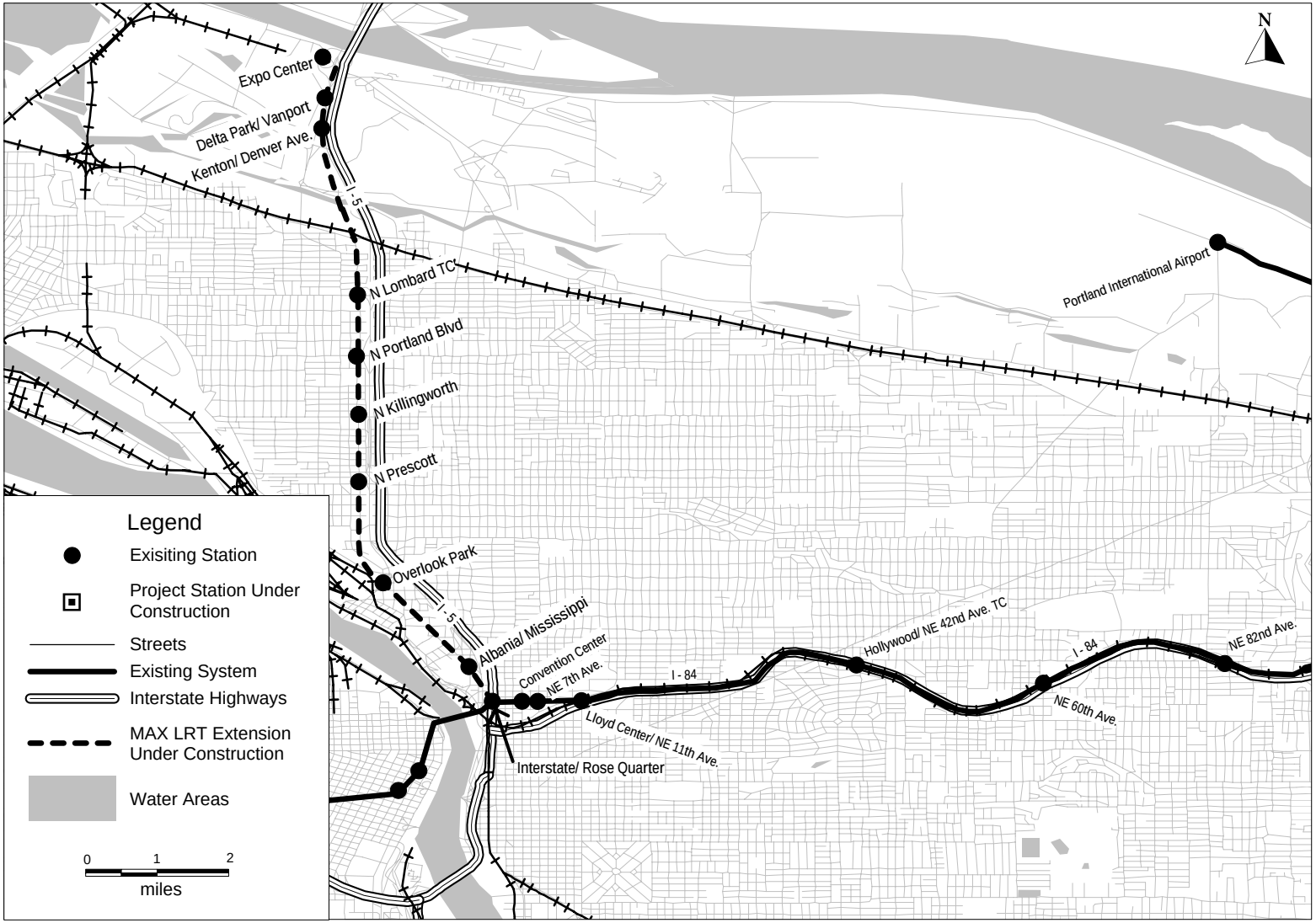
Euclid Corridor Transportation Project

Cleveland, Ohio



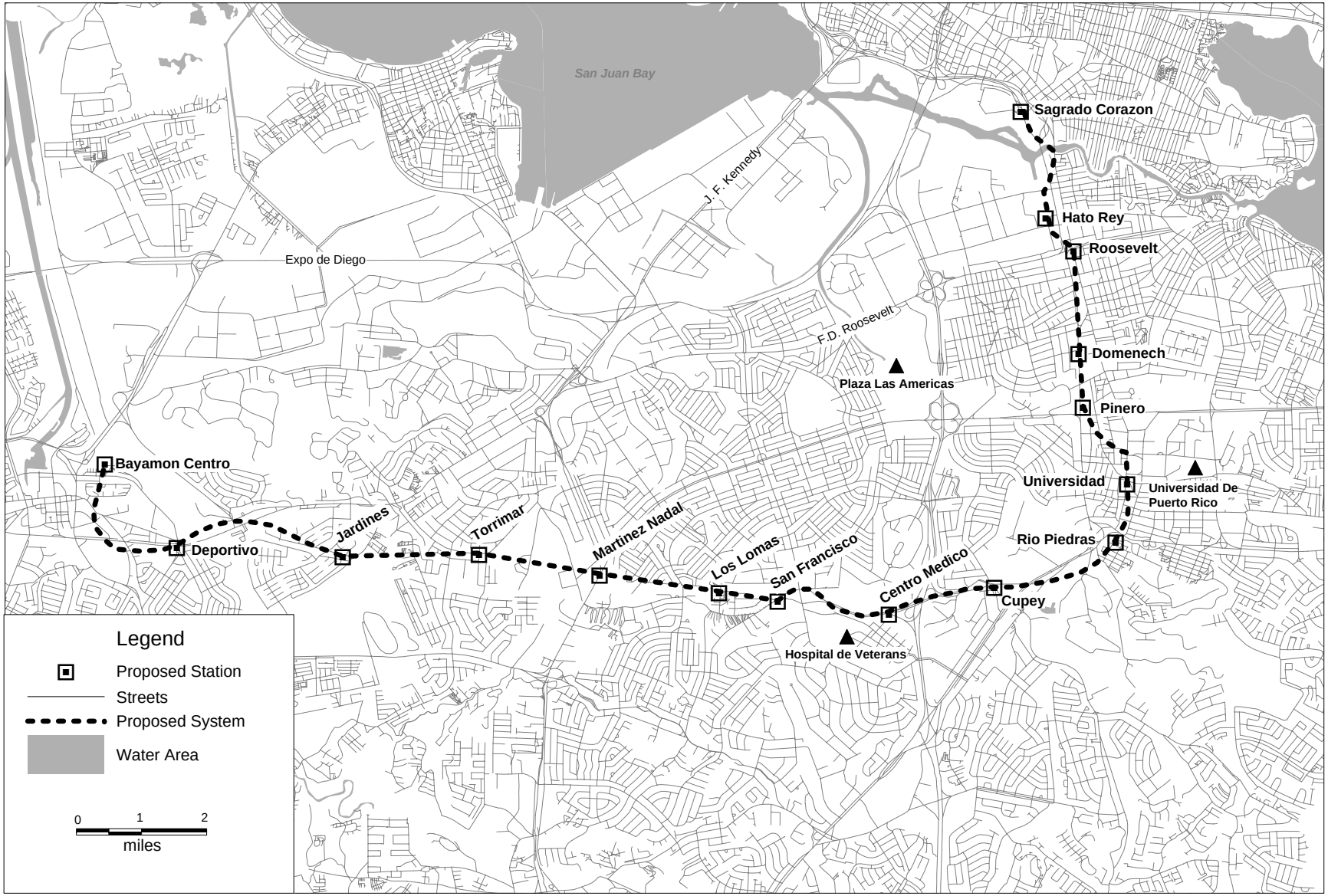
Interstate MAX LRT Extension

Portland, Oregon



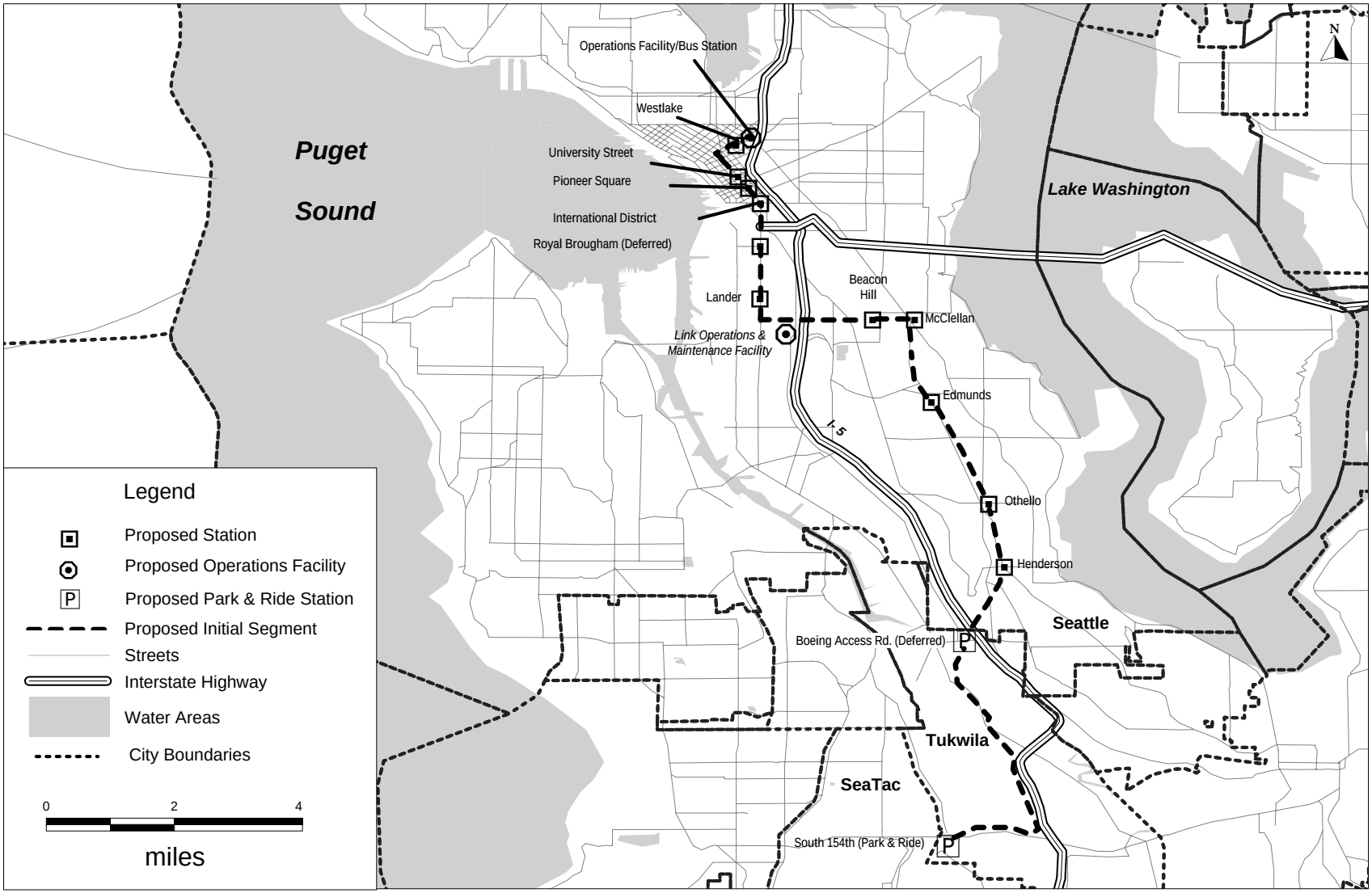
Tren Urbano

San Juan, Puerto Rico

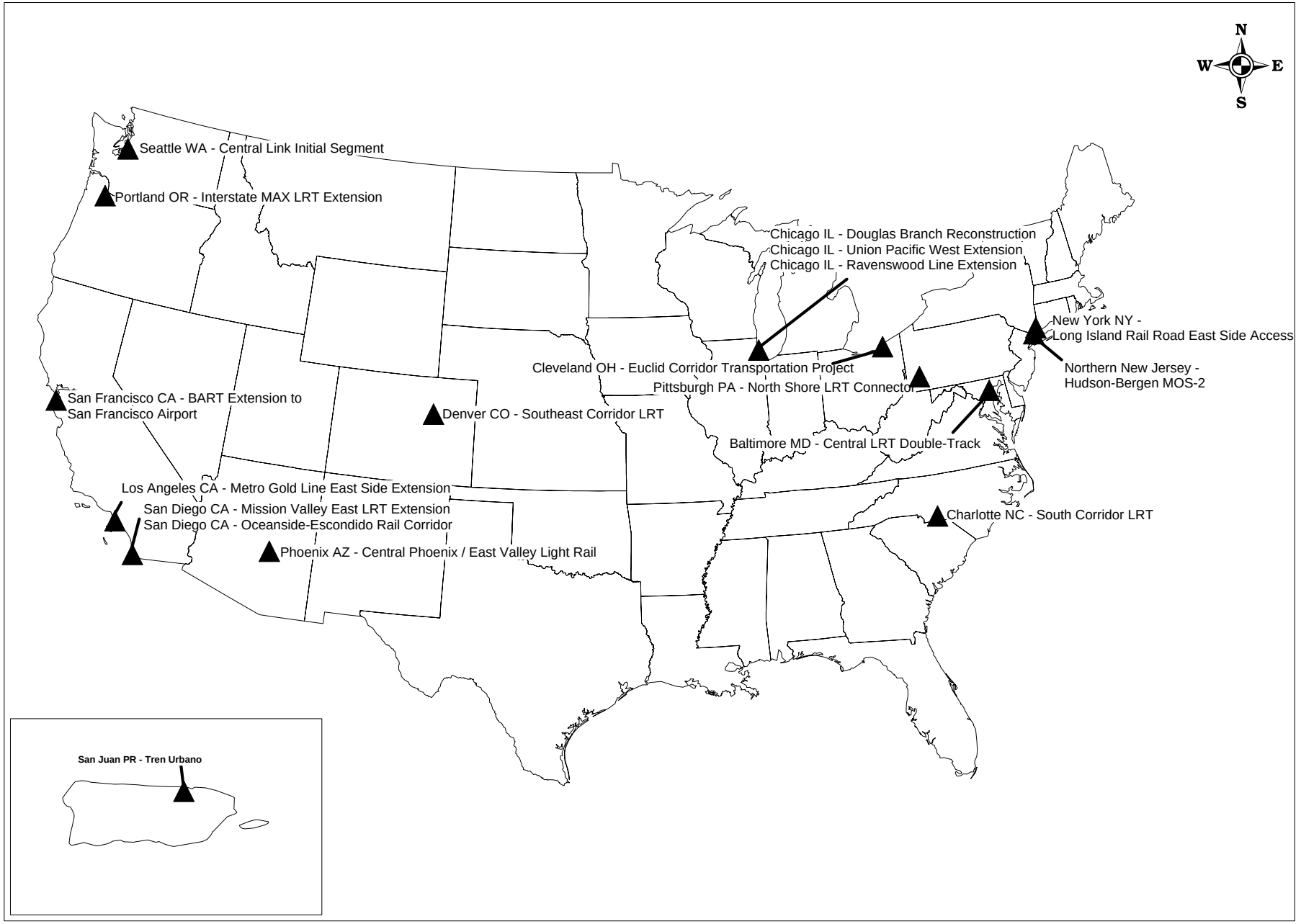


Central Link Initial Segment

Seattle, Washington

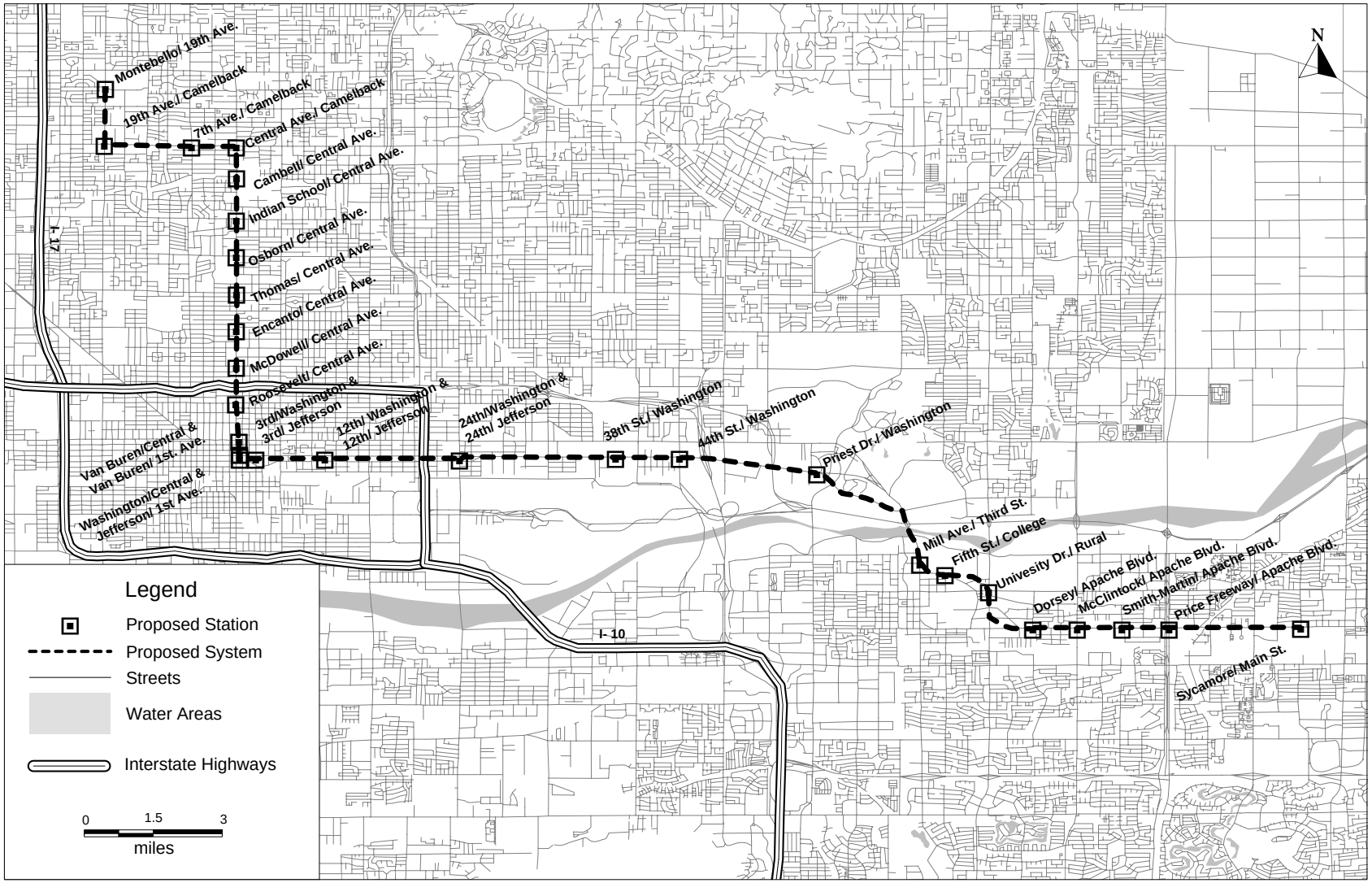


Existing and Pending Full Funding Grant Agreements



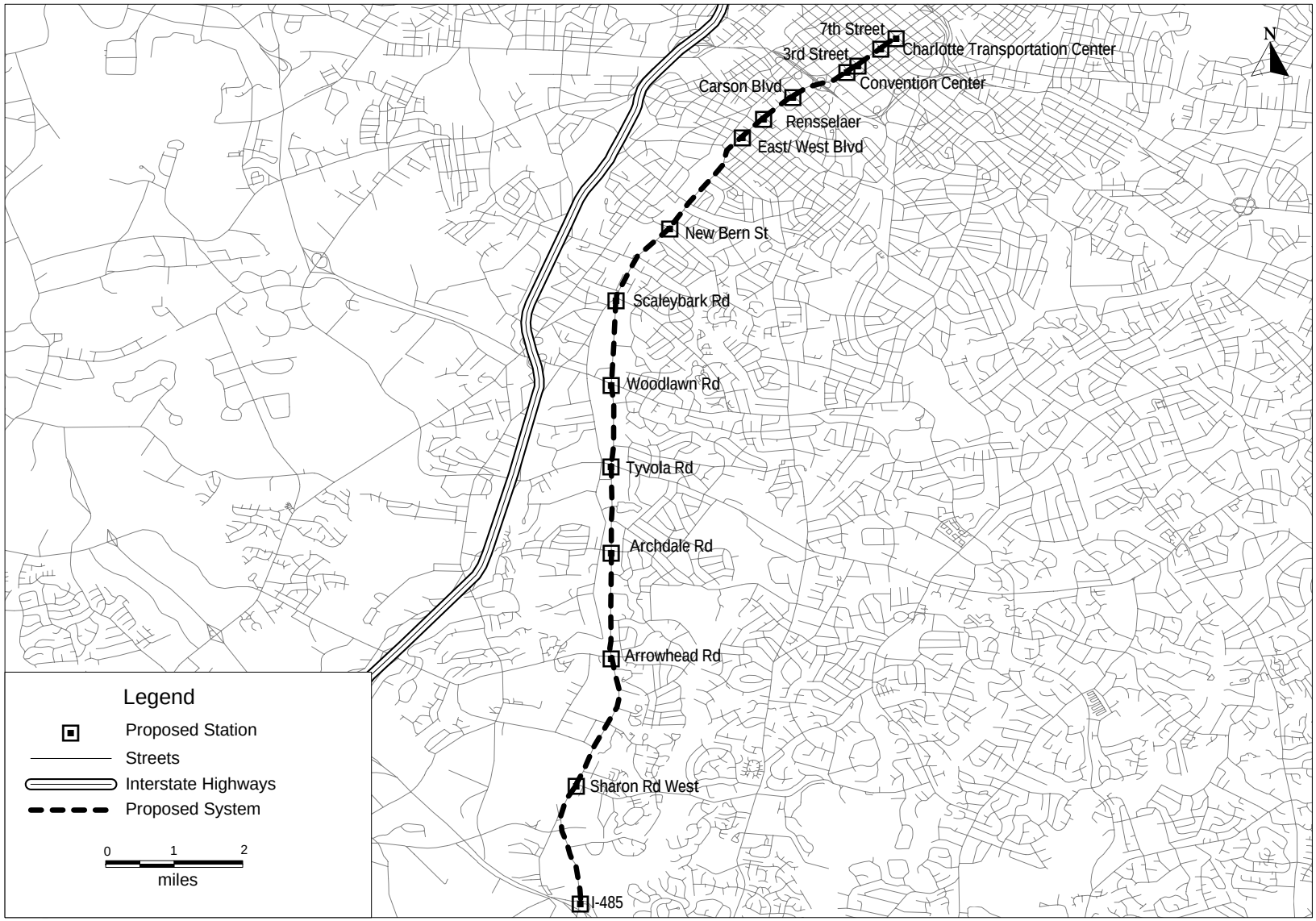
Central Phoenix / East Valley LRT Corridor

Phoenix, Arizona



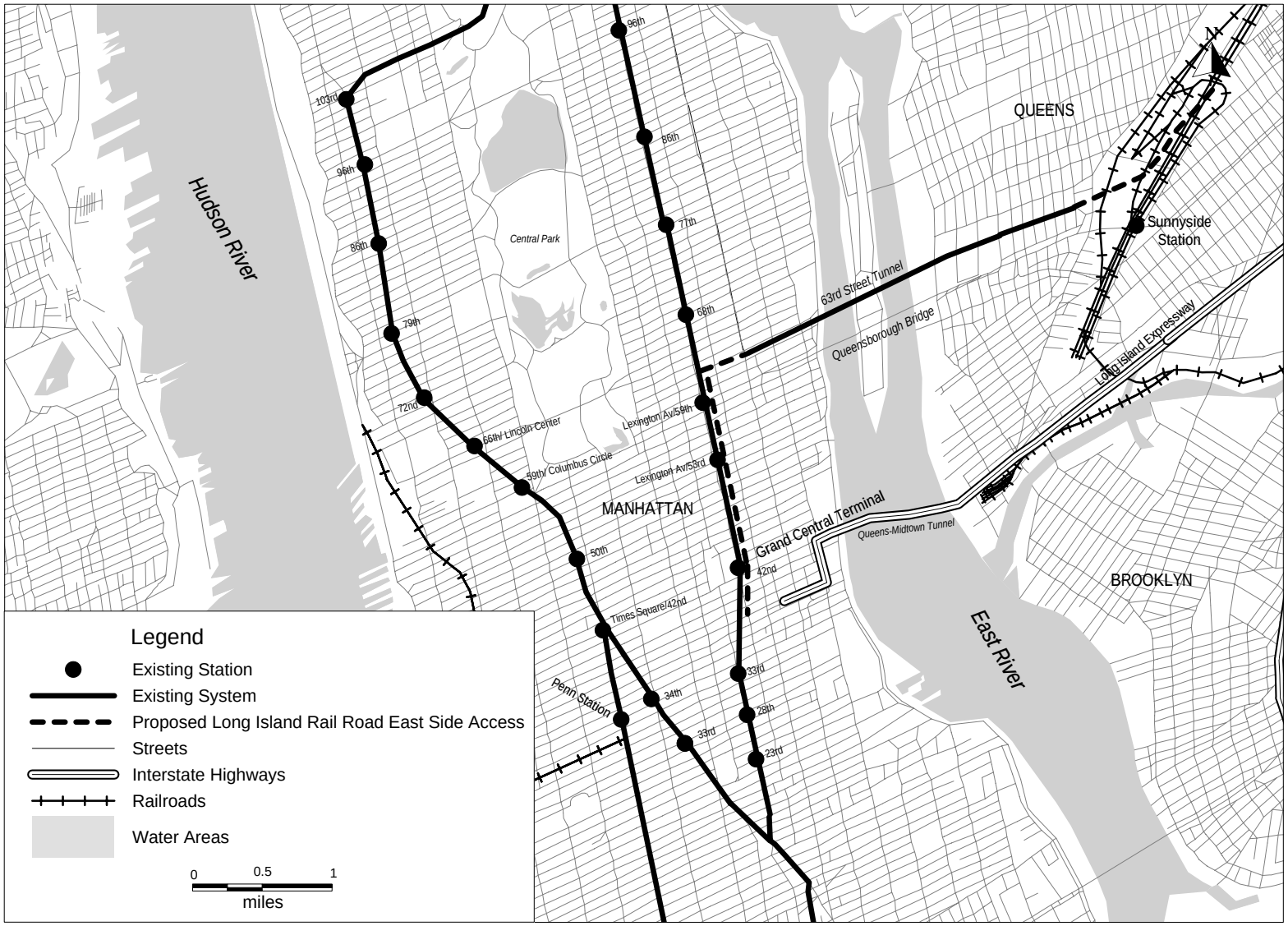
South Corridor LRT

Charlotte, North Carolina



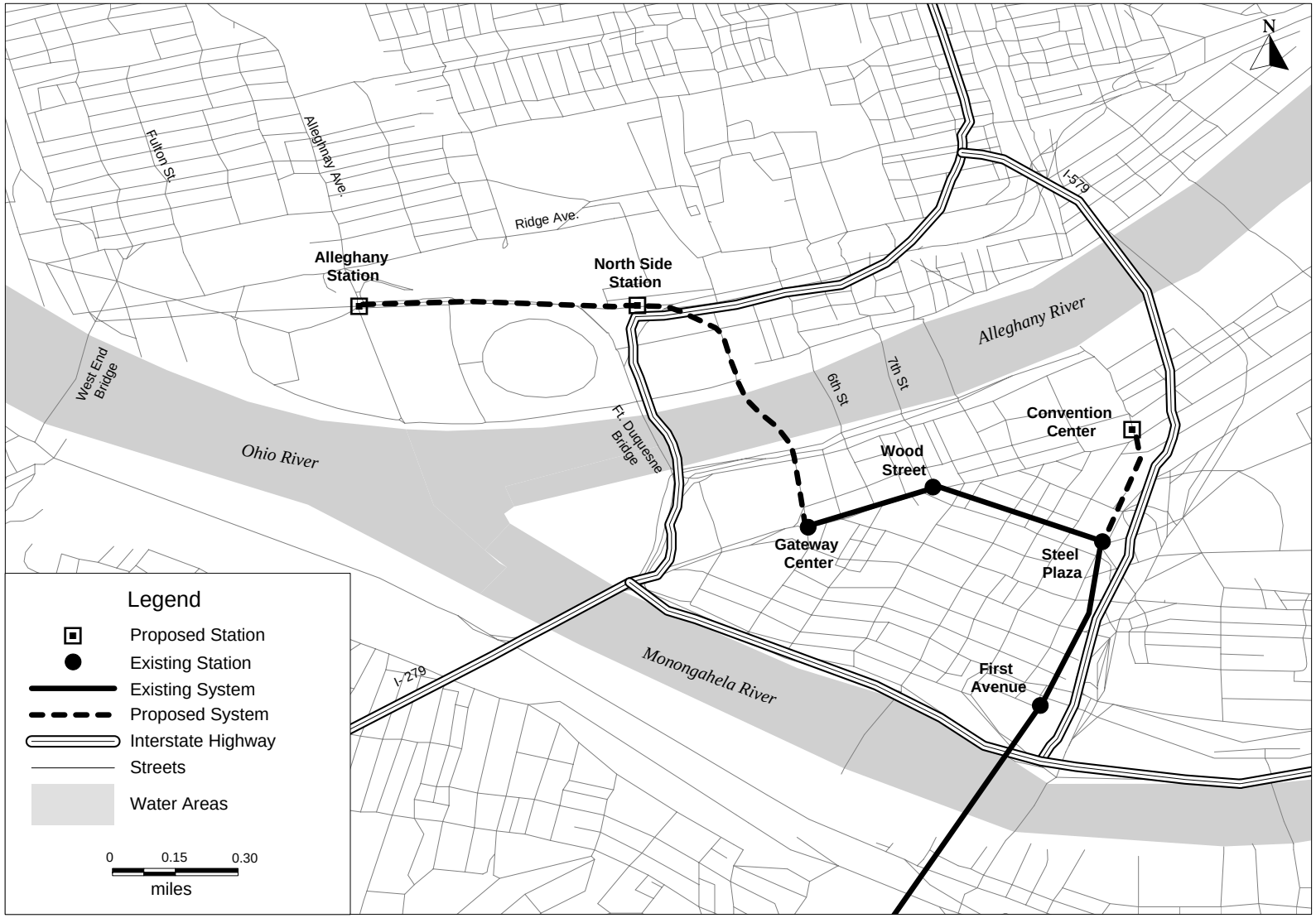
Long Island Rail Road East Side Access

New York, New York



North Shore LRT Connector

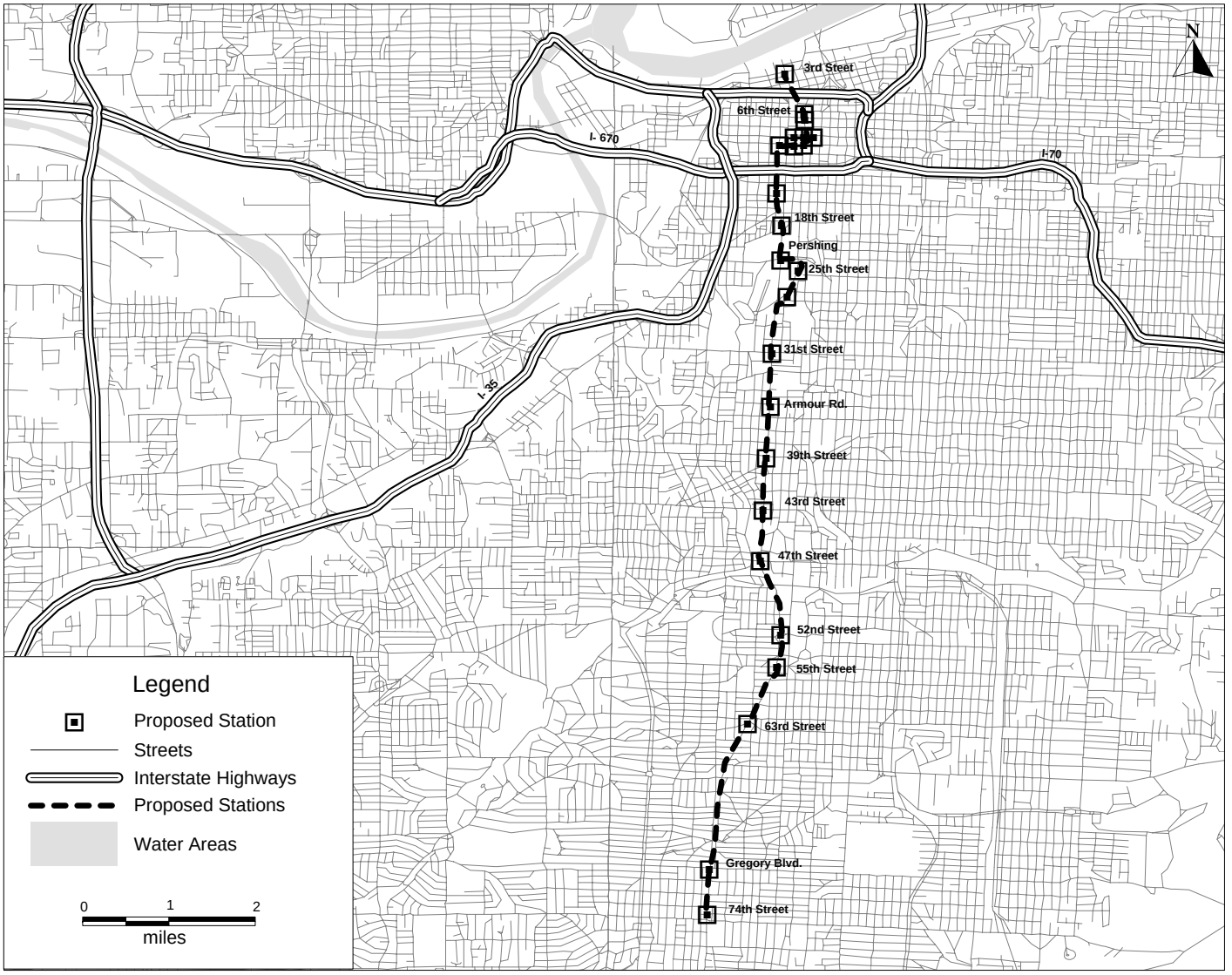
Pittsburgh, Pennsylvania



New Starts Projects in Final Design

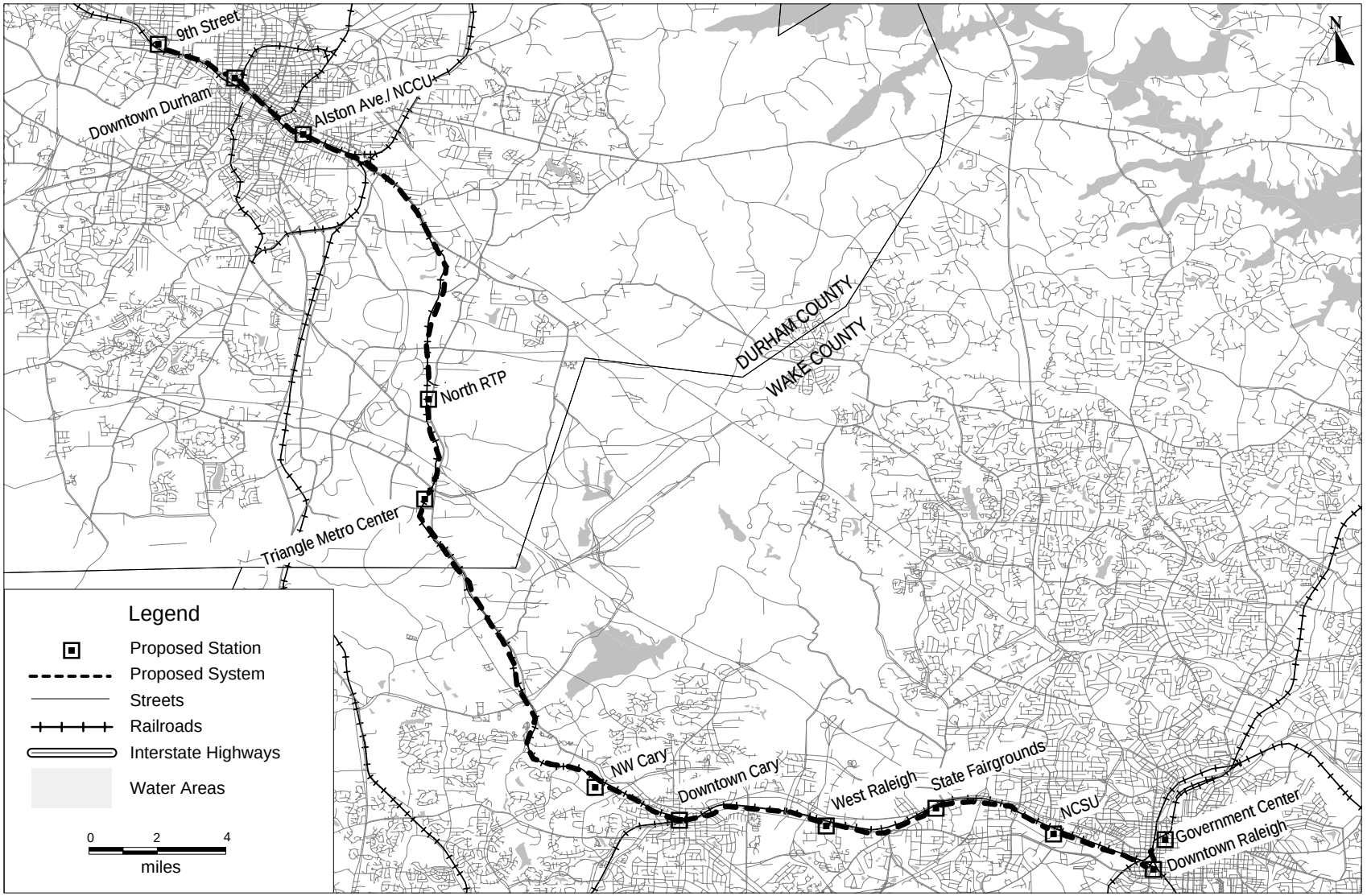
Southtown BRT

Kansas City, Missouri



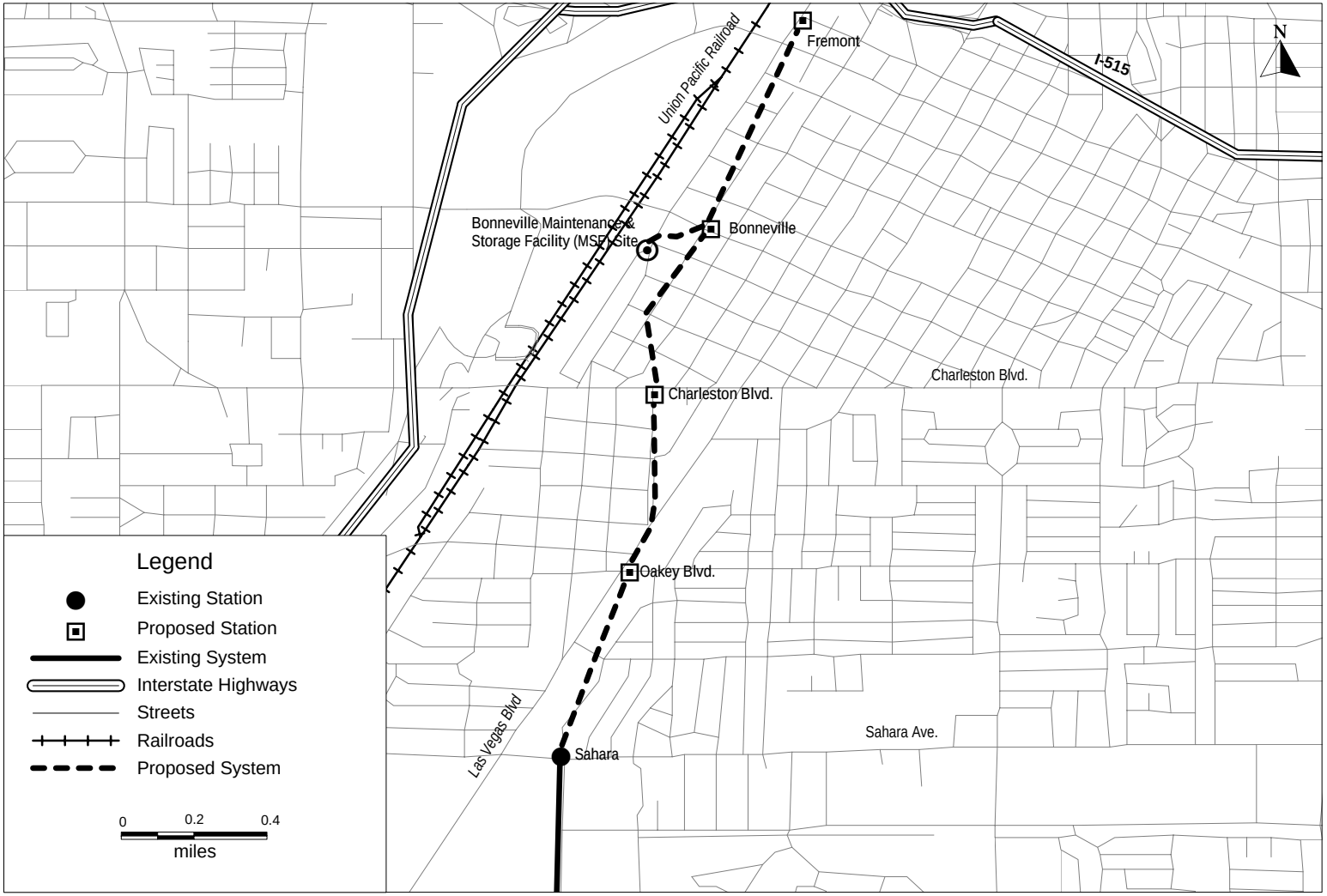
Regional Rail System

Raleigh - Durham, North Carolina



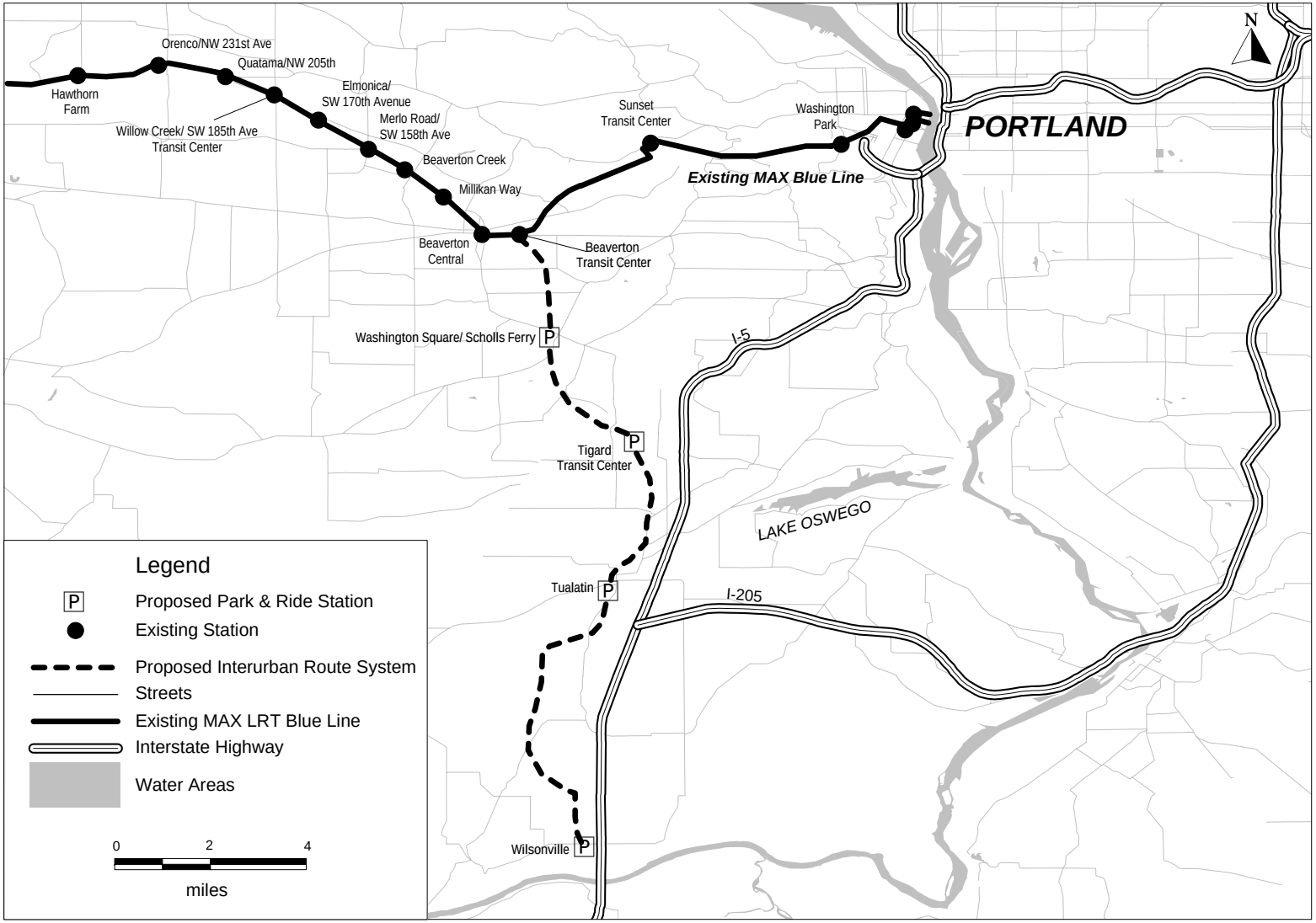
Resort Corridor Downtown Extension

Las Vegas, Nevada



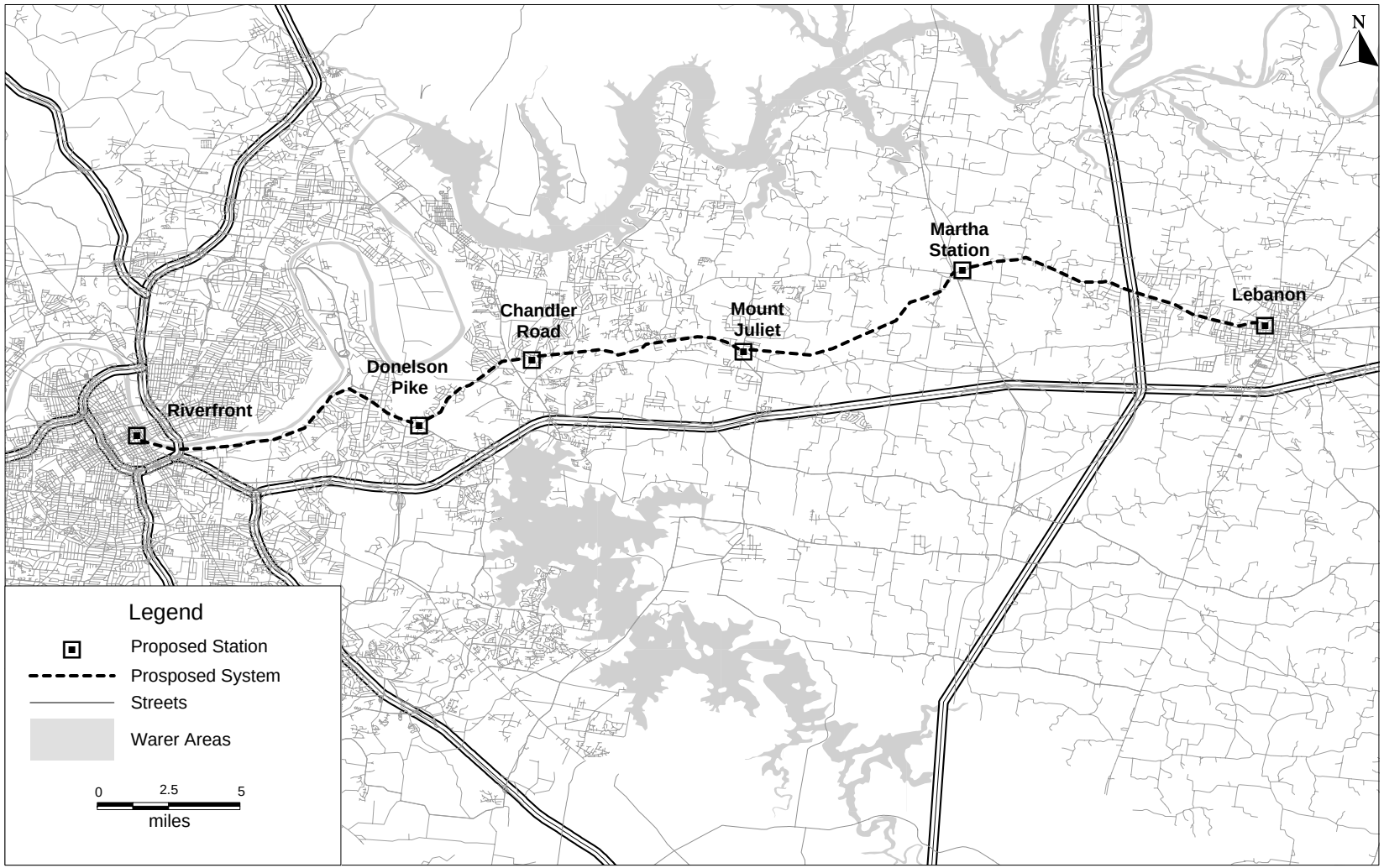
Wilsonville to Beaverton Commuter Rail

Washington County, Oregon

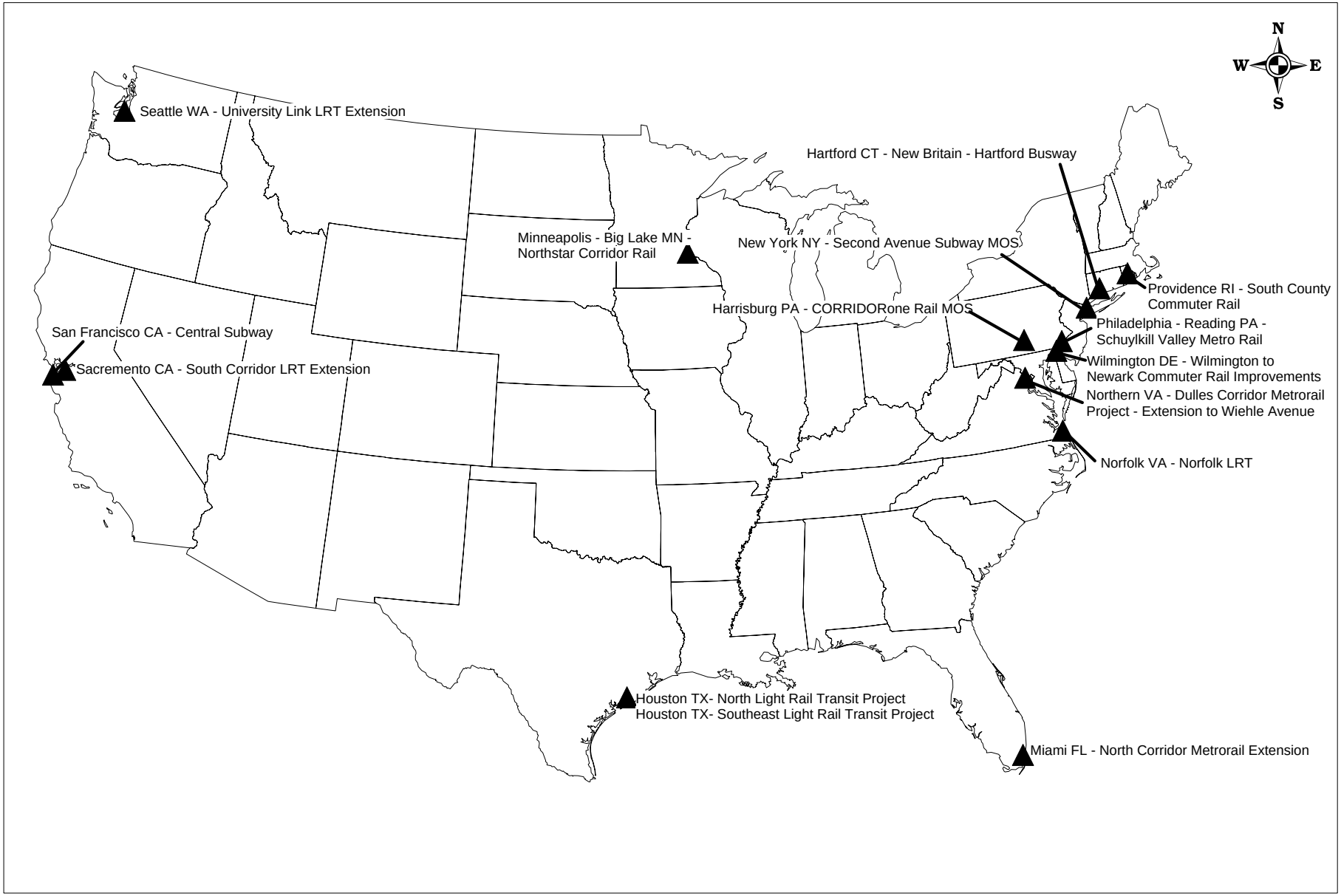


East Corridor Commuter Rail

Nashville, Tennessee

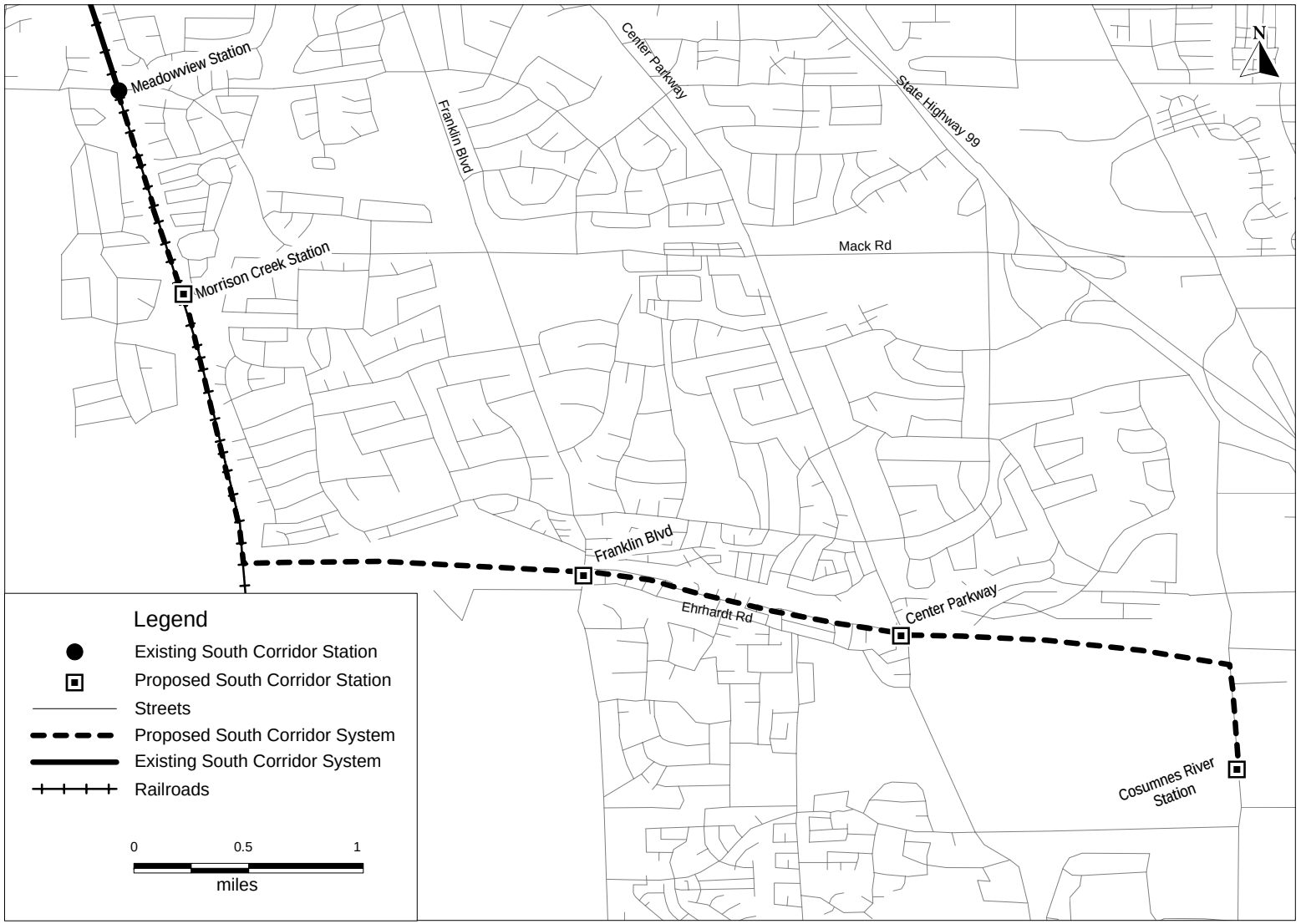


New Starts Projects in Preliminary Engineering



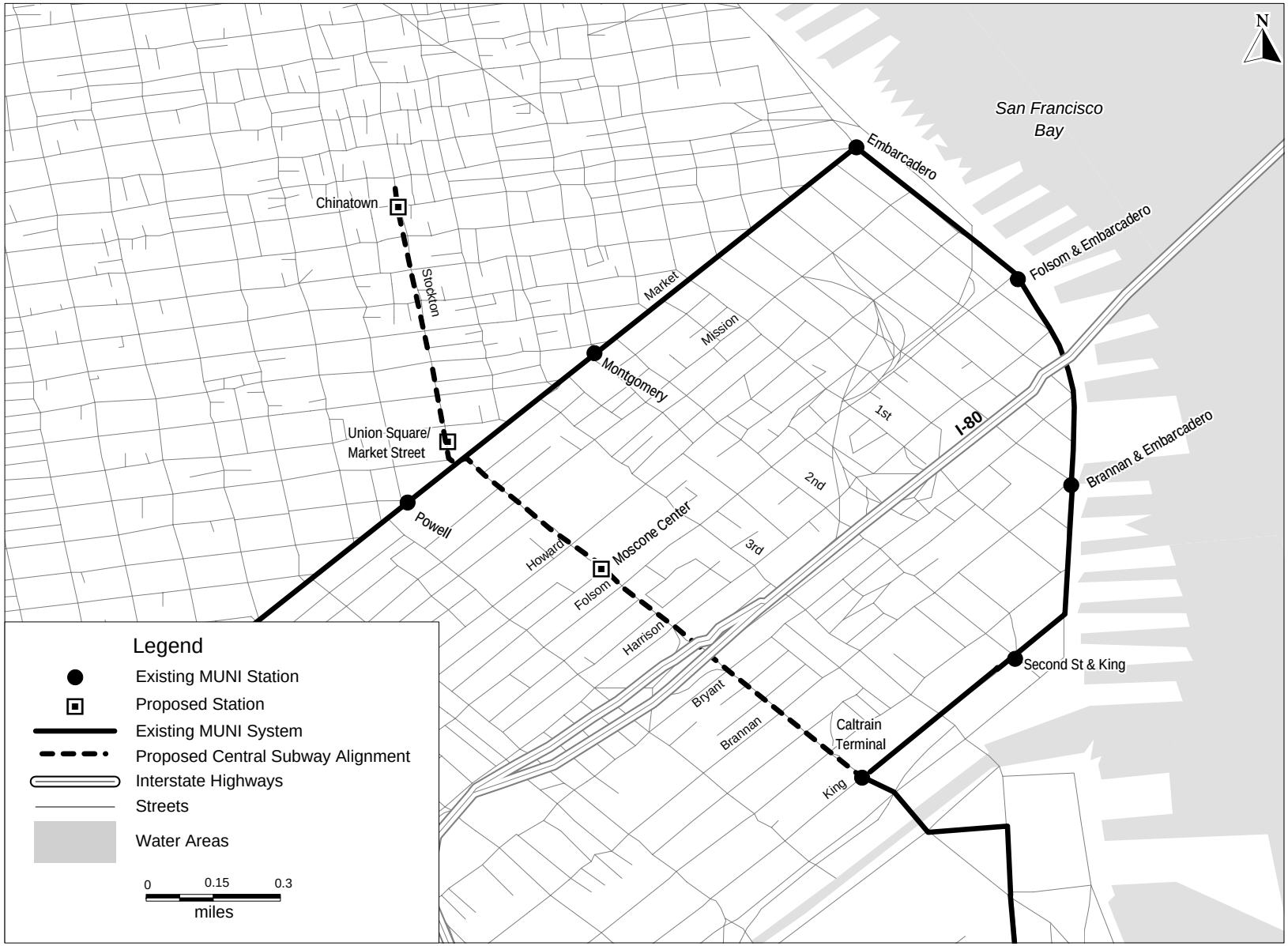
South Corridor LRT Extension

Sacramento, California



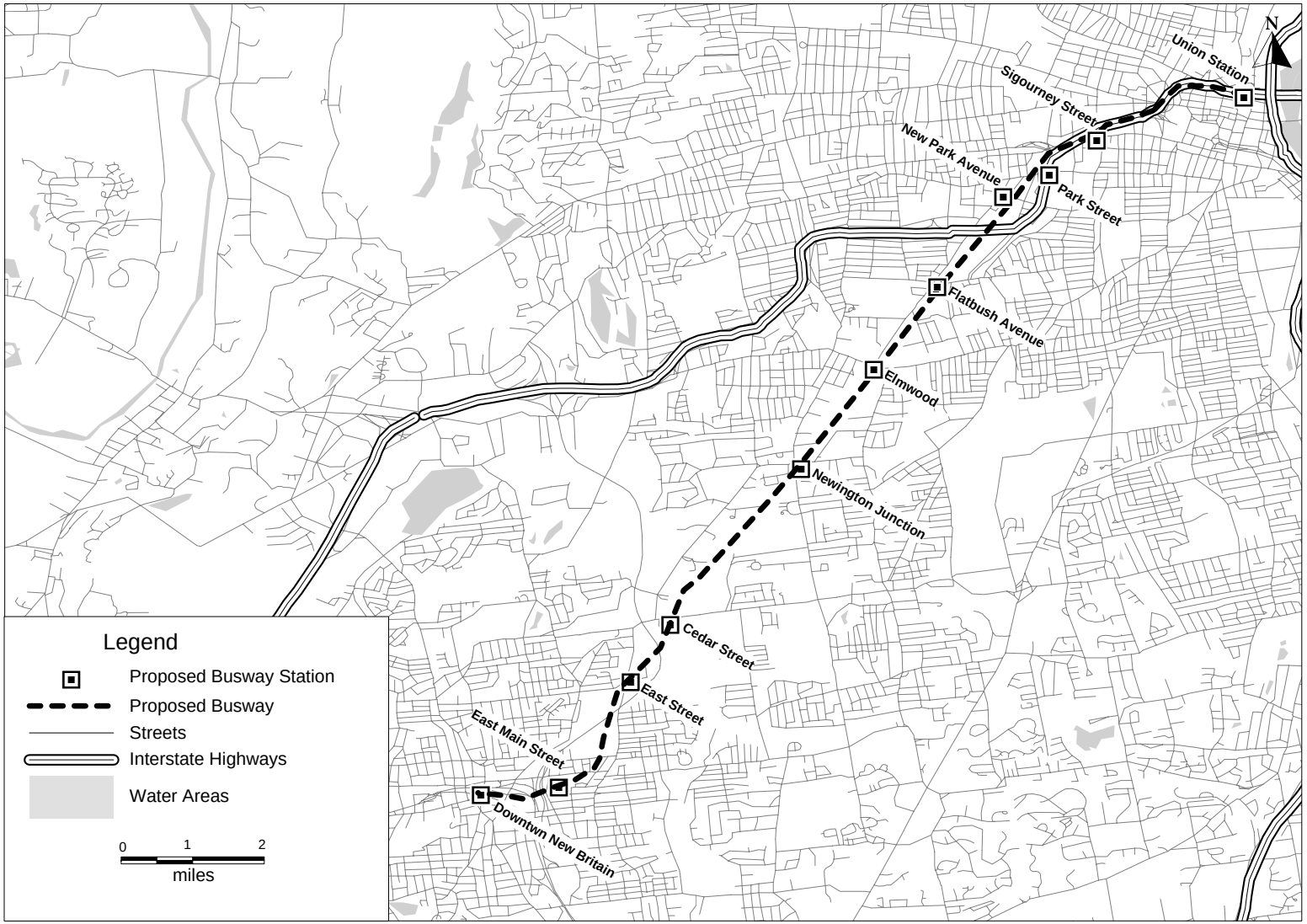
Central Subway

San Francisco, California



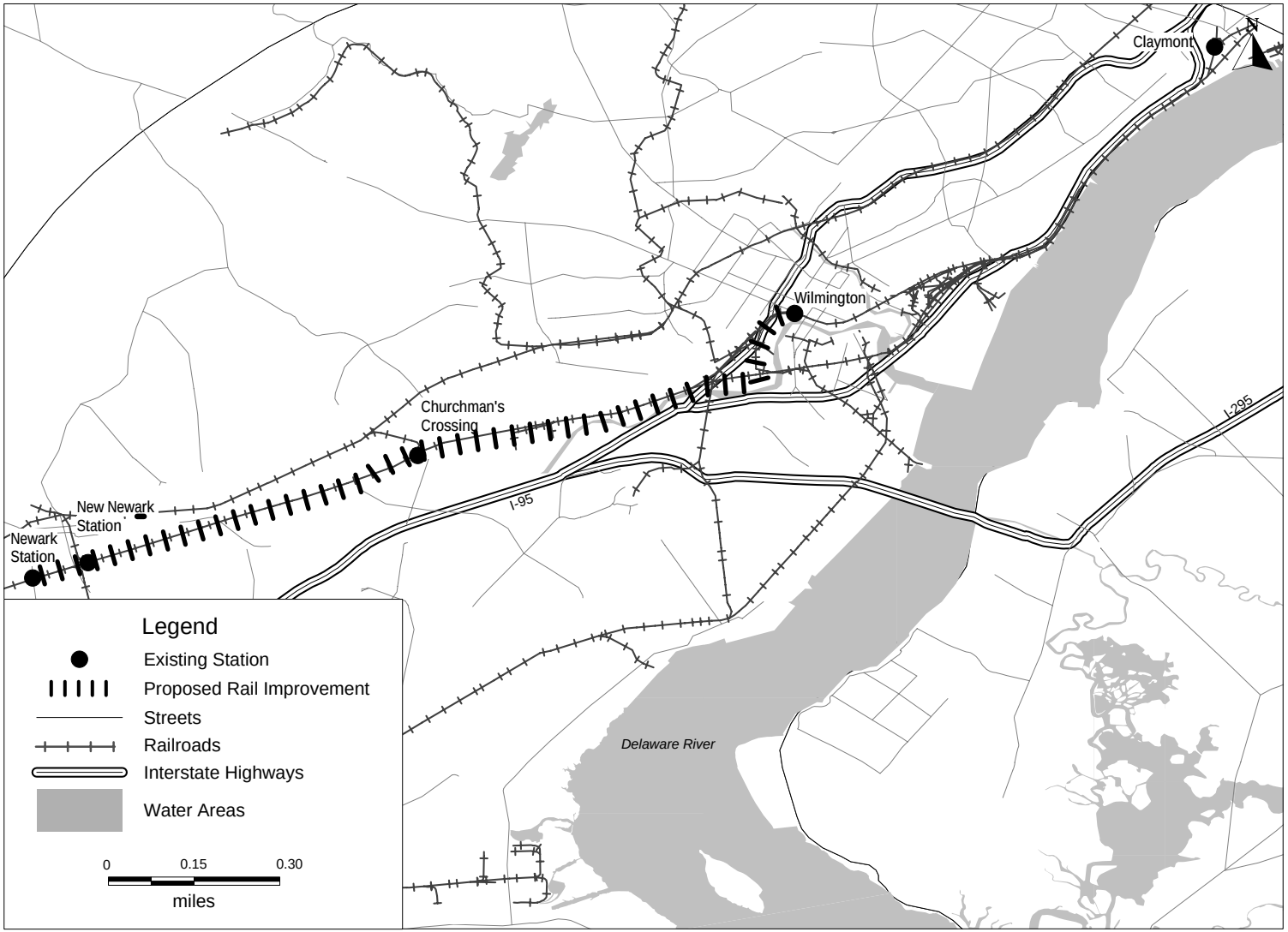
New Britain - Hartford Busway

Hartford, Connecticut



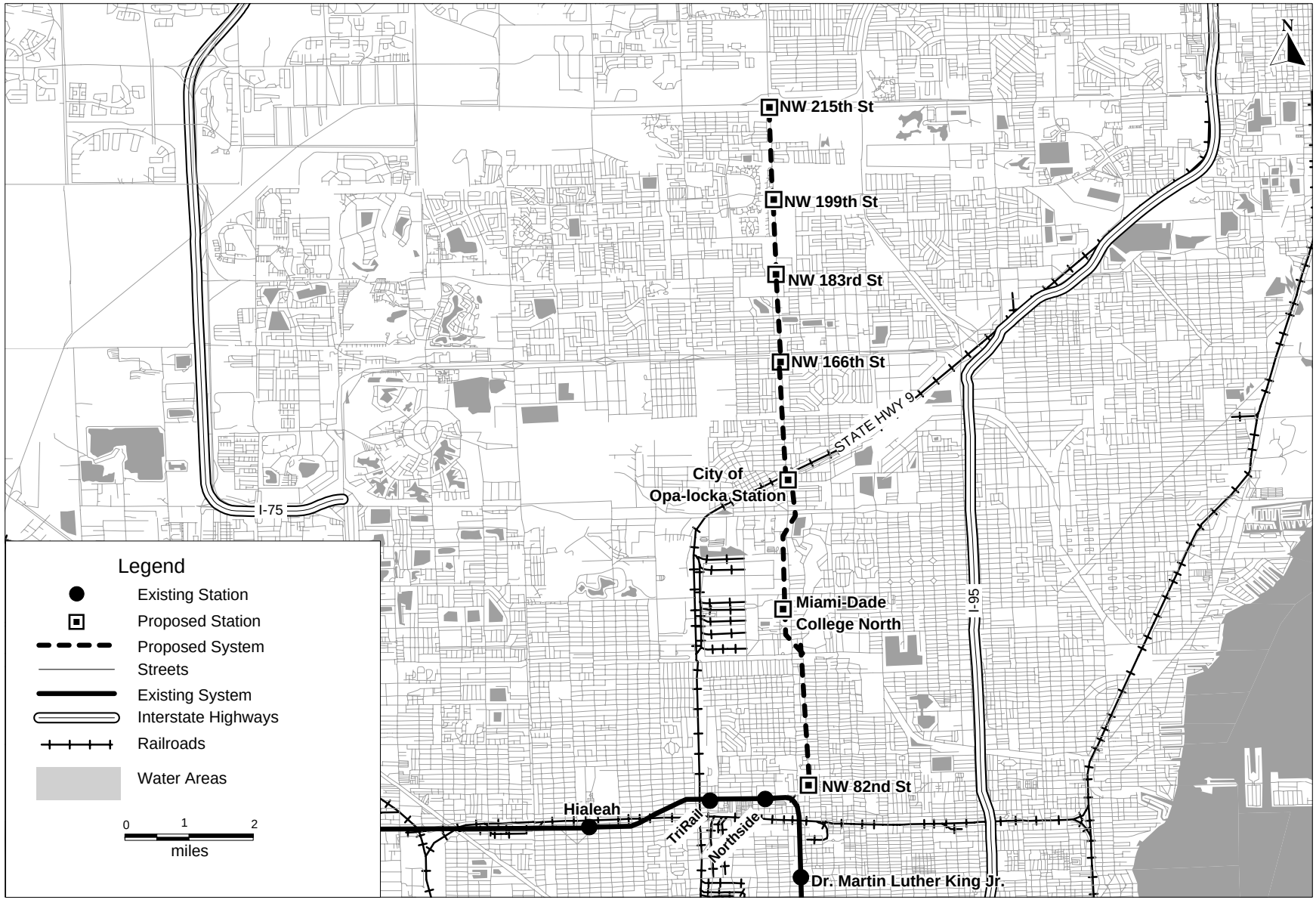
Wilmington to Newark Commuter Rail Improvements

Wilmington, Delaware



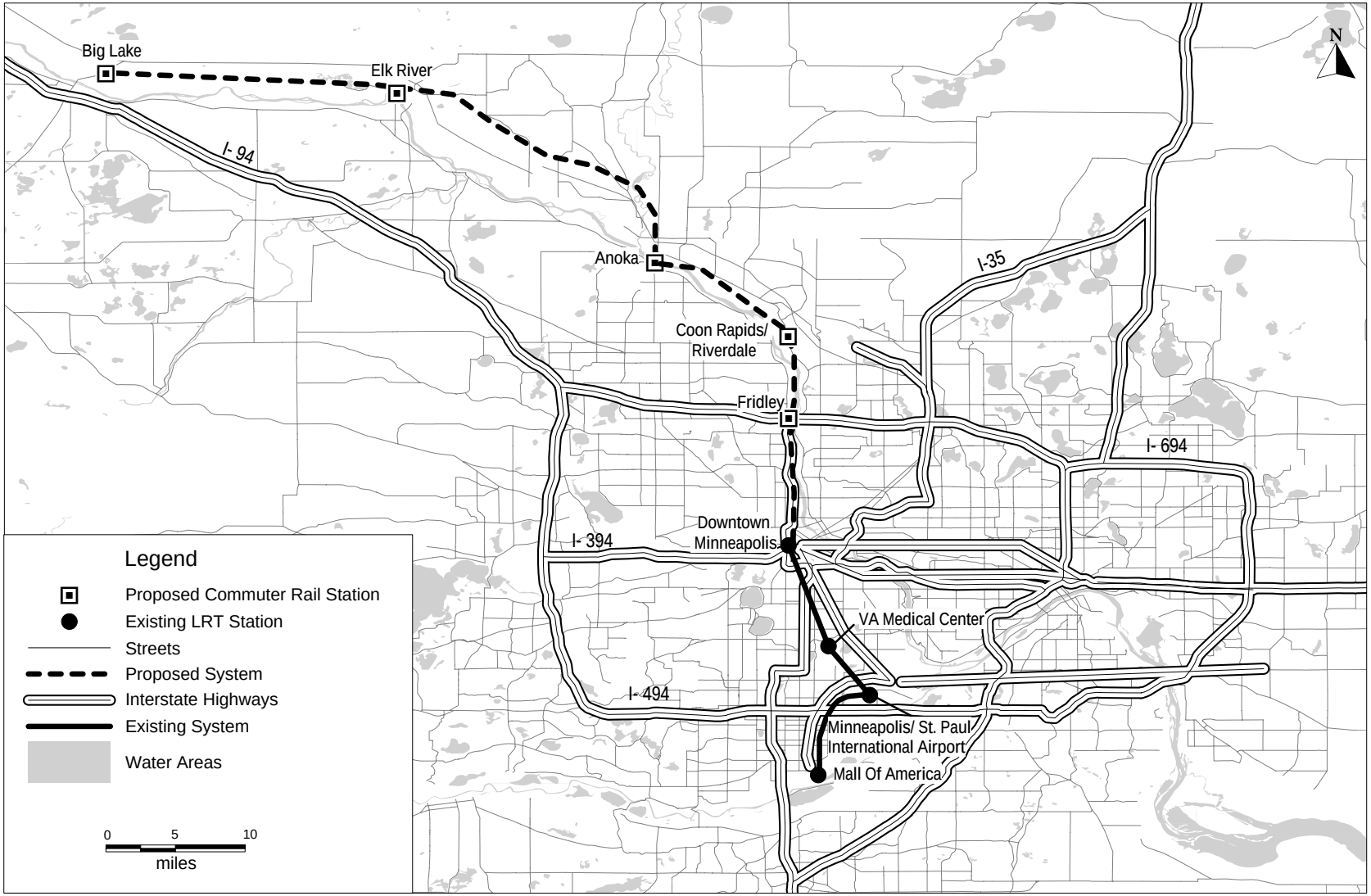
North Corridor Metrorail Extension

Miami, Florida



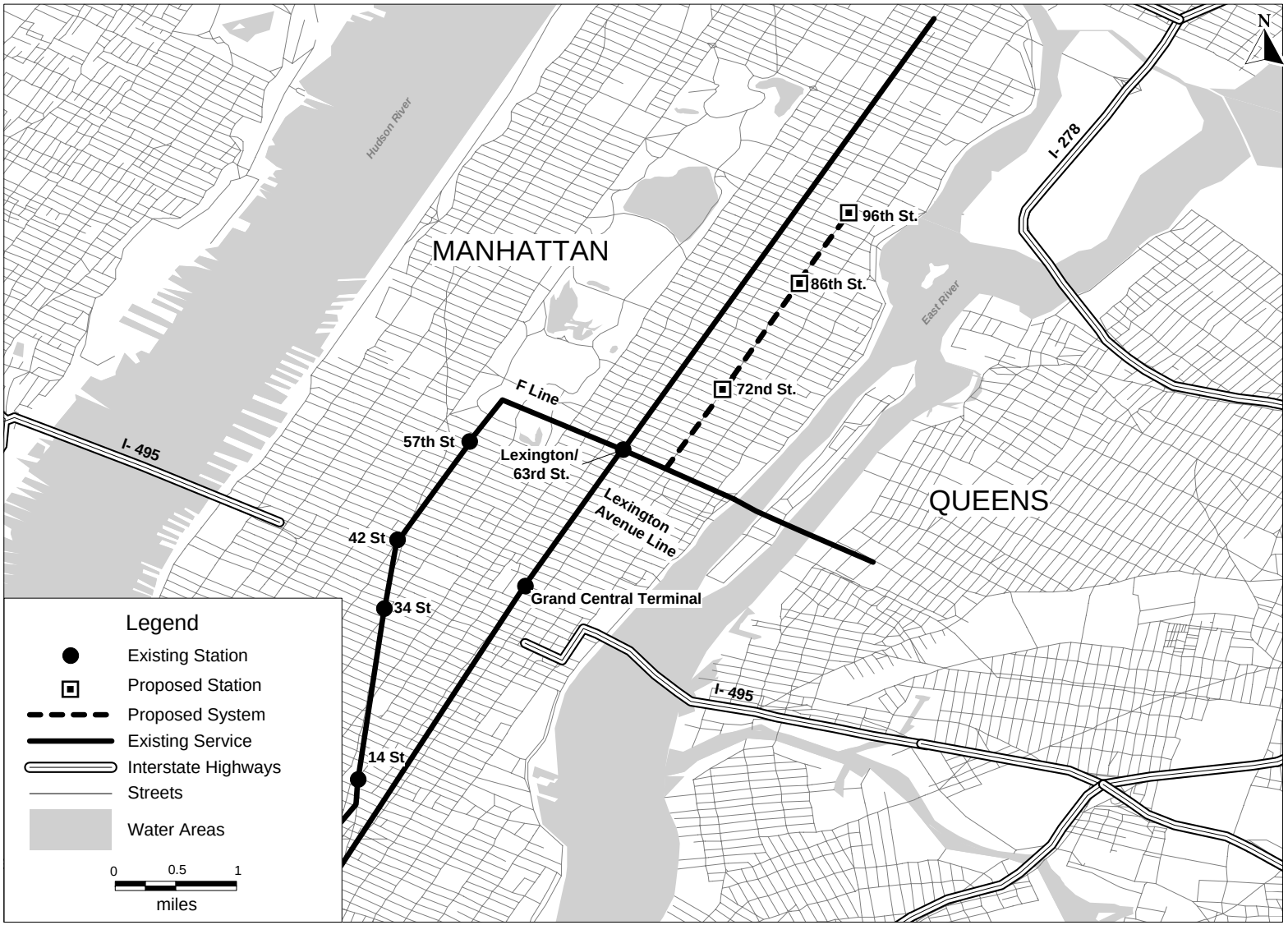
Northstar Corridor Rail

Minneapolis-Big Lake, Minnesota



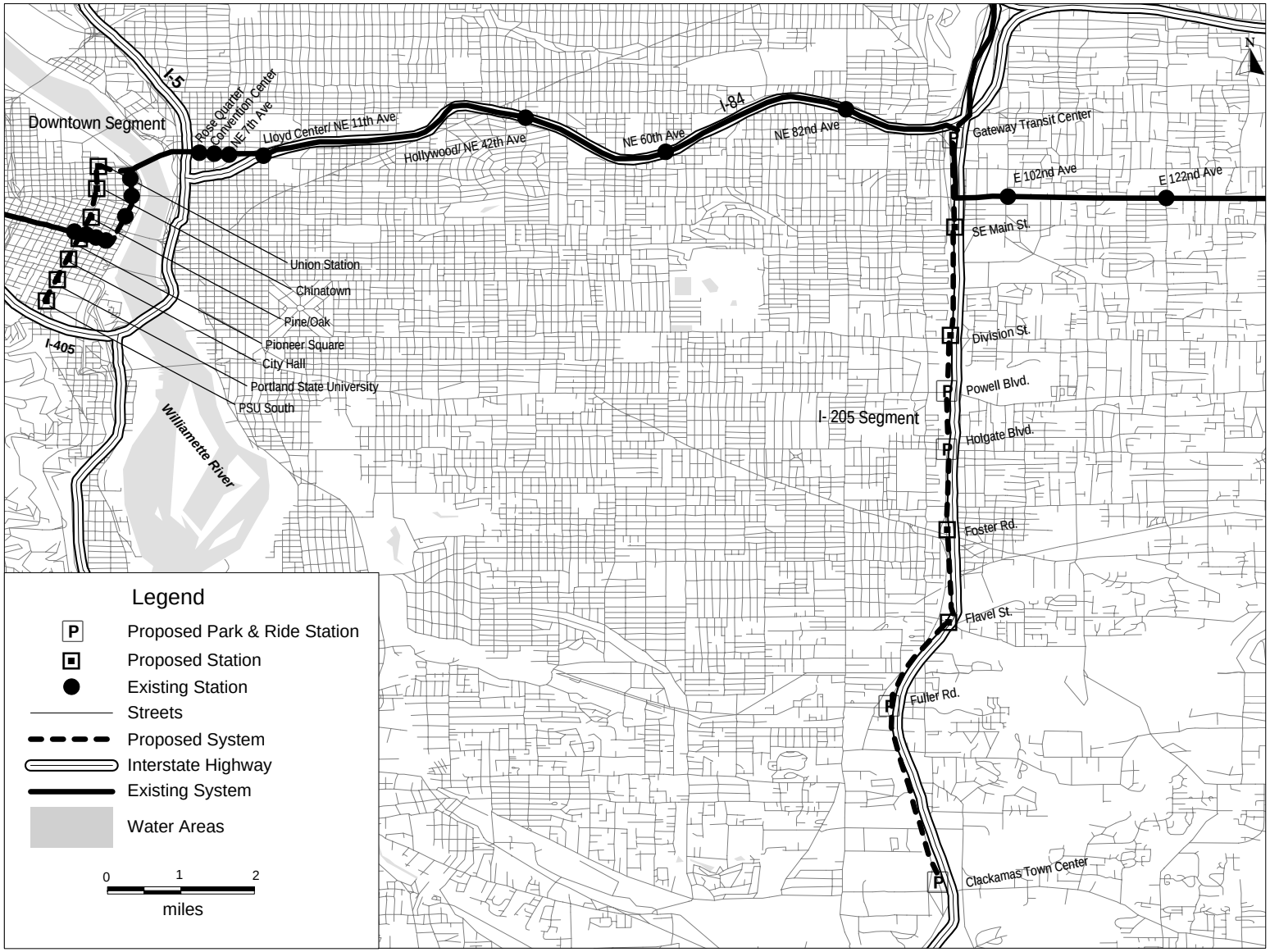
Second Avenue Subway MOS

New York, New York



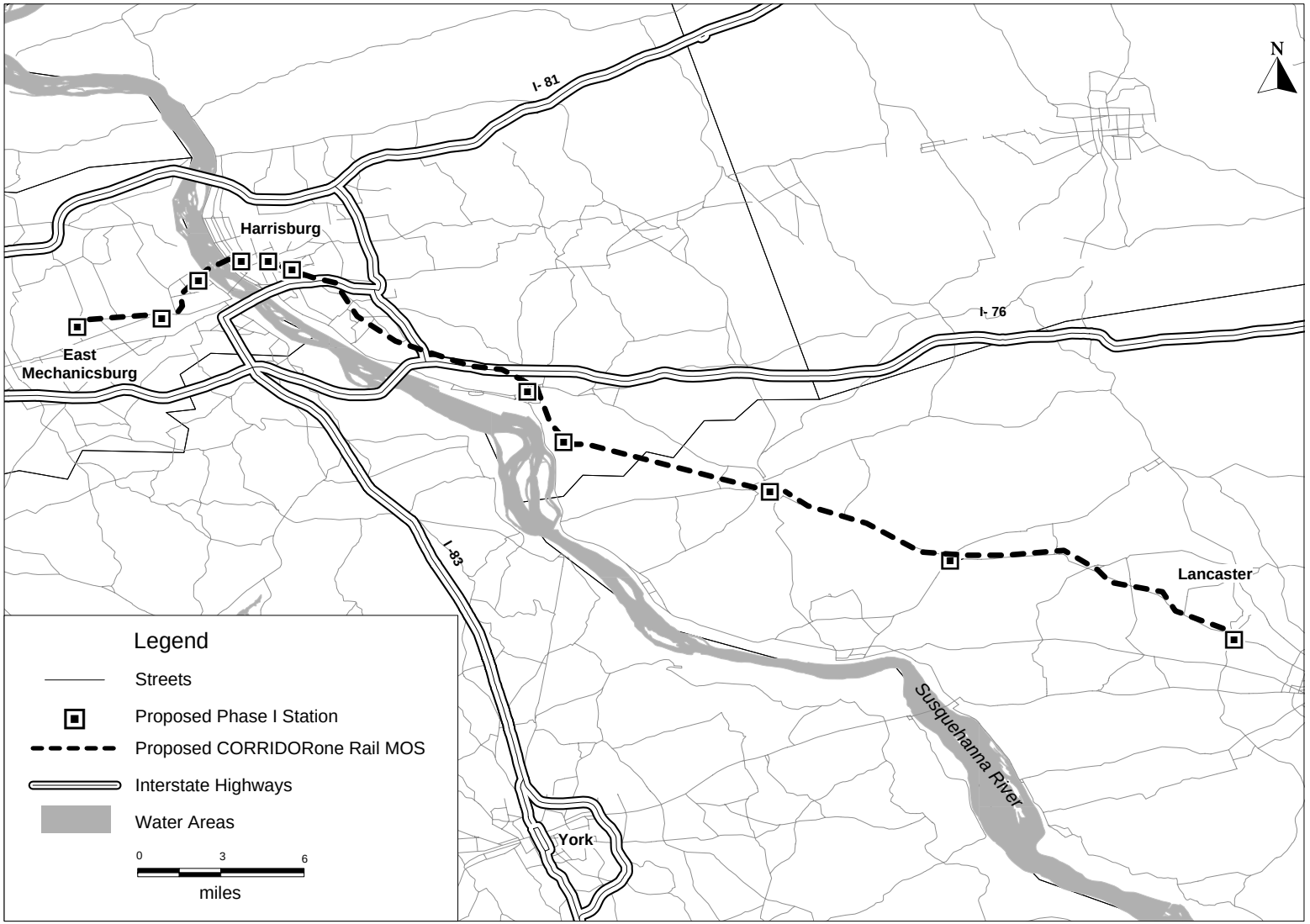
South Corridor I-205 / Portland Mall LRT

Portland, Oregon



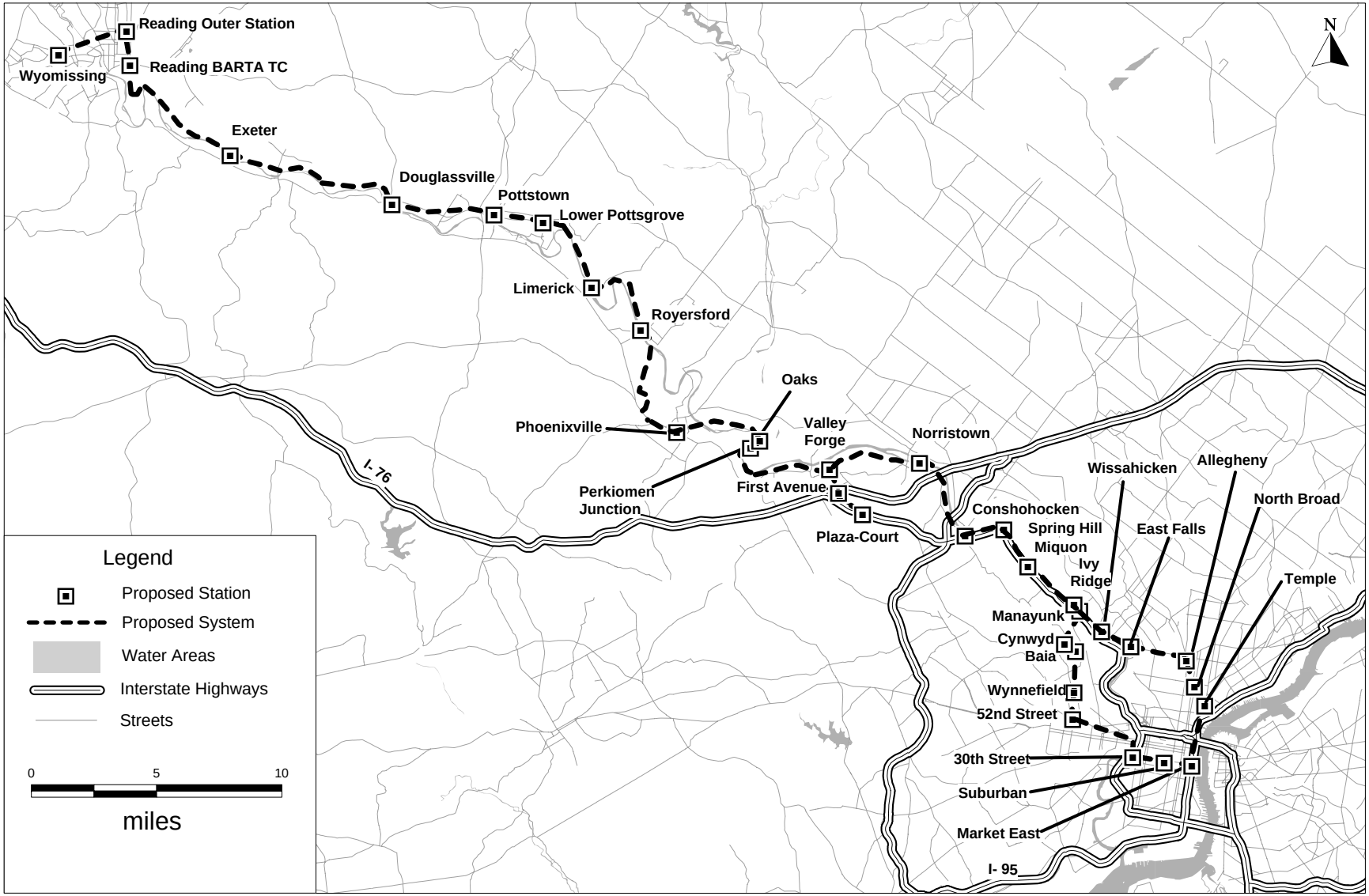
CORRIDOR*one* Rail MOS

Harrisburg, Pennsylvania



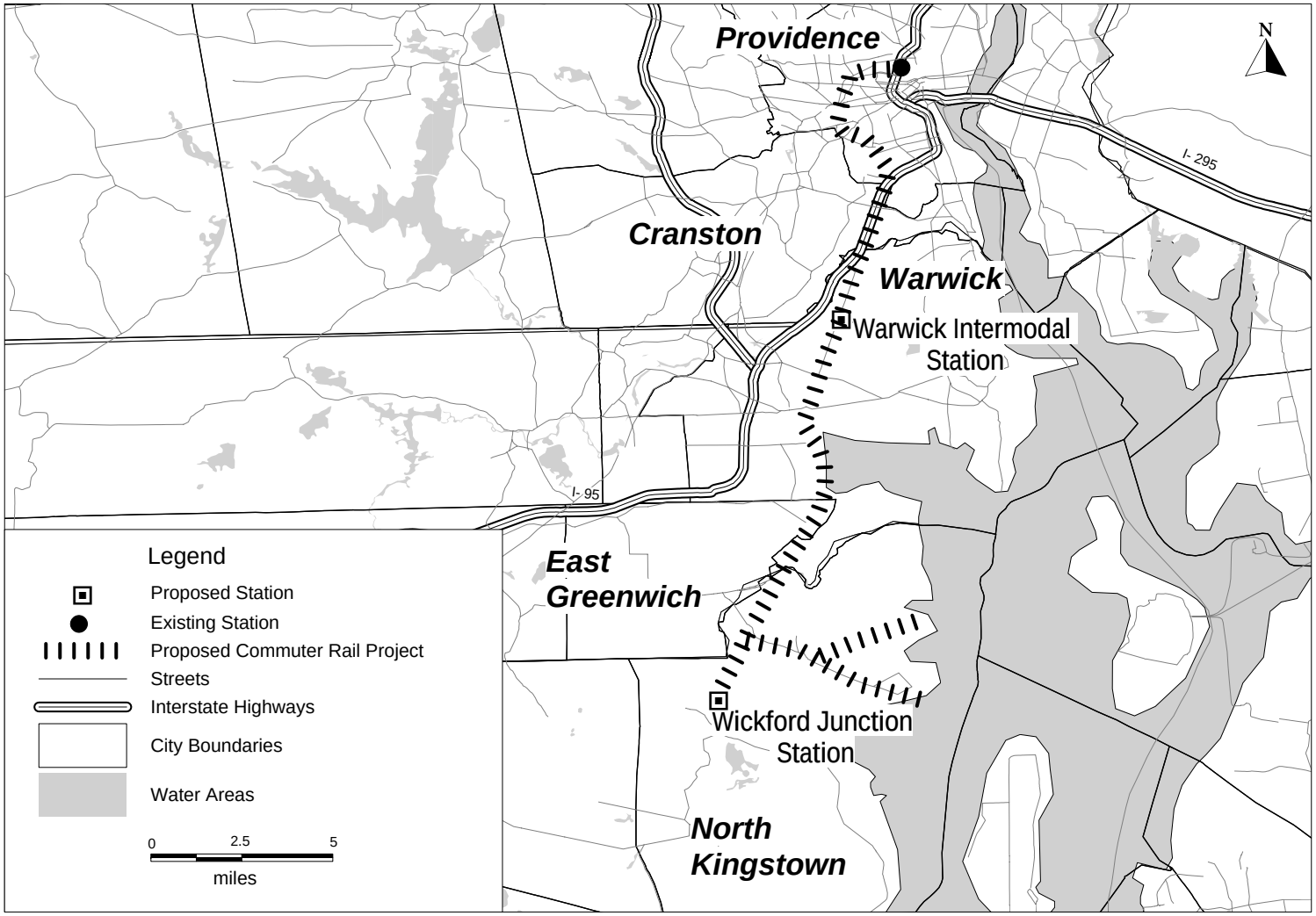
Schuylkill Valley MetroRail

Philadelphia - Reading, Pennsylvania



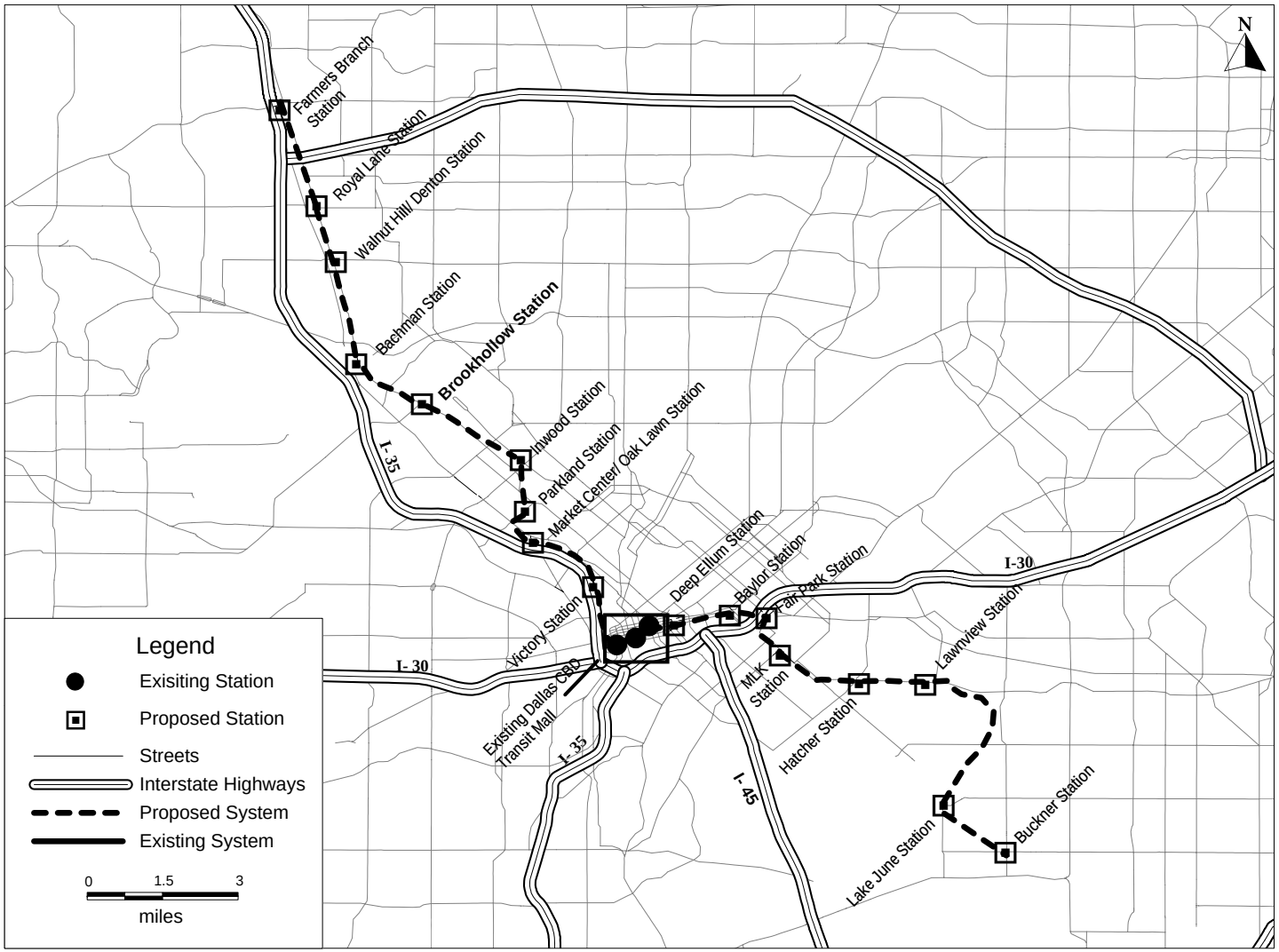
South County Commuter Rail

Providence, Rhode Island



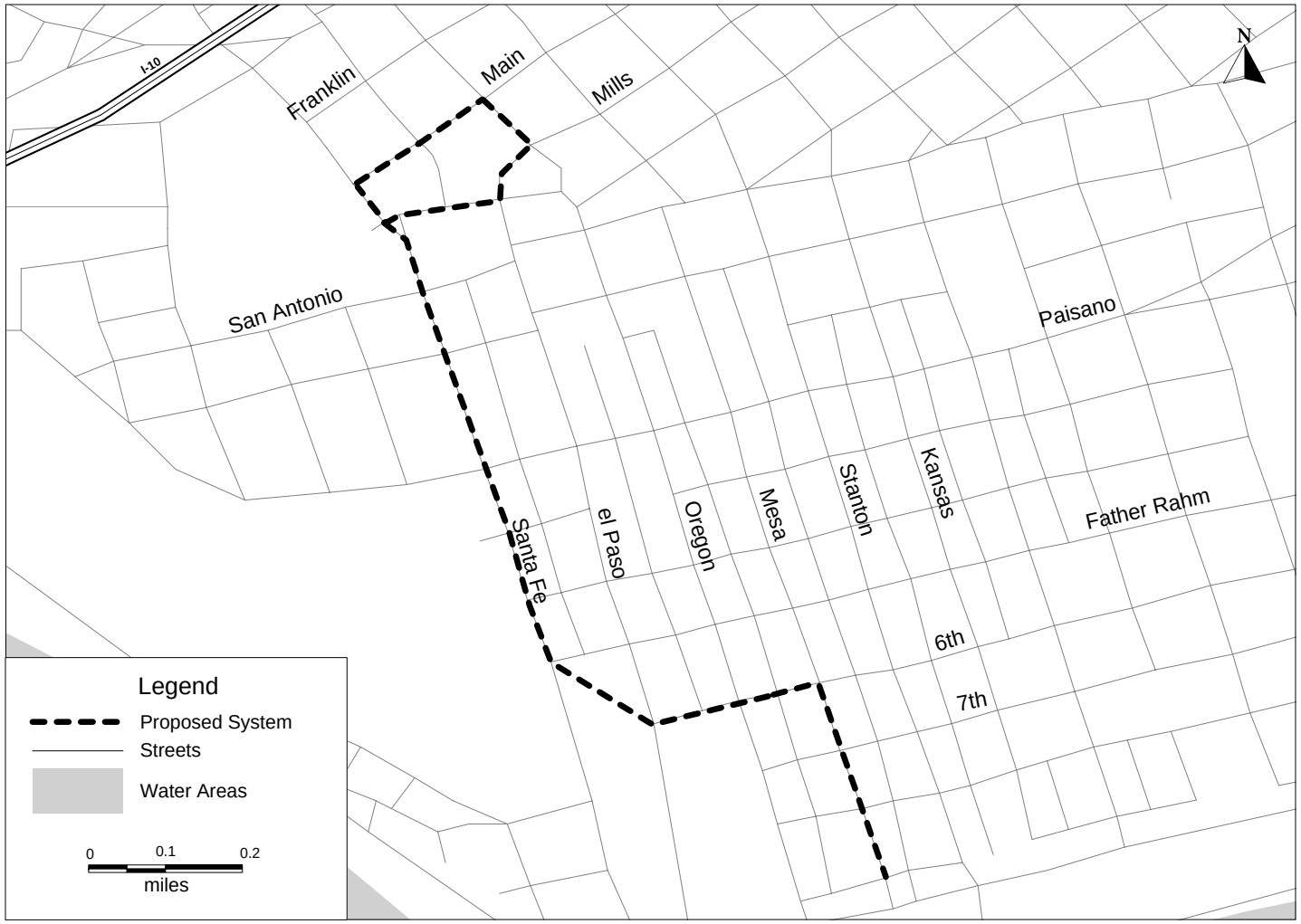
Northwest / Southeast Light Rail MOS

Dallas, Texas



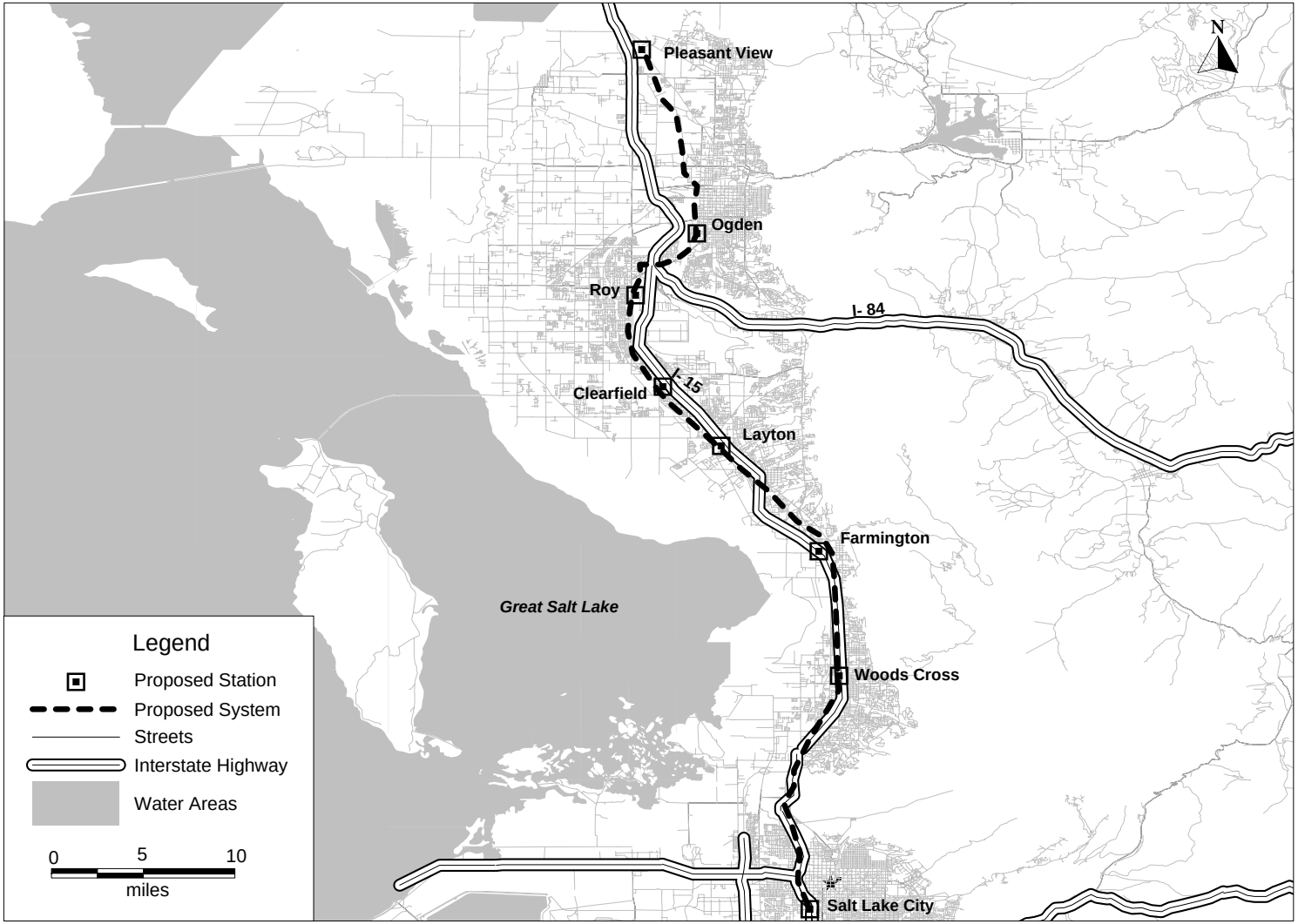
Sun Metro Area Rapid Transit (SMART) Starter Line

El Paso, Texas



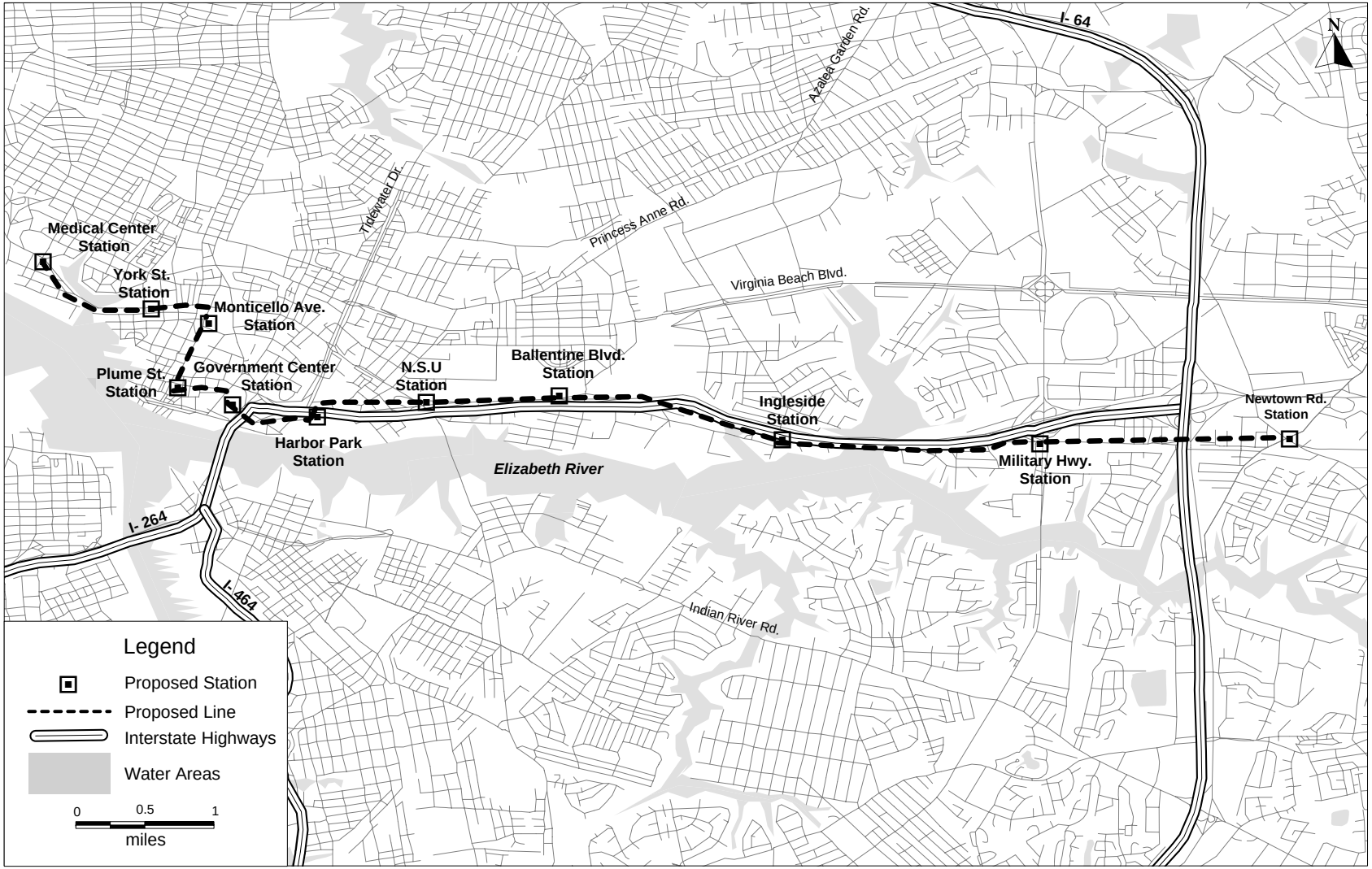
Weber County to Salt Lake City Commuter Rail

Salt Lake City, Utah



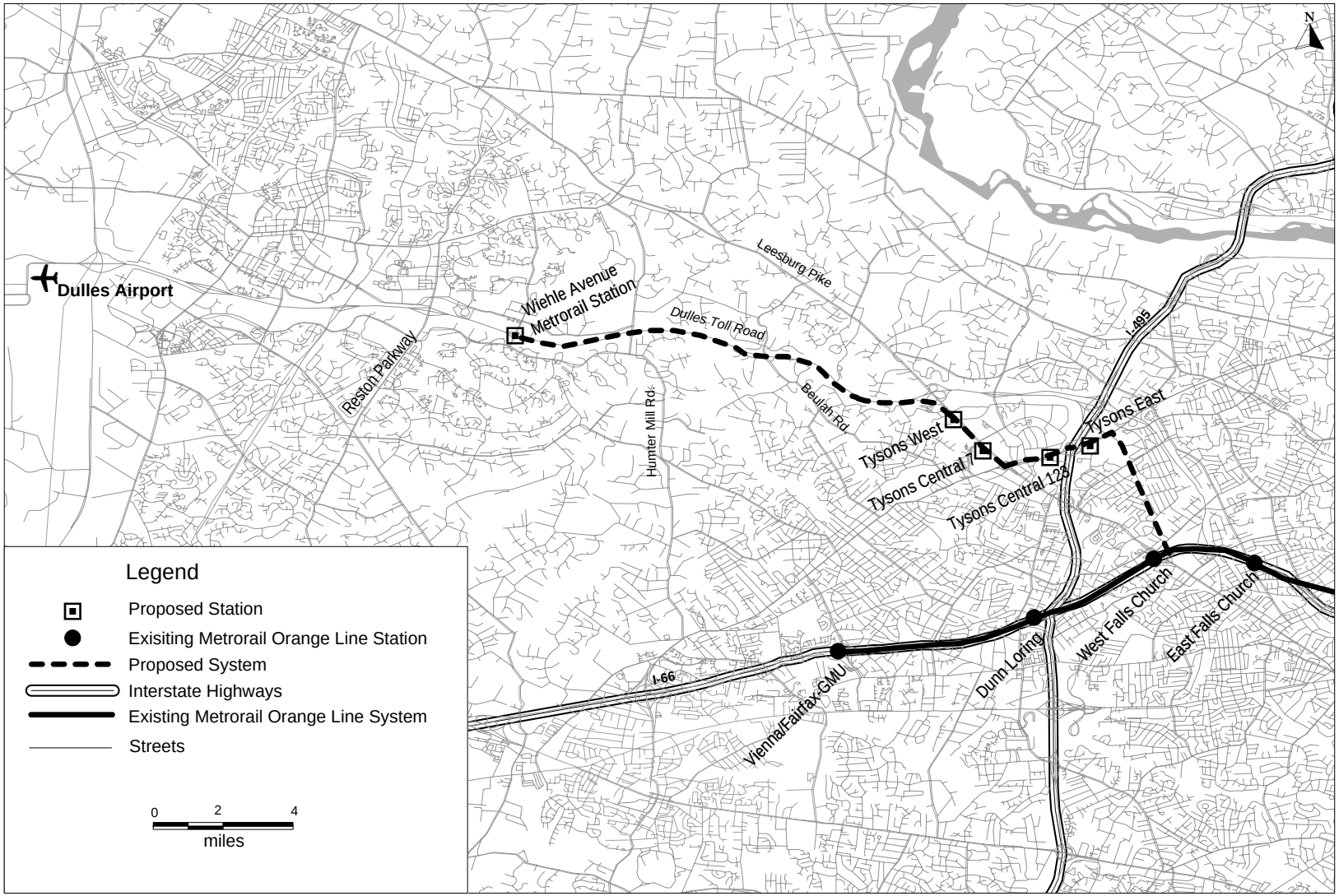
Norfolk LRT

Norfolk, Virginia



Dulles Corridor Metrorail Project - Extension to Wiehle Avenue

Northern Virginia



Appendix B
Additional Studies and Projects
As of November 2004

The following paragraphs describe studies for projects that were authorized in the Transportation Equity Act for the 21st Century (TEA-21) that are not reported in Appendix A, or projects that have received New Starts appropriations.

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. The ATC Phase I opened in May 2002, serving Albuquerque transit riders and ABQ RIDE staff. The ATC currently provides boarding, alighting and transfer opportunities for 12 local bus routes. Since April 2004 the ATC has also functioned as the starting point for the Northern New Mexico Park and Ride, which serves Albuquerque, Santa Fe and Los Alamos. The center has also allowed ABQ RIDE to consolidate their customer service functions into one area, so that a transit rider can call a single number to ask for information about schedules, paratransit and job access rides. Construction has begun on the lower level of the ATC to develop a waiting room for transit passengers that has been designed to reflect the original architecture of the Alvarado Hotel, a Fred Harvey classic. FTA capital bus and bus-related and urbanized area formula program funds are the primary sources of funding for these projects. The urban transit component (Phase I) of the project has been completed. Construction of Phase II of the ATC was begun in October 2004. The second facility will house regionally based transportation providers and allow ABQ RIDE passengers to transfer from local buses to Greyhound coaches. Phase II is expected to be completed October 2005.

Greater Albuquerque Mass Transit Project
Albuquerque, New Mexico

The City of Albuquerque, in cooperation with the Mid-Region Council of Governments, is preparing an alternatives analysis (AA) and draft environmental impact statement (DEIS) for Central Avenue Corridor in Albuquerque, New Mexico. The first phase of this project was completed in 2003 and included development of a regional high capacity transit system plan and the preparation of preliminary AA. Based on the evaluations of the preliminary AA and decisions of the Albuquerque City Council, Central Avenue was selected as the first priority corridor and is the focus of AA/DEIS. The purpose of the proposed high capacity transit system for Albuquerque is to improve access to regional employment, shopping, and entertainment districts; to relieve existing and projected congestion within the Central Corridor; and to facilitate implementation of adopted land use and economic development policies. The AA/DEIS is evaluating two alignment alternatives that follow three arterial streets. Two technology alternatives are also being evaluated: light rail transit and bus rapid transit. The AA/DEIS will conclude with the selection of a locally preferred alternative. The status of AA/DEIS activities and the approximate percent complete for each are: (1) development of conceptual engineering plans for the guideway, electrification system, stations/park and ride lots, and a maintenance facility (50 percent complete); (2) development of station area land use plans (80 percent complete); (3) development of operating and service plans (35 percent complete); (4) preparation of a financial management plan (40 percent complete); and, (5) environmental, cultural, and community impact assessments (60 percent complete). A preliminary draft AA/DEIS will be prepared by end of 2004 and circulated for internal review. A document for agency and public circulation is scheduled for completion in March 2005.

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 Downtown 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, a comprehensive alternatives analysis, and selection of the locally preferred alternative by State agencies in June 2002, an Environmental Assessment was completed and public meetings were conducted in late 2003. FTA issued a Finding of No Significant Impact (FONSI) in February 2004. Two commuter trains would start from Athens, and serve two intermediate stations between Athens and Cedars Road. Four additional 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 destination stations at Emory and Atlantic Station, where shuttle service would be available to mid-town. 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 study of projected freight and passenger train operations in the Atlanta area to identify necessary future capacity improvements, as a precursor to access and operations discussions.

Georgia 400 Multimodal Corridor (North Fulton Corridor)
Atlanta, Georgia

In 2004, the Georgia Regional Transportation Authority (GRTA) completed the *Northern Subarea/GA 400 Study* (NSAS). High growth in office, commercial, and residential development has occurred within the corridor and additional significant growth is expected. The study recommended near-term, intermediate and long-term transit and highway improvements in the GA 400 corridor. The recommended near-term transit improvements consist of widening the highway shoulders to permit the operation of express buses. The intermediate improvements call for the construction of HOV lanes and the operation of express buses on those lanes. The long-term solutions call for the construction of exclusive HOV/Express Bus interchanges. GRTA, the Georgia Department of Transportation, the Metropolitan Atlanta Rapid Transit Authority, Fulton County and the Atlanta Regional Commission are now addressing the implementation of these recommendations and the possible steps to be taken so as not to preclude the future expansion of fixed guideway service.

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. On February 26, 2004 the Atlanta Regional Commission Board selected Bus Rapid Transit (BRT) in Exclusive Busway as the Locally Preferred Alternative (LPA) for the northern portion of the I-285 corridor. The next steps of the project are including the project in the region's long range transportation plan (Mobility 2030) later this year and proceeding with environmental and preliminary engineering work after the Mobility 2030 Plan is adopted (December 2004).

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 and commercial 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 is 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 2005, Congress has appropriated $3.63 million in Section 5309 New Starts funds for this effort. The AA is scheduled for completion in late 2004.

Rapid Transit Project
Austin, Texas

In October 1997, the FTA 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. Capital Metro began preparation of these documents and continued through a failed voter referendum on light rail in November 2000. As the PE continued, it became apparent that the high cost of this light rail project was prohibitive. Capital Metro decided to bring the light rail PE to a reasonable conclusion, but not complete the EIS, and instead focus on developing a long range transit plan that incorporates the use of existing track for commuter rail. This plan was adopted by the Board on August 30, 2004, along with direction to pursue commuter rail from Downtown Austin to Leander, Texas. In November 2004, voters authorized Capital Metro to begin this Commuter Rail service.

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 is in the final design process, work on the Penn-Camden Connection has not progressed, and the Silver Spring Intermodal Transit Center and Baltimore Maintenance Facility are in preliminary engineering. These projects are each being undertaken separately by MTA, and are considered exempt from the New Starts criteria because the proposed New Starts share for each is less than $25 million. Through FY 2005, Congress has appropriated $40.7 million in Section 5309 New Starts funds for these projects.

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 extension (Green Line only), enhanced bus and no-build. The public scoping meetings have been held and the Definition of Alternatives are being developed for the Red Line project. Through FY 2005, 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 has decided not to pursue this project at this time but will continue to work with the Maryland Transit Administration and other regional agencies to implement downtown transit service improvements. Through FY 2005, Congress has appropriated $0.49 million in Section 5309 New Starts funds for this effort.

Transit Corridor
Birmingham, Alabama

The Birmingham Metropolitan Planning Organization (MPO) and the Birmingham-Jefferson County Transit Authority (BJCTA) completed Phase II of the Birmingham Regional Transportation Corridors Alternative Analysis (AA) during 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, and University of Alabama-Birmingham/Medical District to Five Points South and Lakeview Business District activity centers. (2) Interstate 65 South bus rapid transit (BRT) facility -- a 22-mile reversible lane for buses and high occupancy vehicles from Alabaster (I-65 S 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) U.S. 280 BRT facility -- 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 conduct the NEPA review and 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 2005. The Birmingham MPO adopted the Regional Public Transportation System Plan and amended the 2025 Long Range Transportation Plan in October 2003. The BJCTA has $1,127,786 of New Starts funds programmed in an approved FTA grant for completion of these tasks. Phase IV - preliminary engineering/Final EIS - is scheduled to follow in FY 2006 for the Birmingham Downtown Streetcar. Through FY 2005, Congress has appropriated $17.29 million in Section 5309 New Starts funds for the overall effort.

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. This project is in the Boston area's long range transportation plan. Through FY 2005, 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, FTA 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 2005, 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. Work on the Draft Environmental Impact Statement for Phase II commenced in April 2002 and is scheduled for completion in early 2005. This project is included in the financially constrained Boston area long range transportation plan. Through FY 2005, Congress has appropriated $5.30 million in Section 5309 New Starts funds for this effort.

Bridgeport Intermodal Facility
Bridgeport, Connecticut

The city of Bridgeport is proposing to design and construct a multi-phased Intermodal Transportation Center to be located in the heart of the central business district. The Intermodal Transportation Center would be completed in several phases, with each phase constructed as a stand-alone operating entity, designed to connect with the other components of the project as they are completed. Phase 1, which was completed and opened in 2000, consists of a new parking garage for transit users. Phase 2A, with a construction start date scheduled for spring 2005, will consist of a new, relocated local and intercity bus terminal. The proposed Phase 2B project consists of improvements to the existing commuter and high-speed rail station. Proposed Phase 3 consists of pedestrian linkages between the Transportation Center, downtown, and the waterfront/ferry dock, physically tying all three activity centers together and helping to spur the economic revitalization of the area. Through FY 2004, Congress has appropriated $2.46 million in Section 5309 New Starts funds for this project and $14.1 million in Section 5309 Bus Discretionary funds.

Burlington-Essex Commuter Rail
Burlington, Vermont

The Vermont Agency of Transportation (VTrans) had proposed improvements to the existing rail infrastructure to allow for commuter rail service between Burlington and Essex Junction. 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 locally preferred alternative. To date, METRO has purchased and preserved 43 miles of rail right-of-way for future passenger use. Through FY 2005, 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 to $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 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 in the future. Congress has appropriated a total of $6.13 million in Section 5309 New Starts funds for this effort in 1998, 1999, and 2000. While $1.5 million was obligated, the remainder of the $4.63 million is pending a new proposal from CARTA and their partner FUTREX, the company that proposed the monobeam, describing how they would meet the Congressional intent of building a prototype in Charleston primarily with private funds.

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 in a new station. Metra provided a footprint for the proposed station facilities for use by other agencies in planning for redevelopment of the area. 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 *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. A *Land Use and Community Planning Study* for this corridor was completed in April 2003. The Chicago Area Transportation Study (local Metropolitan Planning Organization) has included this project in its 2030 regional transportation plan.

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.

Star Line 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 nearly complete for the Hoffman Estates-to-Joliet portion. Metra, now the project's sponsor, has recently begun the alternatives analysis process for the Star Line Corridor.

Interstate 71 Corridor LRT
Cincinnati, Ohio

The Ohio Kentucky Indiana Regional Council of Governments, the Southwest Ohio Regional Transit Authority and the Transit Authority of Northern Kentucky completed preliminary engineering and 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. 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. There are no plans for a funding referendum at this time.

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 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 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 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. The study was completed in 2003 with the final deliverables being produced in early 2004. The decision on any Locally Preferred Alternative, as well as the NEPA process, has been suspended until Hopkins Airport completes its Master Plan**.** Through FY 2005, 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. 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. That commitment has not yet been made and there appears to be no date certain in the future. Through FY 2005, 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.

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, effectively 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 alternative interfaces with the Euclid Corridor Transportation Project, the bus rapid transit project currently under construction along Euclid Avenue. The technical studies are complete. GCRTA is awaiting the completion of the *Lakefront Access Plan* and site selection for the new Convention Center before selecting a locally preferred alternative for the North-South Corridor AA. Through FY 2005, Congress has appropriated $0.99 million in Section 5309 New Starts funds for this effort.

North Corridor LRT
Columbus, Ohio

The Central Ohio Transit Authority (COTA) is proposing to construct a new 13-mile light rail transit (LRT) line linking the Columbus central business district (CBD), Ohio State University, the State Capitol, and the city's northern suburbs. The project's alignment begins in the northern suburb of Polaris near the boundary of Delaware and Franklin Counties using CSX and Norfolk Southern railroads' right-of-way. After entering the Columbus CBD, the planned LRT line would operate in mixed traffic and exclusive lanes. The project includes the construction of 14 stations, an LRT maintenance facility, and the procurement of 18 light rail vehicles. Six of the planned 14 stations would include 1,150 park-n-ride spaces. LRT service is planned to operate at five-minute peak period headways. The project is

anticipated to generate 17,600 boardings by 2025. COTA selected the LRT project as the locally preferred alternative of a major investment study that was completed in April 2001. FTA approved the project into preliminary engineering (PE) in December 2001. COTA is preparing a Draft Environmental Impact Statement (EIS). The Draft EIS is scheduled for completion in 2005. COTA, in cooperation with the Mid-Ohio Regional Planning Commission (local metropolitan planning organization), is updating the region's travel demand model. When completed, the new model will yield new ridership forecasts and estimates of travel-time benefits for the project, which will be reflected in the EIS. During 2005, COTA plans to restructure the LRT project, secure additional funding, continue the public involvement process, and complete the Draft EIS. In addition, at a time not yet determined, COTA will seek additional local funding -- via a sales tax referendum -- for the agency's comprehensive transit plan that will include the North Corridor LRT project, expanded bus and paratransit services, and the construction of new transit centers. In the interim, COTA has voluntarily opted to remove the North Corridor LRT project from the preliminary engineering (PE) phase of development. If the sales tax referendum is passed, COTA will seek re-entry into PE for the LRT project. Through FY 2005, Congress has appropriated $0.5 million in New Starts funds for the development of the North Corridor LRT project.

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, in conjunction 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. In FY 1997, Congress appropriated $6.3 million in Section 5309 New Starts funds for this effort. The Inter-Island Ferry Authority was the grant recipient. The grant has been completed.

Quad Cities (MetroLink Light Rail Feasibility) Corridor Study
Davenport and Bettendorf, Iowa; Rock Island and Moline, Illinois

An alternatives analysis study has been initiated in the Quad Cities downtown corridor area. Through FY 2005, Congress has appropriated $0.3 million in Section 5309 New Starts funds for this effort. The study is expected to be completed in FY 2006.

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 has begun an Environmental Impact Statement for this project. Through FY 2005, Congress has appropriated $0.5 million in Section 5309 New Starts funds for this effort.

I-235 (Bus Feasibility) Corridor Study
Des Moines, Iowa

An alternatives analysis study has been initiated on the I-235 Corridor in Des Moines, Iowa. Through FY 2005, Congress has appropriated $0.15 million in Section 5309 New Starts funds for this effort. The study is scheduled for completion in FY 2006.

Downtown Detroit to Ann Arbor Project
Detroit, Michigan

The Southeast Michigan Council of Governments (SEMCOG) conducted a feasibility study of implementing rail service between downtown Detroit and the Detroit Metropolitan Airport and secured funding to begin an alternatives analysis study of transit options in the corridor. At the same time, a parallel study was taking place focused on commuter rail and bus options linking Ann Arbor and Detroit. Following discussions with the Ann Arbor Transportation Authority, the project sponsor of the Ann

Arbor to Detroit Study, the Michigan Department of Transportation, and FTA, the studies were consolidated to focus on transit improvements between Ann Arbor, Detroit Metro Airport and downtown Detroit. The consolidated study is now being directed by SEMCOG. A prime contractor for the consulting team has been selected and the Public Involvement Plan has been completed. The SEMCOG travel demand forecast model is being updated. This effort is currently in the alternatives analysis phase. The study corridor is approximately 55 miles long and extends from west of Ann Arbor to downtown Detroit and includes the Detroit Metro Airport. The corridor contains a variety of uses including factories, offices, universities, residential areas and visitor and recreational venues. 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. Through FY 2005,Congress has appropriated $0.49 million in Section 5309 New Starts funds for this effort.

Rail Trolley Extension
Galveston, Texas

The City of Galveston, Texas, through its transit operator Island Transit, is constructing a 0.80-mile Minimum Operable Segment (MOS) of a planned 1.5-mile extension to the existing fixed rail trolley. The City has identified two phases for construction. The first phase is the 0.80-mile MOS, which is a single-track extension with passing track. It extends the existing trolley from downtown to the University of Texas Medical Branch (UTMB). Phase 2, 0.69 miles long, extends from UTMB to Stewart Beach on the Gulf of Mexico, a major tourist attraction. The project incorporates transit-oriented pedestrian and Americans with Disabilities Act improvements to Magnolia Homes, a public housing project for low-income persons along the corridor, and to the UTMB campus. At Magnolia Homes these improvements include sidewalks, security lighting and handicap ramping. On the UTMB campus, the improvements include wayfinding signs and ADA pedestrian access improvements. The project is estimated to cost $9.4 million in 2002 dollars, with a proposed Section 5309 New Starts share of $8.3 million. The City of Galveston completed a Feasibility Analysis (Modified Major Investment Study) for extending the existing 4.9-mile trolley. The Locally Preferred Alternative was adopted by the Houston-Galveston Area Council (MPO) in July 2001, and is included in the regional Transportation Improvement Program for fiscal years 1999-2001 and in the current 2004-2006 TIP. Preliminary Engineering has been completed. FTA issued a Categorical Exclusion in August 2001 on the basis of an Environmental Assessment prepared by the City. All local funds for Phase 1 have been identified and the project is under construction. Revenue operations are expected to begin in December 2004 for Phase 1. Final design for Phase 2 is expected to begin when funding becomes available. TEA-21 Section 3030(a)(28) authorizes the "Galveston – Trolley Extension" for Final Design and construction. Through FY 2005, $4.95 million in Section 5309 New Starts funding has been appropriated to the Galveston Trolley Extension for Phase 1.

Eagle River to Knik River Track Improvements
Girdwood, Alaska

As a part of the Girdwood Commuter Rail Project, the Alaska Railroad Corporation (ARRC) is making track improvements between Girdwood and Wasilla. This project is realigning sharp curves north of Anchorage between Eagle River and Knik River. The track realignment will increase speeds, facilitate operations, and improve safety for ARRC customers and staff. ARRC operates both freight and passenger service over the section of track 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. Construction is approximately 47 percent complete. Through FY 2005, Congress has appropriated $27.25 million in Section 5309 New Starts funding for ARRC'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 making 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 will 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 track 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. Construction is complete for this project and the grant has been closed. Through FY 2005, 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 Hampton Roads Metropolitan Planning Organization (MPO), with York County, James City County, and the cities of Newport News, Williamsburg, and Hampton, identified the Peninsula region from Williamsburg to Newport News as a priority transportation corridor. The Hampton Roads MPO initiated a Major Investment Study (MIS) to examine long-range alternatives to widening existing roadways in the corridor and to identify feasible alternatives for a multi-modal transportation system. Completed in December 1997, the MIS recommended that a 32-mile Light Rail Transit (LRT) system be developed largely within existing CSX Transportation railroad right-of-way. The Hampton Roads MPO endorsed the MIS results and included Peninsula LRT in the region's financially constrained

2021 Long-Range Transportation Plan. In 2001, Hampton Roads Transit (HRT) began an alternatives analysis and evaluated a range of transit alignments and potential system extensions in the Peninsula Corridor between Williamsburg, Newport News, and Hampton, Virginia. *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. Based on the large regional scale of the LPA, HRT proposed a phased implementation beginning with the identification of a Minimum Operable Segment (MOS). Five MOS alternatives were identified for detailed analysis of both LRT and diesel multiple unit (DMU) service. The Peninsula Project is currently in the Alternative Analysis/Draft Environmental Impact Statement process. HRT has selected two MOS alignments for evaluation in the DEIS and will also examine several possible yard sites along the right-of-way. LRT, BRT and DMU technology will be evaluated on these alignments. The two alignments selected are: 1) Newport News City Hall to Ft. Eustis Boulevard and 2) Newport News City Hall to Hampton Coliseum via Middle Ground Boulevard. The Hampton Roads MPO has included a proposed MOS in the 2026 Long-Range Transportation Plan. The AA/DEIS is expected to be submitted to FTA in late 2004.

Downtown Circulator (Transit Connection to the Central Business District)
Hartford, Connecticut

The Greater Hartford Transit District is studying the feasibility of developing a semi-dedicated 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. Outstanding issues regarding sources of future operating funds have delayed project implementation. Through FY 2005, 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) has completed 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 included on-road BRT with 14 stations, a dedicated busway with eight stations, and a hybrid service combining both service characteristics. In December 2003, the Steering Committee overseeing the project voted to defer implementation of the busway indefinitely, due to unresolved questions regarding the project's cost-effectiveness, and focus instead on the construction of short-term bus infrastructure improvements in the corridor, including shelters, bus pull-offs, and park and ride lots. Through FY 2005, 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 2005, Congress has appropriated $0.49 million in Section 5309 New Starts funds for this effort.

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 will 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 MWRRI through the State of Minnesota.

Primary Corridor Transportation Project and 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. In September 2004, FTA determined that the 5.6-mile Interim Operating Segment (IOS) of the In-Town BRT is ineligible for federal funding because the City began incurring costs in the final design and construction of the IOS without required FTA approvals. FTA also rescinded its Record of Decision for the IOS, which is the 5.6-mile segment located between Iwilei and Waikiki, along the Kakaako Makai alignment that would have 20 transit stops and 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 was estimated at $50.9 million in year of expenditure dollars. The 5.6-mile IOS contemplated Federal funding from FTA's Section 5309 Bus Capital Program in the amount of $7.95 million and FTA's Section 5309 New Starts Program in the amount of $11.90 million. The remaining $31.0 million from the city's General Obligation Bonds, has already been approved in the city's FY 2003 capital improvement budget. 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.

ATP - METRO Solutions
Houston, Texas

The Advanced Transit Program (ATP) METRO Solutions plan was approved by voters in the service area in November of 2003. Included in the plan is a system of interrelated rail corridors consisting of: North - Downtown to Bush Intercontinental Airport; Southeast - Downtown to Hobby Airport and with a branch from Southeast Transit Center to Airport Boulevard; Harrisburg - Downtown to Telephone Road; Westpark - Wheeler to Hillcroft Transit Center; Uptown/West Loop - Westpark to Northwest Transit Center; Katy Freeway - Downtown to Northwest Transit Center; Southwest Commuter Line - Fannin South Park & Ride to Fort Bend County. A significant bus and bus facilities component that includes park and ride facilities, transit centers and fixed guideways is also part of ATP - METRO Solutions. In addition to approving the overall system plan, voters authorized bonding authority to implement the first phase of METRO Solutions rail expansion and bus improvements by 2012. The first phase of rail expansion includes segments in four corridors: North Corridor, from Downtown to Northline Mall; Southeast, from Downtown to Griggs/610; Harrisburg, from Downtown to METRO's Magnolia Transit Center; and Westpark, from METRO's Wheeler Station to the Hillcroft Transit Center. METRO has completed alternatives analysis for the North and Southeast Corridor Light Rail Transit projects. The Houston-Galveston Area Council (H-GAC) has officially adopted the locally preferred alternatives in the long range transportation plan. METRO is working with FTA to address several issues related to the project's technical justification and Project Management Plans for the corridors. METRO plans to submit requests to enter preliminary engineering for the North and Southeast Corridors in the second quarter of fiscal year 2005. Through FY 2005 Congress has appropriated $27.12 million in New Starts funds for the ATP.

Northeast Indianapolis Corridor
Indianapolis, Indianapolis

The Indianapolis Metropolitan Planning Organization, in cooperation with the Indiana Department of Transportation and other stakeholders, has entered into alternatives analysis for the study and selection of a locally preferred alternative for the Northeast Corridor. The Northeast Corridor is defined as beginning in downtown Indianapolis and extending northeast to the southeast portion of Hamilton County, targeting Fishers or Noblesville, Indiana as destination points. The rapid transit study has incorporated multiple components to enhance the alternatives analysis, such as a Comprehensive Operational Analysis for IndyGo, the local transit provider within Marion County. A funding analysis will be conducted to examine funding source potential for implementing rapid transit and enhancing local bus systems for the region. A rail/bus integration and evolution plan will extend the system plan completed during earlier studies, to envision a regional bus network that will supplement rapid transit at the end of potential rapid transit system build out. The study will also determine interim service in the seven designated corridors at each phase of potential rapid transit system construction, including the provision of interim service prior to any implementation of fixed guideway transit. A financial implementation plan will extend the system plan and the current rail/bus integration and evolution plan; this will be done to ascertain funding needs during phases of fixed guideway construction and interim service provision. Estimates of supplemental local sources, such as joint development and advertising, will be developed, and enhancements will be made to the travel demand model. It is expected that the alternatives analysis will be completed in late spring or early summer of 2005, with the selection of a locally preferred alternative. Through FY 2005, 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. This is the first priority corridor identified in the Transportation Alternatives Study completed in June 2000. This corridor 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 alternatives analysis considered all viable modal and alignment transportation alternatives for improving mobility in this corridor. The alternatives analysis report is currently under preparation and will be submitted to FTA for review. The Draft EIS will be submitted to FTA for review 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 and Draft Environmental Impact Statement (AA/EIS) for the North/Southeast Corridor in the Jacksonville urbanized area. This is the first priority corridor identified in the Transportation Alternatives Study completed in June 2000. The corridor study area 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. A single build alternative has been selected that extends from Dunn Avenue south to Baymeadows Boulevard. The selected mode is bus rapid transit with extensive limited stop, local and request ride services converging on the guideway stations. The Draft EIS has been submitted to FTA for review, prior to formal adoption of a locally preferred alternative. Revisions to the AA/DEIS are currently being prepared.

Light Rail Transit System
Jefferson, Orleans and St. Charles Parishes, Louisiana

The East-West Corridor Transit Project consists of a proposed light rail transit (LRT) system from Louis Armstrong New Orleans International Airport (LANOIA) to the New Orleans Central Business District (CBD) with potential additional transit links proposed within the CBD. The light rail system will serve visitors and commuters within the New Orleans metropolitan area. The project emerged from a *Major Investment Study*, which was completed in 1999. A Notice of Intent to prepare an Environmental Impact Statement for the project 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. Between April 2002 and October 2003, alternatives analysis was underway and a preliminary Draft Environmental Impact Statement (Draft EIS) was completed and submitted for local government review. Four full-build LRT alternatives were extensively evaluated in the Draft EIS. Current cost estimates for the full-build alternatives range from $450 million to $460 million, with 18,000 to 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. The LRT project, as currently included in the preliminary Draft EIS, is approximately 13 miles in length, double-track and includes 14 to 16 stations. In March 2003, the Louisiana Department of Transportation adopted a new Louisiana Statewide Transportation Plan. The plan included the East-West Corridor Transit Rail Project as a high priority transportation project, designating it as a priority "A" megaproject, and allocated up to $175

million in state funding for the project. In July of 2003, the Louisiana State Legislature approved $82.5 million in State Capital Outlay Funding for capital improvements for the proposed East-West Corridor Transit Rail Project.

I-35 Corridor
Johnson County, Kansas

An alternatives analysis study has been initiated on the Johnson County I-35 corridor. This corridor, previously in preliminary engineering for an exempt New Starts Commuter Rail project, is now back in the alternatives analysis phase of project development. A broad range of alternatives, including BRT, express bus and computer rail is under consideration for the corridor. Funding for the study includes $1.485 million of Section 5309 New Starts funds. The study is expected to be complete by December 2005.

Kenosha-Racine-Milwaukee Commuter Rail Extension
Kenosha-Racine-Milwaukee, Wisconsin

The Southeastern Wisconsin Regional Planning Commission (SEWRPC), the Metropolitan Planning Organization for the region, on behalf of the Counties and Cities of Kenosha, Racine, Milwaukee, and the Wisconsin Department of Transportation, has completed a study examining the feasibility of commuter rail service in the Kenosha-Racine-Milwaukee Corridor. The study focused 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 2005. A request to enter preliminary engineering is expected in the first quarter of 2006. Through FY 2005, Congress has appropriated $10.1 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 2005, Congress has appropriated $1.49 million in Section 5309 New Starts funds for this effort. In FY 2003 and 2004, Congress also appropriated a total of $5.3 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 building a 2.5-mile vintage streetcar line on existing right-of-way in downtown Little Rock and North Little Rock, Arkansas. For Phase 1 of the project, three replica streetcars will operate on single-track loops and on a single track exclusive right-of-way on the Arkansas River's Main Street Bridge. Power is 600v DC on overhead catenary wire. The cars are lift-equipped and air-conditioned. The track links the 18,000 seat Alltel Arena, which was built with only 300 new parking spaces, the Statehouse Convention Center, and the River Market District. It is scheduled to open by November 1, 2004. The project cost, including design, rolling stock and construction management, is $19.6 million, of which $10.5 million is Section 5309 New Starts, less than 50 percent of the total project. Ridership on the initial phase is estimated to average 1,000 each weekday. Phase 2 is an extension of approximately 2,000 feet of double-track to the site of the new William Jefferson Clinton Presidential Library and new headquarters of Heifer International, a world-wide charitable non-profit. Environmental Assessment and Final Design are complete, and a portion of the track is being constructed with STP funds. The proposal for Phase 2 includes an additional two cars. The ridership on the entire line will increase to an average of 1,750 riders per day. The total cost estimate for Phase 2 is $8.9 million including design, rolling stock and construction management. In FY 2005, Congress appropriated $3.47 million for Phase 2.

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.

Metrolink (San Bernardino Line)
Los Angeles, California

The Southern California Regional Rail Authority (SCRRA) is constructing a series of improvements to its commuter rail service within an existing railroad right-of-way. Completed 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 selected platform additions or extensions at existing stations on the line. Future projects include pedestrian access improvements at Pomona and additional double track segments. The completed improvements have resulted 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. As of October 2004, there are 38 daily train trips in the corridor serving 10,800 daily commuter rail trips. The estimated capital cost for the current project is

$46 million. Through FY 2005, 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 7,800 daily trips, and another 1,100 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 that is 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 2005, 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. Construction started in January 2003. The estimated completion date is March 2006.

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 2005, 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 FTA on future submittals for corridor projects.

Lowell-Nashua Commuter Rail Extension
Lowell, Massachusetts

The New Hampshire Department of Transportation (NHDOT) had proposed to design and construct a 10-mile extension of an existing commuter rail line from Lowell, Massachusetts to Nashua, New Hampshire. The proposed project would extend existing commuter rail service provided by the Massachusetts Bay Transportation Authority (MBTA) on an anticipated schedule of six roundtrips per weekday and three roundtrips on Saturday. This project has been postponed due to the lack of a local financial commitment.

Transportation Tomorrow South Central Corridor LRT
Louisville, Kentucky

The Transit Authority of River City (TARC) is proposing to design and construct a 17.5-mile light rail transit (LRT) line extending from downtown Louisville southward to a transit center at the Gene Snyder Freeway (Interstate 265). There are a number of physical barriers within the project corridor including CSX railroad tracks, dead-end streets, and truncated arterial streets that create a very limited number of continuous thoroughfares traveling north-south through the area. This results in a road system that operates ineffectively both for automobiles and the existing bus system. The proposed LRT project is intended to provide improved accessibility to many major trip generators in the corridor, including the central business district (CBD), the Kentucky International Convention Center, the Papa John's Cardinal Stadium, the Louisville Medical Center, the University of Louisville, Churchill Downs, the Kentucky Fair and Exposition Center, Louisville International Airport, the UPS World-Wide Distribution Center, and the Ford Motor Company Louisville Assembly Plant. The project was approved into preliminary engineering in July 2001, but is not currently being pursued by the project sponsor because of an inability to garner local funding commitments.

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. FTA 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. As currently planned, the project would be funded with National Highway System resources.

North Bay Commuter Rail
Marin/Sonoma, California

See the description for Sonoma-Marin Passenger Rail. Project sponsors have informed FTA that the two are the same.

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 Madison Avenue Line (formerly referred to as the Medical Center Rail Extension). 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 forecast year, 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. Two final alternatives are being studied in detail. 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 has begun the process of conducting 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, including 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. A recent coordinated effort involving the Florida Department of Transportation, the South Florida Regional Transportation Authority (SFRTA), the South Florida Regional Planning Council and the three county MPOs is exploring the possibility of adding a Broward-Palm-Beach segment, making this a regional corridor study covering the entire eastern edge of the South Florida area.

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 Expressway (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. FTA 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, and residential, retail and business districts. WCD prepared a draft alternative analysis (AA) study for FTA'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 April 2005. 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

The Monmouth-Ocean-Middlesex (MOM) project is a commuter rail extension off either NJ TRANSIT's Northeast Corridor Line or North Jersey Coast Line to Lakehurst, Ocean County, New Jersey. A 1996 Major Investment Study (MIS) identified multiple rail alignments and an enhanced bus system as potential alternatives. The enhanced bus service is currently advancing as an independent initiative. In October 2002, the New Jersey TRANSIT Corporation (NJ TRANSIT) began work on Draft Environmental Impact Statement (EIS) on MOM rail options. 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. Through FY 2005, 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, with an eventual expansion to four trains. TAMC expects to complete a project study report and the necessary environmental documents by 2006, identifying all the needed capital improvements, institutional arrangements and an estimation of the projected operating subsidy to begin service by 2009. The California Traffic Congestion Relief Act is providing $20 million and Proposition 116 funds are providing $3 million for this project. The second project is the implementation of 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. TAMC 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. The proposed 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. An additional $2.1 million was authorized for Monterey County toward grade-crossing improvements under TEA-21.

Personal Rapid Transit
Morgantown, West Virginia

The University of West Virginia has upgraded 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 2005, 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 ten square mile area, located in central Nassau County within the Town of Hempstead. The Nassau Hub is defined as an area bordered by the MTA Long Island Rail Road (LIRR) Port Jefferson Branch to the north and Hempstead Turnpike to the south. The western boundary runs along Rockaway and Cathedral Avenues, and the eastern boundary is Merrick/Post Avenue, although Eisenhower Park is included in the study corridor. Also included in the study area are all or parts of the Villages of Mineola, Westbury, Garden City, and Hempstead, and the Hamlets of Carle Place and Uniondale, as well as unincorporated portions of Garden City. The Nassau Hub, in its entirety, contains retail, office, manufacturing, warehousing, a regional park, a preserve, two colleges, museums and a sports arena. The study is considering a range of alternatives, including light rail transit, bus rapid transit, a fixed guideway loop, and shuttle buses that would convert existing facilities and new infill development into a pedestrian/transit-friendly environment. Potential circulator transit service would also connect with Long Island Rail Road (LIRR) commuter rail stations at Mineola and Hempstead. Nassau County is advancing the AA with assistance from the New York Metropolitan Transportation Council (NYMTC), which is the

local Metropolitan Planning Organization, MTA, LIRR, LI Bus, New York State DOT, and the County's three Towns of Hempstead, North Hempstead and Oyster Bay, along with civic groups and the local business and development community. Through FY 2005, Congress has appropriated $0.5 million in Section 5309 New Starts funds, and NYMTC, through the Unified Planning Work Program (UPWP), has provided an additional $0.4 million for the study. The initial Federal grant for the AA study was awarded in December 1999, and the UPWP funds were appropriated during FY 2003 and FY 2004, with the additional funds targeted to enhanced public outreach and a more robust ridership demand modeling effort. As a result, the AA, which was originally scheduled for completion by June 2004, will now be completed by March 2005.

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 2005, Congress has appropriated $0.49 million in Section 5309 New Starts funds for this effort, but these funds have lapsed.

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

The Access to the Region's Core project (ARC) consists of the extension of direct commuter rail service to Manhattan from Bergen, Passaic, Hunterdon, Somerset and Union Counties in New Jersey, as well as Orange and Rockland Counties in New York. The project's primary focus is to extend commuter rail service through a new rail tunnel under the Hudson River to a new station in midtown Manhattan.

Following the completion of the technical work on the Major Investment Study in 2003, NJ TRANSIT and the Port Authority of New York and New Jersey, the project's sponsors, began work on a Draft Environmental Impact Statement (EIS) for this project. Work on the Draft EIS is proceeding. In addition to the tunnel which is depicted as a "long term" goal, NJT is also evaluating several "shorter term" efforts that would involve extending platforms, provide increased pedestrian movement and train storage. It has not been decided how the shorter term goals will be handled within the context of the EIS. Through FY 2005, Congress has appropriated $5 million in Section 5309 New Starts funds and $3.5 million in Section 115 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) that 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) alternatives analysis study being conducted by the Metropolitan Transportation Authority (MTA) has been suspended.

Broadway-Lafeyette-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 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 to 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 indicated 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.

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 the LMA's goal 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. 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 to improving 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 Final Environmental Impact Statement issued in April 2004. 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 MOS I 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 West Midtown Intermodal Ferry Terminal (WMIFT) project site is adjacent to the Hudson River Park and will incorporate specific park elements to provide continuity between the Hudson River Park and the project site. These elements include a bike path (the Route 9A bike path) and an 18-foot-wide walkway. The proposed project at Pier 79 entails the development of an approximately 33,915 square-foot municipally owned intermodal ferry facility to be used by various ferry operators and six slips at three barges totaling 16,795 square feet on Pier 79 in Manhattan. The terminal will be approximately 112 feet wide and 296 feet long, and will be built around the base of the existing Lincoln Tunnel Ventilator. The two-story terminal will have a maximum height of 34 feet. Most of the new building will be used for passenger operations. This includes a passenger waiting area. The remaining space will provide space for offices, a café, and concessions. Construction of a new, elevated walkway located along the building's western façade will provide continuous public access to the waterfront. The new terminal will replace a three-pier terminal at Pier 78. A Finding of No Significant Impact was issued for the project on September 20, 2001, and initiation of construction was February 2004. 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 $51.5 million. FTA has awarded $22.2 million in Section 5309 New Starts and Federal Highway Administration special projects' funding that was appropriated by Congress. FTA also awarded $11.4 million in special Department of Defense appropriated funds, as part of the September 11th Security Upgrade to enhance ferry service in the New York Harbor. Currently, the project is close to 70 percent complete.

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. FTA provided $10.4 million in appropriated funds 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, known as the Staten Island – Brooklyn Mobility Project ($1,771,196 Federal and $442,799 local) and construction of Slip 7 for private ferry services to Midtown Manhattan ($997,380 federal and $249,345 local). Construction efforts began in October 2001, and are scheduled for completion in June 2005. In early 2003, the New York City Office of Management and Budget approved a budget increase of approximately $15 million for the ferry terminal project to cover increased project scope. The budget increase brought the project's overall budget to $127.1 million. This represents an increase of approximately 54 percent over the original budget of $82.6 million. FTA has awarded $4.7 million in Section 5309 New Starts funds for SGFT (not including Federal formula funds for Slip 7 and Staten Island – Brooklyn Mobility) that have been appropriated by Congress through FY 2005. The U.S. Department of Transportation is also providing approximately $32.8 million in loans under the Transportation Infrastructure, Finance and Innovation Act (TIFIA) program. This brought the total Federal obligation to the ferry terminal project to $40.2 million. The value of construction contracts awarded to date is $96.1 million.

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. FTA 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 in operation at all times. Phase I-A, involving Slip 3, was opened to the public in March 2002, although the finish work will not be completed until late 2005, when finish work is performed on the entire terminal. Phase I-C was initiated in May 2002 and completed in April 2003 with the return to service of the slip. Phase II was initiated in May 2003 and will be complete by February 2005. Phase III was initiated in July 2003 and will be complete by June 2005. Phase IIIB is scheduled to begin in February 2005 and be completed by June 2005. NYCDOT anticipates that overall construction will be complete in June 2005 - 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 2005, Congress has appropriated $16.4 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 $74.5 million. The value of construction contracts awarded to date is $136.9 million.

Southeastern North Carolina Corridor
North Carolina

A Record of Decision was issued for the Southeast High Speed Rail Corridor Tier I Environmental Impact Statement covering the Washington DC to Charlotte NC portion of the corridor in October 2002. Virginia and North Carolina have begun a Tier II Environmental Impact Statement for the portion of the corridor from Petersburg VA to Raleigh NC. This document will examine potential impacts involved in rebuilding the portion of the line in Virginia (presently removed) and upgrading the entire segment to handle passenger and freight service. The passenger service will have a maximum speed of 110 mph. Improvements to the North Carolina Railroad corridor were completed in the third quarter of 2004 resulting in a travel time between Raleigh and Charlotte of approximately 3 hours 15 minutes (a 30 minute reduction from past schedules). Further improvements are underway which will reduce the travel time to 3 hours 5 minutes by the third quarter of 2005. Other progress in the corridor is evidenced by the signing of a master agreement between the Virginia Department of Rail & Public Transportation (VDRPT) and CSX regarding work in the corridor. VDRPT has begun work on a new bridge in the corridor at Quantico. A Technical Monograph was released by the Federal Railroad Administration in January of 2004 analyzing the Washington DC to Charlotte portion of the preferred corridor, and a Feasibility Engineering Study was completed in May 2004 by the states (GA, SC, NC) for the Charlotte-Atlanta-Macon portion of the corridor. Those states are presently negotiating with Norfolk Southern regarding a capacity analysis and Environmental Impact Statement for this same segment.

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 the Intermodal Surface Transportation Efficiency Act of 1991. The project has been divided into two minimum operating segments. MOS-1 project limits are from Airline Junction to Randolph St. and MOS-2 is from Airline Junction to Valparaiso (CN alignment) and Lowell (CSX alignment). The cost of MOS-1 is estimated at $210 million. The cost of MOS-2 is estimated at $130 million. During the summer of 2004, project sponsors worked with the counties and municipalities that would benefit from the new rail service to devise a cost sharing plan to advance preliminary engineering and environmental activities. This effort resulted in the passage of an inter-local agreement that committed $750,000 per year in local funds over two years to provide the local share for these activities. Through FY 2005, Congress has appropriated $5.43 million in Section 5309 New Starts funds for this effort.

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

The, Cross County Light Rail line was recommended as one of three new rail lines under the *West Shore Region Major Investment Study/Draft Environmental Impact Statement*. The Cross County Rail alignment was proposed as an extension of the Hudson-Bergen Light Rail System (HBLRTS) starting at the originally proposed HBLRTS terminus at the Vince Lombardi park-and-ride and continuing to the town of Maywood, New Jersey, along the New York Susquehanna and Western (NYS&W) freight railroad, a distance of approximately 10 miles. Further extensions to Paterson, Passaic County, New Jersey, were also proposed. As planning progressed, the compatibility of light rail with railroad freight and the uncertainty about the ultimate terminus of the HBLRTS raised concerns about the Cross County as originally proposed. Currently, NJ TRANSIT, the project sponsor, is conducting additional planning work on both the potential availability of Federal Railroad Administration-compliant diesel multiple unit rail cars and possible changes in the alignment.

Lackawanna Cut-off Corridor
Northern New Jersey/Northeastern Pennsylvania

The Lackawanna Cut-off project 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, Tobyhanna, Pocono Mountain, Analomink, East Stroudsburg and Delaware Gap in Pennsylvania and Blairstown and Andover in New Jersey. An Environmental Assessment (EA) is progressing for the restoration of commuter rail service along this corridor. NJ TRANSIT and the Pennsylvania Department of Transportation, with NJ TRANSIT as the grantee, are jointly pursuing this project, with the involvement of the counties of Morris, Sussex, and Warren in New Jersey and the counties of Monroe and Lackawanna in Pennsylvania. Discussions have taken place between the two States on sharing the project's capital, operating, and maintenance costs for the preparation of a financial plan for the project. The scope of the next phase includes drafting a cost-sharing agreement between New Jersey and Pennsylvania. Through FY 2005, Congress has appropriated $4.5 million in Section 5309 New Starts funds and $1.0 million in Section 330 funds for this effort.

Union County Light Rail (Newark–Elizabeth Rail Link (NERL MOS-3))
Northern New Jersey

This proposed 5.8-mile light rail system would connect Newark Liberty International Airport Lot "D" to downtown Elizabeth in Union County via the Jersey Gardens Mall. Originally conceived as the third phase of the Newark-Elizabeth Rail Link (NERL MOS3), the alignment was modified to include stops at the newly constructed Jersey Garden Mall and renamed "Union County Light Rail." The Union County Light Rail project is advancing 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. NJ TRANSIT has completed work on a Supplemental Draft Environmental Impact Statement (SDEIS), which details the impacts of the modification of the alignment since the original 1997 DEIS for the entire NERL project was completed. NJ TRANSIT is in the process of completing the FEIS.

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

The proposed New York, Susquehanna & Western Commuter Rail project is an extension of commuter rail service from NJ TRANSIT's Main Line in Hawthorne, New Jersey, to Sparta in Sussex County along a portion of the NYS&W freight railroad. The project includes upgrading 40 miles of single track; 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. In August 1996, NJ TRANSIT completed an Environmental Assessment for the project. FTA issued a Finding of No Significant Impact in September 1996. NJ TRANSIT is currently working with the Township of Hardyston to locate a future storage yard on the site of the Lasinski Road landfill. Another component of the project, the rehabilitation of the Paterson Station to comply with the Americans with Disabilities Act (ADA), was completed in 2001. Through FY 2005, 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 and 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, and FTA 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. Through FY 2005, Congress has appropriated $4.5 million in Section 5309 New Starts funds for this effort.

Northern Branch
Northern New Jersey

The extension of light rail service along the Northern Branch freight railroad in Bergen County, New Jersey, was recommended as one of three new rail lines under the *West Shore Region Major Investment Study*. The proposed alignment would extend light rail service approximately 10 miles from the terminus of Hudson-Bergen Light Rail MOS-2 at Tonnelle Avenue in North Bergen, New Jersey, through Englewood to Tenafly. NJ TRANSIT is currently working on the Draft Environment Impact Statement (EIS) for the project. Federal funding was provided for this project through a Congressional appropriation of $4 million for the West Shore Area study.

West Shore Line Commuter Rail Service
Northern New Jersey

The West Shore commuter rail project was recommended as one of three new rail lines under the *West Shore Region Major Investment Study*. The West Shore commuter rail project would extend NJ TRANSIT's commuter rail network through the New Jersey Meadowlands to connect with the West Shore freight railroad and proceed north into New York State, a distance of approximately 35 miles. Since the MIS was completed, NJ TRANSIT and the New Jersey Sports and Exposition Authority have advanced the extension of commuter rail service to the Meadowlands Sports Complex as a separate project using local funds. However, the Meadowlands Sports Complex rail extension will be designed such that it is compatible with future construction of the West Shore commuter rail project. Federal funding was provided for this project through a Congressional appropriation of $4 million for the West Shore area study.

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 to 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. The selected system would be designed to make the trip in six to seven minutes. 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. The total project budget for the BART Oakland Airport Connector Project is approximately $232 million (in 2001 dollars). The project has been a collaborative partnership between BART, the Alameda County Transportation Improvement Authority (ACTIA), the Alameda County Congestion Management Agency (ACCMA), the California Transportation Commission (CTC), California Department of Transportation (Caltrans), the City of Oakland and the Port of Oakland. The project schedule calls for award of a design-build contract in late 2005 with start-up in 2010.

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. A Commuter Rail North/South connection is also being studied from DeLand in Volusia County to Kissimmee in Osceola County. This 61-mile system is proposed to serve commuting passengers from the Central Florida region into the Orlando Central Business District (CBD) as well as to key activity centers along the corridor. This project has been designated as a regional priority.

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 will provide for future commuter rail growth both at Providence and South County, Rhode Island. The project is substantially complete and is expected to be in full operation in 2005. 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 2005, Congress has appropriated $9.88 million in Section 5309 New Starts funds for the effort.

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

In December 2003, the Southeastern Pennsylvania Transportation Authority (SEPTA) completed an alternatives analysis/Draft Environmental Impact Statement 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 project is presently on hold pending local decisions.

Lower Merion Township
Philadelphia, Pennsylvania

It appears that this project has taken the shape of a proposed extension of the Route 100 Norristown High Speed Line. The line would branch from the existing Route 100 at Gulf Mills and directly serve stations at the King of Prussia Mall and the business/office park, and terminate at Valley Forge. It would provide a direct one-seat ride from Upper Darby (69th Street) and numerous stations in Delaware County and, via a transfer from the Market Frankford rapid transit line at 69th Street, an alternative all-rail route from Center City Philadelphia in lieu of the existing express buses, which are subject to highway congestion. The Route 100 extension would permit the elimination or scaling back of certain bus routes by offering an improved alternative service. The capital cost of the project is projected at $340M in YOE, assuming termination at Valley Forge.

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. FTA continues to work with RFTA on the development of assumptions for New Starts analysis. Through FY 2005, Congress has appropriated $3.95 million in Section 5309 New Starts funds for this effort.

Airborne Shuttle System
Pittsburgh, Pennsylvania

The Pittsburgh Airborne Shuttle System, proposed by a private sector group led by General Atomics several years ago, has been dropped in favor of a project to develop a low-speed magnetic levitation (maglev) system. The new project is to design and construct a demonstration system called the California University of Pennsylvania Sky Shuttle System (CUPSS). The CUPSS is proposed for operation at the California University of Pennsylvania, which is approximately 35 miles south of Pittsburgh. The University has a unique transportation problem within the campus. Inadequate space for road expansion, steep terrain and other problems make it a suitable candidate for maglev transportation on an elevated guideway. The General Atomics maglev system is the choice of both the California University of Pennsylvania and the Pennsylvania Department Of Transportation (Penn DOT). The Federal Transit Administration (FTA) recently awarded a grant to California University of Pennsylvania to perform work associated with the demonstration system, including Engineering Update and Construction Planning; Technology Refinements and Validation Testing; CUPSS Local Coordination; and Program Management. The FTA has awarded approximately $17.75 million in research funds to General Atomics (GA) to conduct research and development on low-speed magnetic levitation under the Urban Maglev Program as authorized in Section 3015(c) of TEA-21. As required under the Urban Maglev Program, the development team associated with GA provided 20 percent in non-Federal matching funds. The GA maglev system is undergoing testing on a test track of approximately 400 feet at GA's headquarters. Performance evaluation of the system is expected to be completed by the middle of 2005, prior to initiation of any demonstration at California University of Pennsylvania. The General Atomics/Pittsburgh Maglev team includes the Penn DOT, Port Authority of Allegheny County, Western Pennsylvania Maglev Development Corporation, Carnegie Mellon University and several Pittsburgh-based businesses. Penn DOT initiated an Environmental Assessment (EA) of the project, but the EA needs revisions to include certain missed issues. Some of the issues not addressed include the no-build alternative, secondary impacts on land use, impact on historic and archaeological resources, noise and vibration assessment, impact of electromagnetic radiation on health, water quality and storm water management, and construction impacts on water quality.

Portland Marine Highway Program
Portland, Maine

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 Through FY 2004 Congress has appropriated $1.98 million in Section 5309 New Starts funds and $.49 million in Section 5309 Bus funds. To date all New Starts have been obligated for the purchase of a new replacement ferry for the Portland-based Casco Bay Island Transit District (CBITD). The new replacement ferry will be fully accessible from all decks with increased passenger capacity of 33 percent. Future funds are expected to be used for the expansion of CBITD's intermodal facility.

South Corridor – Phase II Milwaukie Light Rail Project
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 recently 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, and FTA approved it into preliminary engineering in March 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 high capacity transit connection to light rail. Final environmental and design work for the Milwaukie Light Rail Project is scheduled to begin after the completion of the Interstate 205/Portland Mall 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 using 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 FTA -funded vessel for this project 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 $24.99 million. These funds have been awarded. Congress 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 one-half of the total funding appropriated to the Alaska/Hawaii Ferry Projects program through FY 2003. 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 appropriated $51.14 million for the Alaska/Hawaii program, and FTA has awarded $25.57 million in Section 5309 New Starts funds to Alaska. This includes $24.99 million for the high-speed ferry and $0.57 million for the support facility. In FY 2004, Congress appropriated an additional $10.13 million for the Alaska/Hawaii program. In FY 2005, Congress appropriated $10.21 million in Section 5309 New Starts funds for the Alaska/Hawaii program.

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 $189 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 2005, 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.

Amtrak/Folsom Corridor (AFC)
Sacramento, California

The Sacramento Regional Transit District (RT) has been involved in a project that includes a series of multiple improvements to the existing light rail transit (LRT) corridor between downtown Sacramento and a terminus at the Historic Folsom Station. The project also includes an extension of the LRT line in downtown Sacramento to directly serve the Sacramento Valley Station (formerly called the Amtrak Station), and the acquisition of fourteen (14) new light rail vehicles. All but a few parcels of the required right-of-way for the project have been acquired, using federal, state and local funds. Improvements to the Folsom Corridor include double tracking from Brighton to Watt Ave, and new double-track construction from Mather Field Station to the Sunrise Station. These improvements have been completed and revenue service began on June 11, 2004. The project also includes new double track construction to approximately 1 mile west of the Hazel Station and single-track construction from there to Historic Folsom, serving three additional stations at Iron Point, Glenn Drive and Historic Folsom. Construction of this segment is anticipated to be complete in the summer of 2005. Additionally, on the west end of this corridor in downtown Sacramento, the project includes an extension of approximately 0.7 miles from the LRT line on 7th/8th and K Streets to the Sacramento Valley Station at 4th and H Streets. This segment is anticipated to be complete in September 2005. Revenue operations for both the Sacramento Valley Station segment and the Historic Folsom segment is scheduled to begin in October 2005. It is anticipated that soon after revenue operations, limited-stop express rail service will commence, shortening the commute time between Historic Folsom and downtown Sacramento.

Placer County Corridor
Sacramento, California

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

South Corridor LRT Extension
Sacramento, California

The Sacramento Regional Transit District (RT) is proposing to implement an extension of its existing South Corridor light rail transit (LRT) line from its current terminus at Meadowview Road south and east to Cosumnes River College, near the intersection of State Highway 99 and Calvert Road. The four-station, 4.2-mile project would operate in an exclusive, primarily at-grade right-of-way requiring four street crossings along the alignment. No additional vehicles or yard improvements would be necessary to operate the proposed service, which features 10-minute peak-period frequencies. 2,700 park-and-ride spaces would be constructed at three of the four proposed stations as part of the project. The project is anticipated to generate 11,000 boardings by 2025. RT submitted a premature request for preliminary engineering (PE) for the LRT Extension project in 2003. Following a reduction in project scope and cost, work with local stakeholders to further identify transit-oriented development opportunities in the corridor,

improvements to the project's baseline alternative against which to measure the benefits of the proposed extension, and refinements to the project's management plan, RT resubmitted a PE request in August 2004. In November 2004, local voters passed an extension of Sacramento County's 1/2 cent sales tax for transportation projects, which includes revenues for operating the LRT Extension project. FTA evaluated the South Corridor LRT Extension's New Starts project justification and local financial commitment criteria, resulting in a *Recommended* rating. FTA expects to formally approve the project into PE in early 2005.

Metro South (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) are conducting an alternatives analysis study on the Metro South Corridor in St. Louis. The Metro South Corridor is a corridor that extends to the west and to the south of the previously studied Cross County Corridor (from Clayton, Missouri beyond I-55 / I-270 interchange in southeast St. Louis County). A locally funded MetroLink light rail extension project is currently under construction in the Cross County Corridor. The Metro South Corridor Study is underway and a full range of build and no-build alternatives are being studied. It is anticipated that a decision regarding a locally preferred alternative will occur in 2005. Through FY 2005, Congress has appropriated $3.44 million in Section 5309 New Starts funds for this effort.

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

The Ramsey County and Hennepin County Regional Railroad Authorities are examining mobility improvement options in a corridor that generally extends from downtown St. Paul to downtown Minneapolis. The corridor includes connections to the Hiawatha Corridor light rail project (opened in 2004) and the proposed 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 has evaluated a range of alternatives and alignments. A draft alternatives analysis/Environmental Impact Statement has been completed. The alternatives have been narrowed to light rail transit or bus rapid transit on University Avenue. Selection of a locally preferred alternative is anticipated in winter 2004. Through FY 2005, Congress has appropriated $2.7 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 2005, 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 2005, 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 5.5 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 $230 million (in 2004 year dollars).

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 not known. Initial environmental analysis for the extension is being conducted as part of a broader study of the I-15 corridor from Salt Lake to Utah County. This study will include an alternatives analysis.

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 Murray, 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 Murray, Midvale, West Jordan and South Jordan to the proposed Sunrise planned community. The study concluded that extending the project was feasible. The proposed project would be built on an existing Union Pacific railroad right-of-way, which UTA purchased a portion of as part of a larger corridor preservation project. The proposed LRT would be constructed at-grade and would have nine stations with bus transfer facilities and park-and-ride lots. Based on the feasibility study WFRC, UTA and the above noted cities are preparing a Draft Environmental Impact Statement (EIS) and plan to complete a Final EIS in 2005. The project is included in the region's long range transportation plan. Ridership for the LRT extension is projected at 9,500 in the year 2025. UTA has submitted to FTA a request to enter preliminary engineering on the project, which FTA is reviewing. The project is scheduled to begin operation in 2009. Total capital costs that are estimated at $288 million (in 2004 year dollars).

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 2005. A Final EIS is scheduled for completion in 2006. 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 5.1-mile extension that would include bus transfer facilities and park-and-ride lots. Ridership for the LRT extension is projected at 5,800 in the year 2025. Total capital costs are estimated at $239 million (in 2004 year dollars).

Caltrain Extension to Hollister
San Francisco-San Jose, California

The Council of San Benito County decided not to continue with plans for the proposed extension to Caltrain services to Hollister due to lack of local funding. Funds appropriated by Congress through FY 2003 were extended for the neighboring Monterey County Branch Line rail project described under Monterey County.

Regional Transit Corridor
San Joaquin, California

See Altamont Commuter Rail.

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.

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 active freight rail line run the length of the corridor. The MIS projects include the purchase of the rail right-of-way for future transportation uses, development of a bike/pedestrian path along the rail right-of-way, bus system and local road improvements, and Highway 1 widening. In December 2004, the SCCRTC approved a Letter of Intent with Union Pacific Railroad for purchase of the 32-mile rail line for $19 million by the end of 2005. The scenic rail line traverses the county's primary urbanized areas as well as numerous state and local beaches and parks, university marine research facilities, historic villages and amusement park, harbor, and coastal wetlands. Post acquisition, limited recreational rail service is planned on a portion of the line. An $8 million Highway 1 HOV/Widening Environmental Impact Report is in progress, although a local ½ cent, 30-year tax measure proposed to finance the widening project was not approved by voters in November 2004.

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

The City of Santa Fe, in cooperation with Santa Fe County, Santa Fe Southern Railway and the New Mexico Department of Transportation, 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 preserve the corridor for future 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 other urbanizing areas south of the city, to educational institutions, employment centers 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. The project is also listed in the New Mexico State Transportation Improvement Program. Through FY 2005, Congress has appropriated $4.42 million in Section 5309 New Starts funds for this effort. FY 2003 Section 330 Federal Highway funds have been approved by FTA, in the amount of $993,500, to help fund this project. 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.

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 is not pursuing this project 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. FTA is unaware of any recent developments with this project.

Airport Link
Seattle, Washington

The Central Puget Sound Regional Transit Authority (Sound Transit) is planning a 24-mile Central *Link* light rail transit (LRT) project running north to south from Northgate, through downtown and southeast Seattle, to the cities of Tukwila and SeaTac, Washington. The proposed Central *Link* project includes 19 stations and three park-and-ride facilities. 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. The project is being coordinated in partnership with the Port of Seattle and 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. 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 anticipates completing the Airport Link 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. Sound Transit has signed an agreement in principle with the Port of Seattle for extending light rail to the Sea-Tac International Airport terminal. 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. The project has been delayed while the Port of Seattle updated its comprehensive development plan in response to changes in the airline industry after 9/11. Sound Transit has begun to work on plans for updating the environmental documentation, and have indicated to FTA that a supplemental environmental assessment (EA) could be published by March 2005, with a final environmental determination by August 2005. The cost of this project is not yet known. Sound Transit does not intend to request FTA 5309 New Starts funds for the project, but does intend to use FTA 5307 Formula funds and possibly other Federal funds. Further extension of *Link Light Rail* 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. TEA-21 Section 3030(a)(85) authorized the Seattle Sound Move Corridor (*Link* and *Sounder*) for final design and construction. Through FY 2005, Congress has appropriated $164.79 million for this effort.

North Link
Seattle, Washington

The Central Puget Sound Regional Transit Authority (Sound Transit) is planning a 24-mile Central *Link* light rail transit (LRT) project running north to south from Northgate, through downtown and southeast Seattle, to the cities of Tukwila and SeaTac, Washington. The Central *Link* project includes 19 stations and three park-and-ride facilities. The system would operate on existing and new right-of-way (ROW). Sound Transit plans to phase construction of the entire system. For the approximately eight-mile North Link segment, Sound Transit is evaluating alternatives for extending the Initial Segment north from downtown Seattle to the Northgate area of Seattle. The 14-mile Initial Segment is currently under an FTA Full Funding Grant Agreement. 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 issued a Supplemental Draft EIS on the North *Link* project. In May 2004, Sound Transit selected a locally preferred alternative from Downtown Seattle to the University District. Sound Transit plans to apply to FTA for entry into preliminary engineering for a segment from Downtown Seattle to Husky Stadium at the University of Washington in late 2004. TEA-21 Section 3030(a)(85) authorized the Seattle Sound Move Corridor (*Link* and *Sounder*), for final design and construction. Through FY 2005, Congress has appropriated $164.79 million for this effort.

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. This project will be an extension of the currently operating Tacoma-Seattle commuter rail service. The Everett extension would be part of an overall 82-mile commuter rail corridor serving up to 14 stations in the central Puget Sound region. The Everett-Seattle segment would include three new multimodal stations that provide connections to a variety of transportation services, including local, regional, and long distance bus services; the Washington State ferry system; Link light rail; and Amtrak. Up to eight trains per day running in the peak direction (four round trips) would serve three new stations north of Seattle – Edmonds, Mukilteo, and Everett. Average weekday boardings are forecast at 2,400 in year 2010. By 2020, 0.8 million riders will be carried annually between Everett and Seattle. The capital budget for the project is $385 million in Year of Expenditure dollars. Over seventy five percent of the project budget is derived from local funding sources, with the remaining funded through other sources, including FTA New Starts funds. Approximately $93 million in Federal funding has been secured for this segment, including $24.9 million in New Starts funds. FTA Section 5307 and Federal Highway Administration Flexible Funds have been used for station improvements. The Everett station is nearly complete, and the other stations are in final design. FTA has awarded the New Start funds for right-of-way acquisition of the rail line. 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. An agreement with BNSF laying out a process for instituting Sounder service was executed in December 2003. The project initiated partial service in December 2003. FTA approval of Final Design for the New Starts funds is pending resolution of compliance with the Americans for Disabilities Act. TEA-21 Section 3030(a)(85) authorized the Sound Move Corridor for final design and construction. Through FY 2005, Congress has appropriated $113.04 million in New Starts funds 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-Vashon-Fauntleroy, 2) Bremerton-Seattle, 3) Bainbridge - Seattle, 4) Kingston- Edmonds, 5) Clinton-Mukilteo, 6) Port Townsend-Keystone, and 7) Anacortes-San Juan. In fiscal year 2003, 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, Keystone Terminal redevelopment, and construction of four ferry boats 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, Everett 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. WSF 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 examined the feasibility of implementing a Micro Rail Trolley system in a corridor that includes the central business district. An alternatives analysis study was completed in 2003. The locally preferred alternative is the no build alternative. Through FY 2005, Congress has appropriated $1.93 million in Section 5309 New Starts funds for this effort.

Sonoma-Marin Passenger Rail
Sonoma and Marin Counties, California

The Sonoma-Marin Area Rail Transit (SMART) District project is a 75-mile passenger rail corridor serving San Francisco's North Bay. The district is currently preparing an Alternatives Analysis/Draft Environmental Impact Report/Draft Environmental Impact Statement (AA/EIR/EIS) for the rail corridor. The passenger rail corridor includes service to 14 rail stations providing service from Sonoma County south to a ferry terminal in Marin County with service to San Francisco. In addition to the passenger rail system, a continuous bicycle/pedestrian corridor is also proposed along the corridor. The corridor project includes the addition of 2,500 new park and ride spaces and incorporates a strong Transit Oriented Development policy for rail stations. The project will utilize the existing Northwestern Pacific Railroad alignment, which is in public ownership. A Notice of Intent to prepare an AA/EIR/EIS was published in the Federal Register on August 22, 2003. Following the certification of the environmental documents, the SMART Rail District will present a funding initiative to district voters in November, 2006.

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 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. STA has begun work on the Draft EIS, which may be ready for publication by Spring 2005. The project has been delayed, in part, due to technical difficulties with the ridership forecasting model and a public ballot to raise revenues for STA's bus system. Through FY 2005, Congress has appropriated $6.92 million in Section 5309 New Starts funds for this effort.

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 dedicated busway/HOV 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 bus signal priority at intersections, and 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 $49.2 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 2005, Congress has appropriated $27.77 million in Section 5309 New Starts funds for this effort.

Altamont Commuter Rail
Stockton, California

The San Joaquin Regional Rail Commission (SJRRC) has implemented a commuter rail system along an existing Union-Pacific Railroad right-of-way operating between San Joaquin, Alameda and Santa Clara Counties. Through FY 2005, Congress has appropriated $10.88 million toward this effort in Section 5309 New Starts funds. This project, now known as the Altamont Commuter Express (ACE), has completed the initial three-year demonstration period and has expanded service along the corridor from the initial two daily round trips Monday through Friday to three daily round trips and anticipates adding a fourth round trip in 2005. SJRRC, the managing agency of the ACE service, is constructing a permanent passenger rail equipment maintenance facility for ACE. ACE currently leases a maintenance facility from the Union Pacific Railroad (UPRR) on a month to month lease. The maintenance facility project includes the purchase of right-of-way to construct a permanent facility and end the month to month lease with the UPRR. The facility is planned for two phases of construction, with Phase I estimated costs of

$17 million and Phase II estimated costs of $15 million. This will provide the ability to maintain 53 passenger rail cars and ten locomotives. The total cost of the project is estimated at $32 million. With the completion of the Phase I construction in 18 to 24 months, ACE will be able to maintain and operate up to six train sets and more then double existing ridership which is approximately 600,000 passenger trips annually. Local and state funds were used to buy an additional train set and federal funds are to be used for the maintenance facility.

Lakewood-to-Tacoma Commuter Rail
Tacoma, Washington

The Central Puget Sound Regional Transit Authority (Sound Transit) proposes to implement peak-period commuter rail service in an eight-mile corridor linking Tacoma and Lakewood, Washington. This project will be an extension of the currently operating Tacoma-Seattle commuter rail service. The Lakewood extension would be part of an overall 82-mile commuter rail corridor serving up to 14 stations in the central Puget Sound region. The Lakewood-Tacoma project includes two new stations at South Tacoma and Lakewood, a 1.2-mile long 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 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 capital budget for this project is $205 million in Year of Expenditure dollars. Approximately 80 percent of the project budget is derived from local funding sources, with the remaining funded through other sources, including FTA New Starts funds. To date, the Lakewood-Tacoma segment has received $24.9 million in New Starts funds and $17 million in other Federal and state funding sources. The Final Environmental Impact Statement for the project was published in July 2002 and the Record of Decision was signed in December 2002. An agreement with BNSF laying out a process for instituting Sounder service was executed in December 2003. FTA approval of Final Design is pending resolution of compliance with the Americans for Disabilities Act. The project is scheduled to begin service in 2007. TEA-21 Section 3030(a)(85) authorized the Sound Move Corridor for final design and construction. Through FY 2005, Congress has appropriated $113.04 million in New Starts funds for this effort.

Toledo – Regional Core Circulator
Toledo, Ohio

The Toledo Metropolitan Area Council of Governments (TMACOG) is conducting an alternatives analysis of transit options for the Toledo Region's Core area including downtown Toledo, the Toledo Museum of Art, Toledo Hospital, and the University of Toledo. The study will analyze modifications to the roadway and mass transit network to provide improved circulation and connections between three of the largest employment centers in the area: the University of Toledo (UT - a large education and research institution), the Toledo Hospital (hub of a major multi-county integrated health system), and downtown Toledo (financial, service, and government center with other attractions including 5/3 Field - a minor league baseball park, Seagate Convention Center, COSI - a science museum, the Docks and Marina District - mixed-use developments on the east bank of the Maumee River). The study will also examine improved connections to nearby regional facilities such as Martin Luther King Jr. Plaza (location of the Amtrak rail station) and the Toledo Zoo. The study began with a focus on the downtown Toledo area in June 2002 and was originally scheduled for completion in late 2003. In September 2003 public meetings were held regarding the Locally Preferred Alternative. Based on comments from the public and at the November 2003 Steering Committee, the need was identified to seek additional cost/benefit information

and to re-scope the need statement to include the connection to UT and the Toledo Hospital. In August 2004 a contract modification was issued to revise purpose and need, investigate initial alternatives and to solicit public input on additional corridor connections. Upon the completion of additional work (scheduled to be completed in winter/spring 2005) the LPA will be selected. Through FY 2005, Congress has appropriated $0.99 million in Section 5309 New Starts funds for this effort.

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 2005, 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 2005, Congress has appropriated $15.02 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.

Wilmington Train Station Renovation Project
Wilmington, Delaware

The Wilmington Train Station Renovation Project consists of major improvements at the multi-purpose intermodal transportation center in downtown Wilmington. The station first opened in 1905 as the Pennsylvania Railroad Station. Today, the Wilmington Train Station provides a focus for several transportation modes, including inter-city passenger rail operated by Amtrak, SEPTA commuter rail service (provided by the Delaware Department of Transportation), regional bus service provided by Delaware Transit Corporation, inter-city buses, charter bus, and pedestrian access. Major improvements scheduled for completion in 2005 include: Installation of a fully accessible entrance to the Front Street side of the station; Replacement of windscreens on the low-level platforms; Removal of non-historic canopies on the low-level platforms; Installation of electronic signs on the commuter low-level platform on Track 1; Install a new display with real time transit information; Renovation of public restrooms; Remove the glass curtain walls at the two retail outlets on the concourse level; Installation of a new elevator to the high level platform; and Installation of a mini-high ramp on the commuter low-level platform on Track 1. The estimated capital cost of the project is $6.73 million, which includes a $3.24 million Section 5309 New Starts funding share. Through FY 2005, Congress has appropriated $3.44 million for this effort. FTA approved DTC's request to enter preliminary engineering for the project in the spring of 2004.

Table 1
FY 2006 Funding for New Starts Projects
(Millions of Dollars)

Table 1

		Overall Project Rating	FY 2004 and Prior Year Funding	FY 2005 Enacted	FY 2006 Request	Remaining FFGA Funding	Total FFGA Funding
TOTALS BY PHASE							
Existing Full Funding Grant Agreements			$2,455.81	$848.90	$634.60	$960.27	$4,899.59
Anticipated Full Funding Grant Agreements			296.43	257.92	590.00		
Other Projects			43.64	26.29	158.58		
Other Projects in Preliminary Engineering			N/A	N/A	122.46		
Ferry Capital Projects (AK or HI)			N/A	10.21	10.30		
Oversight Activities			N/A	14.38	15.31		
GRAND TOTAL			**$2,795.88**	**$1,157.70**	**$1,531.25**		
EXISTING FULL FUNDING GRANT AGREEMENTS							
Funding Requested in the FY 2006 Budget							
CA	Los Angeles - Metro Gold Line East Side Extension	FFGA	26.28	59.52	80.00	324.90	490.70
CA	San Diego - Mission Valley East LRT Extension	FFGA	240.62	80.99	7.70	0.66 (4)	329.96
CA	San Diego - Oceanside-Escondido Rail Corridor	FFGA	84.89	54.56	12.21	0.44 (4)	152.10
CA	San Francisco - BART Extension to San Francisco Airport	FFGA	568.14	99.20	81.86	0.80 (4)	750.00
CO	Denver - Southeast Corridor LRT	FFGA	208.45	79.36	80.00	157.19	525.00
IL	Chicago - Douglas Branch Reconstruction	FFGA	189.95 (1)	84.32	45.15	0.68 (4)	320.10
IL	Chicago - North Central Corridor Commuter Rail	FFGA	94.71 (2)	19.84	20.61	0.16 (4)	135.32
IL	Chicago - Ravenswood Line Extension	FFGA	20.69	39.68	40.00	145.15	245.52
IL	Chicago - South West Corridor Commuter Rail	FFGA	75.74 (2)	19.84	7.28	0.16 (4)	103.02
IL	Chicago - Union-Pacific West Line Extension	FFGA	54.48 (2)	11.90	14.29	0.09 (4)	80.76
MD	Baltimore - Central LRT Double-Track	FFGA	78.57	28.78	12.42	0.23 (4)	120.00
NJ	Northern New Jersey - Hudson-Bergen MOS-2	FFGA	147.60	99.20	100.00	153.20	500.00
OH	Cleveland - Euclid Corridor Transportation Project	FFGA	32.43	24.80	24.77	0.20 (4)	82.20
OR	Portland - Interstate MAX LRT Extension	FFGA	215.91 (3)	23.29	18.11	0.19 (4)	257.50
PR	San Juan - Tren Urbano	FFGA	252.58 (5)	44.26	10.20	0.37 (4)	307.41
WA	Seattle - Central Link Initial Segment	FFGA	164.79	79.36	80.00	175.85	500.00
SUBTOTAL			**$2,455.81**	**$848.90**	**$634.60**	**$960.27**	**$4,899.59**
ANTICIPATED FEDERAL FUNDING COMMITMENTS							
AZ	Phoenix - Central Phoenix/East Valley Light Rail	Recommended	58.26	74.40	90.00		
NC	Charlotte - South Corridor LRT	Recommended	42.41	29.76	$55.00		
NY	New York - Long Island Rail Road East Side Access	Highly Recommended	155.33	99.20	390.00		
PA	Pittsburgh - North Shore LRT Connector	Recommended	40.43	54.56	55.00		
SUBTOTAL			**$296.43**	**$257.92**	**$590.00**		
OTHER PROJECTS							
CA	San Diego/Midcoast LRT Extension	Recommended	12.31	0.99			
CO	Denver/West Corridor LRT	Recommended	0.00	0.00			
NY	New York/Second Avenue Subway MOS	Highly Recommended	8.92	0.00			
OR	Wilsonville to Beaverton Commuter Rail	Recommended	7.63	8.93			
TX	Dallas/Northwest Southeast Light Rail MOS	Recommended	1.00	8.43			
UT	Salt Lake/WeberCounty to Salt Lake City Commuter Rail	Recommended	13.78	7.94			
SUBTOTAL			**$43.64**	**$26.29**	**$158.58**		

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

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

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

(3) Does not include $8.96 million in prior year funds not included in FFGA.

(4) Remaining balance is the result of a Congressional rescission in FY 2005. FFGA commitment may be fully funded in FY 2006 if remaining balance is funded in FY 2005 through reallocation of funds and Congress appropriates in FY 2006 the amount requested.

(5) Does not include $4.96 million in prior year Section 5309 New Starts funds that are not included in the FFGA.

Table 2-A
Summary of FY 2006 New Starts Ratings

Phase State, City, Project	Total Capital Cost (millions)	Total New Starts Funding Requested (millions)	New Starts Funds Share of Capital Costs	Overall Project Rating	Finance Rating	Project Justification Rating
Anticipated FFGA						
AZ Phoenix, Central Phoenix / East Valley LRT	$1,412.20 YOE	$587.2	42%	Recommended	Medium-High	Medium
NC Charlotte, South Corridor LRT	$398.70 YOE	$192.9	48%	Recommended	Medium-High	Medium
NY New York, Long Island Rail Road East Side Access	$7,741.30 YOE	$2,632.0	34%	Highly Recommended	Medium-High	Medium-High
PA Pittsburgh, North Shore LRT Connector	$381.00 YOE	$217.7	57%	Recommended	Medium	Medium
Final Design						
MO Kansas City, Southtown BRT (1)	$25.90 2002	$12.3	48%	Exempt	Exempt	Exempt
NC Raleigh-Durham, Regional Rail System	$694.60 YOE	$416.1	60%	Not Rated	Medium	Not Rated
NV Las Vegas, Resort Corridor Downtown Extension	$453.90 YOE	$159.7	35%	Not Recommended (C)	Medium-Low	Medium-High
OR Washington County, Wilsonville to Beaverton Commuter Rail	$104.10 YOE	$51.8	50%	Recommended	Medium-High	Medium
TN Nashville, East Corridor Commuter Rail (1)	$39.80 YOE	$23.5	59%	Exempt	Exempt	Exempt
Preliminary Engineering						
AK Wasilla, Alaska Railroad – South Wasilla Track Realignment (1)	$25.30 2002	N/A	N/A	Exempt	Exempt	Exempt
CA Los Angeles, Exposition Corridor LRT	$552.10 YOE	$276.0	50%	Not Rated	Medium-High	Not Rated
CA Orange County, CenterLine LRT	$1,075.70 YOE	$482.8	45%	Not Rated	High	Not Rated
CA San Diego, Mid-Coast LRT Extension	$131.60 YOE	$65.8	50%	Recommended	Medium	Medium-High
CA San Francisco, Central Subway	$994.40 YOE	$762.2	77%	Recommended	Medium	Medium-High
CA Santa Clara County, Silicon Valley Rapid Transit Corridor	$6,151.30 YOE	$973.0	16%	Not Recommended (O,C)	Medium-Low	Not Rated
CO Denver, West Corridor LRT	$561.90 YOE	$249.0	44%	Recommended	Medium-High	Medium
CO Fort Collins, Mason Transportation Corridor	$66.00 YOE	$33.0	50%	Not Recommended (O,C)	Medium-Low	Medium-High
CT Hartford, New Britain - Hartford Busway	$337.00 YOE	$168.5	50%	Not Recommended (C)	Medium-Low	Medium
DE Wilmington, Wilmington to Newark Commuter Rail Improvements (1)	$51.50 YOE	$24.9	48%	Exempt	Exempt	Exempt
FL Miami, North Corridor Metrorail Extension	$842.50 YOE	$421.3	50%	Not Rated	Medium	Not Rated
FL Tampa Bay, Tampa Bay Regional Rail	$1,455.50 YOE	$727.7	50%	Not Recommended (O,C)	Low	Not Rated
LA New Orleans, Desire Streetcar Line	$121.20 YOE	$68.7	57%	Not Recommended (O,C)	Low	Not Rated
MA Boston, Silver Line Phase III	$780.50 YOE	$468.3	60%	Recommended	Medium	Medium-High
MN Minneapolis-Big Lake, Northstar Corridor Rail	$265.00 YOE	$132.5	50%	Not Recommended (O,C)	Low	Not Rated
NY New York, Second Avenue Subway MOS	$4,292.70 YOE	$1,300.0	30%	Highly Recommended	Medium-High	Medium-High
OR Portland, South Corridor I-205 / Portland Mall LRT	$502.10 YOE	$296.2	59%	Recommended	Medium	Medium-High
PA Harrisburg, CORRIDORone Rail MOS (1)	$82.80 YOE	$24.9	30%	Exempt	Exempt	Exempt
PA Philadelphia, Schuylkill Valley MetroRail	$2,588.90 YOE	$2,071.1	80%	Not Recommended (O,C)	Low	Not Rated
RI Providence, South County Commuter Rail (1)	$43.70 YOE	$24.9	57%	Exempt	Exempt	Exempt
TX Dallas, Northwest / Southeast Light Rail MOS	$1,490.10 YOE	$700.0	47%	Recommended	Medium	Medium
TX El Paso, Sun Metro Area Rapid Transit (SMART) Starter Line (1)	$10.00 2002	N/A	N/A	Exempt	Exempt	Exempt
UT Salt Lake City, Weber County to Salt Lake City Commuter Rail	$581.40 YOE	$466.8	80%	Recommended	Medium	Medium
VA Norfolk, Norfolk LRT	$203.50 YOE	$100.7	50%	Not Rated	Medium	Not Rated
VA Northern VA, Dulles Corridor Metrorail Project - Extension to Wiehle Avenue	$1,521.50 YOE	$760.5	50%	Recommended	Medium	Medium

"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 2-B
Summary of FY 2006 Finance Ratings

Phase State, City, Project	Finance Rating	New Starts Funds Share of Capital Costs	New Starts Share Rating	Capital Finance Rating	Operating Finance Rating
Anticipated FFGA					
AZ Phoenix, Central Phoenix / East Valley LRT	Medium-High	42%	Medium-High	Medium-High	Medium-High
NC Charlotte, South Corridor LRT	Medium-High	48%	Medium-High	Medium-High	Medium-High
NY New York, Long Island Rail Road East Side Access	Medium-High	34%	High	Medium-High	Medium-High
PA Pittsburgh, North Shore LRT Connector	Medium	57%	Medium	Medium-High	Medium
Final Design					
MO Kansas City, Southtown BRT (1)	Exempt	48%	Exempt	Exempt	Exempt
NC Raleigh-Durham, Regional Rail System	Medium	60%	Medium	Medium	Medium
NV Las Vegas, Resort Corridor Downtown Extension	Medium-Low	35%	Medium-High	Medium-Low	Medium
OR Washington County, Wilsonville to Beaverton Commuter Rail	Medium-High	50%	Medium	Medium-High	Medium-High
TN Nashville, East Corridor Commuter Rail (1)	Exempt	59%	Exempt	Exempt	Exempt
Preliminary Engineering					
AK Wasilla, Alaska Railroad – South Wasilla Track Realignment (1)	Exempt	N/A	Exempt	Exempt	Exempt
CA Los Angeles, Exposition Corridor LRT	Medium-High	50%	Medium	Medium-High	Medium-High
CA Orange County, CenterLine LRT	High	45%	Medium-High	High	Medium-High
CA San Diego, Mid-Coast LRT Extension	Medium	50%	Medium	Medium	Medium
CA San Francisco, Central Subway	Medium	77%	Not Applicable	Medium	Medium
CA Santa Clara County, Silicon Valley Rapid Transit Corridor	Medium-Low	16%	High	Medium-Low	Low
CO Denver, West Corridor LRT	Medium-High	44%	Medium-High	Medium-High	Medium-High
CO Fort Collins, Mason Transportation Corridor	Medium-Low	50%	Medium	Medium-Low	Medium-Low
CT Hartford, New Britain - Hartford Busway	Medium-Low	50%	Medium	Medium-Low	Medium
DE Wilmington, Wilmington to Newark Commuter Rail Improvements (1)	Exempt	48%	Exempt	Exempt	Exempt
FL Miami, North Corridor Metrorail Extension	Medium	50%	Medium	Medium	Medium
FL Tampa Bay, Tampa Bay Regional Rail	Low	50%	Medium	Low	Low
LA New Orleans, Desire Streetcar Line	Low	57%	Medium	Low	Low
MA Boston, Silver Line Phase III	Medium	60%	Medium	Medium	Medium
MN Minneapolis-Big Lake, Northstar Corridor Rail	Low	50%	Medium	Low	Low
NY New York, Second Avenue Subway MOS	Medium-High	30%	High	Medium-High	Medium-High
OR Portland, South Corridor I-205 / Portland Mall LRT	Medium	59%	Medium	Medium	Medium-High
PA Harrisburg, CORRIDORone Rail MOS (1)	Exempt	30%	Exempt	Exempt	Exempt
PA Philadelphia, Schuylkill Valley MetroRail	Low	80%	Low	Low	Low
RI Providence, South County Commuter Rail (1)	Exempt	57%	Exempt	Exempt	Exempt
TX Dallas, Northwest / Southeast Light Rail MOS	Medium	47%	Medium-High	Medium	Medium-High
TX El Paso, Sun Metro Area Rapid Transit (SMART) Starter Line (1)	Exempt	N/A	Exempt	Exempt	Exempt
UT Salt Lake City, Weber County to Salt Lake City Commuter Rail	Medium	80%	Not Applicable	Medium	Medium
VA Norfolk, Norfolk LRT	Medium	50%	Medium	Medium	Medium
VA Northern VA, Dulles Corridor Metrorail Project - Extension to Wiehle Avenue	Medium	50%	Medium	Medium	Medium-High

"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 2-C
FY 2006 Project Justification Ratings

Phase State, City, Project	Project Justification Rating	Cost Effectiveness: Incremental Cost per Incremental Hour of Transportation System User Benefit (NS Vs. Baseline)		Land Use Rating	Mobility Improvements Rating	Environmental Benefits Rating	Operating Efficiencies Rating
Anticipated FFGA							
AZ Phoenix, Central Phoenix / East Valley LRT	Medium	Medium-Low	$24.04	Medium	Medium-High	High	Medium
NC Charlotte, South Corridor LRT	Medium	Medium-Low	$22.73	Medium-High	Medium	High	Medium
NY New York, Long Island Rail Road East Side Access	Medium-High	Medium	$18.82	High	High	High	Medium
PA Pittsburgh, North Shore LRT Connector	Medium	Medium-Low	$21.72	Medium-High	Medium-High	High	Medium
Final Design							
MO Kansas City, Southtown BRT (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
NC Raleigh-Durham, Regional Rail System	Not Rated	Not Rated	N/A	Medium	Not Rated	Not Rated	Not Rated
NV Las Vegas, Resort Corridor Downtown Extension	Medium-High	High	$9.56	Medium	Medium-High	High	Medium
OR Washington County, Wilsonville to Beaverton Commuter Rail	Medium	Medium-Low	$24.29	Medium-High	Medium	Medium	Medium
TN Nashville, East Corridor Commuter Rail (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Preliminary Engineering							
AK Wasilla, Alaska Railroad – South Wasilla Track Realignment (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
CA Los Angeles, Exposition Corridor LRT	Not Rated	Not Rated	N/A	Medium-High	Not Rated	Not Rated	Not Rated
CA Orange County, CenterLine LRT	Not Rated	Not Rated	N/A	Medium	Not Rated	Not Rated	Not Rated
CA San Diego, Mid-Coast LRT Extension	Medium-High	Medium-High	$12.85	Medium	Medium	High	Medium
CA San Francisco, Central Subway	Medium-High	Medium-Low	$22.45	High	High	High	Medium
CA Santa Clara County, Silicon Valley Rapid Transit Corridor	Not Rated	Not Rated	N/A	Medium-High	Not Rated	Not Rated	Not Rated
CO Denver, West Corridor LRT	Medium	Medium-Low	$20.91	Medium	Medium	High	Medium
CO Fort Collins, Mason Transportation Corridor	Medium-High	Medium-High	$11.25	Medium	Medium-Low	High	Medium
CT Hartford, New Britain - Hartford Busway	Medium	Medium-Low	$20.14	Medium	Medium-High	High	Medium
DE Wilmington, Wilmington to Newark Commuter Rail Improvements (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
FL Miami, North Corridor Metrorail Extension	Not Rated	Not Rated	N/A	Medium	Not Rated	Not Rated	Not Rated
FL Tampa Bay, Tampa Bay Regional Rail	Not Rated	Not Rated	N/A	Medium	Not Rated	Not Rated	Not Rated
LA New Orleans, Desire Streetcar Line	Not Rated	Not Rated	N/A	Not Rated	Not Rated	Not Rated	Not Rated
MA Boston, Silver Line Phase III	Medium-High	Medium	$15.84	High	Medium-High	High	Medium
MN Minneapolis-Big Lake, Northstar Corridor Rail	Not Rated	Not Rated	N/A	Not Rated	Not Rated	Not Rated	Not Rated
NY New York, Second Avenue Subway MOS	Medium-High	Medium	$13.82	High	Medium-High	High	Medium
OR Portland, South Corridor I-205 / Portland Mall LRT	Medium-High	Medium	$14.88	Medium-High	Medium	Medium	Medium
PA Harrisburg, CORRIDORone Rail MOS (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
PA Philadelphia, Schuylkill Valley MetroRail	Not Rated	Not Rated	N/A	Not Rated	Not Rated	Not Rated	Not Rated
RI Providence, South County Commuter Rail (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
TX Dallas, Northwest / Southeast Light Rail MOS	Medium	Medium-Low	$21.59	Medium	Medium-High	High	Medium
TX El Paso, Sun Metro Area Rapid Transit (SMART) Starter Line (1)	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
UT Salt Lake City, Weber County to Salt Lake City Commuter Rail	Medium	Medium-Low	$24.22	Medium	Medium	High	Medium
VA Norfolk, Norfolk LRT	Not Rated	Not Rated	N/A	Medium	Not Rated	Not Rated	Not Rated
VA Northern VA, Dulles Corridor Metrorail Project - Extension to Wiehle Avenue	Medium	Medium-Low	$21.08	Medium	Medium-Low	High	Medium

(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 3. New Starts Project Justification Criteria and Supporting Measures and Categories

Criterion	Measures/Categories
Cost Effectiveness	• Incremental Cost per Hour of Transportation System User Benefit
Transit Supportive Land Use and Future Patterns	• Existing Land Use • Transit Supportive Plans and Policies • Performance and Impacts of Policies
Mobility Improvements	• Normalized Travel Time Savings (Transportation System User Benefit per Project Passenger Mile) • Low-Income Households Served • Employment Near Stations
Operating Efficiencies	• System Operating Cost per Passenger Mile
Environmental Benefits	• Change in Regional Pollutant Emissions • Change in Regional Energy Consumption • EPA Air Quality Designation

Table 4. Cost Effectiveness Thresholds

Rating	Cost per Hour of Transportation System User Benefits (Forecast Year)
High	$9.99 and under
Medium-High	$10.00- $12.99
Medium	$13.00-$19.99
Medium-Low	$20.00-$24.99
Low	$25.00 and over

Table 5. Ratings Applied in Assessment of Land Use Criterion

I. EXISTING LAND USE		
Existing Land Use		
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: • Existing corridor and station area development; • Existing corridor and station area development character (i.e., residential, commercial, mixed-use); • Existing station area pedestrian facilities, including access for persons with disabilities; and • Existing corridor and station area parking supply.		

Table 5. Ratings Applied in Assessment of Land Use Criterion (cont.)

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
Growth Management		
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 regionwide. 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: • Concentration of development around established activity centers and regional transit; and • Land management.		
Transit-Supportive Corridor Policies		
Phase of Project Development	Land Use Assessment Ratings	
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 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.

Table 5. Ratings Applied in Assessment of Land Use Criterion (cont.)

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
Transit-Supportive Corridor Policies (continued)		
Phase of Project Development	Land Use Assessment Ratings	
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 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: • 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.		
Supportive Zoning Regulations Near Transit Stations		
Phase of Project Development	Land Use Assessment Ratings	
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.

Table 5. Ratings Applied in Assessment of Land Use Criterion (cont.)

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
Supportive Zoning Regulations Near Transit Stations (continued)		
Phase of Project Development	Land Use Assessment Ratings	
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: • 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.		
Tools to Implement Land Use Policies		
Phase of Project Development	Land Use Assessment Ratings	
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 that 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.

Table 5. Ratings Applied in Assessment of Land Use Criterion (cont.)

II. TRANSIT-SUPPORTIVE PLANS AND POLICIES		
Tools to Implement Land Use Policies (continued)		
Phase of Project Development	Land Use Assessment Ratings	
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.
Ratings based on assessment of the following: • 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		
Performance of Land Use Policies		
Phase of Project Development	Land Use Assessment Ratings	
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.

Table 5. Ratings Applied in Assessment of Land Use Criterion (cont.)

III. PERFORMANCE AND IMPACTS OF LAND USE POLICIES		
Performance of Land Use Policies (continued)		
Phase of Project Development	Land Use Assessment Ratings	
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: • Demonstrated cases of development affected by transit-oriented policies; and • Station area development proposals and status.		
Potential Impact of Transit Project on Regional Land Use		
Phase of Project Development	Land Use Assessment Ratings	
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: • Adaptability of station area land for development; and • Corridor economic environment.		

Table 6. Quantitative Element Rating Guide

Rating	Existing Land Use				Corridor Policies and Station Area Zoning				
	Station Area Development		Parking Supply		Station Area Development			Parking Supply	
	Emp. served by system	Avg. pop. density (persons/ sq. mi.)	CBD typical cost/day	CBD spaces per employee	CBD comm. FAR	Other comm. FAR	Residential DU/acre	CBD spaces per 1,000 sq. ft.	Other spaces per 1,000 sq. ft.
High (5)	< 250,000	> 15,000	> $16	< 0.2	> 10.0	> 2.5	> 25	< 1	< 1.5
Medium-High (4)	175,000 – 250,000	10,000 – 15,000	$12 – 16	0.2 – 0.3	8.0 – 10.0	1.75 – 2.5	15 – 25	1 – 1.75	1.5 – 2.25
Medium (3)	125,000 – 175,000	6,667 – 10,000	$8 – 12	0.3 – 0.4	6.0 – 8.0	1.0 – 1.75	10 – 15	1.75 – 2.5	2.25 – 3.0
Medium-Low (2)	75,000 – 125,000	3,333 – 6,667	$4 – 8	0.4 – 0.5	4.0 – 6.0	0.5 – 1.0	5 – 10	2.5 – 3.25	3.0 – 3.75
Low (1)	< 75,000	< 3,333	< $4	> 0.5	< 4.0	< 0.5	< 5	> 3.25	> 3.75

Table 7. Capital Plan Rating Standards

	High	Medium-High	Medium	Medium-Low	Low
Current capital condition	- Average bus fleet age under 6 years. - Bond ratings less than 2 years old (if any) of AAA (Fitch/S&P) or Aaa (Moody's) or better	- Average bus fleet age under 6 years. - Bond ratings less than 2 years old (if any) of A (Fitch/S&P) or A2 (Moody's) or better	- Average bus fleet age under 8 years. - Bond ratings less than 2 years old (if any) of A - (Fitch/S&P) or A3 (Moody's) or better	- Average bus fleet age under 12. - Bond ratings less than 2 years old (if any) of BBB+ (Fitch/S&P) or Baa (Moody's) or better	- Average bus fleet age 12 years or more. - Bond ratings less than 2 years old (if any) of BBB (Fitch/S&P) or Baa3 (Moody's) or below
Completeness of Capital Plan	Capital plan is complete, i.e. it includes: - 20-year cash flow - All assumptions are clearly explained - High level of detail - Fleet Management Plan - Extensive sensitivity analysis - More than 5 years of historical data	Capital plan is complete, i.e. it includes: - 20-year cash flow - Key assumptions - Moderate level of detail - Fleet Management Plan - Sensitivity Analysis - More than 5 years of historical data	Capital plan is complete, i.e. it includes: - 20-year cash flow - Key assumptions - Missing some explanatory details - Fleet Management Plan - 5 years historical data	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 FD – 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 FD - 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 FD - 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 FD – 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 FD - 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 FD - 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 estimated project costs.	For FD - 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.
Capital cost estimates and 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 8. Operating Plan Rating Standards

	High	Medium-High	Medium	Medium-Low	Low
Current Operating Financial Condition	- Historical and actual positive cash flow. No cash flow shortfalls. - Current operating ratio exceeding 2.0 - No service cutbacks in recent years.	- 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.	- 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	- 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	- 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 of Operating Plan	Operating plan is complete, including: - More than 5 years of historical data - 20-year cash flow - Key assumptions identified - Extensive level of detail - Extensive sensitivity analysis	Operating plan is complete, including: - More than 5 years of historical data - 20-year cash flow - Key assumptions identified - Moderate level of detail - Sensitivity analysis	Operating plan is complete, including: - 20-year cash flow - 5 years of historical data - Key assumptions identified - Missing some explanatory detail	Operating plan is missing some key components, i.e.: - 3 years or less of historical data - 20-year cash flow - Missing key assumptions	Operating plan is missing some key components, i.e.: - No cash flow - No historical data
Commitment of O&M Funds	For FD - 100% of the funds needed to operate and maintain the proposed transit system are committed. For PE – Over 75% of the funds needed to operate and maintain the proposed transit system are committed or budgeted. The remaining funds are planned.	For FD - Over 75% of the funds needed to operate and maintain the proposed transit system are committed. The remaining funds are budgeted. For PE - Over 50% of the funds needed to operate and maintain the proposed transit system are committed or budgeted. The remaining funds are planned.	For FD – 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 FD - 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 FD - Sponsor has not yet received any 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 transit system.
O&M Funding Capacity	- Projected cash balances, reserve accounts, or access to a line of credit exceeding 50 percent (6 months) of annual operating expenses.	- Projected cash balances, reserve accounts, or access to a line of credit exceeding 25 percent (3 months) of annual operating expenses.	- Projected cash balances, reserve accounts, or access to a line of credit exceeding 12 percent (1.5 months) of annual operating expenses.	- Projected cash balances, reserve accounts, or access to a line of credit are less than 8 percent (1 month) of annual operating expenses.	- Projected cash balances are insufficient to maintain balanced budgets.
Operating Cost Estimates and 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.

Figure 1

Existing and Anticipated Full Funding Grant Agreements

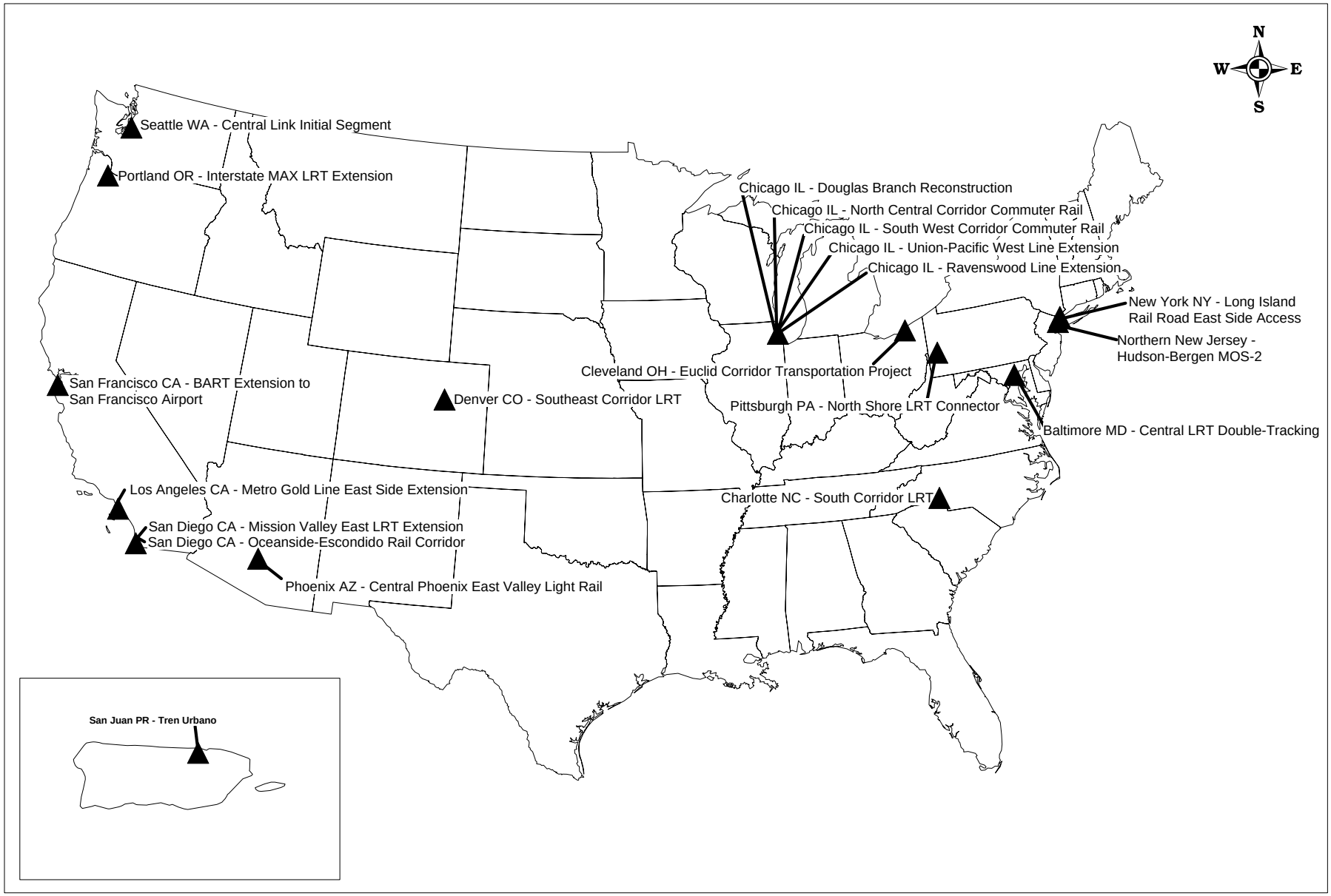


Figure 2
New Starts Projects in Final Design and Preliminary Engineering

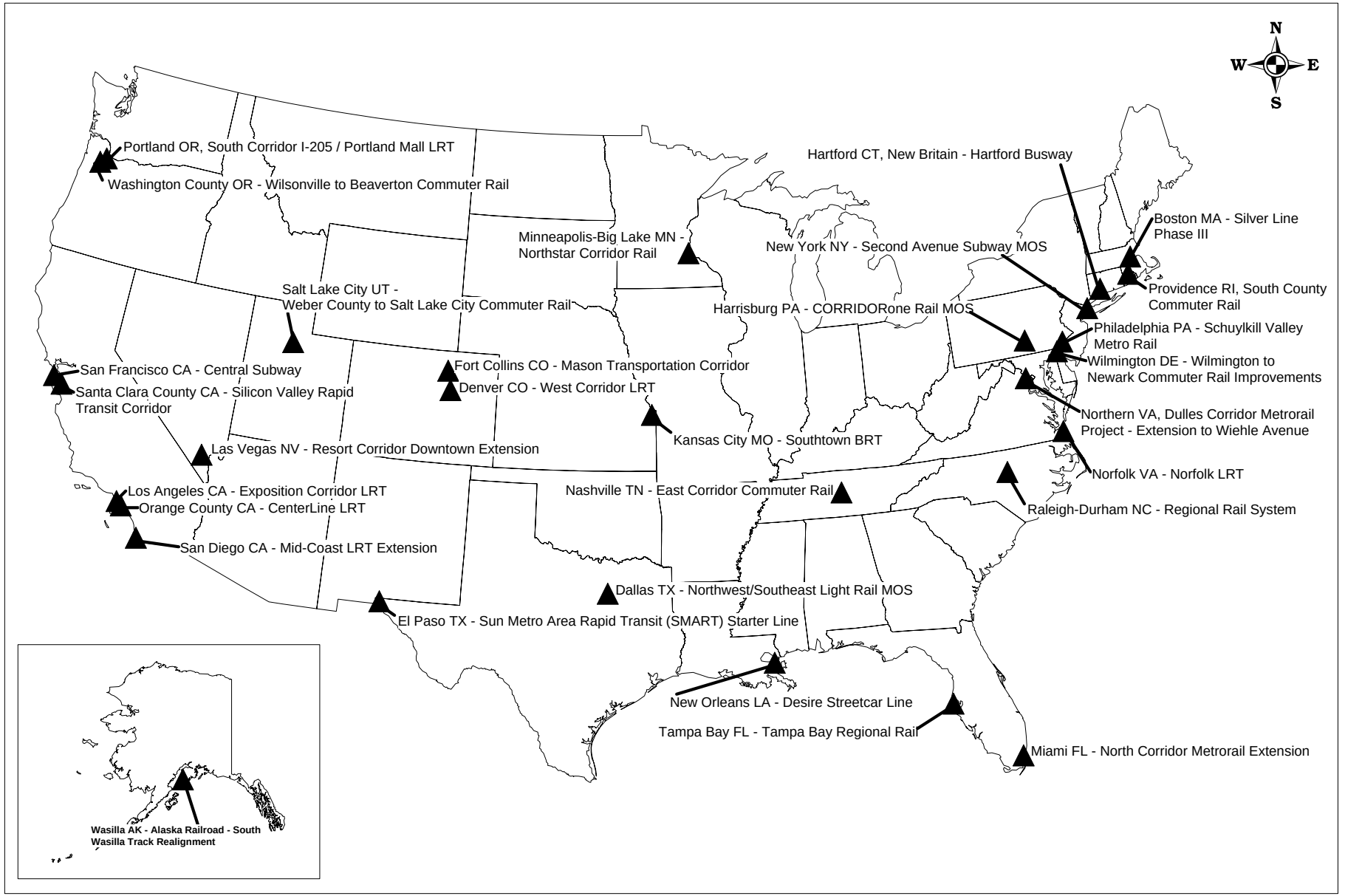


Figure 3. New Starts Evaluation Process