Annual Report on Funding Recommendations

Fiscal Year 1998

Report of the Secretary of Transportation
to the United States Congress
Pursuant to 49 U.S.C. 5309(m)(3)
(*Formerly Section 3(j) of the Federal Transit Act*)

Prepared by:
Federal Transit Administration

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

http://www.fta.dot.gov

Preface

These new start project profiles provide background information supporting the Department of Transportation's new start funding recommendations for FY 1998. The Department's funding recommendations are being provided to the Congress pursuant to 49 U.S.C. 5309(m)(3) (formerly Section 3(j) of the Federal Transit Act) The funding recommendations are based in part on the decision criteria defined in 49 U.S.C. 5309(e) (formerly Section 3(i)(1) of the Federal Transit Act).

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.[(1)]

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

Profiles have been prepared for each project or study undergoing final design and preliminary engineering. In addition, profiles have been prepared for projects that are under construction if additional funds are needed in FY 1998 to fulfill full funding contract commitments. A number of system planning studies, particularly those where congressional interest has been demonstrated through prior year earmarks, are also covered.

In general, the profiles contain five sections:

1. **Description:** The description section briefly describes a project's physical characteristics and presents the latest estimates of cost and ridership. Unless otherwise noted, cost estimates are expressed in escalated (year of construction) dollars.
2. **Status:** This section identifies where the project is in the major investment planning and project development process. It indicates, for example, whether alternatives analysis and preliminary engineering have been completed. If not, it indicates when current studies are expected to be completed. This section also cites relevant statutory requirements.
3. **Justification:** This section presents an evaluation of the project's merit based on the criteria cited in 49 U.S.C. 5309(e). The evaluation process is further described below.
4. **Local Financial Commitment:** This section notes the size of the local match and/or overmatch, and provides FTA's rating on the soundness of the capital finance plan and the stability and reliability of local operating revenues. The financial ratings process is further described below.
5. **Other Factors:** Other rating factors which may be useful in identifying the most meritorious projects are described in this section. The section highlights projects where local officials have demonstrated community support for transit by means of commitments to supportive land use and transportation policies.

The other factors section of the profiles for ten projects in preliminary engineering includes a brief assessment of land use policies and conditions. These projects participated voluntarily in a pilot effort completed by the FTA Office of Planning which is described later in this preface.

The profiles for projects covered by full funding grant agreements include the project description and status sections only, since a decision to fund the project has already been reached. Also, many of the profiles describing system planning studies do not cover project justification, local financial commitment, or other factors because this information is still being developed as part of the local planning process. Once the planning process results in the selection of a particular project, FTA will include information on the chosen project in future reports.

How the Ratings were Developed

As part of the normal system planning and project development process, local agencies develop the information that FTA uses to assess projects in terms of project justification and local financial commitment. The specific information used for these evaluations is outlined below.

Project Justification

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) greatly broadened the new start criteria. Projects are to be evaluated based on a comprehensive review that takes into account mobility improvements, cost effectiveness, environmental benefits, and operating efficiencies. This year's ratings address the full range of ISTEA criteria.

The project profiles address each project's impact on mobility in terms of such measures as travel time savings, increases in transit ridership, and reductions in highway congestion. The discussion attempts to briefly summarize the most significant transportation benefits expected to result from a proposed project, with an emphasis on total travel time savings for users and non users of the project. FTA has given a "high" rating to projects that would save 10,000 or more hours of travel time per day, compared with the transportation system management (TSM) alternative. "Medium" was given to projects that would save zero to 10,000 hours. "Low" indicates projects that would increase travel time.

The cost effectiveness of a proposed major investment is measured in terms of its added benefits and added costs when compared to a TSM alternative. The TSM alternative includes such low cost actions as traffic engineering, transit operational changes, and modest capital improvements.

For the purpose of the FY 1998 ratings, cost effectiveness was measured using the cost-per-added-trip index which was introduced in FTA's 1984 Major Capital Investment Policy. To compute the new trip index, benefits are measured in terms of added riders, travel time savings for existing riders, and operating cost savings. Additional ridership is a measure of how well a transit facility improves transit service, and can also represent many of transit's potential secondary benefits, such as the structuring of urban development patterns and reductions in congestion, pollutant emissions, and energy consumption. The travel time savings measure reflects improved travel conditions for existing transit users, and is an indicator of improved mobility for the transit dependent. Changes in operating and maintenance costs are included to reflect the potential for improvements in efficiency introduced by new transit facilities. The index takes the form of cost-per-added-rider; the lower the index, the more cost-effective the project.

This year's cost effectiveness indices are based on calculations that assume that travel time is worth 80 percent of the average metropolitan wage rate, or $11.70. This is consistent with the assumed value of time used in last year's report, but differs from values applied in previous year's reports which equaled $4.60 per hour for work trips and $2.30 for non-work trips.

Recognizing the linkages between ISTEA and the Clean Air Act, the FTA's assessment of environmental benefits focuses on a project's contribution toward attaining and maintaining the National Ambient Air Quality Standards. For each project, the profiles identify the severity of the region's air quality problem in terms of the designations and classifications assigned by the Environmental Protection Agency. For ozone, the nonattainment classifications (ranging from most to least severe) are:

- Extreme
- Severe-17 (17 years to attain and design value is based on 1986-88 data)
- Severe-15 (15 years to attain)
- Serious
- Moderate
- Marginal
- Sub-Marginal

Carbon monoxide nonattainment classifications (from most to least severe) are:

- Serious
- Moderate > 12.7 ppm
- Moderate <= 12.7 ppm

To identify the project's contribution to improving air quality, the profiles indicate how much the project is expected to reduce emissions or vehicle miles of travel. These data comes directly from the relevant project studies, where available. Other environmental benefits and impacts are also identified where they are thought to be highly significant.

A project's contribution to the operating efficiency of the transit system is measured in terms of systemwide operating costs per passenger. The project profiles present such data for the proposed project and two baseline alternatives, the TSM and No Build alternatives. FTA has given a "high" rating to those projects which would reduce the systemwide operating cost per passenger by 5 percent or more compared with the TSM baseline. Where the reduction is 0 to 5 percent, a "medium" rating is assigned. A "low" rating is given where the operating cost per passenger is higher with the preferred alternative than with the TSM baseline.

Local Financial Commitment

FTA's evaluation of the local financial commitment to a proposed project focuses on the proposed local share of project costs, the strength of the proposed capital financing plan, and the stability and reliability of sources of operating deficit funding. The FY 1998 evaluations were supported by reviews conducted by one financial contractor, Booz-Allen & Hamilton, Inc.

Local share refers to the percentage of capital costs to be met with non-Federal funding, and includes both the local match required by Federal law and any capital "overmatch." Overmatch is accounted for in the rating process because it reduces the required Federal commitment, thus leveraging limited Federal funds, and because it indicates a strong local commitment to the project. The use of flexible funds and innovative financing techniques is noted, where appropriate.

The evaluation of each project's proposed capital financing plan takes two principal forms. First, the plan is reviewed to determine the stability and reliability of each proposed source of local match. This includes a review of inter-governmental grants, tax sources, and debt obligations. Each revenue source is reviewed for availability within the project timetable. Second, the financing plan is evaluated to determine if adequate provisions have been made to cover

unanticipated cost overruns. The strength of the capital finance plan is rated high, medium, or low. The indicators used to assign these ratings are further explained in Table A-1.

The third component of the financial rating is an assessment of the ability of the local transit agency to fund operation of the system as planned once the guideway project is built. This rating focuses on the operating revenue base and its ability to expand to meet the incremental operating costs associated with a new fixed guideway investment and any other new services and facilities.

The profiles also state the average age of the applicant's bus fleet. This information illustrates the extent to which the applicant has been reinvesting in its existing system. Again, projects are rated high, medium, or low (see Table A-2).

Pilot Assessment of Land Use Policies and Conditions

In September 1996, the FTA Office of Planning initiated a pilot assessment of new start projects in terms of transit supportive land use policies and existing conditions. This pilot effort was undertaken in anticipation of the revised Section 5309 FTA New Starts Criteria which were published in the Federal Register in December 1996. Effective for the FY 1999 Report on Funding Levels and Allocation of Funds for Transit Major Capital Investments, land use will be included as an evaluative criteria for new starts projects.

Ten projects in the preliminary engineering (PE) stage participated in the voluntary pilot assessment. These include: Dallas North Central, Kansas City Southtown, Miami East-West, Miami North 27th Avenue, New Orleans Canal Streetcar, Orlando I-4 Central Florida, Portland South/North, San Diego Mid-Coast, San Francisco Bayshore, and Washington Metrorail to Largo. Information obtained from these projects is briefly summarized in the "Other Factors" section of the project profiles in this report. The short summaries provide information on current and anticipated growth rates in the corridor, policies proposed or in place in the corridor in support of transit-oriented development, pedestrian oriented development, parking management, zoning, and joint development. FTA is reviewing this year's pilot effort and developing recommendations for next year's application of the assessment of land use policies and conditions.

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(1) The new start criteria do not apply where (a) the project was in preliminary engineering or final design on January 1, 1987; (b) the project is located within an extreme or severe nonattainment area, is a transportation control measure as defined in the Clean Air Act, and is required to carry out an approved State Implementation Plan; (c) Section 5309 New Start funding accounts for less than $25 million; or (d) Section 5309 New Start funding accounts for less than one third of the total cost of the project or an appropriate program of projects. While such projects need not satisfy Section 5309(e) to be eligible for funding, they must compete for funds with other eligible projects.

Introduction

This is the annual report called for by 49 U.S.C. 5309(m)(3) (*formerly Section 3(j) of the Federal Transit Act [FT Act]*) which requires 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 among applicants for those amounts."

The purpose of this report is to describe the Department's recommendations for allocating the funds for New Starts under 5309(*Section 3*). New fixed guideway systems and extensions (e.g., a light rail line, a subway line or a busway/high occupancy vehicle (HOV) facility) are referred to in this document as "new starts" and are considered to be major capital investments.

This report is a collateral document to the proposed FY 1998 budget submitted by the President. 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 the appropriations cycle for the next fiscal year.

This report is available on the Internet via the World Wide Web. The Universal Resource Locator (URL) address for the FTA home page is: http://www.fta.dot.gov. Multimedia and text-only options are available. For information on the availability of other alternative formats, please contact the FTA Office of Public Affairs.

FY 1998 Budget Proposal

While 49 U.S.C. 5301 *et seq.(FT Act)* authorizes funding for FTA programs, the annual appropriations process actually sets the amount of funds which can be obligated in any fiscal year. The President's budget for FY 1998 proposes $634.00 million for New Starts.

Executive Summary

This report provides the U.S. Department of Transportation's recommendations to Congress for allocation of funds to be made available under 49 U.S.C. 5309 (formerly *Section 3 of the Federal Transit Act [FT Act]*) for construction of new fixed guideway systems and extensions (major capital investments or "new starts") for Fiscal Year1998. The report is required by 49 U.S.C. 5309(m)(3) (formerly *Section 3(j) of the FT Act*).

The President's budget for FY 1998 proposes that $634.00 million be made available for the 5309 (*Section 3*) major capital investment program. After setting aside apercentage of these funds for oversight activities as specified in 5327 (*Section 23*), $629.24 million is available for project grants. This report recommends15projects for funding in FY 1998, all of which have existing Federal funding commitments in the form of FullFunding Grant Agreements(FFGA), or are expected to have such commitments during the course of calendar year 1997.

The Department historically has recommended that these funds be allocated to major capital investments in accordance with these principles:

- Any project recommended for new funding commitments should meet the project justification, finance, and process criteria established by 5309(e)(2)-(7) (*Section 3(i)*) and be consistent with Executive Order 12893, "Principles for Federal Infrastructure Investments," issued January26, 1994.
- Existing or pending FFGA commitments should be honored before any additional commitments are made, to the extent that these projects are likely to be capable of obligating funds in the coming fiscal year.
- The FFGA defines the terms of the Federal commitment to a specific project, including funding. Upon completion of an FFGA, the Federal funding commitment has been fulfilled. Additional project funding will not be recommended.
- Funding for initial planning efforts such as Major Investment Studies (MISs) is provided through 5303Planning(*Section 8*) or 5307 Formula Grants (*Section 9*) programs; 5309 (*Section 3*) funds should not be used for this purpose.
- Firm funding commitments, embodied in FFGAs, should not be made until preliminary engineering is substantially complete since costs, benefits, and impacts are not accurately known until this level of engineering approaches completion.
- Letters of Intent (LOI's) (ultimately anticipating FFGA's) authorized by 5309(g)(*Section 3(a)(4)*) should be issued only to worthy projects which have progressed to the point (generally through a Major Investment Study (MIS), at a minimum) that their justification and level of local financial commitment can be established with some certainty.
- LOIs should be awarded to the best projects, in terms of financial commitment and other project justification criteria, in an order which is based on the degree to which each project meets these criteria.
- Funding should be provided to the most worthy projects to allow them to proceed through the process on a reasonable schedule, to the extent that funds can be obligated to such projects in the upcoming fiscal year.

Based on the principles above, the following new start projects with existing FFGA's should be funded within the $629.24 million in major capital investment funds recommended for FY 1998:

- $44.60 million (and $96.72 million in future funds) to the North Line Extension project in Atlanta, under the December 20, 1994 FFGA for this project;

- $46.20 million (and $142.32 million in future funds) to the South Boston Piers project, under the FFGA issued for this project on November 5, 1994;
- $21.40 million (and $95.77 million in future funds) to the Southwest Corridor project in Denver, under the May 9, 1996 FFGA;
- $51.07 million (and $121.60 million in future funds) to the Houston Regional Bus plan, under the FFGA issued on December 30, 1994;
- $99.00 million (and $807.27 million in future funds) to the Los Angeles MOS-3 project, including the initial segment of the East Central extension, under the FFGA as amended on December28,1994;
- $26.94 million (and $21.58 million in future funds) to the MARC extension project to Frederick, Maryland, under the June 19, 1995 FFGA;
- $54.78 million (and $450.29 million in future funds) to the Hudson-Bergen light rail element of the Urban Core program of projects in northern NewJersey, under the October 15, 1996 FFGA;
- $26.99 million to the Secaucus Transfer element of the Urban Core program of projects in New Jersey, to complete the Federal commitment under the December 6, 1994 FFGA for this project;
- $63.39 million (and $36.39 million in future funds) to the Westside light rail extension to Hillsboro in Portland, under the December 21, 1994 FFGA for this project;
- $42.79 million (and $127.81 million in future funds) to the South LRT extension in Salt Lake City, under the August 2, 1995 FFGA;
- $21.40 million (and $58.60 million in future funds) to the Tasman LRT project in the San Francisco Bay Area, under the July 2, 1996 FFGA;
- $25.68 million (and $268.26 million in future funds) to the SanJuan Tren Urbano project, under the FFGA issued on March 13, 1996; and
- $29.96 million (and $174.23 million in future funds) to the St.Clair extension of the St.Louis light rail system under the October 17, 1996 FFGA.

In addition, we intend to fund the following projects which are expected to have Federal funding commitments in place during calendar year 1997, and which will be ready for construction in 1998, as follows (future funds are estimated until FFGA negotiations are complete):

- $20.28 million (and $82.98 million in future funds) to the Sacramento light rail extension; and
- $54.78 million (and $611.30 million in future funds) to the extension of the BART system to San Francisco International Airport.

Five additional projects with FFGA's are not included in these recommendations because the Federal commitment has been fulfilled. These project are the LRT Extensions in Baltimore, the Queens Connector in NewYork, the Pittsburgh/Airport Busway Phase1, the Metrolink project in St.Louis, and the Jacksonville Peoplemover.

The following table summarizes the recommendations for projects to receive funding in FY 1998 (in millions of dollars):

Project	FY 1998 Funding ($millions)	Purpose
Atlanta/North Line	$44.60	**Construction**
Boston/Piers Phase 1 (MOS-2)	$46.20	**Construction**
Denver/SW Corridor	$21.40	**Construction**
Houston/Regional Bus	$51.07	**Construction**
Los Angeles/MOS-3	$99.00	**Construction**
Maryland/MARC Ext. to Frederick	$26.94	**Construction**
New Jersey/Hudson-Bergen LRT	$54.78	**Construction**
New Jersey/Secaucus	$26.99	**Construction**
Portland/Westside	$63.39	**Construction**
Sacramento/LRT Extension	$20.28	**Construction**
St. Louis/St. Clair Extension	$29.96	**Construction**
Salt Lake City/South LRT	$42.79	**Construction**
San Francisco Area/Tasman	$21.40	**Construction**
SF Area/BART Airport Extension	$54.78	**Construction**
San Juan/Tren Urbano	$25.68	**Construction**
Total	**$629.24***	

**Any errors due to rounding.*

These recommendations are intended to bring greater focus to and improve the management of the New Starts/Major Capital Investments program. As the program becomes increasingly oversubscribed, the cost of completing all projects in the development process at any one time far exceeds the amount of Federal funds likely to be available. Overall, the New Starts/Major Capital Investments caseload consists of 85 proposed projects seeking Federal discretionary funds.

The funding allocations recommended in this report provide, within the constraints imposed by the budget caps, for the timely and efficient completion of those projects that have progressed the furthest in the development process. A failure to focus funds in the recommended manner risks creating additional expectations that may be difficult to meet in the current budget environment.

The commitments which are proposed in this report total $3.724billion in FY 1998 and outyear funds. FTA intends to manage the New Starts/Major Capital Investments caseload so that as individual projects in this group meet the necessary requirements in the development process, negotiations for FFGAs can proceed while keeping the total Federal commitments within both the available funding authority and the program level that can be accommodated within the budget caps.

Table 1 summarizes the recommendations for FY 1998 funding and overall funding commitments. For each project in the New Starts process, the first column indicates the amount of FY 1996 and prior year funds that have been obligated by each project, and the second column shows the amount which has not yet been obligated. The third column shows the amount of funds available as a result of the FY 1997 DOT Appropriations Act (adjusted to account for oversight activities). The fifth column summarizes the recommendations for funding in FY 1998,

and the sixth column shows the maximum amount of 5309 (*Section 3*) outyear funding recommended to be committed to these projects. The last column in Table 1 sums the first six columns and shows the total amount which would be made available for each project from 5309 (*Section 3*) over the life of that project.

Table 1: FY 1998 Funding for New Starts Projects

Table 1
FY 1998 Funding for New Start Projects
(Millions of Dollars)

City/Project	FY 1996 and Prior Year Earmarks		FY 1997 Earmarks	FY 1998 Recommended Funding	Maximum Outyear Funds	Total Recommended Funding
	Obligated (As of 12/31/96)	Unobligated (As of 12/31/96)				
Totals by Phase						
Full Funding Grant Agreements	$2,806.42	$17.53	$657.23	$554.18	$2,400.84	$6,436.22
FFGA's/LOI's Programmed for 1997	57.48	13.09	23.27	75.06	694.28	863.18
Final Design	64.72	8.40	13.41	0.00	-	-
Preliminary Engineering	41.80	17.40	50.89	0.00	-	-
Major Investment Studies/System Planning	68.15	23.74	69.48	0.00	-	-
Grand Total	**$3,038.57**	**$80.16**	**$814.28**	**$629.24**	**$3,095.12**	**$7,299.40**
Full Funding Grant Agreements						
Atlanta - North Line Extension	$99.73 (*1*)	$0.00	$63.96	$44.60	$96.72	$305.01
Baltimore - Central LRT Extensions	74.64	0.00	10.26 (*2*)	**FFGA Complete**	-	84.90
Boston - Piers Transitway Phase 1	112.41	0.00	29.79	46.20	142.32	330.72
Denver - Southwest LRT	0.00	0.00	2.83 (*4*)	21.40	95.77	120.00
Houston - Regional Bus Plan	287.02	0.00	40.31	51.07	121.60	500.00

Jacksonville - Flagler to duPont Place	43.96	9.60	14.90	**FFGA Complete**	-	68.46
Los Angeles - MOS-3	440.72	0.00	69.51	99.00	807.27	1,416.50
Maryland - MARC Ext. to Frederick	57.03	0.00	32.96	26.94	21.58	138.51
New Jersey/Urban Core - Hudson-Bergen LRT	89.09	0.00	9.93	54.78	450.29	604.09
New Jersey/Urban Core - Secaucus	312.47	0.00	104.79	26.99	**FFGA Complete**	444.25
New York - Queens Connector	271.08	0.00	35.02 (5)	**FFGA Complete**	-	306.10
Pittsburgh - Ph. 1 Airport Busway Wabash HOV	121.00	0.00	9.93	**FFGA Complete**	-	130.93
Portland - Westside LRT	393.24	0.00	137.04	63.39	36.39	630.06
Salt Lake City - South LRT	32.03	0.00	34.76	42.79	127.81	237.39
San Jose - Tasman LRT	92.75	0.00	10.00	21.40	58.60	182.75
San Juan - Tren Urbano	12.37	0.00	6.06 (6)	25.68	268.26	312.37
St. Louis - Metrolink	358.39	0.00	13.40	**FFGA Complete**	-	371.79
St. Louis - St. Clair County (IL) LRT	8.49	7.93	31.78	29.96	174.23	252.39
Subtotal	**$2,806.42**	**$17.53**	**$657.23**	**$554.18**	**$2,400.84**	**$6,436.22**
Full Funding Grant Agreements Planned for 1997						
Sacramento - South Corridor LRT	$1.98	$1.98	$5.96	$20.28	$82.98	$113.18

San Francisco - BART Airport Extension	55.50	11.11	17.31	54.78	611.30	750.00
Subtotal	**$57.48**	**$13.09**	**$23.27**	**$75.06**	**$694.28**	**$863.18**
Final Design						
Fort Lauderdale - Tri-County Commuter Rail	$34.38	$0.00	$8.94	$0.00	-	-
Los Angeles - LOSSAN Rail Corridor	10.00	8.40	1.49	0.00	-	-
Orange County - I-405/SR-55 Transitway	20.34	0.00	2.98	0.00	-	-
Subtotal	**$64.72**	**$8.40**	**$13.41**	**$0.00**	-	-
Preliminary Engineering						
Boston - Piers Transitway Phase 2	$0.00	$0.00	$0.00	$0.00	-	-
Cleveland - Euclid Corridor	6.52 (7)	0.00	0.00	0.00	-	-
Dallas - North Central LRT	2.70	2.74	10.92	0.00	-	-
Dallas-Ft. Worth - RAILTRAN Phase 2	11.39	0.00	15.14	0.00	-	-
Kansas City - Southtown LRT	1.04	0.00	2.98	0.00	-	-
Los Angeles - Eastside Extension Phase 2	0.00	0.00	0.00	0.00	-	-
Miami - East/West Corridor	0.00	0.00	1.49	0.00	-	-
Miami - North 27th Avenue Corridor	0.99	1.98	0.99	0.00	-	-
New	11.95	0.00	0.00	0.00	-	-

Jersey/Urban Core - Newark-Elizabeth						
New Orleans - Canal Streetcar Spine	5.76	12.68	7.94	0.00	-	-
Oklahoma City - MAPS Link	0.00	0.00	1.99	0.00	-	-
Orlando - I-4 Central Florida Light Rail System	0.00	0.00	1.99	0.00	-	-
Portland - South/North Corridor	0.00	0.00	5.96	0.00	-	-
San Diego - Mid Coast Corridor	1.45 (*8*)	0.00	1.49	0.00	-	-
San Francisco - Bayshore	0.00	0.00	0.00	0.00	-	-
Washington - Metrorail to Largo Town Center	0.00	0.00	0.00	0.00	-	-
Subtotal	**$41.80**	**$17.40**	**$50.89**	**$0.00**	-	-
Major Investment Studies / System Planning						
Altoona - Pedestrian Crossover	$0.00	$0.00	$0.00	$0.00	-	-
Atlanta - Athens Corridor	0.00	0.00	0.00	0.00	-	-
Atlanta - Buckhead People Mover	0.20	0.00	0.00	0.00	-	-
Atlanta - DeKalb County Project	0.00	0.00	0.66	0.00	-	-
Austin - Northwest/North Central Corridor	0.00	0.00	0.00	0.00	-	-
Baltimore - Glen Burnie	0.00	0.00	0.00	0.00	-	-

LRT Extension						
Boston - N. Station-S. Station Rail Link	0.25	0.00	0.00	0.00	-	-
Boston - Urban Ring Study	1.09	0.00	0.00	0.00	-	-
Charlotte - Priority Corridor	0.13	0.00	0.00	0.00	-	-
Chicago - Transit Improvements	0.00	0.00	22.34	0.00	-	-
Cincinnati - Northeast Corridor	3.52	0.00	2.98	0.00	-	-
Cleveland - Canton-Akron-Cleveland CR	0.99	4.20	3.48	0.00	-	-
Cleveland - Highland Hills Corridor	0.00	0.00	0.00	0.00	-	-
Cleveland - Northeast Ohio Corridor	0.80	0.00	0.00	0.00	-	-
Craig, Alaska - Hollis-Ketchikan Ferry	0.00	0.00	6.34	0.00	-	-
Detroit - Woodward Corridor	0.22	0.00	0.00	0.00	-	-
Hartford - Griffin Line	0.00	0.00	0.99	0.00	-	-
Indiana - Northern Indiana Commuter Rail	0.00	0.00	0.50	0.00	-	-
Jackson - Intermodal Corridor	0.00	0.00	5.46	0.00	-	-
Little Rock -	0.00	0.00	1.99	0.00	-	-

Junction Bridge Project						
Los Angeles - Transit Parkway	0.00	0.00	0.00	0.00	-	-
Los Angeles - West Central Corridor	0.00	0.00	0.00	0.00	-	-
Maryland - Waldorf Corridor Study	0.00	0.00	0.00	0.00	-	-
Memphis - Regional Rail Plan	0.50	1.23	3.02	0.00	-	-
Milwaukee - East-West Corridor	0.00	0.00	0.00	0.00	-	-
Minneapolis-St. Paul - Central Corridor	2.78	4.96	0.00	0.00	-	-
Morgantown - Train Control Study	0.00	0.00	4.21	0.00	-	-
New Jersey - Burlington-Gloucester	0.00	1.49	0.00	0.00	-	-
New Jersey - Hawthorne Warwick Corridor	29.73	0.00	0.00	0.00	-	-
New Jersey - Lakewood-Freehold-Matawan	7.76	0.00	0.00	0.00	-	-
New Jersey/New York - West Shore Corr.	3.97	0.00	0.00	0.00	-	-
New Jersey - West Trenton Commuter Rail	0.00	0.00	0.50	0.00	-	-
New Orleans - Desire Streetcar	0.00	0.00	1.99	0.00	-	-

Study						
New York - Staten Island-Midtown Ferry	0.63	0.00	0.37	0.00	-	-
New York - Whitehall Ferry Terminal	0.00	4.95	3.72	0.00	-	-
Norfolk - Virginia Beach Corridor	0.00	0.00	0.00	0.00	-	-
Philadelphia - Cross County Metro Corridor	1.20	0.00	0.00	0.00	-	-
Philadelphia - Northeast Corridor	0.00	0.00	0.00	0.00	-	-
Pittsburgh - Stage 2 Light Rail Rehab.	0.00	0.00	0.00	0.00	-	-
Research Triangle Park - Regional Transit Plan	0.00	0.00	1.99	0.00	-	-
St. Louis - Cross-County Corridor	0.45	0.00	0.00	0.00	-	-
St. Louis - St. Charles Corridor	0.45	0.00	0.00	0.00	-	-
San Diego - Mission Valley East Corridor	0.00	0.00	0.00	0.00	-	-
San Diego (Oceanside-Escondido Corridor)	0.00	0.00	0.00	0.00	-	-
Seattle - Phase 1 System	0.00	0.00	0.00	0.00	-	-
Seattle - Seattle-Tacoma Commuter Rail	4.50 (9)	1.33	2.98	0.00	-	-
Tampa -	0.98	0.00	1.99	0.00	-	-

Tampa-Lakeland Corridor						
Vallejo - North Bay Ferry Service	8.00	0.00	0.00	0.00	-	-
Vermont - Burlington-Charlotte Corridor	0.00	5.58	0.99	0.00	-	-
Vermont - Burlington-Essex Corridor	0.00	0.00	0.00	0.00	-	-
Virginia - Virginia Railway Express	0.00	0.00	2.98	0.00	-	-
Washington - Dulles Corridor	0.00	0.00	0.00	0.00	-	-
Subtotal	**$68.15**	**$23.74**	**$69.48**	**$0.00**	-	-

(1) Includes $18.37 million in discretionary funds deobligated from prior years and reallocated in FY 1996.

(2) Includes FY 1997 earmark of $10.19 million, plus $71,585 in discretionary funds deobligated from prior years.

(3) Project has been cancelled; $81.63 million in FY 1995 and prior year funds has been reprogrammed.

(4) Includes FY 1997 earmark of $1.49 million, plus $1.34 million in discretionary funds deobligated from prior years.

(5) Includes FY 1997 earmark of $34.78 million, plus $246,603 in discretionary funds deobligated from prior years.

(6) Includes FY 1997 earmark of $4.72 million, plus $1.34 million in discretionary funds deobligated from prior years.

(7) Reflects expiration of $1.49 million in unused prior year earmarks.

(8) Reflects expiration of $1.69 million in unused prior year earmarks.

(9) Reflects expiration of $15.19 million in unused prior year earmarks.

Principles for Allocation of Funds

This report recommends the allocation of these funds among the various New Starts projects that have been proposed. The recommendations are based on the following principles:

- Any project recommended for new funding commitments should meet the project justification, finance, and process criteria established by 5309(e)(2)-(7) (*Section 3(i)*) and be consistent with Executive Order 12893, "Principles for Federal Infrastructure Investments," issued January26, 1994.
- Existing or pending FFGA commitments should be honored before any additional commitments are made, to the extent that these projects are likely to be capable of obligating funds in the coming fiscal year.
- The FFGA represents a contract between the Federal government and project sponsors to provide a specified amount of financial assistance for a specific project over a specified amount of time, subject to appropriations. Upon its completion, the Federal funding commitment has been fulfilled. Additional project funding will not be recommended.
- Funding for initial planning efforts such as Major Investment Studies (MIS's) is provided through 5303Planning(*Section 8*) or 5307 Formula Grants (*Section 9*) programs; 5309 (*Section 3*) funds should not be used for this purpose.
- Firm funding commitments, embodied in FFGAs, should not be made until preliminary engineering is substantially complete since costs, benefits, and impacts are not accurately known until this level of engineering approaches completion.
- Letters of Intent (LOI) (ultimately anticipating FFGAs) authorized by 5309(g)(*Section 3(a)(4)*) should be issued only to worthy projects which have progressed to the point (generally through an MIS, at a minimum) that their justification and level of local financial commitment can be established with some certainty.
- LOIs should be awarded to the best projects, in terms of financial commitment and other project justification criteria, in an order which is based on the degree to which each project meets these criteria.
- Funding should be provided to the most worthy projects to allow them to proceed through the process on a reasonable schedule, to the extent such projects are likely to be capable of obligating funds in the upcoming fiscal year.

Proposed projects become candidates for discretionary New Starts funding by virtue of having successfully completed the appropriate steps in the project development process. To assure that projects proposed for discretionary New Starts funding meet these requirements, the Department requires project sponsors to undertake a defined project development process.

The steps in the process begin with the development of a long-range transportation plan, during which future needs and strategies for addressing those needs are identified. Where the need for a major transportation investment is identified as part of a region's long-range planning process, a major investment study is undertaken to evaluate the merits of alternative technologies and alignments. These planning studies and subsequent preliminary engineering develop information on the justification for the projects and the financial plans which demonstrate the sponsor's ability to meet the local matching share and to build and operate the projects. Finally, projects undergo final design, during which detailed engineering takes place.

As projects proceed through the stages of the planning and development process, they are evaluated against the full range of project justification criteria contained in 5309(e)(2)-(7) (*Section 3(i)*) to determine whether consideration of a Federal funding commitment is warranted. Section

5309(e)(2)-(7) (*Section 3(i)*) requires that projects be justified based on a comprehensive review of mobility improvements, environmental benefits, cost-effectiveness, operating efficiencies, and other factors such as land use and economic development. In addition, stable and dependable local funding must be sufficient to assure that the project will be completed in a timely manner, that the project will be operated as planned, and that local financial resources are available to operate the proposed system. Consistent with Executive Order 12893, "Principles for Federal Infrastructure Investment," issued January26,1994, this analysis includes both quantifiable measures of benefits and costs as well as qualitative measures reflecting values that are not readily quantified.

The Section 5309(e)(2)-(7) (*Section 3(i)*) justification criteria apply to projects at all stages of development. As a project progresses through these stages and becomes increasingly refined, a higher degree of accuracy and certainty is expected. Comparisons among the projects, based on the evaluation of these criteria for each, are used to determine the best candidates for consideration of Federal discretionary funding. Projects that are (or are expected to be) under construction or in final design by the upcoming fiscal year, and are capable of obligating Federal discretionary funds, are considered to be candidates for FFGA's. LOI's are recommended when a project is ready to proceed and is justified based on the criteria contained in 5309(e)(2)-(7) (*Section 3(i)*), but outstanding issues remain. In such cases, FTA may acknowledge its commitment to a worthy project but require that outstanding issues be resolved before an FFGA is negotiated. (In certain cases, a project may require only minimal funding to complete the Federal commitment. When such funds can reasonably be provided in a single fiscal year, an FFGA is generally not considered to be necessary. A single grant would be issued instead.)

Section 5309(e) (*Section 3(i)*) also provides for exemptions from the project justification criteria under certain circumstances. Specifically, a project is exempt from the criteria if it is located in an extreme or severe nonattainment area for air quality standards and is part of a transportation control measure required under a State Implementation Plan, or requires less than one-third of the total project cost or less than $25.00 million in funding from 5309 (*Section 3*). In addition, a number of individual projects were specifically exempt from the criteria under ISTEA. In these cases, FTA may still report ratings for such projects with respect to the 5309(e)(2)-(7) (*Section 3(i)*) criteria, but has been prohibited from using these ratings as a basis for funding recommendations.

Table2 provides a summary of the projects now in the New Starts "pipeline" and a summary evaluation of the projects in terms of project justification and local financial commitment. This table lists potential projects which are in final design, projects in preliminary engineering, and selected planning studies (those in alternatives analysis prior to October1993 and those where Congressional interest has been demonstrated through authorizing and/or appropriations earmarks). It does not list those projects for which FFGA's have already been executed, as the statutory determination of project justification has already been made. **Appendix A** provides a more detailed profile for each project, including the basis for the evaluation of the project (where appropriate).

For each project, the total capital cost is shown in the first column, followed by four columns which rate projects in terms of project justification. These columns correspond to the wider range of project justification factors (including cost-effectiveness) stipulated in 5309(e)(2)-(7) (*Section 3(i)*). The second column lists the cost-effectiveness of each project in terms of the expected cost to attract each incremental transit trip; an "incremental transit trip" is defined as the difference between total transit ridership in the region with the proposed major investment, and total transit ridership with only low capital transit improvements in place (the "Transportation Systems Management" or TSM alternative). Mobility improvements are rated in the third column on the basis of hours of travel time per day projected to be saved when the project is completed. The fourth column lists the Environmental Protection Agency (EPA) classifications for each city for ozone and carbon monoxide; information on emissions reductions attributable to each project can

be found in **Appendix A**. Operating efficiencies are rated in the fifth column, based on the potential of each project to reduce systemwide operating cost per passenger.

The remaining three columns in the table show an assessment of local financial commitment for each project in terms of proposed Federal share of project cost, the acceptability of the capital financial commitment, and the stability and reliability of operating funding. **Appendix A** describes the criteria for rating local financial commitments for capital and operating costs.

Candidate projects for FFGAs or LOIs are chosen according to the relative merits of each as measured by the criteria shown in **Table 2**. Projects are considered to be candidates for FFGAs when their ratings in these categories justify a Federal commitment and they are ready for funds to be obligated. When outstanding issues are known to exist that affect the rating of an otherwise meritorious project against one or more of these criteria, that project will be considered for an LOI instead.

Go to Table 2

Revised Project Justification Criteria for New Starts

On December19, 1996, FTA published a Federal Register Notice describing revisions to the criteria used to evaluate candidate projects for discretionary New Starts funding. The purpose of these revisions is to more formally adopt the broader project justification criteria found in 5309(e)(2)-(7) (*formerly Section 3(i)*), which was expanded by ISTEA. These criteria will be used to evaluate projects for discretionary New Starts funding recommendations for FY 1999.

The Notice incorporates recommendations based on industry comments made in response to the September1994 Policy Paper entitled, "Revised Measures for Assessing Major Investments: A Discussion Draft." The discussion paper was circulated to transit operators, Metropolitan Planning Organizations (MPOs), State Departments of Transportation (DOTs), and other industry interests.

These criteria apply only to FTA for the purposes of making the statutory determination of project justification. The Notice does not represent additional requirements in the project planning process. Timely and accurate project information will be essential for FTA to make an informed determination, however.

Section 5309(e)(2)-(7) (*formerly Section 3(i)*) requires a project to be "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 financial sources to construct, maintain, and operate the [project]." The Notice sets forth the approach FTA will use to evaluate candidate projects in terms of their justification and local financial commitment. Beginning next year, these criteria will be used to evaluate projects in order to make recommendations for funding these projects in this report.

Pilot Assessment of Land Use Policies and Conditions

One of the project justification criteria formalized by the Federal Register Notice involves transit supportive land use. While FTA has considered land use factors when making funding recommendations in previous years, there has been no specific rating. The Notice establishes a mechanism for rating transit-supportive land use in a manner similar to that used for the financial ratings.

The measure for transit-supportive existing land use policies and future patterns will assess the degree to which local land use policies are likely to foster transit supportive land use, measured in terms of the kinds of policies in place and the commitment to those policies. Projects will be

evaluated according to the following six factors: 1)existing land use; 2)containment of sprawl; 3)transit-supportive corridor policies; 4)supportive zoning regulations near transit stations; 5)tools to implement land use policies; and 6)the performance of land use policies. Ratings of high, medium, and low will be assigned to each of these factors, along with descriptive ratings; this will provide both a "summary" rating for each factor and its definition. The ratings for each factor will then be combined into a single ordinal rating for transit supportive land use.

In anticipation of the revisions to the project justification criteria, in September1996, FTA initiated a pilot assessment of new start projects in terms of transit supportive land use policies and existing conditions. *The results of this assessment are shown in this Report, but were not used to determine project justification for FY 1998 funding recommendations.* A group of projects in the preliminary engineering (PE) stage of development were selected and offered the opportunity to participate in this voluntary effort. In September1996, the respective transit agencies, metropolitan planning organizations (MPO's), and FTA Regional Offices were informed by letter of the pilot project. Participants received a one-page list of issues on which FTA was interested in obtaining documentation and feedback. FTA, with the assistance of a contractor, examined the materials submitted by participants to assess the projects' policies, intent, commitment, and displayed ability to achieve transit-supportive goals.

Four aspects of land use were considered at the corridor and station level: 1)policies; 2)current and forecast land use and development patterns; 3)development and planning processes; and 4)implementation of policies and programs. This pilot assessment also attempted to identify corridor policies related to transit-oriented development, such as a)mixed-use development; b)pedestrian-friendly design; c)high-density development; d)parking management; and e)joint development.

Ten projects participated in the pilot assessment: Dallas/North Central; KansasCity/Southtown, Miami/East-West, Miami/North 27th Avenue, NewOrleans/Canal Streetcar, Orlando/I-4Central Florida, Portland/South-North, SanDiego/Mid-Coast, SanFrancisco/Bayshore, and Washington,D.C./Metrorail to Largo. Information obtained from these projects is briefly summarized in the "OtherFactors" section of the project profiles in Appendix A. It is important to note that the projects reviewed reflect different stages of development and that more specific policies and implementation strategies will be in place as development progresses. Is it also important to note that some areas have an established history of fixed guideway transit and transit-oriented development while others are just learning and applying such concepts.

FTA is reviewing the pilot effort and developing recommendations for next year's application of the evaluative land use criteria. The 1998 edition of this Report (for FY 1999 funding recommendations) will assign ratings in a manner similar to that used for the financial assessments.

A Word About Full Funding Grant Agreements (FFGA's)

The Full Funding Grant Agreement (FFGA) is the principal means used by FTA to manage the New Starts caseload and provide Federal financial assistance for New Starts projects. FTA also has the discretion to use an FFGA in awarding Federal assistance for other major capital projects.

The FFGA defines the project, including cost and schedule; commits to a maximum level of Federal financial assistance (subject to appropriation); establishes the terms and conditions of Federal financial participation; covers the period of time for completion of the project; and helps to manage the project in accordance with Federal law. The FFGA assures the grantee of predictable Federal financial support for the project (subject to appropriation) while placing a ceiling on the amount of that Federal support.

An FFGA also limits the exposure of FTA and the Federal government to project cost overruns that result from inadequate planning, design and/or engineering at the local level. FTA is primarily a grantmaking agency; it is not directly involved in the design and construction of new starts projects. While FTA is responsible for ensuring that planning projections are based on realistic assumptions and that design and construction follow acceptable industry procedures, it is the responsibility of project sponsors to ensure that proper planning, design and engineering was performed.

Table 2: Summary of FY 1998 New Starts Ratings

Phase and City (Project)	Capital Cost (million $) (a)	Project Justification				Local Financial Commitment (e)		Stability & Reliability of Operating Assistance
		Cost Effectiveness (Cost/New Trip)	Mobility Improvements (b)	EPA Classification (c)	Operating Efficiencies (d)	Section 5309 Share of Project Cost	Capital Financing Commitment	
Final Design								
Fort Lauderdale - Tri-County Commuter Rail	$428	NA (Not Available)	NA	Attain./Maint.	NA	48%	NA	NA
Los Angeles - LOSSAN	$31	NA	NA	Extreme/Serious	NA	36%	NA	NA
Orange County - I-405/SR-55 Transitway	$529	NA	NA	Extreme/Serious	NA	70%	NA	NA
Preliminary Engineering								
Boston - South Boston Piers Phase 2	$258	$7	Medium	Serious/Mod.	NA	80%	NA	NA
Cleveland - Euclid Corridor	$210	NA	Medium	Mod./Mod.	Low	80%	NA	NA
Dallas/Fort Worth - Railtran Phase 2	$129	$8	Medium	Mod./Attain.	High	46%	NA	NA
Dallas - North Central Corridor	$347	$11	Medium	Mod./Attain.	Medium	50%	High	Low/Medium
Kansas City - Southtown Corridor	$450 (94$)	$15	Medium	Maint./Maint.	Low	50-80%	Low/Medium	Low/Medium
Los Angeles - Eastside Extension Phase 2	$1,271	NA	Medium	Extreme/Serious	NA	50%	NA	NA
Miami - East/West Corridor	$2,200	$13	NA	Maint./Attain.	NA	35%	Low	Low
Miami - North 27th Avenue Corridor	$453 (94$)	$18	Medium	Maint./Attain.	Low	70%	Low/Medium	Low
New Orleans - Canal Streetcar Spine	$146 (96$)	$3	Medium	Maint./Attain.	Low	80%	Low	Low
New Jersey - Newark/Elizabeth	$694 (95$)	$17	Medium	Severe/Mod.	NA	NA	Low	Low/Medium
Oklahoma City - MAPS Link	$22	$3	Medium	Attain./Attain.	NA	60%	NA	NA
Orlando - I-4 Central Florida LRT	$2,700 (95$)	$18	NA	Attain./Attain.	NA	50%	Medium	Low
Portland - South/North Corridor	$2,400	$5	NA	Marg./Mod.	Medium	50%	Low	Low
Sacramento - South Corridor	$220	$6	Medium	Severe/Mod.	High	44%	NA	NA
San Diego - Mid Coast Corridor	$77	$3	Medium	Serious/Attain.	Medium	80%	Low	Low
San Francisco - BART to Airport	$1,167	$20	Medium	Attain./Mod.	Low	64%	NA	NA
San Francisco - Bayshore	$250-650	$6-9	Medium	Attain./Mod.	NA	NA	Low	Low
Washington - Metrorail to Largo Town Center	$382-416	$7-8	Medium	Serious/Mod.	NA	79%	Medium	Low/Medium
MIS/System Planning/Other								
Altoona - Pedestrian Crossing	NA	NA	NA	NA	NA	NA	NA	NA
Atlanta - Athens Corridor	NA	NA	NA	NA	NA	NA	NA	NA
Atlanta - Buckhead People Mover	$20 (93$)	NA	NA	NA	NA	NA	NA	NA
Atlanta - DeKalb County Project	NA	NA	NA	NA	NA	NA	NA	NA
Austin - Fixed Guideway	NA	NA	NA	NA	NA	NA	NA	NA

Transit								
Baltimore - Glen Burnie LRT Extension	$20-40	$11-56	Medium	NA	NA	NA	NA	NA
Boston - North/South Station Rail Link	$2,000	NA	NA	NA	NA	NA	NA	NA
Boston - Urban Ring Corridor	$20-1,400	NA	NA	NA	NA	NA	NA	NA
Charlotte - Priority Corridor	NA	NA	NA	NA	NA	NA	NA	NA
Chicago - Southwest Transit Extension	NA	NA	NA	NA	NA	NA	NA	NA
Chicago - Transit Improvements	NA	NA	NA	NA	NA	NA	NA	NA
Cincinnati - Northeast Corridor	$1,200	NA	NA	NA	NA	NA	NA	NA
Cleveland-Canton - Akron-Cleveland Corridor	NA	NA	NA	NA	NA	NA	NA	NA
Cleveland - Highland Hills Corridor	NA	NA	NA	NA	NA	NA	NA	NA
Cleveland - NE Ohio Corridor	NA	NA	NA	NA	NA	NA	NA	NA
Craig, Alaska - Hollis Ketchikan Ferry	$11	NA	NA	NA	NA	60%	NA	NA
Detriot - Woodward Corridor	$1,400	NA	NA	NA	NA	NA	NA	NA
Hartford - Griffin Line Corridor	$250 (94$)	$13	Medium	Serious/Mod.	Low	60%	NA	NA
Indiana - Northern Indiana Commuter Rail	NA	NA	NA	NA	NA	NA	NA	NA
Jackson, MS - Jackson Intermodal Center	NA	NA	NA	NA	NA	NA	NA	NA
Little Rock, AR - Little Rock Junction Bridge	$7-9	NA	NA	NA	NA	NA	NA	NA
Los Angeles - Santa Monica Blvd.	$69	NA	NA	NA	NA	NA	NA	NA
Los Angeles - West Central Corridor	$3,000	NA	NA	NA	NA	NA	NA	NA
Memphis - Regional Rail	$31	NA	NA	NA	NA	NA	NA	NA
Maryland - Waldorf Corridor	NA	NA	NA	NA	NA	NA	NA	NA
Milwaukee - East/West Corridor	NA	NA	NA	NA	NA	NA	NA	NA
Minneapolis-St. Paul - Central Corridor	$83-581	$29-34	Medium	Attain./Mod.	Low	50-80%	NA	NA
Morgantown, WV - Train Control Study	NA	NA	NA	NA	NA	NA	NA	NA
New Orleans - Desire Study	NA	NA	NA	NA	NA	NA	NA	NA
New York - Whitehall Ferry Terminal	$81	NA	NA	NA	NA	NA	NA	NA
New York - State Island-Midtown Ferry	$13	NA	NA	NA	NA	NA	NA	NA
Norfolk - Virginia Beach Corridor	$377	$10	NA	NA	NA	NA	NA	NA
Northern New Jersey - Hawthorne/Warwick	NA	NA	NA	NA	NA	NA	NA	NA
Northern New Jersey - Lakewood/Freehold	NA	NA	NA	NA	NA	NA	NA	NA
Northern New Jersey - West	NA	NA	NA	NA	NA	NA	NA	NA

Shore Line								
Northern New Jersey - West Trenton Commuter Rail	NA	NA	NA	NA	NA	NA	NA	NA
Philadelphia - Cross County Corridor	$250	NA	NA	NA	NA	NA	NA	NA
Philadelphia - Northeast Corridor	NA	NA	NA	NA	NA	NA	NA	NA
Pittsburgh - Stage 2 LRT Rehabilitation	$414	NA	NA	Mod./NC	NA	80%	NA	NA
Raleigh, NC - Regional Transit Plan	$150-250	NA	NA	NA	NA	NA	NA	NA
St. Louis - St. Charles Corridor	NA	NA	NA	NA	NA	NA	NA	NA
St. Louis - Cross County Corridor	$269-307 (89$)	NA	NA	NA	NA	NA	NA	NA
San Diego - Mission Valley East Corridor	$332 (96$)	$6	Medium	Serious/Attain.	Medium	50%	NA	NA
San Diego - Oceanside/Escondido Corridor	$194	$5	NA	Serious/Attain.	NA	55%	NA	NA
Seattle - Phase 1 System	$3,900 (95$)	NA	NA	NA	NA	NA	NA	NA
Seattle - Tacoma Commuter Rail	$367 (95$)	NA	NA	NA	NA	NA	NA	NA
Southern New Jersey - Burlington/Gloucester	$1,400-1,500 (95$)	NA	NA	NA	NA	NA	NA	NA
Tampa - Mobility Enhancement	NA	NA	NA	NA	NA	NA	NA	NA
Vermont - Burlington to Charlotte Corridor	NA	NA	NA	NA	NA	NA	NA	NA
Vermont - Burlington to Essex Corridor	$9 (95$)	NA	NA	NA	NA	NA	NA	NA
Washington - Dulles Corridor	$1,450 (95$)	$9	NA	Serious/Mod.	NA	NA	NA	NA
Washington - Virginia Railway Express Extension	NA	NA	NA	NA	NA	NA	NA	NA

(a) Unless otherwise noted, costs are shown in escalated (year of construction) dollars and are based on most recent cost estimates. For projects in the early stages of Preliminary Engineering, the estimate is likely to change as more detailed engineering is performed. For projects in System Planning, cost estimates may change significantly.

(b) A "high" rating has been assigned to projects that would save 10,000 or more hours of travel time per day, compared with the TSM alternative. "Medium" was given to projects that would save zero to 10,000 hours. "Low" indicates projects that would increase travel time.

(c) EPA classifications for ozone and carbon monoxide are shown to illustrate the severity of the region's air quality problem. In order of severity, the ozone classifications are: extreme, severe, serious, moderate, marginal, sub-mar ginal, transitional and attainment. Carbon monoxide classifications are: serious, moderate, not classified and attainment. The Project Profiles in Appendix A present data (where available) on each project's impact on emissions.

(d) A "high" rating has been assigned to projects that would reduce the systemwide operating cost per passenger by 5 percent or more, compared with the TSM alternative. "Medium" was assigned to projects that would r educe operating cost per passenger by zero to 5 percent. "Low" indicates projects that would increase operating costs per passenger.

(e) The local share and financial ratings shown in this table are based on the financial plans developed by the local project sponsors and financial reviews performed by FTA's financial consultants, Booz Allen and Public Financial Management, Inc. The criteria used to rate the local financial plans are described in Appendix A.

New Starts Allocation and Recommendations

As noted, the funding level proposed for FY 1998 for New Starts is $634.00 million. Once funding for FTA oversight activities is subtracted from this amount, as authorized by 5327(*Section 23*), $629.24 million remains for projects. These funds will be allocated among those projects with existing Federal funding commitments and those for which funding commitments are expected within calendar year 1997. Complete descriptions of all projects in the New Starts pipeline can be found in Appendix A.

These funding allocations provide, within the constraints imposed by the budget caps, for the timely and efficient completion of those projects that have progressed the furthest in the development process. A failure to focus funds in the recommended manner risks creating additional expectations that may be difficult to meet in the current budget environment.

A. Projects With Existing Federal Funding Commitments

Eighteen projects have existing FFGA's that commit FTA to provide specified levels of Section 5309 (*Section 3*) funding. Five of these projects are not included in the funding recommendations for FY 1998 because the Federal funding commitment has been fulfilled; these project are the LRT Extensions in Baltimore, the Queens Connector in NewYork, the Pittsburgh/Airport Busway Phase1, the Metrolink project in St.Louis, and the Jacksonville Peoplemover. The status of these projects and the funding recommendations for FY 1998 are described below.

1. Atlanta/North Line Extension

The Metropolitan Atlanta Rapid Transit Authority (MARTA) is constructing a 1.9-mile, 2-station extension from the Dunwoody station to NorthSprings. This project is part of the larger North Line Extension to the MARTA heavy rail rapid transit system. The segment from Buckhead to Dunwoody opened in June 1996. The initial 5.7-mile segment, from Lenox Station to Buckhead, was constructed without FTA assistance. When the North Springs extension is completed, it will serve the rapidly-growing area north of Atlanta, which includes Perimeter Center and north Fulton County, and will connect this area with the rest of the region by providing better transit service for both commuters and inner-city residents traveling to expanding job opportunities.

A total of twelve active contracts for design and construction are underway for North Line facility construction, systems procurement and installation efforts, and vehicle procurement. The total project cost has increased by an estimated $109 million because of the need for additional rail cars, redesign work, increased rights-of-way cost and a new parking structure. Under the FFGA, any increase in costs is the responsibility of the local agency. The operational date for the extension to North Springs and SandySprings stations may have to be extended beyond December 2000 as set in the FFGA.

An FFGA was issued for this project on December 20, 1994, providing a total of $305.01 million in New Starts funding. This includes $99.73 million in FY 1996 and prior year funding, all of which has been obligated. The FY 1997 budget provided an additional $63.96 million. This leaves $141.32 million required to complete this project. It is recommended that $44.60 million be provided to this project in FY 1998, with the remaining $96.72 million provided in FY 1999-2000.

2. Baltimore LRT Extensions

The Mass Transit Administration (MTA) of Maryland is building three extensions to the existing 22-mile Central Light Rail Transit (LRT) system that connects the Baltimore central business district (CBD) to Timonium in the north and Glen Burnie to the south. The existing system was constructed entirely with State and local funds. The extensions consist of a 5-mile, 5-station extension from Timonium to the growing employment center in Hunt Valley, and two intermodal connections: a 2-mile, 2-station branch off the main line directly into the BWI Airport terminal, and a quarter-mile spur to Penn Station that will connect passengers with commuter rail and Amtrak service. The Federal share for the three extensions is 80 percent; however, when this investment is viewed in the context of the complete system, the overall Federal share is only 18 percent.

The FFGA for this project provides $84.90 million in total New Starts funding. This includes $74.64 million in FY 1996 and prior year funding, all of which has been obligated. The FY 1997 budget provided an additional $10.26 million (including $71,585 in reprogrammed prior year funds), which completes the FFGA commitment. Thus, no additional funding is required in FY 1998. This project is expected to be operational byJune1997.

3. Boston/South Boston Piers - Phase 1

The Massachusetts Bay Transportation Authority (MBTA) is developing an underground transitway to connect the existing transit system with the South Boston Piers area, located on the periphery of the central business district (CBD). A 1.5-mile tunnel, to be constructed in two phases, will extend from the existing Boylston Station to the World Trade Center; five underground stations will provide connections to the MBTA's Red, Orange, and Green Lines. Electric trolleybuses or dual-mode vehicles will operate in the transitway tunnel and on surface routes in the eastern end of the Piers area.

Phase1 of this project consists of a 1-mile bus tunnel with three stations located at South Station, Fan Pier, and the World Trade Center. Phase2 will extend the tunnel to Boylston Station. Parts of Phase1 are integrally related to construction of the Central Artery/Tunnel highway project now underway. Joint construction will help reduce transitway costs, environmental impacts and construction impacts. Section 3035(j) of ISTEA directed FTA to enter into an FFGA for this project.

An FFGA for this project was issued for Phase1 on November 5, 1994, in the amount of $330.72 million; this includes $112.41 million provided in FY 1996 and prior years. The FY 1997 budget provided an additional $29.79 million. This leaves $188.52 million required to complete this project. It is recommended that funds in the amount of $46.20 million be provided in FY 1998. The remaining $142.32 million would be provided over the course of FY 1999-2001. Phase1 is expected to be in operation by the end of 2000.

4. Denver/Southwest Corridor

The Regional Transit District (RTD) in Denver is constructing an 8.7-mile light rail extension from I-25and Broadway in Denver to Mineral Avenue in Littleton. This double-track line will operate over an exclusive, grade-separated right-of-way and connect with the Central Corridor light rail in downtown Denver, which opened in October1994.

FTA issued an FFGA for this project on May 9, 1996, which will provide $120.00 million over the course of FY 1997-2001. The FY 1997 budget provided $2.83 million, including $1.34 million furnished from reprogrammed funds. This leaves $117.17 million required to complete the FFGA (no funding was provided for this project in prior years). It is recommended that $21.40 million be provided to this project in FY 1998 under the FFGA, with the remaining $95.77 million provided in FY 1999-2001. This project is scheduled to open in 2000.

5. Houston/Regional Bus Plan

The Regional Bus Plan developed by Houston Metro consists of a package of improvements to its existing bus system. It consists of service expansions in most of the region, new and extended HOV (High-Occupancy Vehicle, or "carpool") facilities and ramps, several transit centers and park-and-ride lots, and supporting facilities.

An FFGA was issued on December 30, 1994, to provide a total of $500.00 million for this project. This includes the $287.02 million provided in FY 1996 and prior years, all of which has been obligated. The FY 1997 budget provided an additional $40.31 million. The FFGA for this project provides for $51.07 million in FY 1998 New Starts funds, with the remaining $121.60 million needed to complete the project provided in FY 1999-2000.

6. Jacksonville/ASE Extension Flagler to duPont Place

The Jacksonville Transportation Authority (JTA) is developing a 0.3-mile extension of the Automated Skyway Express (ASE) south of downtown Jacksonville. The extension consists of an elevated, double track guideway running from the Flagler Station through the South Bank business district to the duPont Station (formerly St. Johns Place).

An initial 0.7-mile segment of the Automated Skyway Express (ASE) opened for revenue service in June1989. In September 1991, at Congressional direction, FTA and JTA entered into an FFGA for a 0.6-mile extension north to Florida Community College. Construction is complete, and the system is ready for delivery of vehicles. This FFGA was amended in 1994 to extend the system to the San Marco Station on the south bank of the St. Johns River, bringing the total system to 2.2miles. The Federal commitment under this amended FFGA was completed in1994.

In FY 1996 and FY 1997, Congress appropriated an additional $9.60 million and $14.90 million, respectively. These funds are sufficient to complete the final 0.3-mile extension from the Flagler Station to the duPont Station. FTA is negotiating with JTA to amend the FFGA to incorporate these funds and revise the scope of the project to include this segment. Because sufficient funds are available to complete this project, additional funding is not required in FY 1998.

7. Los Angeles/MOS-3

The Metro Rail Red Line Project in Los Angeles is being implemented in three phases, or "Minimum Operable Segments" (MOS). The first of these segments, MOS-1, opened for revenue service in January1993. A three-station Wilshire section of MOS-2 opened in July1996; the remainder is under construction and the FFGA is complete. On May14,1993, an FFGA was issued to the LosAngeles County Metropolitan Transportation Authority (LACMTA) for the third segment, MOS-3.

MOS-3 was defined under ISTEA to include three segments: the North Hollywood segment, a 6.3-mile, three-station subway extension north from the MOS-2 terminus at Vine Street to North Hollywood; the Mid-City segment, a 2.3-mile, two-station subway extension west of the MOS-2 terminus at Western Avenue; and an undefined segment of the East Side project, to the east from the eastern terminus of MOS-2 at Union Station. Construction on the NorthHollywood segment is now underway.

On December 28, 1994, the FFGA for MOS-3 was amended to specify the segment of the EastSide project to be included. This segment ("Phase1") consists of a 3.7-mile, four-station extension from the eastern terminus of MOS-1 at Union Station, across the LosAngeles River to First and Lorena in East LosAngeles. This brings the total amount committed under the FFGA to $1,416.50 million, including the $440.72 million provided in FY 1996 and prior years. An additional $69.51 million was provided in FY 1997. The entire MOS-3project is part of a larger commitment to meeting air quality goals through the Regional Mobility Plan, which includes an extensive network of rail lines and an aggressive travel demand management program.

After the FFGA was issued, core sampling in the planned right-of-way for the Mid-City segment detected high levels of naturally-occurring hydrogen sulfide gas at the planned depth of the tunnels. As a result, the Mid-City Extension has reverted to the planning and environmental review phase. LACMTA is exploring alternate horizontal and vertical alignments for this segment and has reopened the public environmental review process. Costs for these alternatives will be developed as part of the environmental impact process. Current estimates identify completion at least 7 years later than the FFGA scheduled opening in July 1999.

The North Hollywood Extension is under construction and within budget. The East Side Extension is in final design and at least one year behind the FFGA-scheduled opening of November 2002.

FTA has asked LACMTA to develop a recovery plan for the East Side Extension and the Mid-City segment, and completion of construction on the North Hollywood segment. FTA will determine if revisions to the FFGA are necessary once the recovery plan is complete; however, under the FFGA the LACMTA is responsible for all cost overruns. It is recommended that $99.00 million in New Starts funds be provided in FY 1998 to continue construction on the North Hollywood Extension and final design activities on the East Side Extension. Future funding allocations will be determined as the recovery plan is implemented.

8. Maryland/MARC Extension to Frederick

The Mass Transit Administration of Maryland is extending the Maryland Commuter Rail (MARC) system from Point of Rocks to Frederick, Maryland. This extension will provide service from suburban Montgomery and Frederick counties to Baltimore, Maryland and Washington, D.C. The project involves track, signal, and station improvements along an existing freight line. In addition, MARC is purchasing 50 bi-level coaches and six locomotives to ease crowding on existing lines and provide service on the Frederick extension. The cars should be delivered by March 1998 and MARC will put the electric locomotives out to bid in June 1997. The environmental assessment of the Frederick extension has been completed, station sites have been selected, and final design is underway. MARC expects to initiate service on this extension in1999.

An FFGA was issued on June19,1995, to provide a total of $105.25 million to complete the project. This includes $23.78 million provided in FY 1995 and 1996; an additional $33.25 million not covered by the FFGA was appropriated in prior years. The FY 1997 budget provided $32.96 million for this project, leaving $48.52 million needed to complete the FFGA. It is recommended that $26.94 million be provided in FY 1998, with the remaining $21.58 million provided in FY 1999.

9. New Jersey Urban Core/Hudson-Bergen LRT

The New Jersey Transit Corporation (NJTransit) plans to construct a 20.1-mile, 33-station light rail transit (LRT) line along the Hudson River Waterfront in Hudson County. The line will extend from the Vince Lombardi park-and-ride lot in Bergen County to Bayonne, passing through Port Imperial in Weehauken, Hoboken, and Jersey City. The core of the system will serve the high-density commercial centers in Jersey City and Hoboken, and provide connections with NJTransit commuter rail service, PATH trains to Newark and Manhattan, and the Port Imperial ferry from Weehauken to Manhattan.

This project is a major component of the Urban Core program of interrelated projects defined in ISTEA, designed to significantly enhance mobility in the Northeastern NewJersey area. ISTEA specifically exempted these projects from the FTA New Starts evaluation criteria.

NJTransit is seeking a total of $604.09 million in 5309 (*Section 3*) funding to complete a 9.6-mile, 16-station "initial operating segment" from Hoboken Terminal to 34thStreet in Bayonne and WestsideAvenue in JerseyCity. This initial stage is being implemented under a turnkey contract to design, build, operate, and maintain the system, which was awarded in October1996. The

contractor is currently performing final design and has started some construction involving clearing of right-of-way.

The Department issued an FFGA on October15, 1996 that commits $604.09 million for the initial operating segment. This includes $89.09 million in FY 1996 and prior year funds that have already been obligated to the Hudson-Bergen LRT. The FY 1997 budget provided an additional $9.93 million. It is recommended that $54.78 million be provided to this project in FY 1998, with the remaining $450.29 million provided in FY 1999-2003.

10. New Jersey Urban Core/Secaucus Transfer

As part of its Urban Core program of interrelated projects, New Jersey Transit is constructing a major commuter rail transfer station in Secaucus, at the point where its Main and Bergen Lines intersect with the Northeast Corridor Line. The project consists of a new, three-level transfer station; track expansions; track, signal and bridge upgrades; and construction of a new platform and elevated walkway. It will allow commuters on the Main Line, Bergen County Line, Pascack Valley Line, and Port Jervis Line to transfer to Northeast Corridor commuter trains destined to Penn Station in midtown Manhattan or Penn Station in Newark. Located in the Meadowlands, this project is part of a potential public/private partnership which could include a major commercial center. All design work is complete and construction is approximately 21percent finished with the foundation work underway for the station platforms.

Section 3031 of ISTEA identified the Secaucus Transfer Station as an element of the New Jersey Urban Core program of projects, and required FTA to enter into a Full Funding Grant Agreement (FFGA) for elements that can be fully funded in FY 1992 through FY 1997. In addition, 3031(c) specifically exempted these projects from the project justification requirements of 5309(e)(2)-(7) (*Section 3(i)*) and from FTA's major capital investment policy. An FFGA was issued for the Secaucus Transfer project on December6,1994 to provide a total of $444.25 million through FY 1998; this includes the $312.47 million in funds already provided in prior year budgets (all of which has been obligated). This project is expected to be operational by 2002.

The FY 1997 budget provided $104.79 million to the Secaucus Transfer project, leaving $26.99 million needed to complete the FFGA. It is recommended that the remaining $26.99 million needed to fulfill the FFGA be provided in FY 1998. This will complete the Federal commitment to this project as agreed under the FFGA.

11. New York/Queens Connector

The New York City Transit Authority (NYCTA) is constructing a connection from the 63rd Street tunnel to the existing express and local tracks of the Queens Boulevard subway lines, through a new short tunnel segment. The Queens Connector consists of approximately 1/3-mile of new tunnel, with corresponding track, signal work, and real estate acquisition. This project will relieve severe overcrowding on the Queens Boulevard subway lines by diverting service from the existing bottleneck in the 53rd Street tunnel to the 63rd Street tunnel, allowing the operation of an additional 15 trains per hour between Manhattan and Queens. Approximately 1/3of the 60,000 peak hour passengers currently traveling through the 53rd Street tunnel are expected to use the new 63rd Street tunnel. All design work is complete and construction is approximately 40 percent complete. The project is expected to be operational by August 2001.

An FFGA was issued for this project on February 10, 1994 in the amount of $306.10 million. A total of $271.08 million in FY 1996 and prior year funds has been obligated for this project. The FY 1997 budget provided an additional $35.02 million (including $246,603 in reprogrammed prior year funds), completing the Federal commitment to this project. No additional funds are needed in FY 1998.

12. Pittsburgh/Airport Busway Phase1

The Port Authority of Allegheny County (PATransit) is constructing a busway and HOV (High-Occupancy Vehicle, or "carpool") facility along a 20-mile corridor between downtown Pittsburgh and the Greater Pittsburgh International Airport. Phase1 of this project consists of a 7-mile dedicated busway extending from Carnegie (along existing railroad right-of-way), and a 1.1-mile HOV segment connecting to the downtown area through a rehabilitated Wabash Tunnel and across a new bridge spanning the Monongahela River. For the remaining 12miles of the corridor, buses will operate on I-279. State funding for the local share of capital costs is in place, and a series of small taxes dedicated to transit for asset replacement and routine capital replacement needs has been approved. This project was expected to open for revenue service in1998. However, due to costs associated with purchase of rail rights-of-way and design alterations, the project is estimated to be $94 million over budget and a delay of up to three years is anticipated in completing the project. FTA has asked PAT for a recovery plan. Under the FFGA, any overruns are the responsibility of PAT.

Section1108(b) of the highway portion of ISTEA authorized $9.80 million in contract authority for this project. Section 1069(e) authorized an additional $39.50 million in general funds, of which Congress appropriated $15.82 million in FY 1995. An additional $76.50 million in flexible (CMAQ) ISTEA funds has been committed to this project.

An FFGA was issued for this project on October27,1994, providing a total commitment of $121.00 million in FTA 5309 (*Section 3*) funding. The final funding increment of $44.10 million was provided in FY 1996, completing the Federal commitment to this project under the FFGA. However, an additional $9.93 million was provided in the FY 1997 appropriation.

The FFGA also specified that, if Congress failed to appropriate the balance of the 1069(e) highway funds for this project, FTA would entertain an application to provide a maximum of $23.68 million in additional 5309 (*Section 3*) new starts funding. To date, FTA has received an application only for the funds provided in the FY 1997 appropriation. Because sufficient funding to complete the FFGA has been appropriated in prior years under the terms of the FFGA, FTA must consider the Federal commitment to this project to be complete. Thus, no additional Federal funding for this project is recommended for FY 1998.

13. Portland/Westside-Hillsboro

The Tri-County Metropolitan Transportation District (Tri-Met) is constructing an extension of the existing Banfield LRT line ("MAX") from its downtown Portland terminus west to downtown Hillsboro. In September 1992, FTA issued an FFGA for a segment to S.W. 185th Avenue in Washington County. This FFGA was amended in December 1994 to include the remaining segment to Hillsboro. The project consists of a 17.7-mile, double-track fixed guideway with 20stations and nine park-and-ride lots. The route includes a 3-mile twin-tube tunnel under the West Hills along the Sunset Highway. Also included are 36 low-floor light rail vehicles, the first to be placed in service in the United States.

The Westside/Hillsboro FFGA was amended on November1,1996 to commit a total of $630.06 million in 5309 (*Section 3*) NewStarts funding to this project. Of this, $393.24 million has been provided in FY 1996 and prior years. The FY 1997 budget provided an additional $137.04 million, leaving $99.78 million required to complete this project. It is recommended that $63.39 million be provided to this project in FY 1998, with the remaining $36.39 million required to complete the Federal commitment to this project provided in FY 1999-2000. This project is expected to be operational in September1998.

14. Salt Lake City/South LRT

The Utah Transit Authority (UTA) is implementing a 15-mile at-grade light rail transit (LRT) line from downtown Salt Lake City to the southern suburbs. The line would operate on city streets downtown and then follow a lightly-used railroad alignment owned by UTA. This project is part of

the Interstate15corridor improvement initiative, which includes reconstruction of a parallel segment of I-15. Final Engineering for the vehicle support facility, civil and systems work is approximately 60% complete. Construction is expected to commence in early 1998. Salt Lake City has been selected as the site for the 2002 Winter Olympic Games.

On August 2,1995, FTA issued an FFGA for this project that commits $237.39 million in new starts funding through FY 2000. This includes $32.03 million appropriated in FY 1996 and prior years. The FY 1997 budget provided $34.76 million for this project, leaving $170.60 million needed to complete the FFGA. It is recommended that $42.79 million be provided in FY 1998, with the remaining $127.81 million provided over the course of FY 1999-2000. This project will be operational in 2000.

15. San Francisco Area/Tasman

The Santa Clara County Transit District (SCCTD) is constructing a 12.4-mile light-rail system from northeast SanJose to downtown Mountain View, connecting with both the Guadalupe LRT in northern SantaClara County and the Caltrain commuter rail system. Construction will proceed in two phases. The Phase1 West Extension will connect the northern terminus of the Guadalupe Light Rail System in Santa Clara with the CalTrain Commuter Rail station in downtown Mountain View, a distance of 7.6miles. The future Phase2 East Extension will complete the project.

Section 5328(c)(1)(B) (*Section 3(a)(8)(C)(ii) of the FT Act*) defines the Tasman Corridor project as one element of a Program of Interrelated Projects to be considered together for the purposes of Federal requirements, along with the BART extensions to Colma and the SanFrancisco Airport.

The Department issued an LOI for this project in April1994, with the intent to issue an FFGA upon the resolution of several financial concerns associated with a challenge to the tax initiative intended to finance this project. These issues have been resolved, and an FFGA was issued on July2,1996. Phase1 is expected to require $80.00 million in 5309 (*Section 3*) funds in FY1998 and future years. A total of $92.75 million was provided in FY 1996 and prior years, all of which has been obligated. An additional $10.00 million was provided in FY 1997. It is recommended that $21.40 million be provided in the FY 1998 budget under the FFGA, with the remaining $58.60 million provided in FY 1999 through FY 2000.

16. San Juan/Tren Urbano

The PuertoRico Department of Transportation and Public Works (DTPW) is constructing a 10.4-mile, 14-station rail line connecting the major activity centers in the San Juan region. The system is planned as a double-track line operating over an at-grade and elevated right-of-way, with a short below-grade segment. The project includes a maintenance facility and provisions for two additional stations, if necessary. This project has been selected as one of FTA's turnkey demonstration projects, which incorporates contracts to design, build, operate, and maintain the system. There are six contracts: one is for the systems work, test tract and purchase of 64 vehicles, and five are for station and guideway construction. Three of the contracts have been awarded; the remaining three are in the bidding process and are expected to be awarded by June1997.

The Department issued an FFGA on March13, 1996 to provide a total of $307.41 million to complete the project. This includes $7.41 million provided in FY 1996; an additional $4.95 million not included in the FFGA was appropriated in prior years, for a total of $312.37 million in Federal funding. A total of $12.37 million in FY 1996 and prior year funds have been allocated to the Tren Urbano project, all of which has been obligated. The FY 1997 budget provided an additional $6.06 million, including $1.34 million furnished in reprogrammed prior-year funds. It is recommended that $25.68 million be provided to this project in FY 1998 under the FFGA, with the remaining $268.26 million provided in FY 1999-2001.

17. St.Louis/Metrolink

The Federal commitment to this project under the FFGA was fulfilled by the FY 1994 appropriation. In FY 1995, FTA recommended an additional $4.69 million to cover justifiable extraordinary costs. No additional Federal investment has been recommended. However, the Bi-State Development Agency (Bi-State) has continued to obtain additional funds through the annual appropriations process. A total of $358.39 million has been provided in FY 1996 and prior years, and an additional $13.40 million was earmarked in FY 1997. Of the funds earmarked in FY 1997, $10.00 million has been obligated to purchase additional rail cars, leaving an unobligated balance of $3.40 million. Ridership on MetroLink has been greater than anticipated, resulting in the LRV's accumulating 40percent more miles than the industry norm.

The Federal funding commitment to this project has been completed, with additional funds provided for reasonable extraordinary costs. This project opened for service on July31,1993, and has been in operation for 3 years. No additional Federal funding is required for construction of this project.

18. St. Louis/St. Clair Extension

The Bi-State Development Agency (Bi-State) plans to construct a 27-mile light rail line between downtown East St.Louis and the vicinity of MidAmerica Airport/Scott Air Force Base, connecting with the Metrolink light rail line which opened in July1993. An Initial Construction Segment will extend from the current Metrolink terminal in downtown East St.Louis to Belleville Area College, a distance of 17.5miles. This segment consists of 13stations and makes extensive use of abandoned railroad rights-of-way. Final Design was initiated in December 1996 and is expected to take 16 months. Rights-of-way and real estate acquisition is proceeding as scheduled. Revenue service is scheduled to begin in May2001.

The Department issued an FFGA on October17, 1996 that commits a total of $243.90 million to complete the Initial Construction Segment. This includes the unobligated balance of $7.93 million in FY 1996 and prior year funds. The FY 1997 budget provided an additional $31.78 million for this project, leaving $204.19 million needed to complete the FFGA. It is recommended that $29.96 million be provided to this project in FY 1998 under the FFGA, with the remaining $174.23 million provided in FY 1999 and future year funds.

B. Additional Federal Funding Commitments Expected in 1997

In addition to the 18projects with existing funding commitments, there are two projects for which FFGAs are expected to be issued during the 1997calendar year. Funding recommendations and the status of each project are described below (future funds are estimated until negotiations are complete).

1. Sacramento/LRT Extension

The Sacramento Regional Transit District (RT) is developing an 11.3-mile light rail transit (LRT) project in the South Sacramento Corridor. The system will follow existing UnionPacific right-of-way from downtown Sacramento to Calvine/Auberry. To maximize the use of available State and local capital funds, RT will implement this project in several phases. The first phase, a 6.3-mile "Interim Operable Segment" (IOS), would operate between downtown Sacramento and MeadowviewRoad. Population and employment in this corridor are expected to grow at rates faster than the regional average, resulting in severe congestion on the two major highways now in service. Phase1 is expected to reduce automobile use by 3,800 daily trips and save 2,700daily hours of travel time. Sacramento is a severe nonattainment area for ground-level ozone pollution. RT is requesting 44percent of the construction costs of this project from 5309(*Section 3*) funds.

A total of $3.96 million in FY 1996 and prior year funds have been allocated to the Sacramento LRT Extension, of which $1.98 million remains unobligated. The FY 1997 budget provided an additional $5.96 million. The Department expects to issue an FFGA in 1997 that will commit $103.26 million in FY 1998 and future funds to complete Phase1. It is recommended that $20.28 million be provided to this project in FY 1998 in anticipation of the FFGA, with the remaining $82.98 million provided in FY 1999-2001. Construction is expected to begin in spring1997, with revenue service to commence in July1999.

2. San Francisco/BART Airport Extension

Local officials in the San Francisco area have proposed an extension of the Bay Area Rapid Transit (BART) system from Colma, serving SanFrancisco International Airport. In November1995, officials selected an 8.2-mile, 4-station extension from the BART Colma Station through Colma, South SanFrancisco, and SanBruno, terminating in Millbrae. An east-west branch from this line north of Millbrae will serve the airport.

ISTEA defined this project as part of a Program of Interrelated Projects to be considered together for the purposes of Federal requirements, along with the BART extensions to Colma and the Tasman project in San Jose. The Federal commitment to the Colma project has been fulfilled, and an FFGA has been issued for the Tasman project.

The BART Airport extension is part of the Federally-assisted portion of a much larger regional program of transit expansion, including significant BART extensions in the East Bay area (to Pittsburg and Pleasanton) and relocation of the Caltrain terminal in downtown SanFrancisco. The regional plan calls for 100percent non-Federal funding of the East Bay extensions and no use of New Starts funds for the Caltrain terminal relocation. Thus, the Federal share in New Starts funding for the region's entire program of fixed guideway extensions is only 27percent. This is a significant indication of local financial support for transit in a very transit-intensive region and is a major reason for the Department's support of this project. Projects requiring a Federal share of less than 33percent in 5309 (*Section 3*) funds are exempt from the project justification requirements of 5309(e)(2)-(7) (*Section 3(i)*).

This project is expected to reduce automobile use by 485,000 daily vehicle miles of travel, and reduce carbon monoxide by 1,235tons per year. Regional transit ridership is expected to increase by 23,200 daily passengers and save 6,900hours of daily travel time. This project will improve transit access to downtown SanFrancisco from communities along the peninsula, improve access to the airport from communities in the EastBay, and provide high-quality transit to the fifth-busiest airport in the U.S.

The Department expects to issue an FFGA in 1997 to provide $666.07 million in 5309(*Section 3*) funds to complete this project. This does not include $66.61 million in FY 1996 and prior year earmarks (of which $11.11 million remains unobligated), nor the $17.31 million provided in the FY 1997 appropriation. It is recommended that $54.78 million be provided to this project in FY 1998 in anticipation of the FFGA, with the remaining $611.30 million provided in FY 1999 and future year funds. Construction is expected to begin in early1997, with revenue service to begin in December2000.

Long-Term Management of New Starts Program

The recommendations contained in this Report are intended to bring greater focus to and improve the management of the New Starts program. As the program becomes increasingly oversubscribed, the cost of completing all projects in the development process at any one time far exceeds the amount of Federal funds likely to be available. The New Starts caseload consists of 85proposed projects seeking Federal discretionary funds.

FTA will allocate funds according to the following strategy: First, existing or pending funding commitments would be honored before any additional commitments are made, to the extent that these projects are capable of obligating funds. Next, other worthy projects may be considered for funding provided they are capable of obligating funds.

Projects with existing commitments will be funded first, with funding levels adjusted as necessary to compensate for appropriations shortfalls or unforeseen circumstances that affect their ability to obligate funds as scheduled. Projects expected to receive Federal funding commitments over the next year will be funded based on their ability to obligate funds on a timely basis. Finally, single-year grants will be allocated to projects requiring minimal Federal funding to complete, again based on their ability to obligate funds in a timely manner. Projects for which the Federal funding commitment specified in an FFGA has been fulfilled will not be recommended for additional Federal funding.

Funding commitments for many of these projects will necessarily span authorizations. In the short term, this will be accommodated through the contingent commitment device. Over the long term, these commitments will be fulfilled as part of the reauthorized program. As additional projects in the new starts caseload mature, they will be funded as the program allows.

Conclusion

The $629.24 million available for FY 1998 is sufficient to honor all New Starts projects that have existing Federal funding commitments, as well as additional projects for which Federal commitments are expected during calendar year 1997. Specifically, we intend to provide funding to projects with existing commitments as follows:

- $44.60 million (and $96.72 million in future funds) to the North Line Extension project in Atlanta, under the December 20, 1994 FFGA for this project;
- $46.20 million (and $142.32 million in future funds) to the South Boston Piers project, under the FFGA issued for this project on November 5, 1994;
- $21.40 million (and $95.77 million in future funds) to the Southwest Corridor project in Denver, under the May 9, 1996 FFGA;
- $51.07 million (and $121.60 million in future funds) to the Houston Regional Bus plan, under the FFGA issued on December 30, 1994;
- $99.00 million (and $807.27 million in future funds) to the Los Angeles MOS-3 project, including the initial segment of the East Central extension, under the FFGA as amended on December 28, 1994;
- $26.94 million (and $21.58 million in future funds) to the MARC extension project to Frederick, Maryland, under the June 19, 1995FFGA;
- $54.78 million (and $450.29 million in future funds) to the Hudson-Bergen light rail element of the Urban Core program of projects in northern NewJersey, under the October 15, 1996 FFGA;
- $26.99 million to the Secaucus Transfer element of the Urban Core program of projects in New Jersey, to complete the Federal commitment under the December 6, 1994 FFGA for this project;
- $63.39 million (and $36.39 million in future funds) to the Westside light rail extension to Hillsboro in Portland, under the November 1, 1996 amendment to the FFGA for this project;
- $42.79 million (and $127.81 million in future funds) to the South LRT extension in Salt Lake City, under the August 2, 1995 FFGA;
- $21.40 million (and $58.60 million in future funds) to the Tasman LRT project in the San Francisco Bay Area, under the July 2, 1996 FFGA;
- $25.68 million (and $268.26 million in future funds) to the SanJuan Tren Urbano project, under the FFGA issued on March 13, 1996; and
- $29.96 million (and $174.23 million in future funds) to the St.Clair extension of the St.Louis light rail system, under the FFGA issued on October 17, 1996.

In addition, we intend to fund the following projects which are expected to have Federal funding commitments in place during calendar year 1997, and which will be ready for construction in 1998, as follows (future funds are estimated until FFGA negotiations are complete):

- $20.28 million (and $82.98 million in future funds) to the Sacramento light rail extension; and

- $54.78 million (and $611.30 million in future funds) to the extension of the BART system to San Francisco International Airport.

Table A-1: Financial Ratings: Capital Financing Commitments

Final Design	Medium	FTA considers the applicant to be in reasonably sound financial condition based upon the reviews outlined in FTA's Financial Capacity Circular.
		The applicant has committed or dedicated sufficient funds to cover the entire non-Federal share of the overall undertaking, including provision for contingent cost overruns.
	Low	FTA does not consider the applicant to be in reasonably sound financial condition.
		The applicant has not yet committed or dedicated sufficient funds to cover the entire non-Federal share of the overall undertaking, including provision forcontingent cost overruns. For example, an "unacceptable" rating would be given where significant events such as the renewal of expiring authorizing legislation, satisfactory resolution of conditions imposed by funding entities the passage of new legislation, or a referendum still must occur to put adequatelocal funding in place.
Preliminary Engineering	High	FTA considers the applicant to be in sound financial condition based upon the reviews outlined in FTA's Financial Capacity Circular.
		The applicant has committed or dedicated sufficient funds to cover all or nearly all of the non-Federal share of the overall undertaking, including provision for contingent cost overruns.
	Medium	FTA considers the applicant to be in reasonably sound financial condition based upon the reviews outlined in FTA's Financial Capacity Circular.
		The applicant has adopted a realistic capital finance plan that adequately covers projected non-Federal capital costs. The plan may be vulnerable to economic downturns and other funding uncertainties, but these vulnerabilities can probably be managed without significant disruptions to capital programs and/or operations.
	Low	FTA does not consider the applicant to be in reasonably sound financial condition based upon the reviews outlined in FTA's Financial Capacity Circular.
		The applicant has not adopted a capital finance plan, or FTA considers the adopted finance plan to be inadequate or infeasible. The plan may be so vulnerable to economic downturns and other funding

		uncertainties that implementation of the project would put capital programs and operations at significant risk.
System Planning and Other	High	FTA considers the implementing agency to be in reasonably sound financial and Other condition based upon the reviews outlined in FTA's Financial Capacity Circular.
		The applicant has adopted a realistic capital finance plan that adequately covers projected non-Federal capital costs. The plan is based on reasonably conservative assumptions and provides for contingent cost overruns.
	Medium	FTA considers the implementing agency to be in reasonably sound financial condition based upon the reviews outlined in FTA's Financial Capacity Circular.
		The applicant's capital finance plan or preliminary funding stragey is considered by FTA to be adequate to successfully undertake one or more of the proposed major transit investment alternatives. Uncertainties may exist in the agency's ability to implement new funding sources as well as cash flow implications and the plan's sensitivity to risk and uncertainty.
	Low	FTA does not consider the proposed implementing agency to be in reasonably sound financial condition based upon the reviews outlined in FTA's Financial Capacity Circular.
		The applicant's capital finance plan or preliminary funding strategy that would be adequate to sucessfully undertake a major investment alternative. If a plan or strategy exists, a "low" rating may also be given where the region has previously demostrated an unwillingness to adopt new transit funding sources with the capacity that would be required to implement a new start.

Table A-2: Financial Ratings: Stable and Reliable Operating Revenue

Final Design	Medium	Dedicated transit funding sources are in place, or there has been a clear pattern of general appropriations from State or local governments, which regularly provide a balanced budget for the existing system.
		Existing transit facilities have been adequately maintained and replaced through continuing reinvestment in the system.
		Financial projections show that the applicant currently has adequate financial capacity to operate and maintain the locally preferred alternative, supporting feeder systems, other programmed projects, and other elements of its transit system, under reasonably conservative assumptions.
	Low	Sources of local transit funding have not kept pace with costs. Financial conditions have led to a pattern of service level cuts to reduce operating costs.
		The applicant has a history of deferring capital replacement and/or routine maintenance.
		Financial projections show that the applicant does not currently have the financial capacity to operate the proposed project, supporting feeder system other programmed projects, and other elements of its transit system under reasonably conservative assumptions.
Preliminary Engineering	High	Ample dedicated funding sources are in place, or there has been a clear pattern of general appropriations from State or local governments, which regularly provide a balanced budget for the existing system.
		Existing transit facilities have been well maintained and improved through continuing reinvestment in the system.
		Financial projections show that the applicant currently has ample financial capacity to operate and maintain the locally preferred alternative, supporting feeder systems, other programmed projects, and other elements of its transit system under reasonably conservative assumptions.
	Medium	Dedicated transit funding sources are in place, or there has been a clear pattern of general appropriations from State or local governments, which regularly provide a balanced budget for the existing system.
		Existing transit facilities have been adequately maintained and replaced through continuing reinvestment in the system. The

		applicant's funding plan demonstrates an ability to continue with an adequate maintenance and replacement program.
		The applicant has adopted a realistic financial plan which, once implemented, would provide adequate financial capacity to operate and maintain the locally preferred alternative, supporting feeder systems, other programmed projects and other elements of its transit system under reasonably conservative assumptions.
	Low	Sources of local transit funding have not kept pace with costs. Financial conditions have led to a pattern of service level cuts to reduce operating costs.
		The applicant has a history of deferring capital replacement and/or routine maintenance. Or, implementation of the project would create deficiencies in the applicant's ability to provide timely maintenance and capital replacement.
		The applicant has not yet adopted a finance plan, or has adopted a plan that is unrealistic or inadequate. For example, a "low" rating would be given where the region has demonstrated an unwillingness to adopt new funding sources with the required level of financial capacity, or where the operating plan is dependent upon unreasonable passenger revenue projections. A "low" rating would also be appropriate where financial projections show that, even if the adopted plan is fully implemented, the applicant would still not have the financial capacity to operate the proposed project, other programmed projects, and other elements of its transit system under reasonably conservative assumptions.
System Planning and Other	High	Dedicated transit funding sources are in place, or there has been a clear pattern of general appropriations from State or local governments, which regularly provide a balanced budget for the existing system.
		Existing transit facilities have been adequately maintained and improved through continuing reinvestment in the system. Available evidence indicates that the applicant will be able to continue its maintenance and replacement program upon implementation of a major investment.
		Financial projections show that the applicant currently has ample financial capacity to operate a major new transit investment, including supporting feeder systems, as well as other programmed projects, and other elements of its transit system under reasonably conservative ridership and other assumptions.
	Medium	Dedicated transit funding sources are in place, or there has been a clear pattern of general appropriations from State or local governments, which regularly provide a balanced budget for the existing system.
		Existing transit facilities have been adequately maintained and replaced through continuing reinvestment in the system. Available

		evidence indicates that the applicant will be able to continue its maintenance and replacement program upon implementation of a major investment.
		The applicant is considered by FTA to have a realistic chance of adopting and implementing a financing plan which would provide adequate financial capacity to operate and maintain a fixed guideway alternative, including supporting feeder systems, other programmed projects, and other elements its transit system under reasonably conservative ridership and other assumptions.
	Low	Sources of local transit funding have not kept pace with costs. Financial conditions have led to a pattern of service level cuts to reduce operating costs.
		The applicant has a history of deferring capital replacement and/or routine maintenance, or available evidence suggests that a major investment could lead to financial strains that could adversely impact maintenance and replacement programs.
		The region has demonstrated an unwillingness to adopt new transit funding sources with the capacity that would be required to operate and maintain a fixed guideway alternative, including supporting feeder systems, other programmed transit projects, and other elements of its transit system under reasonably conservative ridership and other assumptions.

Appendix A

Full Funding Grant Agreements

Atlanta (North Line Extension)

North Line Extension

Atlanta, Georgia

(November 1996)

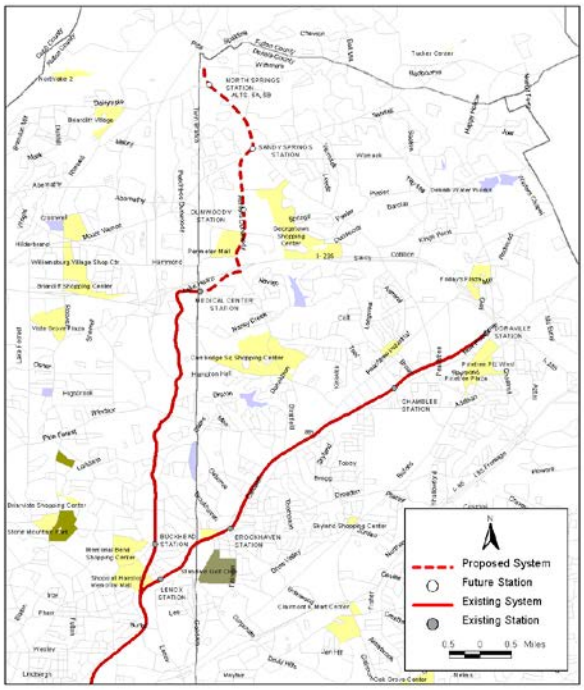
Description	The Metropolitan Atlanta Rapid Transit Authority (MARTA) is constructing a 1.9 mile, two-station extension of the North Line from just north of the Dunwoody Station to North Springs. The extension will connect with the North Line segment from Buckhead to Dunwoody, which opened for service in June 1996. The extension will serve the rapidly growing area north of Atlanta, including Perimeter Center and north Fulton County. The 1.9 mile extension and 28 rail vehicles are estimated to cost $490.6 million (escalated dollars). Daily ridership on the rail extension in the year 2005 is estimated at 33,000 riders, including 11,000 new riders.
Status	Section 3035 (tt) of ISTEA required FTA to negotiate and sign a multi-year grant agreement for the North Line extension from Medical Center to North Springs. FTA awarded $92.49 million for final design and construction of the segment from Medical Center through the Dunwoody Station in 1991 and 1992. In December 1994, MARTA and FTA entered into a Full Funding Grant Agreement (FFGA) in the amount of $305.01 million (Section 5309 New Start funds) for the extension from Dunwoody through North Springs. Through FY 1997, Congress has appropriated $163.63 million in Section 5309 New Start funds for this project. The original total estimated cost for this extension as reflected in the FFGA was $381.3 million and included the purchase of 28 rail vehicles. Due to changed conditions, recent scope enhancements and additional rail car requirements, the total project cost is

	currently estimated at $490.6 million. The expanded scope requirements are due to increases in estimated service levels, station parking enhancements, and rights-of-way impacts stemming from widening of the adjacent GA 400 freeway. As specified in the FFGA, any costs exceeding the $381.3 million cap are to be derived from non-Federal sources.

Source of Funds	Total Funding ($million)	Appropriations to Date
Federal: Section 5309 New Start FFGA Amount	$305.01	$163.63 million appropriated through FY 1997
Local: Regional Sales Tax	$76.30	$38.40 million appropriated through FY 1997
***Total**	**$381.31**	

***Note:** Current cost estimate totals $490.60 million (escalated dollars). Terms of the FFGA state that cost increases are the responsibility of the grantee. Source of the additional $109.30 million to be determined by the grantee.

Atlanta:
North Line Extension



Baltimore (Central LRT Extensions)

Baltimore Central LRT Extensions

Baltimore, Maryland

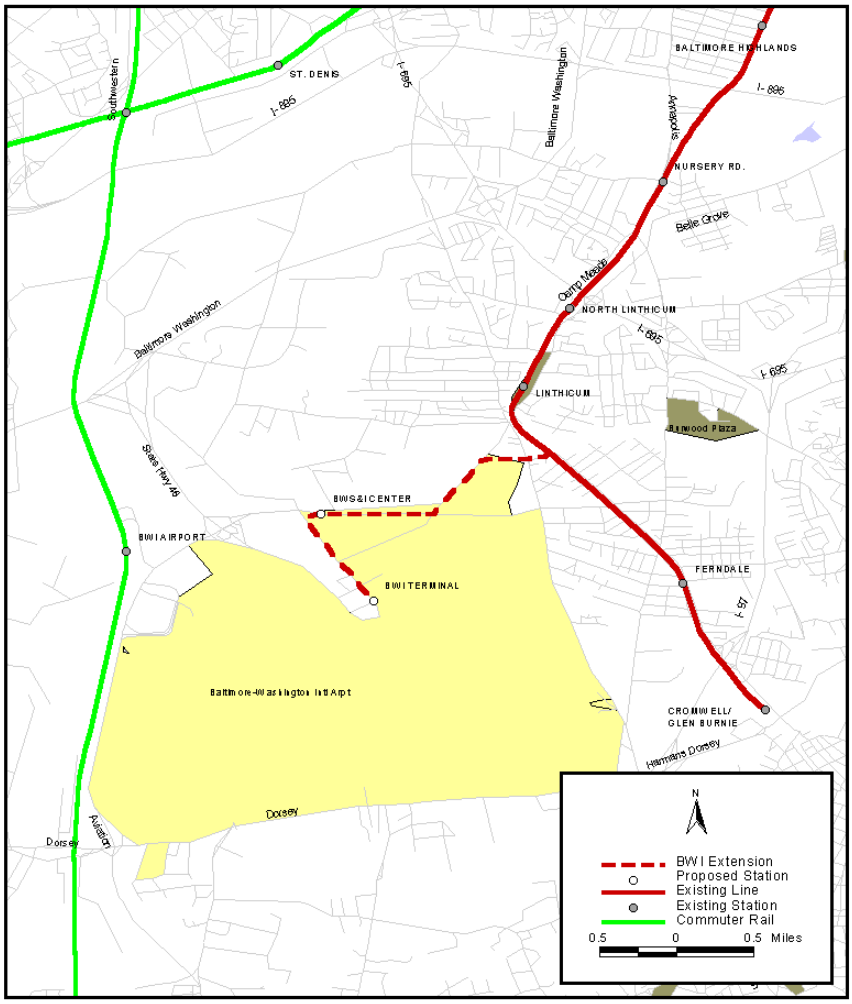
(November 1996)

Description	The Mass Transit Administration (MTA) of Maryland is building three extensions to the Central Light Rail Transit (LRT) system in metropolitan Baltimore with FTA support. The extensions are: a 2-mile, 2-station branch off the LRT main line in Linthicum directly into the Baltimore-Washington International (BWI) Airport terminal; a 5-mile, 5-station extension from Timonium to Hunt Valley; and a quarter-mile, one-station spur off the main line into Pennsylvania Station where Amtrak Northeast Corridor trains and MARC commuter trains stop. The three LRT extensions are estimated to cost $106.3 million (escalated dollars).
Status	Section 3035(nn) of ISTEA directed FTA to enter into a Full Funding Grant Agreement (FFGA) with MTA for the three LRT extensions, and MTA and FTA signed a FFGA in November 1994. A total of $84.9 million in Section 5309 New Starts funds has been provided through FY 1997, completing the Federal commitment for this project. The projects are being implemented using the design-build method, and are participating in the FTA Turnkey Demonstration Program. ISTEA initiated this program to determine if the turnkey (design/build) approach will reduce implementation time and cost. All three extensions are under construction at varying stages. Construction is expected to be complete by early 1997 on all three extensions. Revenue operation for all three extensions is scheduled for June 1997.

Source of Funds	Total Funding ($million)	Appropriations to Date
Federal: Section 5309 New Start	$84.90	$8.90 million appropriated through FY 1997
Local:	$21.44	N/A

Total:	**$106.34**

Baltimore:
BWI Light Rail Extension



Boston (Piers Transitway Phase 1)

South Boston Piers Transitway - Phase I

Boston, Massachusetts

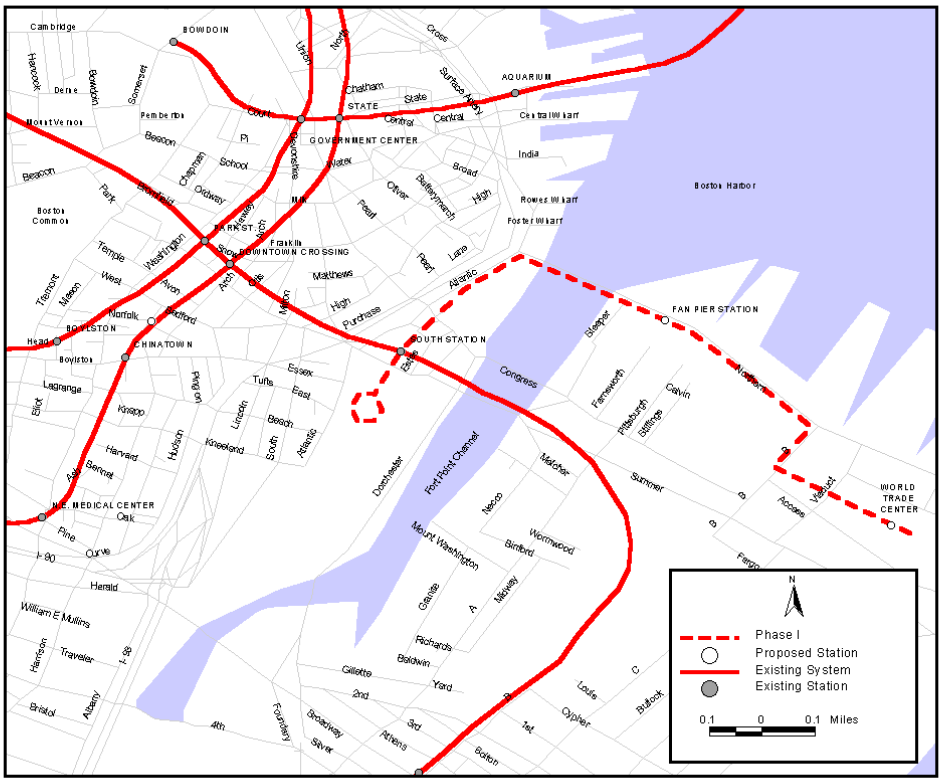
(November 1996)

Description	The Massachusetts Bay Transportation Authority (MBTA) is developing an underground transitway connecting the MBTA's existing transit system with the South Boston Piers area. The Piers area, which is connected to Boston's central business district by three local bridges, is slated for significant future development. Electric powered trackless trolleys or dual-mode vehicles will operate on the transitway and on limited surface routes in the eastern end of the Piers area. Phase I of the project, a one-mile connector between South Station (Red Line, commuter rail, bus, Amtrak) and the World Trade Center is estimated to cost $413.4 million (escalated dollars). Daily ridership in the Piers area is estimated to range from 22,000 trips in the low growth scenario to 34,100 trips in the high growth scenario. Phase II would extend the Transitway to the Chinatown Station on the Orange Line and the Boylston Station on the Green Line.
Status	Section 3035(j) of ISTEA directed FTA to enter into a multiyear grant agreement with the MBTA for $278 million. The MBTA completed alternatives analysis and selected a locally preferred alternative in February 1993. The final EIS was published in December 1993. The project has commenced with final design and some construction activities. In November 1994, the FTA signed a Full Funding Grant Agreement (FFGA) with the MBTA for $330.73 million, which included a contingent commitment for $53 million. The agreement covers final design and construction of Phase I. The project is expected to open for revenue service in December 2000.

Proposed Source of Funds	Total Funding ($million)	Appropriations to Date
Federal: Section 5309 New Start FFGA Amount	$330.73	$142.20 million appropriated through FY 1997
State: Bond Funds	$82.68	N/A

Local:	$0.00	N/A
Total:	**$413.41**	

Boston:
South Boston Piers, Phase I



Denver (Southwest LRT)

Southwest LRT

Denver, Colorado

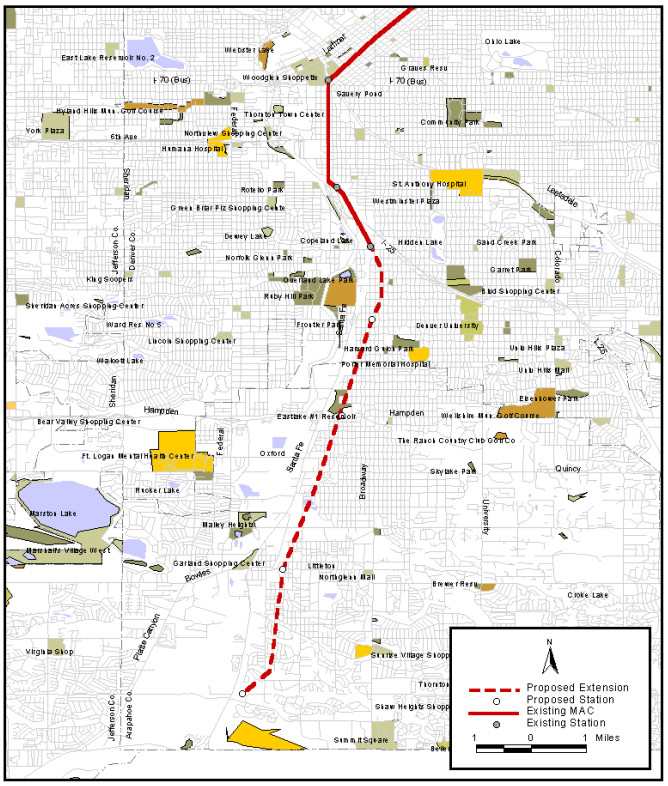
(November 1996)

Description	The Regional Transportation District (RTD) is implementing an 8.7-mile light rail transit (LRT) extension from the I-25/Broadway interchange in Denver parallel to Santa Fe Drive to Mineral Avenue in Littleton. The double-track system will operate over an exclusive, grade-separated right-of-way and connect with the existing 5.3-mile Central Corridor light rail line, which was constructed entirely with local funds and opened in October 1994. The capital cost for the project is $176.32 million (escalated dollars). This estimate includes local costs already incurred by RTD for right-of-way acquisition, a portion of an existing LRT maintenance and storage facility, transit improvements along the Southwest corridor, and preliminary engineering, as well as new costs for final design, construction, and the acquisition of rolling stock. The project is estimated to carry 8,400 passengers per day in the year 2000 (opening year) and 22,000 passengers per day in 2015.
Status	Preliminary engineering has been completed. FTA issued the Final Environmental Impact Statement (FEIS) in February 1996 and signed the Record of Decision in March 1996. RTD and FTA entered into a Full Funding Grant Agreement (FFGA) in May 1996 committing $120 million in Section 5309 New Start funding. Through FY 1997, Congress has appropriated $1.49 million in Section 5309 New Start funds. An additional $1.34 million has also been provided from reprogrammed funds for a total of $2.83 million.

	Final design is currently underway with an estimated completion date of March 1997. Construction is estimated to be completed in 2000

Proposed Source of Funds	Total Funding ($million)
Federal: Section 5309 New Start (FFGA Amount)	$120.00 ($2.83 million appropriated through FY 1997, including $1.34 million provided from reprogrammed funds)
Federal: Section 5307	$0.88
Local: RTD Sales and Use Tax and in-kind contributions	$55.44
Total:	**$176.32**

Denver: Southwest



Houston (Regional Bus Plan)

Regional Bus Plan

Houston, Texas

(November 1996)

Description	Houston Metro's Regional Bus Plan (RBP) is a package of improvements to the bus system. The $625 million project includes new and extended HOV facilities and ramps, several transit centers and park & ride lots, bus acquisitions, bus service expansion, and supporting facilities.
Status	Section 3035(uu) of ISTEA directed FTA to negotiate and sign a multiyear grant agreement for $500 million. In December 1994, FTA and Houston Metro signed a Full Funding Grant Agreement (FFGA) for a total of $625 million . The FFGA calls for FTA to contribute $500 million (80 percent). In addition to the $125 million (20 percent local share) for projects in the FFGA, Houston Metro intends to fund additional projects costing $375 million entirely with local funds. Houston received Section 5309 New Start appropriations and obligations between FY 1989 and 1997 totaling $327.33 million. Houston is currently in the construction phase of the Regional Bus Plan.

Proposed Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Start FFGA Amount	$500.00	$327.33 million appropriated through FY 1997

Local:	$125.00	N/A
Total:	**$625.00**	

Jacksonville (Flagler to duPont Place)

ASE Extension Flagler to duPont Place

Jacksonville, Florida

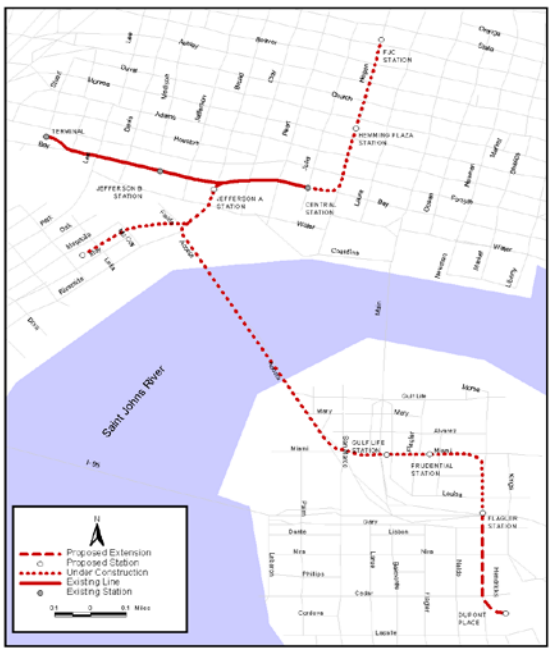
(November 1996)

Description	The Jacksonville Transportation Authority (JTA) is developing a 0.3 mile extension of the Automated Skyway Express (ASE) south of downtown Jacksonville. The extension consists of an elevated, double track guideway running from the Flagler Station through the South Bank business district to the duPont Station (formerly St. Johns Place). This final segment will complete the 2.5 mile ASE system. JTA estimates that 38,000 riders will use the 2.5-mile ASE system in 2005, depending on development and parking assumptions.
Status	A 0.7-mile Phase 1-A segment or "starter line" opened for revenue service in June 1989. The line currently averages about 1,600 riders per day. Section 3035(vv) of ISTEA directed FTA to enter into a multiyear grant agreement for $71.2 million to complete the 2.5-mile ASE system. In September 1991, at Congressional direction, FTA and JTA entered into a Full Funding Grant Agreement (FFGA) for a 0.6-mile north extension of the starter line to Florida Community College. Construction is complete and awaiting vehicle delivery. In 1994, JTA and FTA amended the 1991 FFGA to extend the system to the San Marco Station on the south bank of the St. Johns River. The 1994 FFGA provides a Federal commitment of $43.86 million in Section 5309 New Start funds towards 2.2 miles of the ASE system. The FFGA commitment was completed in 1994. In FY 1996 and FY 1997,

	Congress appropriated an additional $9.6 million and $14.9 million, respectively. FTA is negotiating with JTA to amend the FFGA to incorporate these funds and revise the scope. The 0.3 mile south extension covered in this profile, which is in final design, would be incorporated into an amended FFGA and would complete the 2.5 mile ASE system. The 0.3-mile extension is estimated to cost $31.4 million (escalated dollars) with the $24.5 million in Section 5309 New Start funds already appropriated providing the Federal share.

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start FFGA Amount	$43.86 (An additional $24.5 million appropriated through FY 1997)*
Local: Right of Way	$64.64
Total:	**$108.50**

Jacksonville:
Flagler to duPont Place



Los Angeles (MOS-3 Segments of Metro Rail)

MOS-3 Extensions of Metro Rail

Los Angeles, California

(November 1996)

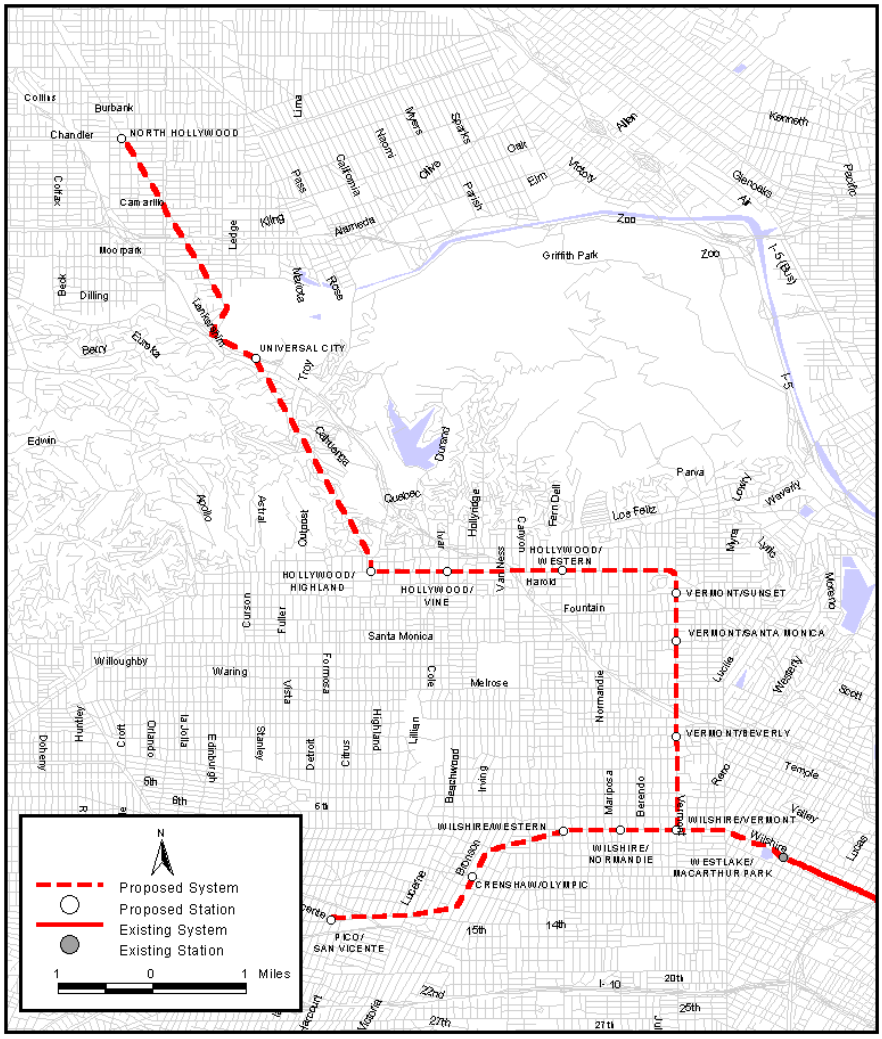
Description	The 23-mile, $5.7 billion Metro Rail Red Line Project in Los Angeles is being planned, programmed and constructed in phases through a series of "minimum operable segments" (MOSs). The 4.4-mile, 5-station segment called MOS-1 opened for revenue service in January 1993. A 2.1-mile, three-station segment of MOS-2 opened along

	Wilshire Boulevard in July 1996. The additional 4.6-mile, 5-station segment in MOS-2 is under construction. New Start funds sufficient to fulfill the FTA financial commitment to MOS-2, as set forth in the Full Funding Grant Agreement (FFGA) of April 1990 between FTA and the Los Angeles County Metropolitan Transportation Authority (LACMTA), have already been appropriated. Section 3034 of ISTEA directed FTA to enter into a multiyear agreement for the Los Angeles Metro Rail Project including MOS-3, adding three Metro Rail Red Line extensions: 1. The North Hollywood Extension is 6.3 miles in length with three stations, all in subway. It extends the Hollywood branch of MOS-2 generally to the north through the Santa Monica mountains into North Hollywood in the San Fernando Valley. The estimated cost is $1.31 billion (escalated dollars). Total daily ridership for this segment is estimated to be 33,000. 2. The East Side Extension (initial segment) is 3.7 miles in length with four stations, originally designed as subway. It extends MOS-1 from Union Station into neighborhoods east of downtown. The estimated cost is $980 million (escalated dollars). Total daily ridership for this segment is estimated to be 15,000. 3. The Mid-City Extension extends the Wilshire Boulevard branch generally to the west beyond the current MOS-2 terminus at Western Avenue. It adds 2.3 miles, originally designed as subway, and two stations to the system. The estimated cost is $491 million (escalated dollars). Total daily ridership for the MOS-3 extension is estimated at 26,000 daily boardings.
Status	LACMTA and FTA signed a FFGA for MOS-3 in May 1993 which provided $1.230 billion (plus interest and extraordinary costs) in Section 5309 New Start funds and advance construction authority for the three extensions of MOS-3. Subsequently, the FFGA was amended to provide an additional $186.5 million for a total of $1.416.5 billion in Section 5309 New Start funding, representing 51 percent of MOS-3 total costs. Through 1997, Congress has appropriated $510.23 million in New Start funds for MOS-3. LACMTA plans to fund $240.5 million (9 percent) of MOS-3 with Federal flexible funds such as STP and CMAQ. LACMTA is developing and implementing a revised implementation plan for the MOS-3 extensions to specify final alignment, cost, funding and environmental details. The North Hollywood Extension is under construction and within budget, leading to a scheduled opening in May 2000.

	The East Side Extension is in final design and at least one year behind the FFGA scheduled opening of November 2002. Revised alignment and design issues are under consideration. The Mid City Extension has reverted to the planning and environmental review phase. LACMTA is reconsidering alternative horizontal and vertical alignments and has reopened the public environmental review process. Current estimates identify completion at least 7 years later than the FFGA scheduled opening in July 1999.

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start	$1,416.50 ($510.23 million appropriated through FY 1997)
Federal: Flexible Funds	$240.50
Local:	$1,124.10
Total:	**$2,781.10**

Los Angeles:
North Hollywood and Mid City Segments of MOS-3



Maryland (MARC Extensions - Point of Rocks to Frederick)

MARC Frederick Extension & Rolling Stock Procurement

Maryland

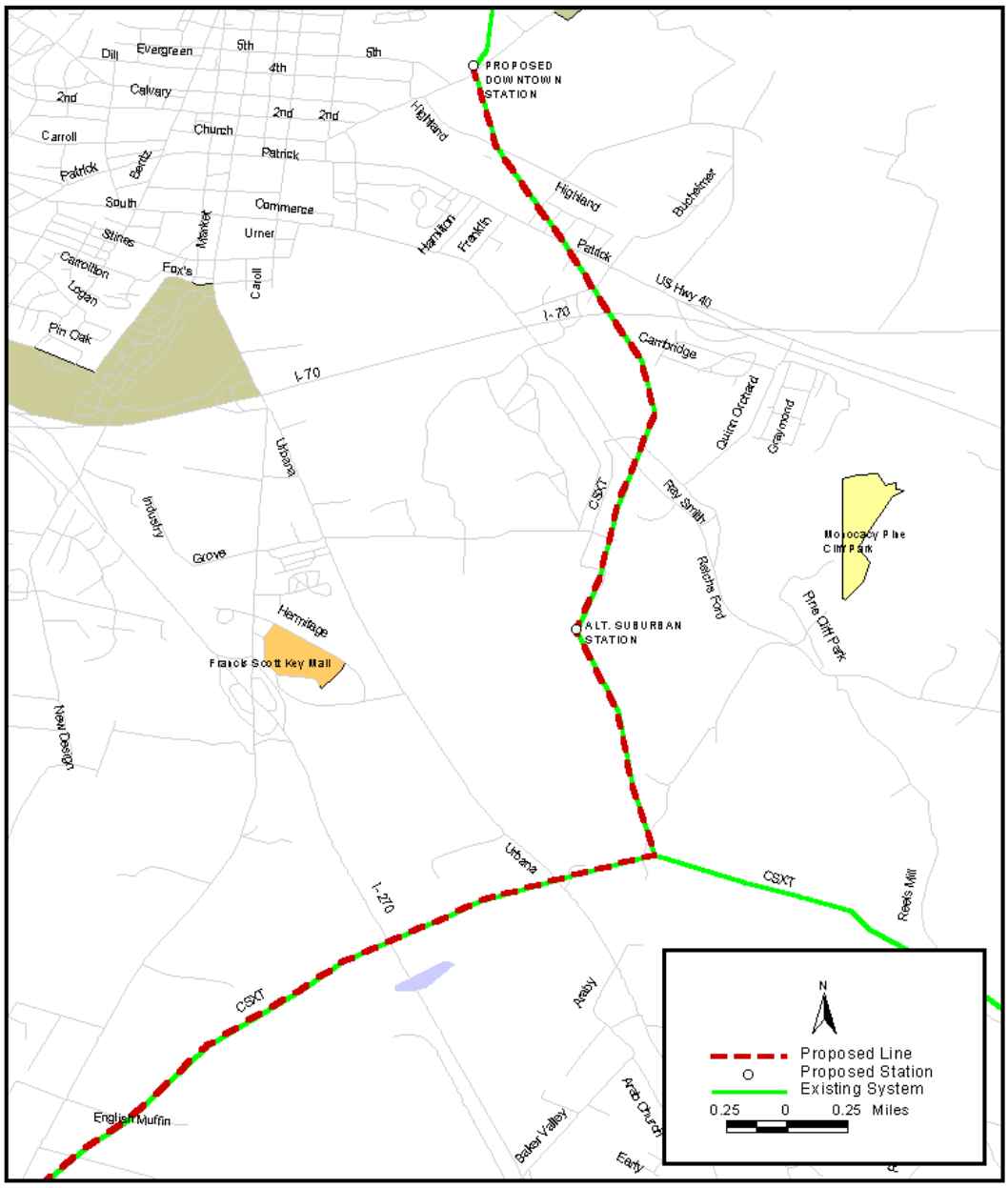
(November 1996)

Description	The Mass Transit Administration (MTA) of Maryland is extending the Maryland Commuter Rail (MARC) system to provide service from Point of Rocks to Frederick, Maryland. The MARC system presently consists of two lines between Washington, D. C., and Baltimore, Maryland, (one of which extends into Perryville, Maryland) and a third line between Washington, D. C., and Brunswick, Maryland, with extended service into Martinsburg, West Virginia. In addition, MTA is embarking on a major procurement of additional commuter rail coaches and locomotives for MARC to meet anticipated system-wide demand. The estimated cost of these projects is $131.6 million. Ridership forecast for the year 2015 is 1,600 daily passengers on this extension to Frederick.
Status	Section 3035(nn)(2) of ISTEA directed FTA to enter into a Full Funding Grant Agreement (FFGA) with MTA totaling $160 million, including $60 million in fiscal year 1993 and $50 million in fiscal years 1994 and 1995, to carry out MARC service extensions and other improvements including the purchase of rolling stock and station improvements and expansions. MARC was awarded an FFGA for $105.3 million in June 1995. Through FY 1997, $56.74 million has been appropriated to this project. An additional $33.25 million not covered by the FFGA was appropriated by Congress for MARC commuter rail improvements in prior years. The Frederick extension will involve track, signal, and station improvements on an existing freight line. An environmental assessment was completed, which resulted in a Finding of No Significant Impact. Two station sites have been selected and final design is underway. Section 5309 New Start funds committed for this project under the FFGA are estimated at $38.7 million. MTA expects to begin MARC commuter rail service on this extension in 1999.

	In December 1994, the MTA began steps to purchase up to 50 bi-level commuter rail cars and six electric locomotives for systemwide capacity improvements throughout the MARC commuter rail system. Final design of the coaches is completed and manufacturing is underway. MTA is also doing some bridge clearance work near Union Station in Washington, D.C., to accommodate the bi-level cars. That work is not part of the FFGA. The procurement of the locomotives is being done as a joint procurement with Amtrak.

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start FFGA Amount	$105.25 ($56.74 million appropriated through FY 1997)
Local:	$26.31
Total:	**$131.56**

Maryland:
MARC Extensions - Point of Rocks to Frederick Corridor



Northern New Jersey (Hudson-Bergen LRT)

Hudson-Bergen Waterfront Light Rail Transit System

Northern New Jersey

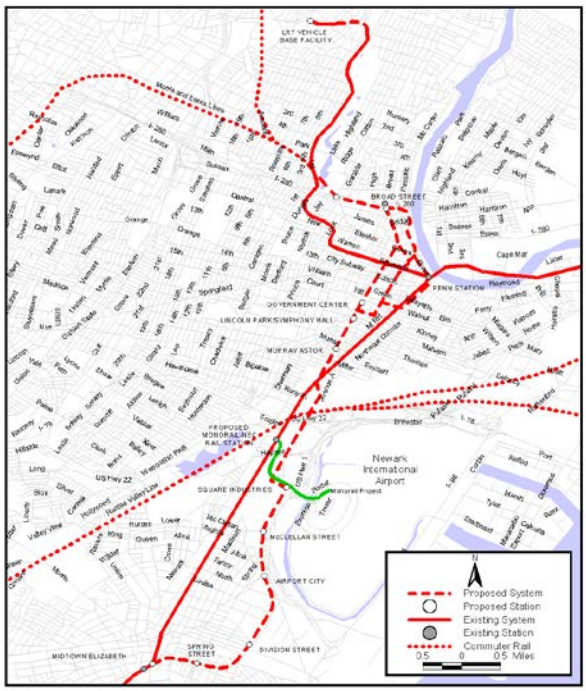
(November 1996)

Description	The New Jersey Transit Corporation (NJ Transit) is constructing a light rail transit line along the Hudson River waterfront in Hudson County. The full project is a 20.1-mile, 33-station at-grade LRT line from the Vince Lombardi Park-and-Ride lot in Bergen County to Bayonne. The project passes through Port Imperial in Weehauken, Hoboken and Jersey City. The outer ends would provide 8,800 park-and-ride spaces. The core of the system will serve the high density commercial and residential centers in Jersey City and Hoboken and connect to ferries, PATH, and NJ Transit commuter rail lines. A 9.6-mile "initial operating segment" would connect the Hoboken Terminal to 34th Street Bayonne and Westside Avenue in Jersey City. The full 20.1-mile system is expected to cost $1.6 billion (escalated dollars) and to carry 81,400 riders per day. The 9.6 mile initial operating segment is expected to cost $992.14 million and to carry 31,300 riders per day.
Status	In February 1993, NJ Transit selected, as its locally preferred alternative, a 26-station at-grade LRT line from the Vince Lombardi Park-and-Ride lot through Hoboken and Jersey City to Route 440 in Southwest Jersey City. Later in 1993, NJ Transit added a 7-station extension to southern Bayonne, resulting in a 20.1 mile project. A Final Environmental Impact Statement (FEIS) for the project was completed in the summer of 1996. A Record of Decision (ROD) was issued by FTA in October 1996. Section 3031 of ISTEA directed FTA to negotiate and enter into a Full Funding Grant Agreement (FFGA). In October 1996, an FFGA was signed committing $604.09 million of Section 5309 New Start funds to support the 9.6 mile initial operating segment of the Hudson-Bergen Light Rail Transit System. The Hudson-Bergen LRT project is one of eight elements eligible for funding as part of the New Jersey Urban Core Project. Through FY 1997, Congress has appropriated $99.02 million in Section 5309 New Start funds to the initial operating segment and a total of $523.08 million in Section 5309 New Start funds for Urban Core Projects.

	NJ Transit is using a turnkey procurement to implement the project. A design/build/operate/maintain contract was signed in October 1996, and notice to proceed was given to the contractor on November 1, 1996. Construction is scheduled for completion in July 2000.

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start (FFGA Amount)	$604.09 ($99.02 million appropriated through FY 1997)
Federal: Section 5307 Formula	$281.65
State:	$106.40
Total:	**$992.14**

Northern New Jersey:
Newark-Elizabeth Rail Link



Northern New Jersey (Secaucus Transfer)

New Jersey Urban Core/Secaucus Transfer Station

Northern New Jersey

November 1996

Description	The New Jersey Transit Corporation (NJ Transit) is constructing a major commuter rail transfer station in Secaucus where its Main, Bergen and Pascack Valley Lines intersect the Northeast Corridor (NEC) Line. Passengers on the Main, Bergen, Pascack Valley and Port Jervis lines will be able to transfer to the NEC Line for more direct rail service to Midtown Manhattan via Penn Station NY and to southern New Jersey via Penn Station Newark. Located in the New Jersey Meadowlands, the project is being constructed as part of a potential public/private partnership which would include the development of a major commercial center. The Secaucus Transfer Station (STS) project includes construction of a three-level 200,000 square foot transfer station at the intersection of the NEC, Main and Bergen lines. The station foundations and structural system will support future commercial development over the station. It also includes modification of 2 miles of the NEC Line from two to four tracks with improved signal, power and communication systems. Similar upgrading of tracks and bridges on the Bergen-Main Lines near the new station are also included. The total STS project is estimated to cost $444.25 million (escalated dollars).
Status	Section 3031 of ISTEA identified the STS as one element of the New Jersey Urban Core Project which includes seven other major elements, and required FTA to enter into a Full Funding Grant Agreement (FFGA) for those elements which can be fully funded in FY 1992 through FY 1997. The total amount of Section 5309 New Start funds authorized by ISTEA for the NJ Urban Core Project is $634.40 million. Section 3031 of ISTEA directed FTA to consider non-Federal contributions to the capital cost of the NJ Urban Core Project made since 1987 as required local matching funds for the project. In addition, Section 1044 of ISTEA allowed certain highway toll revenues which are used to build, improve or maintain highways, bridges or tunnels that serve interstate commerce to be credited as local matching funds for any federally assisted highway or transit project. Sufficient non-Federal funds to constitute local match for the STS, in accordance with Sections 1044 and 3031 of ISTEA, have already been expended

	as part of the NJ Urban Core Project. FTA signed an FFGA with a Federal Section 5309 New Start funding commitment of $444.25 million with NJ Transit in December 1994 for construction of the STS. NJ Transit began construction immediately with revenue operations scheduled by June 2002.

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start (FFGA Amount)	$444.25 ($417.26 million appropriated through FY 1997)
Local:	$0.00
Total:	**$444.25**

New York (Queens Connector)

Queens Connector

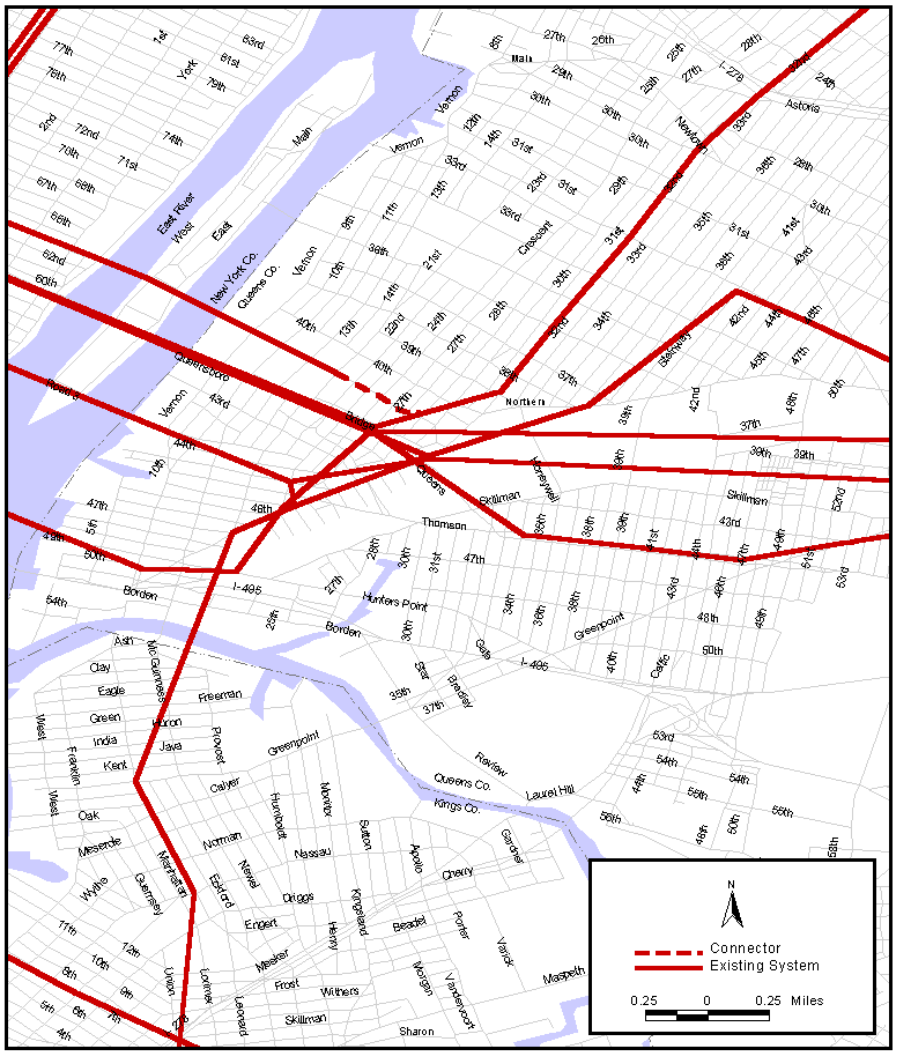
New York, New York

(November 1996)

Description	The New York City Transit Authority (NYCTA) is constructing the Queens Boulevard Connector to relieve severe overcrowding on the Queens Boulevard subway line's existing 53rd Street Tunnel bottleneck by providing service through the 63rd Street Tunnel. This new connection will allow an additional 15 trains per hour to be run between Manhattan and Queens. Approximately 1/3 of the 60,000 peak hour passengers currently using the existing 53rd Street Tunnel are expected to transfer to this new route. Construction will include about 1/3 mile of new tunnel, a significant amount of track and signal work, real estate acquisition and design at a total cost of $645 million (escalated dollars).
Status	Section 3033 of ISTEA directed FTA to negotiate and enter into a Full Funding Grant Agreement (FFGA) for elements of the Queens Boulevard Connector. An FFGA was awarded to the project in February 1994 and the Federal commitment of $306.10 million in Section 5309 New Starts funds has been appropriated through FY 1997. This completes the Federal commitment for this project. The New York City Transit Authority completed the final EIS and preliminary engineering in mid-1992. Construction began in July 1994 and is expected to be completed in August 2001.

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start (FFGA Amount)	$306.10 ($306.10 million appropriated through FY 1997)
Federal: Flexible Funds (CMAQ)	$22.68
Local:	$316.22
Total:	**$645.00**

New York:
Queens Connector



Pittsburgh (Phase 1 Airport Busway/Wabash HOV)

Phase I Airport Busway/Wabash HOV Facility

Pittsburgh, Pennsylvania

(November 1996)

Description	The Port Authority of Allegheny County (PATransit) is constructing a 7-mile busway and a 1-mile HOV facility to serve a 20-mile corridor between the airport and downtown Pittsburgh. The busway, extending from Carnegie to downtown Pittsburgh, will follow sections of active and abandoned railroad right-of-way from Carnegie to Station Square, which is across the Monongahela River from downtown Pittsburgh. At Station Square the exclusive busway will merge with a 1.1 mile HOV facility comprised of a rehabilitated Wabash Tunnel and new bridge across the Monongahela River to complete the connection into downtown Pittsburgh. In the remaining 12 miles of the corridor, from Carnegie to the airport, buses will operate in mixed traffic on the relatively uncongested Parkway West (I-279). There will be a direct ramp connection in Carnegie between the busway and the Parkway West. New daily transit and carpool trips are estimated to be 17,900. Original cost estimates at the time the Full Funding Grant Agreement (FFGA) was signed totaled $326.80 million; however, due to an increase in the amount that was awarded to this project, that amount has been increased to $337.14 million. In the Fall of 1996, PATransit announced a revised cost estimate totaling $419.20 million. Any cost increases are a local responsibility. The project was originally expected to open for revenue service by January 1999.
Status	In 1992, the PATransit Board completed alternatives analysis and selected the Busway/Wabash HOV/New River Crossing to Market Street as the locally preferred alternative. The final EIS was approved in June 1994. Section 1069 and Section 1108 of Title I of ISTEA authorized $39.5 million and $9.8 million, respectively, for design and construction of a busway linking downtown Pittsburgh and Pittsburgh Airport. An FFGA was signed in October 1994 which formalized the Federal commitment of $121.00 million in Section 5309 New Start funds based on a total project cost of $326.8 million. The remainder of the project budget is funded through Section 5309 bus funds, CMAQ funds, intermodal funds pursuant to ISTEA Sections 1108 and 1069, and funds from the Commonwealth of Pennsylvania.

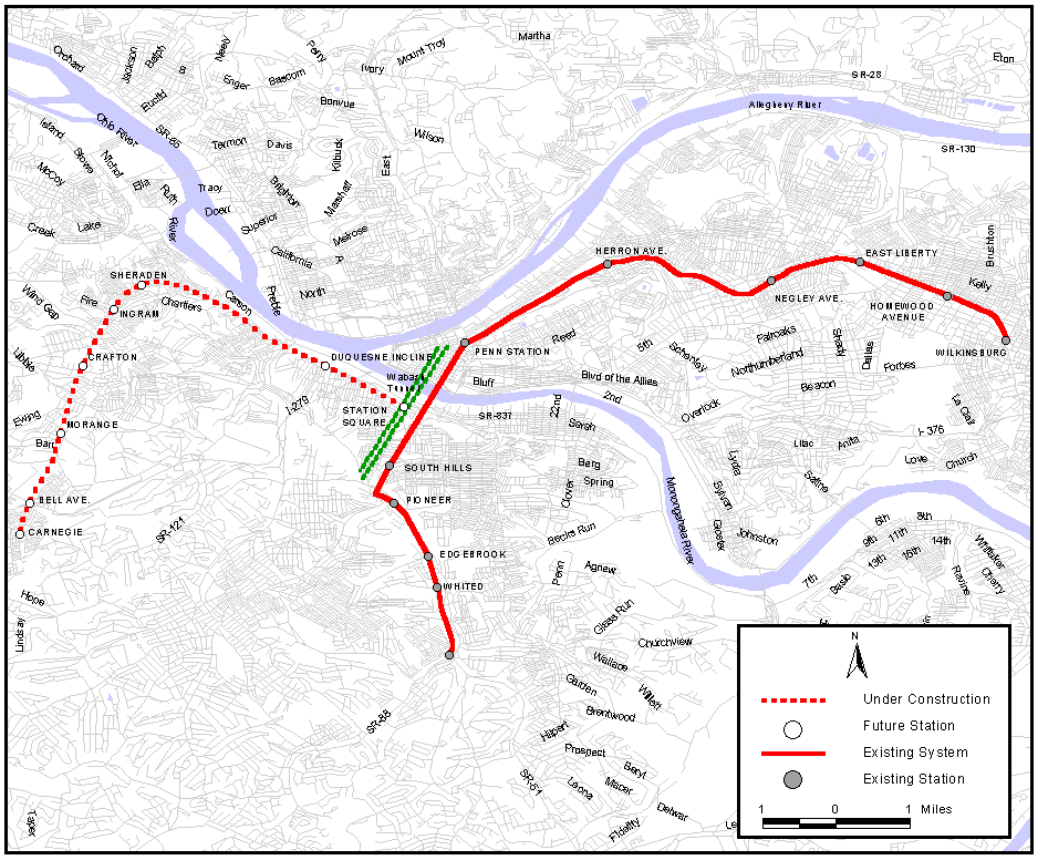
	Congress appropriated an additional $9.9 million in Section 5309 New Start funds in FY 1997 to dreplace previously anticipated Section 1069 funding which did not materialize. Through FY 1997, Congress has appropriated $130.9 million in Section 5309 New Start funds, $18.93 million in Section 5309 bus funds, $15.8 million in ISTEA Section 1069 funds, and $9.57 million in Section 1108 funds.

Proposed Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal:		
Section 5309 New Start (FFGA Amount)	* $130.90	$130.90 million appropriated through FY 1997
Section 5309 Bus	$18.93	
CMAQ	$76.50	
Section 1108	$9.57	
Section 1069	$15.80	
State:		
State Bond Funds	$70.00	
Total:	**$321.70**	

Note: This table reflects the actual figures that have been applied to the project and do not reflect any cost overruns.

* In 1994, the FFGA committed $121.0 million in Section 5309 New Start funds to the project. However, Congress appropriated an additional $9.9 million in Section 5309 New Start funds to partially replace previously anticipated Section 1069 (Miscellaneous Highway Project Authorizations) funding which did not materialize. The total amount of $321.70 million reflects the shortfall in anticipated Section 1108 and Section 1069 funds.

Pittsburgh:
Airport Busway/Wabash HOV - Phase 1



Portland (Westside LRT)

Westside Corridor

Portland, Oregon

(November 1996)

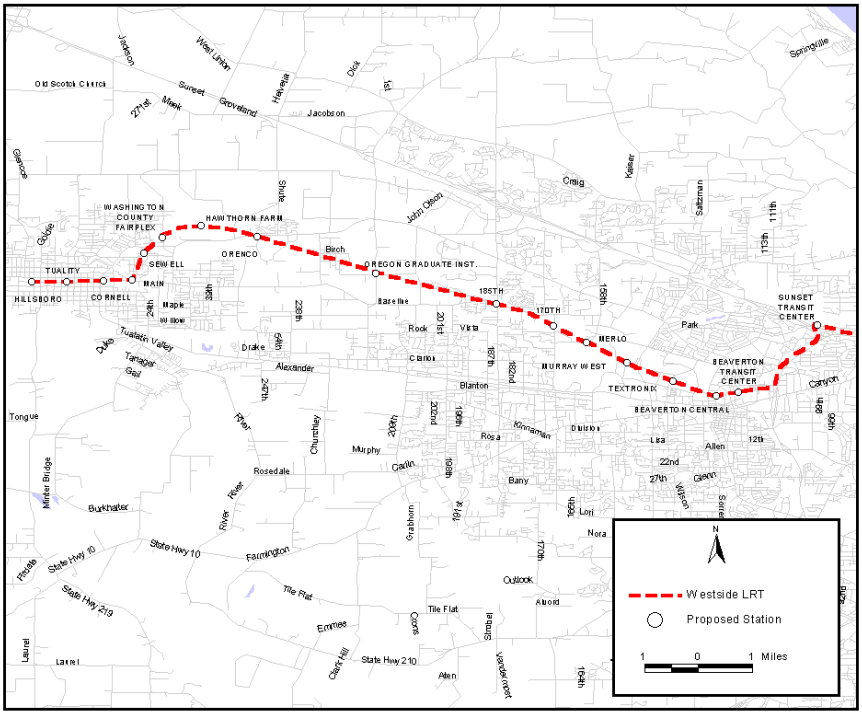
Description	The Tri-County Metropolitan Transportation District of Oregon (Tri-Met) is constructing the Westside-Hillsboro Light Rail Project which extends the existing MAX system from the terminus in downtown Portland to Hillsboro. The route includes a three-mile twin tube tunnel under the West Hills. The project is 17.7 miles long with 20 stations, 9 park and ride lots, and parking spaces for approximately 3,700 automobiles. The projected revenue operation date is September 1998. The project is expected to carry 27,100 passengers on an average weekday in 2005. The project is estimated to cost $963.52 million. The project will include 36 low-floor light rail vehicles, the first low-floor light rail vehicles in service in the United States.
Status	Section 3035(b) of ISTEA authorized $515.00 million in Section 5309 New Start funds and directed FTA to enter into a multiyear grant agreement with Tri-Met. In September 1992, FTA and Tri-Met entered into a Full Funding Grant Agreement (FFGA) for the segment from downtown Portland to 185th Avenue. The Section 5309 New Start share for this segment was $515.99 million. Final design and construction for the Hillsboro extension commenced under a Letter of No Prejudice issued by FTA in August 1994. Consistent with Section 325 of the fiscal year 1992 Department of Transportation and Related Agencies Appropriations Act (P.L. 102-143), a restated FFGA with a Federal commitment of $590.06 million was signed in December 1994. The 1994 FFGA for the Westside-Hillsboro project provided a contingent commitment of New Start funds of $74.06 million to fund one-third of the Hillsboro extension cost. Under the FY 1997 Appropriations Act, an additional $40 million was authorized for the project, at a 75:25 match ratio. The FFGA was amended to reflect this additional authorization in November 1996 increasing the total commitment to $630.06 million in Section 5309 New Start funds. Through FY 1997, Congress has appropriated $530.28 million for the project.

	Construction is underway along the entire alignment with approximately $858 million committed and $597 million spent through September 1996.

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start FFGA Amount	$630.06 ($530.28 million appropriated through FY 1997)
Federal: Section 5307	$30.00
Federal: Flexible Funds	$44.00
Local:	$259.46
Total:	**$963.52**

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions.

Portland: Westside



St. Louis (St. Clair County, Illinois LRT)

St. Clair County, Illinois LRT

St. Louis, Missouri Metropolitan Area

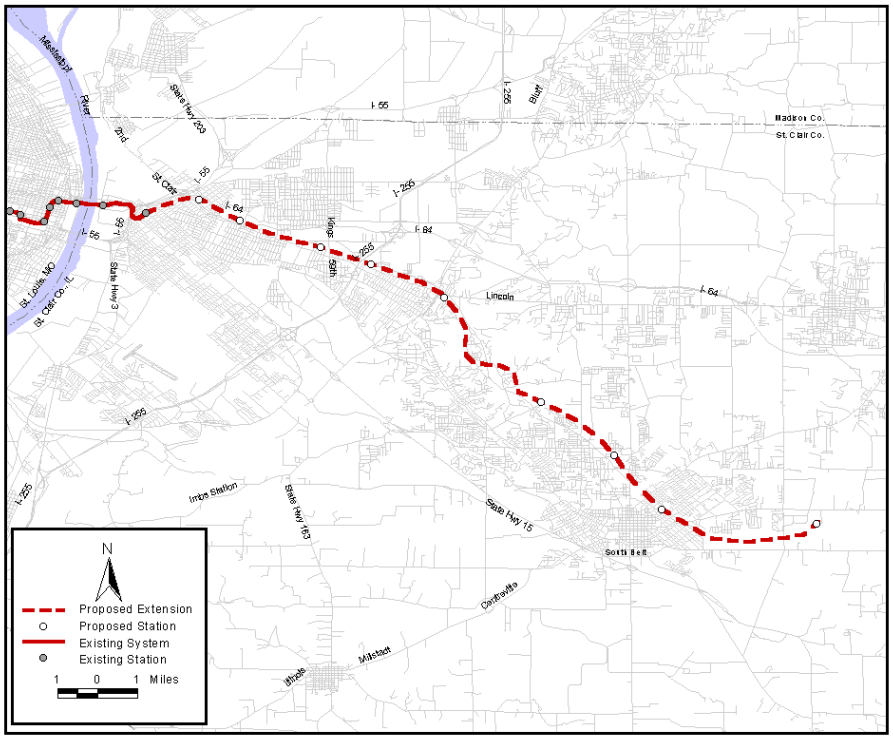
(November 1996)

Description	The Bi-State Development Agency (Bi-State) is proposing a 27-mile light rail line between downtown East St. Louis, Illinois, and the Mid America Airport in St. Clair County. The project would extend the MetroLink light rail project which opened in July 1993. The adopted alignment generally follows the former CSXT railroad right-of-way from East St. Louis to Belleville, IL and serves the Belleville Area College (BAC) and Scott Air Force Base. A 17-mile "Interim Operating Segment (IOS)," which is described in this profile, would terminate at BAC. It includes 13 stations (seven with park and ride lots), 20 new light rail vehicles, and an expanded yard and shop facility in St. Louis, Missouri. The full project is estimated to cost $431.5 million (escalated dollars) and is projected to carry 10,000 to 15,000 riders per day in the year 2010. The "Interim Operating Segment" is estimated to cost $339.2 million.
Status	The East-West Gateway Coordinating Council (the MPO) completed a Major Investment Study and draft Environmental Impact Statement (DEIS) in 1995. A final Environemental Impact Statement (FEIS) was issued in August 1996. A Full Funding Grant Agreement (FFGA) was executed in October 1996 for the 17 mile interim operating segment. The estimated cost of the extension to Belleville Area College is $339.2 million with a maximum FTA contribution of $243.93 million. The St. Clair County Transit District will provide the $95.27 million in local funds from a ¾ cent county sales tax. Through FY 1997, Congress has appropriated $39.71 million in Section 5309 New Start funds for the project.

Proposed Source of Funds	Total Funding ($million)
Federal: Section 5309 New Start	$243.93 ($39.71 million appropriated through FY 1997) *
Local: ¾% Sales Tax	$95.27
Total:	**$339.2**

* **Note:** An additional $8.04 million was obligated to the project in prior years but was not included in the FFGA scope.

St. Louis:
St. Clair County, Illinois LRT



Salt Lake City (South LRT)

South LRT

Salt Lake City, Utah

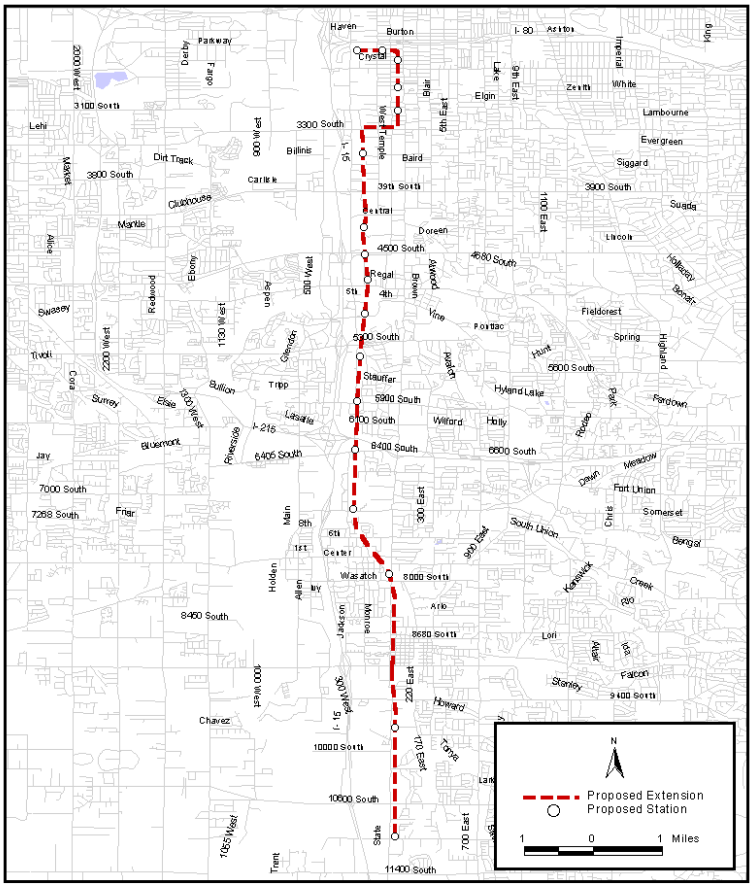
(November 1996)

Description	The Utah Transit Authority (UTA) is implementing a 15-mile light rail transit (LRT) line from downtown Salt Lake City parallel to I-15 and State Street to suburban areas to the south. The LRT line will operate at-grade on city streets in downtown Salt Lake City (two miles) and in a railroad right-of-way (13 miles) owned by UTA to the suburban community of Sandy. The total cost of this project is estimated at $312.50 million (escalated dollars). The LRT project is part of Interstate 15 corridor improvements which include reconstruction of a parallel segment of I-15. The project is estimated to carry 14,000 passengers per day in the year 2000 (opening year) and 23,000 passengers per day in 2010.
Status	Section 3035(f) of ISTEA directed FTA to enter into a multiyear grant agreement with UTA which provides $131 million in Section 5309 New Start funds to carry out the construction of the project. A Full Funding Grant Agreement (FFGA) was signed with UTA in August 1995 giving a Federal commitment of $237.40 million in Section 5309 New Start funds. Through FY 1997, Congress has appropriated $73.35 million (including $15.52 million in funds from fiscal years prior to ISTEA) for right-of-way acquisition, engineering, design and construction. Of this amount, $66.79 million was included in the FFGA. FTA issued the final Environmental Impact Statement (FEIS) in September 1994 and signed the Record of Decision in November 1994. Final design is currently underway and estimated to be completed in January 1997. Construction is estimated to be completed by December 2000.

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start (FFGA Amount)	$237.40 ($73.35 million appropriated through FY 1997, of which $66.79 million applied toward FFGA)
Federal: Section 5309 Bus	$4.00

Local:	$71.10
Total:	**$312.50**

Salt Lake City:
South LRT



San Jose (Tasman LRT)

Phase I Tasman LRT West Extension

San Jose, California

(November 1996)

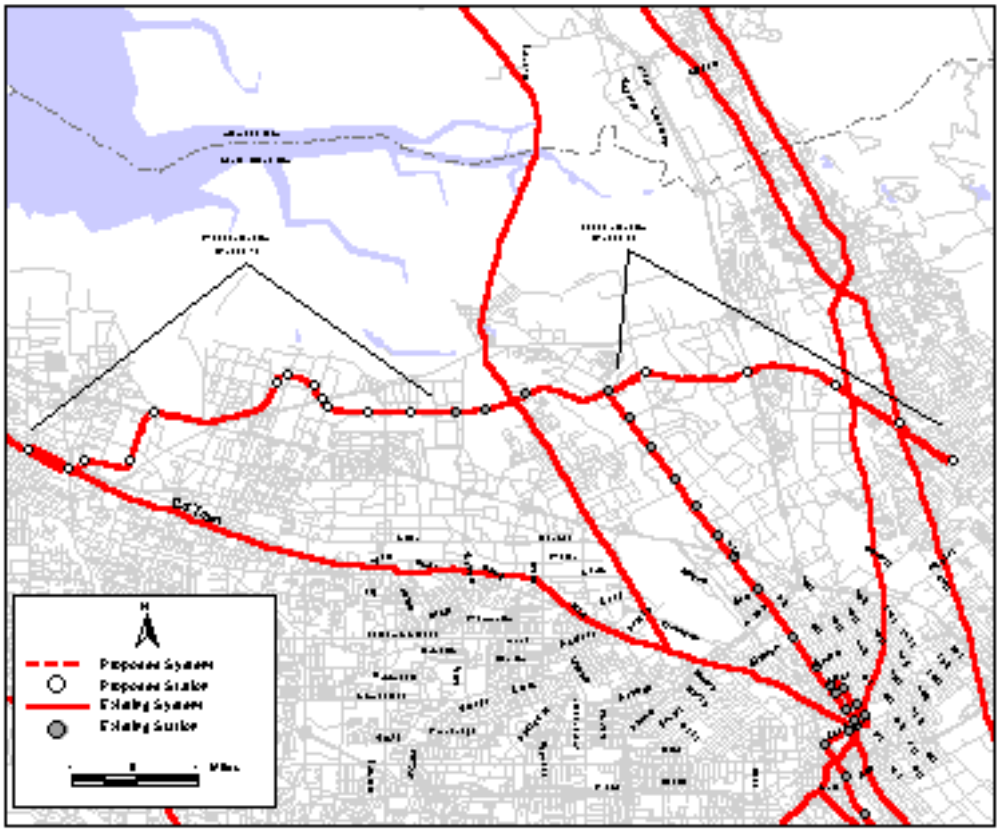
Description	The Santa Clara County Transit District (SCCTD) originally developed a 12.4-mile extension to the existing light rail line, which would provide service to Capitol/Hosletter and downtown Mountain View. The total project included 19 stations and 35 light rail vehicles. The State of California invalidation of the Measure A sales tax (see below) caused the development of new financing alternatives and the separation of the project into two phases, Phase I (West Extension) and Phase 2 (East Extension). The Phase I West Extension, which is covered in this profile, consists of 7.6 miles of surface LRT from the northern terminus of the Guadalupe LRT in Santa Clara, west through Sunnyvale, to the CalTrain commuter rail station in Mountain View. The project will include 11 stations and will be double tracked except for partial single tracking between the Mountain View and Lockheed stations. The West Extension is estimated to cost $325.0 million (escalated dollars). Ridership on the West Extension is projected to be 7,500 per day by 2005.
Status	Section 3032 of ISTEA directed FTA to approve the construction of the locally preferred alternative not later than 90 days after the completion of preliminary engineering, and to enter into a multiyear grant agreement for 50 percent of the project's cost unless this percentage is changed by the Metropolitan Transportation Commission (MTC). Section 3032 of ISTEA directed that the Tasman Corridor Project be included as a program of interrelated projects as part of the San Francisco Bay Area Rail Extension Program. Preliminary engineering was completed in August 1992, and final design is now virtually complete. FTA issued a Letter of Intent to fund 50 percent of the cost of the total 12.4-mile project as originally proposed in April 1994. In September 1995, the California Supreme Court overturned the Measure A one-half cent local sales tax, thus eliminating the major source of local funds to construct and operate the 12.4-mile project. The SCCTD has rescoped the project to reduce cost. In July 1996, FTA and SCCTD entered into a Full Funding Grant Agreement (FFGA) providing

	a $182.75 million Federal commitment of Section 5309 New Start funds for the West Extension. Through FY 1997, Congress has appropriated $102.75 million of Section 5309 New Start funds to the project. The East Extension is being deferred until additional funding is identified and secured, possibly in the year 2005- 2010 time frame since Santa Clara County's latest sales tax measure passed in November 1996. MTC and the affected operators have agreed on the future allocation of Section 5309 New Start program funds between Tasman and the BART SFO Extension Project.

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start FFGA Amount	$182.75 ($102.75 million appropriated through FY 1997
Federal: California Flexible Congestion Relief Program*	$32.30
Federal: CMAQ	$15.00
Federal: STP	$10.60
State:	$49.16
Local:	$35.25
Total:	**$325.00**

* California Flexible Congestion Relief Program reflects a State administered allocation of Federal Flexible Funds.

San Jose:
Tasman LRT



San Juan (Tren Urbano)

Tren Urbano

San Juan, Puerto Rico

(November 1996)

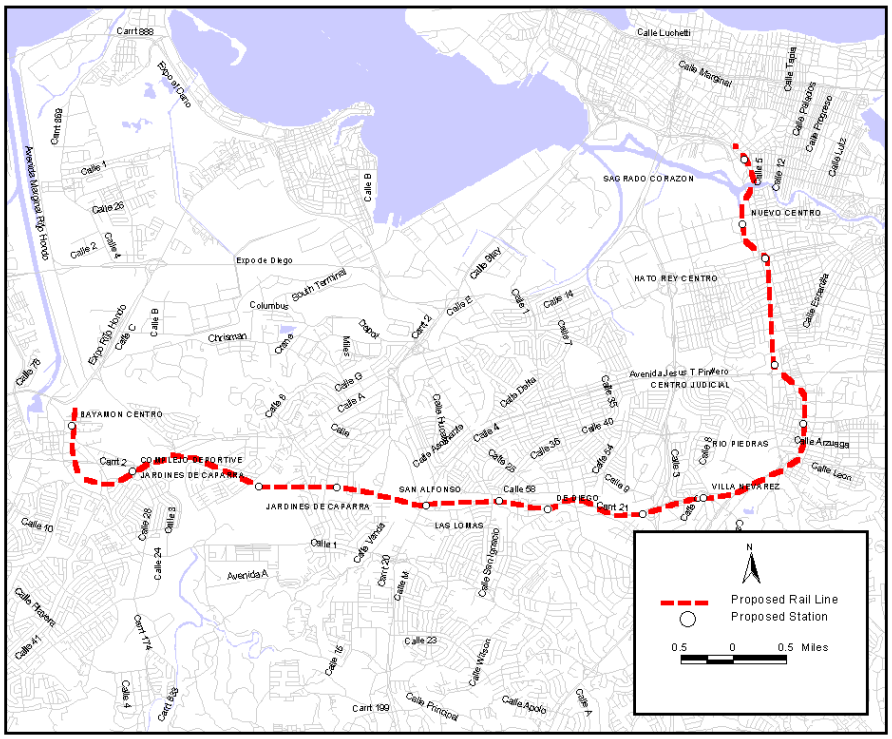
Description	The Puerto Rico Department of Transportation and Public Works (DTPW), through its Highway and Transportation Authority (HTA), is constructing a 10.4-mile (17.3 km) double-track guideway between Bayamon Centro and the Sagrado Corazon sector of Santurce in San Juan. Approximately 40 percent of the alignment is at or near grade. The remainder, aside from a short below-grade segment in the Centro Medico area and underground through Rio Piedras, is generally elevated above roadway rights-of-way. The project includes 14 stations and a vehicle and trackway maintenance/storage facility. The alignment allows for the future addition of two stations if deemed necessary, one in Rio Piedras and one in Hato Rey. The estimated capital cost for the project is $1.250 billion (escalated dollars) and is expected to carry 115,000 riders per day in 2010.
Status	In 1993, the Federal Transit Administration (FTA) selected Tren Urbano as one of four turnkey demonstration projects under the Intermodal Surface Transportation Efficiency Act (ISTEA). The Tren Urbano project will be constructed and operated under a turnkey procurement in order to expedite the implementation of the project and to develop the necessary institutional capability to operate Tren Urbano. In August 1996 a contract was signed with a private consortium to design, construct and initially operate the Tren Urbano system. The Project has entered the construction phase of development. The environmental review process was completed in November 1995 and the Record of Decision (ROD) was issued in February 1996. A Full Funding Grant Agreement (FFGA) for the Project was signed in March 1996 providing a Federal commitment of $307.40 million. Through FY 1997, Congress has appropriated $18.43 million in Section 5309 New Start funds for the project. An additional $4.96 million in Section 5309 New Start funds not included in the FFGA was awarded in January 1995. The remaining funding for the project would be provided

	by local revenues from the Puerto Rico Highway and Transportation Authority (PRHTA) and flexible funds. All operating costs, as well as debt service on PRHTA bonds, would be paid as part of the PRHTA annual budget, established in accordance with standard PRHTA budget procedures.

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start	$307.40 ($18.43 million appropriated through FY 1997
Federal: Certificate of Participation (Backed by STP/CMAQ)	$300.00
Local Financing:	$642.90
Total:	**$1,250.30**

*** Note:** An additional $4.96 million was obligated to the project in prior years but was not included in the FFGA scope.

San Juan, Puerto Rico:
Tren Urbano



Final Design

Ft. Lauderdale, FL (Tri-County Commuter Rail)

Tri-County Commuter Rail

Ft. Lauderdale, West Palm Beach and Miami, Florida

(November 1996)

Description	The Tri-County Commuter Rail Authority (Tri-Rail) operates a 70-mile commuter rail system connecting Dade, Broward and Palm Beach Counties in Florida. Tri-Rail has been adding service and new stations to meet increasing demand for the service. The line is carrying about 8,000 riders per day. Tri-Rail's 5-year capital improvement program (1996-2000) includes the addition of a second mainline track on part of the line, rehabilitation of the signal system, station improvements and parking expansion. The capital program is estimated to cost $428.3 million.
Status	The construction of Phase I of the double tracking/signal rehabilitation project began in the Spring of 1995 and has an estimated completion date of April 1997. State monies funded the design for Phase II (scheduled for completion in February 1997) and Phase III (complete). Phase II includes three stations, and Phase III includes two stations. Environmental requirements have been satisfied with categorical exclusions. There is no ISTEA authorization for Tri-Rail improvements. Through FY 1997, Congress has appropriated $43.31 million in Section 5309 New Start funds for Tri-Rail improvements. These funds are being used for station improvements, bridge rehabilitation, and double tracking. It is anticipated that an application for a Full Funding Grant Agreement (FFGA) providing commitment of additional Section 5309 New Start funds will be submitted in Spring 1997.
Justification	**Mobility Improvements -** Double tracking and signal rehabilitation will enable the establishment of 20-to-30 minute commuter rail headways, compared with one hour headways today, and will enhance the safety of the rail operation. Originally designed for the exclusive use of freight operations, the signaling system along the CSX corridor was installed more than 50 years ago and has long been outdated, particularly in light of increased traffic and the diversified nature of the rail corridor usage today. As a result of the antiquated signaling system, Tri-Rail is required to reduce its speed at

	some locations from 70 mph to 20 mph. This affects the overall running time, and is a safety concern with the increased rail traffic along the busy corridor. Service reliability would improve dramatically with the installation of modern signal equipment. **Cost Effectiveness -** A cost effectiveness index is not available. **Operating Efficiencies -** Current operating cost per passenger is $8.65. **Environmental Benefits -** Miami, Fort Lauderdale, and West Palm Beach have been redesignated as an attainment/maintenance area.
Local Financial Commitment	Tri-Rail is proposing a Section 5309 New Start funding share of $206.4 million or 48 percent. The remaining funds would be derived from the Section 5307 formula program and the State of Florida.

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start	$206.40 ($43.31 million appropriated through FY 1997)
Federal: Section 5307 Formula	$39.50
State:	$182.40
Total:	**$428.30**

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions.

Los Angeles (LOSSAN Rail Corridor Improvement Project)

LOSSAN Rail Corridor

San Diego County, California

(November 1996)

Description	The Los Angeles-San Diego Rail Corridor Agency (LOSSAN) is implementing a long-range plan to improve the safety, capacity and speed of inter-city rail service between Los Angeles and San Diego. The corridor improvements include three grade-separation projects in Commerce in Los Angeles County, Fullerton in Orange County, and Solana Beach in San Diego County. Total project costs are $31.18 million.
Status	Section 3035 (g) of ISTEA directed FTA to enter into a multi-year grant agreement with the Los Angeles-San Diego Rail Corridor Agency (LOSSAN) for track and safety improvements in the corridor, and authorized $20.0 million in Section 5309 New Start funds. Through FY 1997, Congress has appropriated $19.9 million in Section 5309 New Start funds for this project. All environmental work has been completed and the three projects are underway. The Fullerton project received $6.7 million of the appropriated funds. The Solana Beach project received $6.7 million in the 1996 appropriation. The project design is complete and construction has begun. The City of Commerce received $3.3 million of the initial appropriation, $3.2 million of the 1996 appropriation, and $1.5 million of the 1997 appropriation. The project design is complete and construction has begun.
Justification	The project is exempt from the New Start criteria because the Section 5309 share is less than $25 million. **Mobility Improvements -** The current LOSSAN rail trip takes 2 hours 50 minutes between San Diego and Los Angeles. The ultimate goal is to reduce travel time to 2 hours 15 minutes, after all improvements are complete. The grade-separation projects will decrease travel time by making it possible to raise speed limits through the formerly hazardous crossings. **Cost Effectiveness -** No significant increase in new riders is anticipated.

	Environmental Benefits - Heavy auto and truck traffic congestion at the Telegraph Road grade-separation is exacerbated by lane imbalances which will be resolved with completion of the project. Lomas Santa Fe Drive is the only east-west arterial access across the railroad tracks within the City of Solana Beach. Volume exceeds 45,000 Average Daily Traffic (ADT) and the closing of the road for at-grade crossing of multiple commuter, inter-city and freight trains causes congestion and its resultant emissions at the grade crossings. The project is part of a larger effort to develop the high-speed rail corridor, which is intended to decrease demand in the region for more freeway and airport capacity. **Operating Efficiencies -** The impact of the project grade safety improvements on operating cost is negligible.
Local Financial Commitment	The State and local financial commitment of $11.28 million equals 36 percent of the total project cost. This amount is apart from the total capital improvements completed in the corridor with state and local funds, in excess of $200 million.

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start	$19.90 ($19.90 million appropriated through FY 1997)
State and Local:	$11.28
Total:	**$31.18**

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions.

Other Factors	In 1992, the USDOT designated five corridors nationwide to be developed into high-speed rail corridors. One of the five is the San Diego-Sacramento route, of which the LOSSAN corridor is the southern-most segment.

Orange County, CA (I-405/SR-55 Transitway)

I-405/SR-55 Transitway and Direct Access HOV Ramps

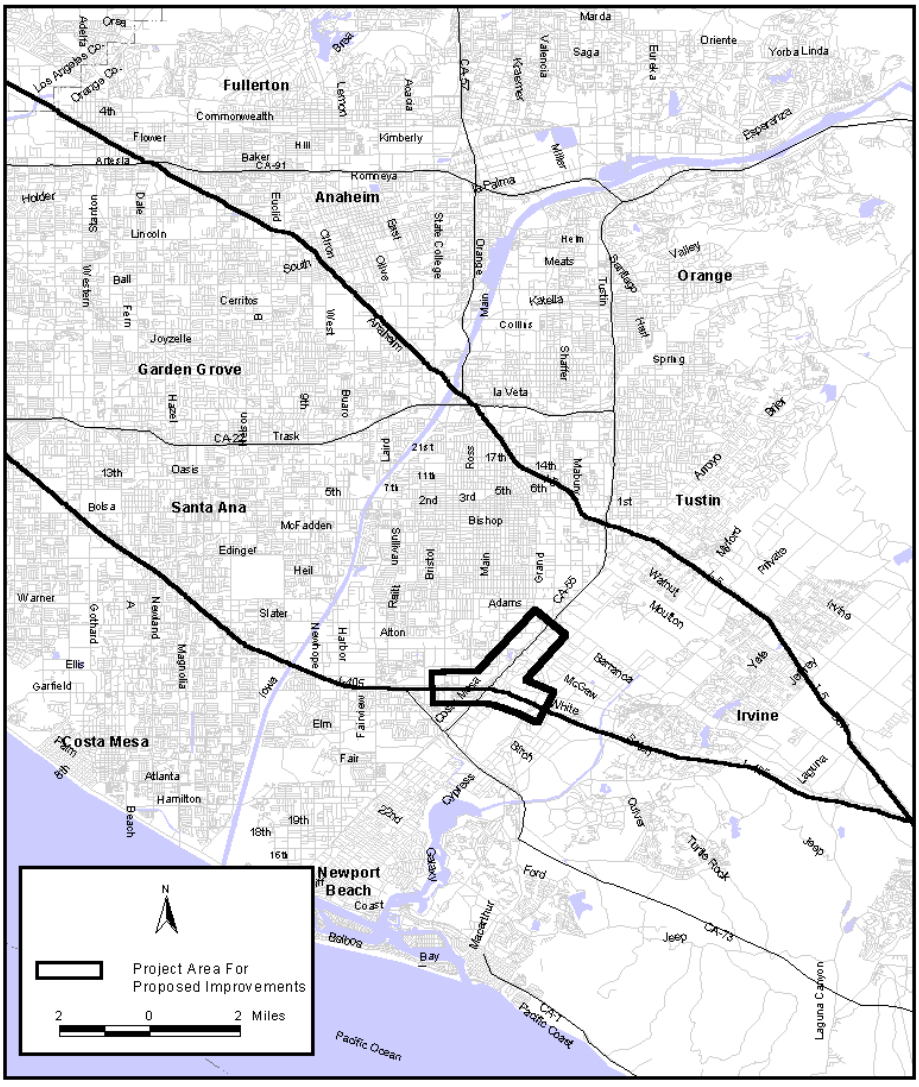
Orange County, California

(January 1997)

Description	Orange County, California is building a regional system of HOV/transit lanes. By 2001, 90 percent of Orange County's freeways will have HOV/transit lanes. Direct HOV/transitway connector ramps will aid smooth transition between these facilities and deliver significant travel time savings. The I-405/SR-55 freeway interchange is one of the ten busiest in the nation. To meet travel demands, the Orange County Transit Authority will design and construct HOV/transitway connector ramps between the I-405 and SR-55 freeways as well as three HOV/transitways to directly serve major employment and business centers. The I-405/SR-55 Transitway will be supported by 5,500 new park and ride spaces and 50 new express buses.
Status	The first phase of the project, the South Transitway (MOS-1), is currently undergoing final design. Construction of this segment will begin in FY 1998 and be completed in FY 2002. MOS-1 uses a combination of Federal ($20.3 million) and local ($16.6 million) funds. On January 13, 1997, the Orange County Transit District (OCTD) Board of Directors approved a plan to complete construction of the I-405/SR-55 Transitway without further FTA funding. Orange County's local transportation sales tax, Measure M, will be the primary source used to complete the project. Construction will be complete in the year 2011. OCTD remains committed to putting an additional 50 express buses into service in the area served by the Transitway and has budgeted funds for express bus expansion. Since the Alternatives Analysis/Environmental Assessment/Initial Study for the I-405/SR-55 Transitway was adopted, Orange County has added 1,235 new park and ride spaces and 11 new express buses.

	The project was not authorized in ISTEA. Through FY 1997, Congress has appropriated $23.32 million in Section 5309 New Start funds.

Orange County, CA:
I-405/SR-55 Transitway



Preliminary Engineering

Boston (Piers Transitway Phase 2)

South Boston Piers Transitway - Phase II

Boston, Massachusetts

(November 1996)

Description	The Massachusetts Bay Transportation Authority (MBTA) is building Phase I of an underground Transitway connecting the MBTA's existing transit system with the South Boston Piers area, located adjacent to Boston's central business district. Electric powered trackless trolleys will operate in the Transitway tunnel and on limited surface routes in the eastern end of the Piers area. Phase I will connect South Station--which is the terminus of the MBTA's south side commuter rail operations, the terminus of Amtrak's Northeast Corridor service, a major bus station, and a station on the MBTA's Red Line--to the World Trade Center in the Piers area (see separate profile). Phase II, the subject of this profile, would extend the Transitway from South Station to Chinatown Station on the Orange Line and Boylston Station on the Green Line, a total distance of approximately one-half mile. Phase II is estimated to cost $258 million (1996 dollars). An escalated cost estimate will be prepared once a construction schedule is developed for Phase II.
Status	Section 3035(j) of ISTEA directed FTA to enter into a multiyear grant agreement with the MBTA for $278 million to carry out construction of the Phase I segment from South Station to the World Trade Center. In February 1993, the MBTA completed alternatives analysis and selected a 1.5-mile underground transit tunnel from Boylston Station to the World Trade Center combined with surface bus operations as the locally preferred alternative. This alternative is referred to as the Full Build Transitway, which was proposed to be constructed in two phases. The Final Environmental Impact Statement (FEIS) was completed in December 1993. A Record of Decision (ROD), signed by FTA in May 1994, applies to the Full Build Transitway. In 1994, FTA signed a Full Funding Grant Agreement (FFGA) for $330.73 million

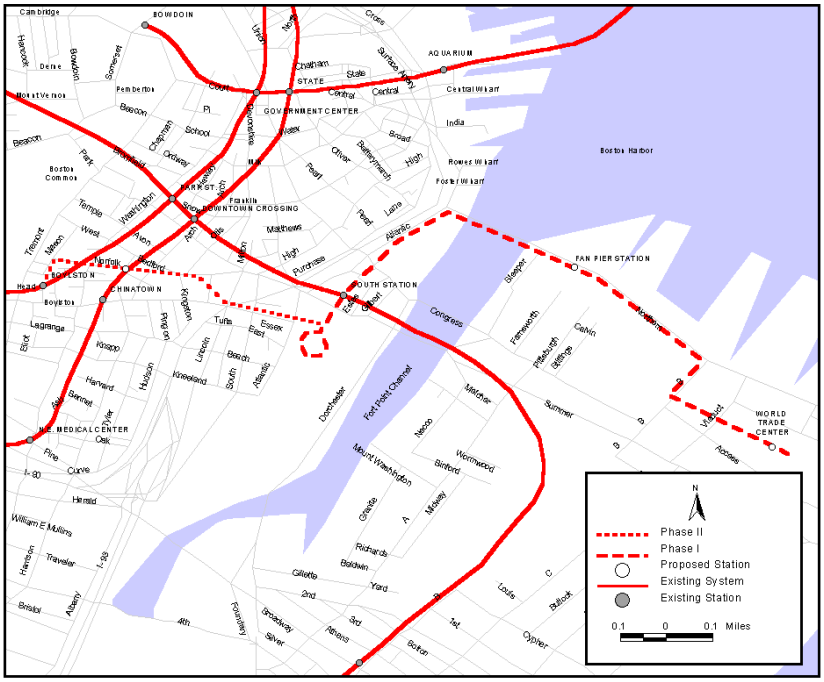
	(includes a contingent commitment for $53 million) with the MBTA for Phase I. Congress has not authorized or appropriated funds for Phase II. It is not expected that the State would proceed with Phase II construction until at least the year 2000, when Phase I opens for service. Phase II is scheduled to open in 2008.
Justification	To address uncertainties regarding the timing and intensity of future development in the South Boston Piers area, the MBTA analyzed two growth scenarios. The high-growth scenario is based on development projections prepared for the Central Artery/Tunnel Project for the year 2010, while the lower-growth scenario assumes that development projected for the year 2000 will not occur until 2010. New Start justifications for Phases I and II have been prepared for both growth scenarios. **Mobility Improvements -** Phase II extension of the Transitway to Boylston Station will provide direct connections to the MBTA's Orange and Green Lines, improving travel times and surface congestion. The Phase II extension involves the routing of additional bus services into the Transitway tunnel, which will replace the temporary surface shuttle bus connections operated as part of the Phase I system. Phase II is thus expected to save 1,700 hours of travel time per day in the lower growth scenario, and 2,200 hours per day in the high growth scenario, as compared to the Phase I segment. **Cost Effectiveness -** The cost-effectiveness index for the Full Build alternative (Phases I and II combined) is $12 in the lower-growth scenario and $8 in the high-growth scenario (1996 dollars, 2010 ridership). In comparison to the Phase I segment of the Transitway, the Phase II segment has a cost-effectiveness index of $7 in the lower-growth scenario, and $6 in the high-growth scenario. **Environmental Benefits -** Metropolitan Boston is a "moderate" nonattainment area for carbon monoxide and a "serious" nonattainment area for ozone. As compared to Phase I, Phase II is expected to reduce regional vehicle miles traveled by an additional 25,000 per day in the lower-growth scenario and 31,500 per day in the high-growth scenario. There may be a small but positive effect on carbon monoxide levels in the central business district. **Operating Efficiencies -** The systemwide operating cost per revenue passenger for the Full Build Transitway is $2.38 in the lower-growth scenario and $2.16 in the high-growth scenario (1996 dollars, 2010 ridership). The Phase II extension represents an operating cost savings per passenger of $0.02 in both the lower and high-growth

	scenarios as compared to Phase I.
Local Financial Commitment	The MBTA is proposing a Section 5309 New Start funding share of 80 percent for Phase II, with the local share to come from State bonds. The capital financing plan is rated "medium." The bonding mechanism is in place and the 20 percent local share is relatively small compared with the available bonding capacity. The MBTA has obtained the State funding needed for Phase I and has assumed that the financing for Phase II will be forthcoming. The stability and reliability of MBTA operating funds are also rated "medium." The State has strongly supported the operation and enhancement of the MBTA system. The MBTA system is being adequately maintained and replaced through continuing reinvestment. In 1995, the average age of the MBTA's bus fleet was 11 years, substantially above the national average. The average age of the rail transit fleet was 14 years, and commuter rail equipment averaged 8.2 years of age.
Other Factors	**Parking Policy -** Boston has established a cap on the number of parking spaces to be provided in downtown and the South Boston Piers area to reduce air pollution. The cap will promote transit ridership through more effective pricing of parking in the metropolitan area. **Central Artery Mitigation -** Phase I of the Transitway is being jointly constructed with portions of the Central Artery highway project. In addition, the Full Build Transitway will provide mitigation for this highway project. **Integration with Washington Street Replacement Transit Service -** The MBTA continues to analyze alternatives for the replacement of transit service in the Washington Street corridor. The Phase II extension of the Transitway service could be integrated with future Washington Street service at Boylston Station.

Proposed Phase II Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Start	$206.40	$0.00 million appropriated through FY 1997
State:	$51.60	N/A
Total	**$258.00**	

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions.

Boston:
South Boston Piers, Phase II



Cleveland (Euclid Corridor)

Euclid Corridor Improvements

Cleveland, Ohio

(November 1996)

Description	The Greater Cleveland Regional Transit Authority (GCRTA) is proposing the Euclid Corridor Project, formerly referred to as the Dual Hub Corridor Project. The Euclid Corridor Project will include exclusive bus lanes and related capital improvements on 5.6 miles of Euclid Avenue from Public Square in downtown to University Circle. In addition, five stations along the existing Red Line will be relocated in order to spur economic development and improve access between the stations, surrounding neighborhoods and employment centers. The right-of-way on East 17th/East 18th Streets from the Inner Belt to Lakeside Avenue will be reconfigured to facilitate traffic movement and increase accessibility to employment and retail centers in the Central Business District (CBD). The downtown area bounded by Superior Avenue, St. Clair Avenue, West 3rd Street, and East 18th Street will be designated a "Transit Zone" to provide expanded and more visible bus operations and allow for convenient transfer between cross-town bus routes. New community-oriented bus services will also be implemented to serve the adjacent Empowerment Zone.
Status	Section 3035(t) of ISTEA directed FTA to enter into a multiyear grant agreement for development of the Dual Hub Corridor, originally considered as a rail link between downtown and University Circle. Through FY 1997, Congress has appropriated $6.52 million for the project (another $4.7 million was rescinded or reprogrammed by Congress in 1995 and 1996). In November 1995, the GCRTA Board of Trustees selected the Euclid Corridor Improvement Project as the Locally Preferred Alternative (LPA). The LPA is the Transportation System Management (TSM) alternative and focuses on various bus system improvements and selected rail elements. In December 1995, the Northeast Ohio Areawide Coordinating Agency, the Metropolitan Planning Organization, adopted a resolution supporting the Euclid Corridor Improvement Project. (With the selection of the LPA, the Dual Hub Corridor Project was renamed.) In September 1996, FTA approved a grant for the remaining $4.02 million in Section 5309 New Start funds. Of these funds, $2.82 million is to initiate preliminary engineering on the Euclid Corridor Project and $1.20 million is for a Major Investment Study (Berea Rapid Transit Extension) to provide a link between Hopkins Airport, the I-X Center and Berea on the Red line. The FY 1997 Appropriations Act recognized the refocused project (Section 337 or P.

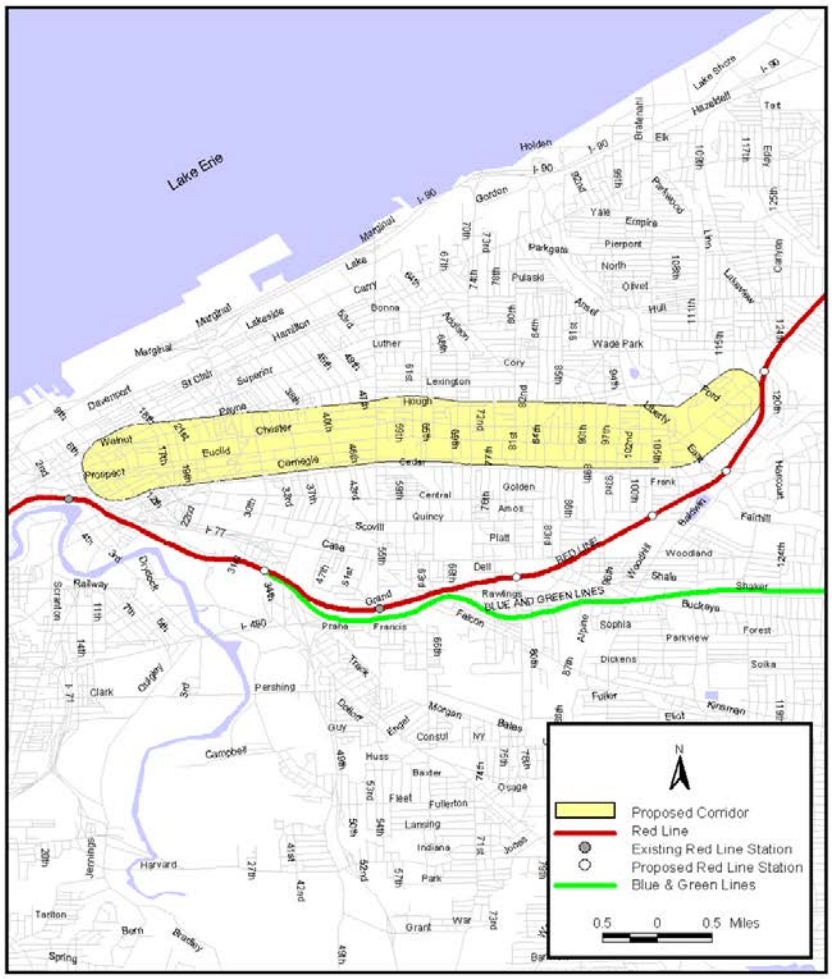
	L. 104-205). During preliminary engineering, design and plans for the operation of the Euclid Avenue bus lanes will be refined, environmental issues will be addressed and the financing plan will be finalized. The final Environmental Impact Statement (FEIS) is scheduled for completion in August 1997. The Euclid Corridor Improvement Project is expected to improve access to Greater Cleveland's two largest employment centers: the CBD and University Circle. This project along with the Waterfront Line, now under construction using 100 percent local funds, will provide comprehensive coverage of the CBD.
Justification	**Mobility Improvements -** The LPA would increase transit travel by 3,800 trips over the No Build Alternative. This represents a 2.5 percent increase in total daily systemwide passenger trips. No significant change in travel time under the LPA was reported. **Cost Effectiveness -** The selection of the LPA was based on expected ridership increases, affordability, availability of funding and providing needed service to existing and proposed developments along the Euclid Avenue corridor. The cost-effectiveness index was not available to FTA. **Environmental Benefits -** The Euclid Corridor Improvement Project is located within the eight county Cleveland Air Quality Control Region (AQCR). Ambient air quality standards for six pollutants have been established by the State of Ohio and the Federal government for ozone, carbon monoxide, nitrogen oxide, lead, particulates and sulfur dioxide. Hydrocarbon emission reductions would vary between alternatives but would not be regionally significant. The LPA would produce a reduction of about six tons compared to the Null Alternative. Carbon monoxide reduction would not be significant for any one alternative. Nitrogen oxides generated would increase (40 tons) with implementation of the LPA. **Operating Efficiencies -** Operating and Maintenance (O&M) cost per transit boarding equals $3.07 for the Null Alternative and $3.26 for the LPA.
Local Financial Commitment	The total cost of the LPA alternative including the rail elements is estimated at $210 million. The total cost for the major components has been estimated as follows: Euclid Avenue ($93.9 million), Red Line station relocation ($24.9 million), E.17 & E.18 One Way Pair ($13.1 million), St. Clair/Superior Transit Zone ($11.2 million), railroad bridge renovation, signalization improvements ($18.2 million) and utilities ($33.6 million). The GCRTA has proposed Section

	5309 New Start funds as the source for 80 percent ($168.00 million) of the total project cost. The local share is proposed to be divided between the State (10 percent), City of Cleveland (5 percent) and GCRTA (5 percent).

Proposed Source of Funds	Total Funding ($million)	Appropriations to Date
Federal:		
Section 5309 New Start	$168.00	$6.52 million appropriated through FY 1997
State:		
Unspecified	$21.00	N/A
City of Cleveland	$10.50	N/A
GCRTA	$10.50	N/A
Total:	**$210.00**	

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions.

Cleveland:
Euclid Corridor



Dallas-Ft. Worth (RAILTRAN Phase 2)

RAILTRAN Phase 2

Dallas-Ft. Worth, Texas

(November 1996)

Description	The RAILTRAN project is planned to provide commuter rail service between Dallas and Fort Worth along an existing freight rail corridor which was purchased by the cities in 1984 with Federal assistance as directed by Congress. In 1994, the cities and the local transit agencies, Dallas Area Rapid Transit (DART) and the Fort Worth Transportation Authority (T), entered into an Interlocal Agreement under which the transit agencies would jointly develop and operate the commuter rail service on the corridor. Phase 1 of the project, which extends 10 miles from downtown Dallas to South Irving, is being constructed by DART. Phase 2, which extends 25 miles from South Irving to downtown Fort Worth, is being constructed by the T. Phase 2, the subject of this profile, also includes the Fort Worth Intermodal Transportation Center. Phase 2 is estimated to carry 10,200 passengers a day and to cost $129.01 million (escalated dollars). Phase 3 of the project would ultimately route the service through the Dallas-Fort Worth International Airport.
Status	Section 3035(x) of ISTEA directed FTA to negotiate and sign a multiyear grant agreement with the cities of Dallas and Fort Worth in the amount of $5.7 million for preliminary engineering and construction of improvements to the Dallas/Fort Worth RAILTRAN System. Through FY 1997, Congress has appropriated $26.53 million for this project. The RAILTRAN project is included in the MPO's adopted metropolitan transportation plan and transportation improvement program, both of which are in conformance with the state implementation plan for air quality. The Phase 1 operating segment has been completed and service is scheduled to begin in December 1996. The Phase 2 operating segment began final design in 1996 and is concurrently proceeding with property acquisition and rolling stock procurement under approved grants. Phase 2 is scheduled to begin service in July 1999.
Justification	**Mobility Improvements -** The RAILTRAN project would provide commuter rail service to the downtowns of Dallas and Fort Worth and the cities in between. Phase 2 is expected to save approximately 730 hours of travel time per day compared with the TSM alternative.

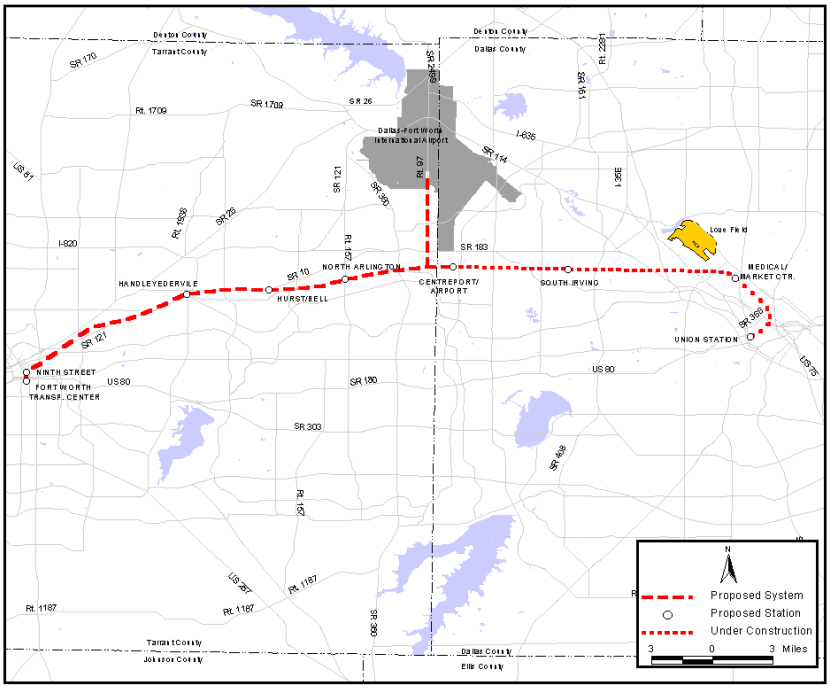
	Cost Effectiveness - The cost-effectiveness index is $8 per new rider (1995 dollars, year 2010 riders). **Environmental Benefits -** Dallas/Fort Worth is a "moderate" non-attainment area for ozone and an attainment area for carbon monoxide. It is estimated that the project would reduce regional pollution emissions by 136 tons per year for carbon monoxide, 30 tons per year for hydrocarbons, and 38 tons per year for nitrogen oxide. **Operating Efficiencies -** In the Dallas-Fort Worth corridor alone, the operating costs per passenger are estimated to be $3.24 for the TSM alternative and $2.93 for the commuter rail alternative.
Local Financial Commitment	Phase 1 of the project was fully funded with local, Section 5307 and CMAQ funds. No Section 5309 New Start funds were involved. The capital funding plan for Phase 2 assumes a 46 percent Section 5309 New Start share. Other Federal funds would come from the Section 5307, CMAQ, Highway Demonstration, and STP Enhancement programs. Funds from a dedicated sales tax and other local revenues constitute 23 percent of the financial plan. The capital finance plan is rated "medium." The local sales tax funds and other local revenues are already dedicated to the project. Cash reserves are available to fund the local match. The stability and reliability of the operating plan is rated "low-medium." The plan assumes that operating and maintenance costs will grow more slowly than past trends at a time when new service is being introduced. The projected farebox recovery ratio of 50 percent is high compared with other U.S. commuter rail operations. In 1994, the average age of the bus fleet was 9.5 years, which is slightly above the national average.

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start	$58.85 ($26.53 million appropriated through FY 1997)
Federal: Flexible Funds	$18.80
State:	$21.08
Local:	$30.28

Total:	**$129.01**

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions.

Dallas:
RAIL TRAN Phase 2



Dallas (North Central LRT)

North Central Corridor

Dallas, Texas

(November 1996)

Description	Dallas Area Rapid Transit (DART) plans to build a North Central Corridor LRT extension beyond the Park Lane Station of their starter system. The initial segment of the starter line (downtown to South and West Oak Cliff) opened in June 1996. The remaining piece to Park Lane will open in early 1997. The proposed extension is 12.5 miles long with 8 stations, terminating in Plano with two additional stations deferred for future development. The southern 8.5 miles, from Park Lane to the Richardson Transit Center, would be double tracked. The northern 4.0 miles would be single tracked with limited station development. DART estimates that over 11,000 daily riders will use this extension in the year 2010. The project is estimated to cost $347.1 million (escalated dollars).
Status	The extension project is now in the preliminary engineering phase of project development. A draft Environmental Impact Statement (EIS) was circulated in October 1996. The final EIS is expected to be available in early Spring 1997, at which time Final Design efforts will commence. The project is included in the regionally adopted metropolitan transportation plan and transportation improvement program which are in conformance with the state implementation plan for air quality. There is no ISTEA authorization for this project. Through FY 1997, Congress has appropriated $16.36 million to the project.
Justification	**Mobility Improvements -** The LRT extension is estimated to save 3,600 hours of travel time daily (compared with a TSM alternative). Approximately 3,800 new daily riders are expected to be attracted by the line. **Cost Effectiveness -** The cost-effectiveness index is $11 per new trip. **Environmental Benefits -** Dallas/Ft. Worth is classified as a "moderate" nonattainment area for ozone. It is estimated that the project would reduce regional pollution emissions by 0.7 tons per day.

	Operating Efficiencies - Systemwide operating cost per passenger for the no-build alternative is $2.88, for the TSM alternative $2.99, and $2.89 for the LPA alternative.
Local Financial Commitment	DART is requesting a 50 percent Federal share for the project, or $173.6 million. The local share would come from an existing 1 percent sales tax dedicated to DART. The agency is authorized to issue short-term notes of 5 years or less. The North Central project is part of a 20-year, $5.6 billion transit capital program adopted in FY 1996. For the total program, DART plans to seek $1.05 billion in Federal funds from the Section 5309 New Start funds, Section 5307, and CMAQ programs. The ratings of capital financial commitment and operating revenues are based on the most current information available to FTA. The FY 1995 Transit System Plan provided data for the analysis and ratings. DART is currently updating this plan. However, updated financing information will not be available to FTA before completion of this report. The capital finance plan is rated "high." Overall, DART presents a sound financial plan for supporting its capital expansion program. Projected growth in sales tax proceeds appears reasonable, if slightly above recent trends. With DART's decrease in total debt issuance and overall financial stability, the debt financing component of the financial plan appears sound. The stability and reliability of operating funds are rated "low-medium." Projected increases in operating costs are consistent with the planned system expansion. The sales tax is projected to provide 74 percent of capital and operating revenues. The assumed growth in sales tax receipts slightly exceeds recent trends but appears reasonable. DART's financial capability is highly dependent on the growth in sales tax receipts, and the agency could experience financial difficulty if the assumed growth rates are not achieved. Farebox and other operating revenues are projected to grow more rapidly than operating costs, and much more rapidly than recent trends. In 1995, DART's bus fleet averaged 9.5 years old, which is slightly higher than the national average.

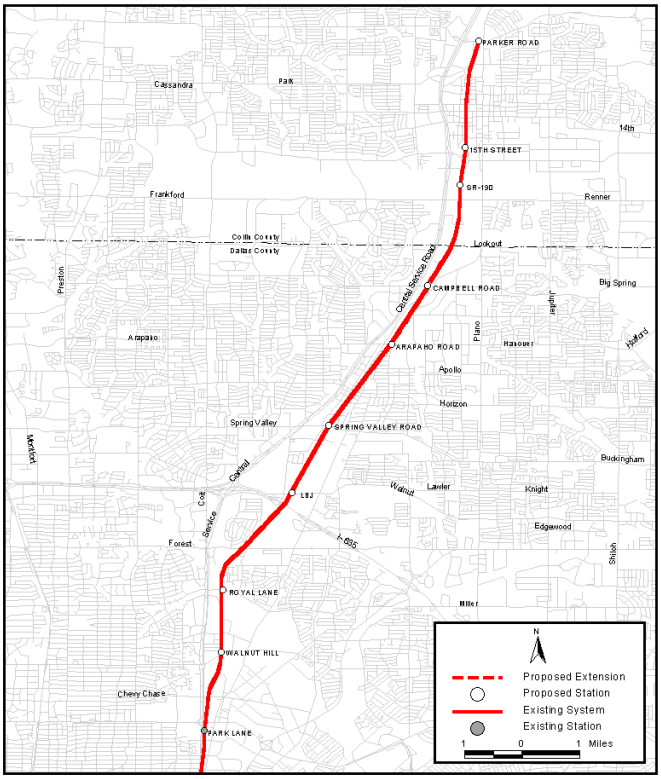
Proposed Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal: Section 5309 New Start	$173.60	$16.36 million appropriated through FY 1997
Local:	$173.50	N/A
Total:	**$347.10**	

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions.

Other Factors

Assessment of Land Use Policies and Conditions: This project was among those in the FTA Office of Planning's pilot assessment of land use and conditions (as a pilot for evaluation and rating of transit-supportive land use policies as a new start criteria, beginning in FY 1999). This pilot application is described earlier in this report. The North Central Corridor has the highest population and the second highest employment (projected to increase 54 percent 1990-2010) in the Dallas region. While no formal DART or local government policies are in place, DART has coordinated with local municipalities to locate stations to maximize ridership and development opportunities. DART has initiated discussions with the cities of Plano and Richardson regarding transit-oriented development opportunities.

Dallas:
North Central Corridor



Kansas City (Southtown LRT)

Southtown Corridor

Kansas City, Missouri

(November 1996)

Description	The Kansas City Area Transportation Authority (KCATA) is proposing a 15.2-mile light rail transit (LRT) project in the Southtown Corridor. The project would extend from the riverfront and downtown Kansas City south to the Country Club Plaza and to 85th Street and Holmes Road. The project also includes an eastern line from the Country Club Plaza to Watkins Drive and south to 75th Street. KCATA proposes to build the project in phases. The starter project is 5.6 miles in length and runs from the River Market to 51st Street at the southern edge of the Plaza. It is estimated to cost $200 million (1994 dollars) and would carry 10,800 riders per day in 2010. The full 15.2-mile system is estimated to cost $450 million (1994 dollars) and would carry 16,800 riders per day in 2010.
Status	Section 3035(k) of ISTEA directed FTA to enter into a multiyear grant agreement in the amount of $5.9 million with KCATA to provide for the completion of alternatives analysis and preliminary engineering. Through FY 1997, Congress has appropriated $4.48 million (of which $0.46 million was rescinded in FY 1995). Of that amount, $1.04 million has been obligated. In December 1994, the KCATA Board of Commissioners selected the Southtown Corridor LRT as the locally preferred alternative. The Alternatives Analysis/Major Investment Study (MIS) was completed during 1995. The project is included in the Mid-America Regional Council of Governments (the MPO) adopted long range transportation plan. In October 1995, FTA approved the initiation of preliminary engineering on the 5.6 mile starter project. Draft and Final EISs will be produced and the financial plan will be refined during preliminary engineering which is scheduled for completion in 1998.
Justification	**Mobility Improvements -** KCATA estimates that the 15.2-mile route will increase total transit trips (bus and rail) by 8,100 per day. The preferred alternative is projected to save 420 hours of travel time per day in the year 2010.

	Cost Effectiveness - The cost-effectiveness index for the 15.2-mile system is $15 per new rider. For the starter project, the index is $12 per new rider. **Environmental Benefits -** Kansas City is a "maintenance" area for ozone and carbon monoxide. The project is expected to have some modest, positive impact on emissions. **Operating Efficiencies -** Based on 20-year projected ridership and operating costs, the systemwide operating cost for the TSM alternative would be $2.37 per passenger, $2.54 per passenger for the preferred LRT alternative and $2.92 per passenger for the starter project.
Local Financial Commitment	KCATA considered several financing scenarios in the MIS, ranging from a 50 to 80 percent Section 5309 New Start share. The remaining funds would be derived through a new, yet to be determined, local or statewide funding source. KCATA has been working with the Missouri Legislature and the Missouri Highway and Transportation Department in an attempt to develop a state-supported permanent funding source for transit capital and operating costs. An increase in the state sales tax is one proposal. The ratings of capital financing commitment and operating revenues are based on the most recent information available to FTA. The capital finance plan is rated "low-medium." While KCATA has a general financing strategy, a specific funding source has not yet been identified. The financial feasibility of the project depends on the creation of a new funding source that is adequate to meet capital and operating funding needs. A state program along the lines of those being pursued could be sufficient to fund the $200 million starter project even with a 50 percent Federal share. The stability and reliability of operating assistance are rated "low-medium." One-half cent of the general sales tax in the City of Kansas City, Missouri, is reserved for transportation and currently represents the largest source of funding assistance to KCATA for the existing bus system. This source is keeping pace with inflation, but KCATA has found it necessary to reduce service levels. Additional funding sources not yet identified or in place will be needed to support the expanded operations associated with the LRT line. In 1994, KCATA's bus fleet averaged 7.5 years old, which is better than the national average.

Proposed Source of Funds	**Total Funding ($million)**

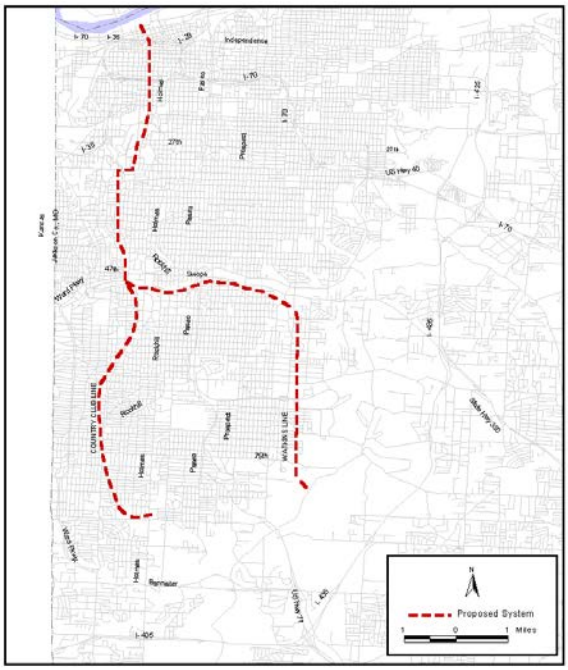
Federal: Section 5309 New Start	$360.00 ($4.02 million appropriated through FY 1997)
Local:	$90.00
Total:	**$450.00**

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions.

Other Factors

Assessment of Land Use Policies and Conditions: This project was among those in the FTA Office of Planning's pilot assessment of land use and conditions (as a pilot for evaluation and rating of transit-supportive land use policies as a new start criteria, beginning in FY 1999). This pilot application is described earlier in this report. The Southtown corridor includes the highest densities and greatest number of activity centers within the Kansas City metropolitan area, including the CBD, the Crown Center and Country Club Plaza. Currently, there are no specific policies or plans in place related to transit supportive development within the proposed light rail corridor. In recognition of the need for such policies and plans, a Light Rail Transit Development Corridors Analysis has been completed, and has recommended a series of public policies and actions to support transit-oriented development within the corridor.

Kansas City:
Southtown Corridor



Los Angeles (Eastside Extension Phase 2)

East Side Corridor Extension

Los Angeles, California

(November 1996)

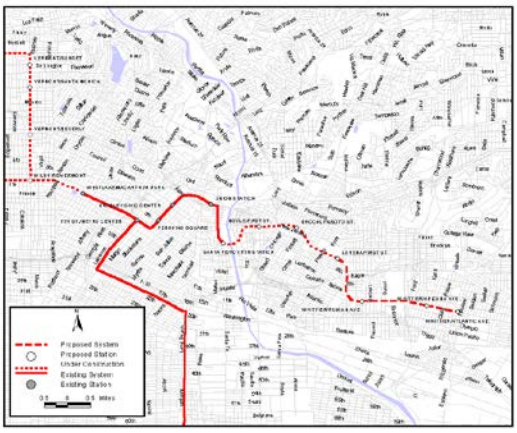
Description	The Los Angeles County Metropolitan Transportation Authority (LACMTA) is proposing eastern extensions of the Metro Rail Red Line from its current eastern terminus at Union Station. The first 3.7-mile segment, from Union Station to First and Lorena, is covered in the Full Funding Grant Agreement (FFGA) for MOS-3 (see MOS-3 profile). The second segment, from First and Lorena to Atlantic and Whittier Boulevards in East Los Angeles, constitutes the Eastside Corridor Extension covered in this profile. The Eastside Corridor Extension is 3.1 miles in length with three stations, all in subway. The project is estimated to cost $1,271 million (escalated dollars).
Status	The preliminary engineering phase of project development was initiated in 1993, and the final Environmental Impact Statement (FEIS) for the entire Eastside project, Union Station to Atlantic and Whittier was completed in September 1994. The project is included in the MPO's financially constrained plan as well as in the FY 93-99 Regional Transportation Improvement Program. LACMTA expects to begin construction in 2008. Given the extent of new start activities at LACMTA with MOS-3 and other corridors, there is little or no activity on the Eastside Corridor Extension at this time. Congress has not authorized or appropriated funds for the Eastside Extension beyond the first 3.7 miles, which are included in MOS-3.
Justification	**Mobility Improvements -** LACMTA predicts that the project would increase transit ridership by 4,000 trips per day. **Cost Effectiveness -** Not available. **Environmental Benefits -** The project is located in the South Coast Air Basin which is a "serious" nonattainment area for carbon monoxide and an "extreme" nonattainment area for ozone. The extension would reduce vehicle miles

	traveled and regional emissions by .03 percent. **Operating Efficiencies -** Not available.
Local Financial Commitment	In its Long Range Plan, LACMTA has indicated that the project can be funded and constructed within the next 20 years. The original financial plan assumed $635.5 million (50 percent) Section 5309 New Start funding, $90 million (7 percent) in STP and CMAQ flexible funds, $470 million (37 percent) from bonds secured by local sales tax revenues, and other state and local funds making up the balance. The financial plan may be revised in future updated long range plans. The Section 5309 New Start share of LACMTA's total 20-year rail construction program is 21 percent. In 1994, the Los Angeles County bus fleet averaged 8.2 years old, which is better than the national average. Rail vehicles averaged 3 years old.

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start	$635.50 ($0.00 million appropriated through FY 1997)
Federal: Flexible Funds	$90.00
State and Local:	$545.50
Total:	**$1,271.00**

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions.

Los Angeles:
Eastside Extension



Miami (East-West Corridor)

East-West Corridor

Miami, Florida

(November 1996)

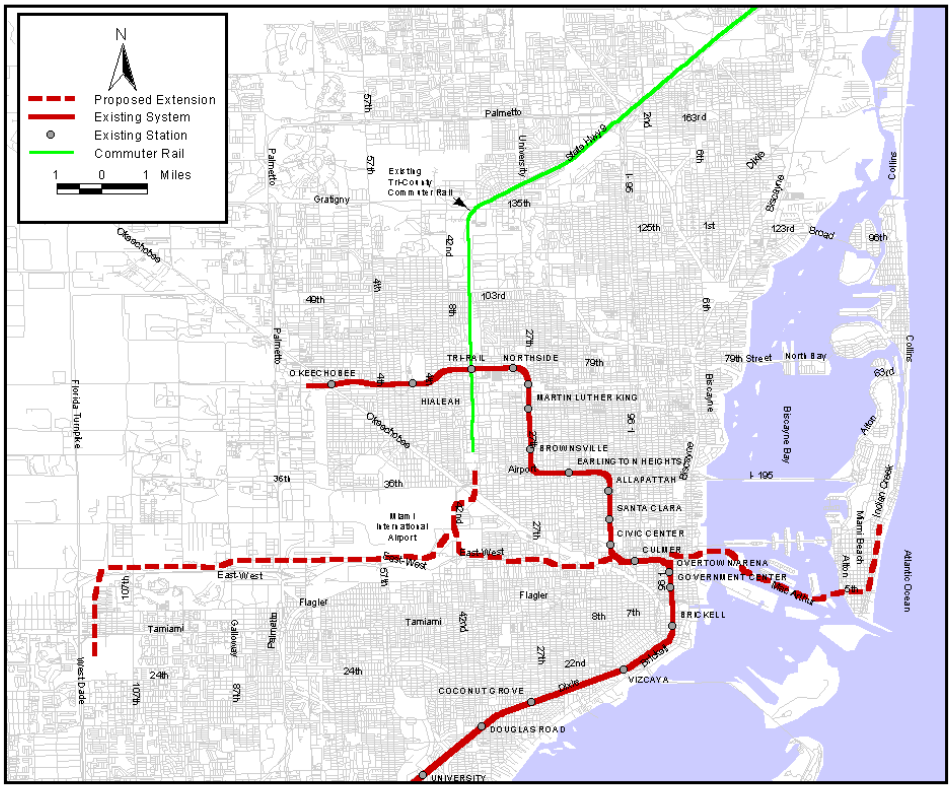
Description	The Florida Department of Transportation (FDOT) is proposing a locally preferred set of multimodal improvements that will link the suburban area west of Florida International University (FIU), the Miami International Airport, downtown Miami, and the seaport. The MPO has selected the Locally Preferred Alternative (LPA) which includes the minimum operable segment (MOS) of an 11.8 mile Metrorail line from the Palmetto Expressway through the Miami Intermodal Center (MIC) near the airport to the seaport. The LPA also includes HOV lanes along SR 836 from the Turnpike to SR 112 along a new elevated SR 836/112 interconnector, and improvements to SR 836 and LeJeune Road. Preliminary capital cost estimates for the LPA (transit and roadway improvements) total $2.2 billion (escalated dollars). The MOS of the rail line is estimated to cost $1.574 billion (1995 dollars) ($2.0 billion escalated dollars) and to carry 33,500 riders on opening day. The full East-West line is projected to carry 82,000 riders per day in 2020.
Status	A Major Investment Study/Draft Environmental Statement (DEIS) was completed with FHWA participating as the lead Federal agency. FTA and the Federal Aviation Administration, Federal Railroad Administration, Maritime Administration, and the Coast Guard are cooperating agencies pursuant to a 1993 Memorandum of Understanding. In October 1996, FTA authorized FDOT to begin preliminary engineering and the final Environmental Impact Statement (PE/FEIS) on the 11.8 mile MOS. The FEIS is scheduled for completion in May 1997. Congress has appropriated $1.49 million in FTA New Starts funds for the corridor for FY 1997. The Florida DOT and FHWA have contributed $11.5 million for the environmental phases.
Justification	**Mobility Improvements -** The MOS is expected to result in 11,800 new daily transit riders in 2020. It provides major new connections to the airport, seaport, Tri-Rail and the existing Metrorail and Metromover **Cost Effectiveness -** The cost-effectiveness index for the MOS is approximately $11 per new transit rider and $13 per new rider for the entire

	East-West line. **Environmental Benefits -** The southeast Florida area is an attainment area for carbon monoxide and was recently redesignated as a maintenance area for ozone. At the corridor level, the LPA is projected to reduce carbon monoxide emissions by 7.2 percent. The MOS is projected to reduce vehicle miles traveled in the region by 0.4 percent. **Operating Efficiencies -** The operating and maintenance cost per passenger for the entire East-West line.
Local Financial Commitment	According to FDOT's financial analysis, the MOS will be financially feasible by 2010. The preliminary financial plan assumes 35 percent ofthe cost of the transit element would be derived from the Section 5309 New Start program. Other proposed funding includes set-asides from existing Federal, state, and local sources; new state and local sources such as toll surcharges, taxing districts, cruise ship transfer fees, right-of-way and economic development bond programs. The MPO has allocated $573 million for the project in the adopted cost feasible portion of the Long Range Transportation Plan to the year 2015. The Dade County Expressway Authority has given a commitment of funds pending a revenue feasibility study that is to be completed during the PE phase. The ratings of capital financial commitment and operating revenues are based on the most current information available to FTA. A general financing strategy was completed in the MIS. FDOT is developing a more detailed financial plan during PE. Based on the information to date, the capital financing plan is rated "low." The MIS financing plan does not identify specific state and local funding sources. The stability and reliability of operating funds are rated "low." These ratings will be reevaluated following development of the detailed financing plan.

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start	$550.90 ($1.49 million appropriated through FY 1997)
State, Local and Other Federal:	$1,023.10
Total:	**$1,574.00**

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions.

Miami:
East-West Corridor



Miami (North 27th Avenue Corridor)

Miami North 27th Avenue Corridor

Miami, Florida

(November 1996)

Description	The Metro-Dade Transit Agency (MDTA) is planning a Metrorail extension in the 9.5 mile N.W. 27th Avenue corridor. One alternative is an elevated heavy rail line that would operate in full integration with Stage 1 Metrorail. The rail line would be an aerial structure constructed either in the median or along the side of N.W. 27th Avenue connecting the existing Martin Luther King Memorial station with major regional educational and sports facilities and terminating at the Dade/Broward county line. The preliminary capital cost for the NW 27th Avenue Corridor Metrorail extension is $453 million (1994 dollars). MDTA estimates daily boardings on the rail extension at approximately 16,000 in 2015.
Status	Metro-Dade Transit Agency completed the MIS for the North Corridor in October 1995. The MPO Board selected the Metrorail extension along NW 27th Avenue as the locally preferred alternative (LPA) in November 1995 and has added the project to its Cost Feasible Year 2015 Long Range Transportation Plan. Preliminary engineering and preparation of the draft Environmental Impact Statement (DEIS) are scheduled for completion in April 1998. Through FY 1997, Congress has appropriated $3.96 million in Section 5309 New Start funds. These funds are being used for Preliminary Engineering and for the preparation of the draft and final EIS.
Justification	**Mobility Improvements -** The project would save over 500 person-hours of travel time per day. The rail alternative is expected to attract 9,200 to 9,600 new daily transit trips. **Cost Effectiveness -** The cost effectiveness index for the rail alternative is approximately $18 per new transit rider. **Environmental Benefits -** The southeast Florida area is an attainment area for carbon monoxide and was recently redesignated as a maintenance area for

	ozone. The rail alternative would divert an estimated 6,300 to 7,600 vehicle trips per day to transit and lead to a 46,500 to 56,100 daily VMT reduction. **Operating Efficiencies -** Operating and maintenance costs per transit rider equal $1.63 for the TSM and $1.79 for the N.W. 27th Avenue rail extension.
Local Financial Commitment	MDTA is expected to seek 70 percent funding from the Section 5309 New Start program. The remaining 30 percent would be divided between the state and local sources. Some contributions of right-of-way are anticipated for transit stations at Miami-Dade Community College and Pro Player Stadium. The ratings of capital financial commitment and operating revenues are based on the most current information to FTA. The capital financing plan is rated "low-medium." Of the non-Federal share, the State's portion is expected to come from a special appropriation to fund transit projects of regional significance. An alternative would be capitalized proceeds from Dade County's annual allocation from the State Transportation Block Grant program. The local portion of the fund is capitalized proceeds from a three cent Local Option Gas Tax implemented in 1994 and modified in 1996. The stability and reliability of operating funds are rated "low." Specific funding sources have not been identified in the financing plan.

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start	$317.10 ($3.96 million appropriated through FY 1997)
State:	$67.90
Local: Option Gas Tax	$68.00
Total:	**$453.00**

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions.

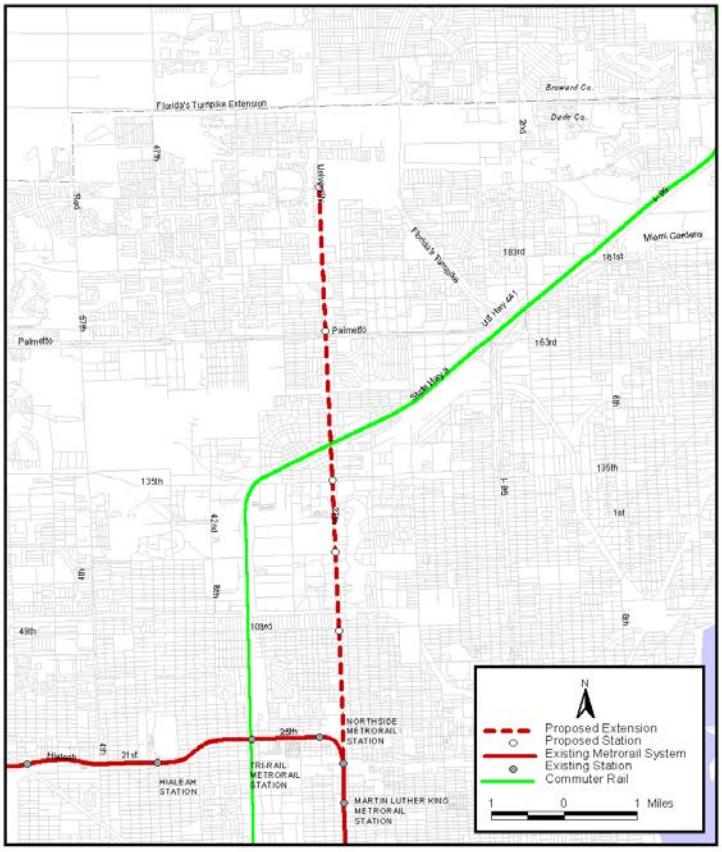
Other Factors

An extension of Metrorail to the north along the N.W. 27th Avenue Corridor will link to major trip destinations such as Pro Player Stadium and Miami-Dade Community College, the nation's largest. Pro Player Stadium is also the center of major private development plans. MDTA will coordinate with government agencies to revise land use and zoning regulations around the station sites along the corridor to improve transit attractiveness and provide support for transit capital improvements, including joint development and livable community opportunities. Broward County agencies have been participating in the project development

process to facilitate inter-county commuting.

Assessment of Land Use Policies and Conditions - This project was among those in the FTA Office of Planning's pilot assessment of land use and conditions (as a pilot for evaluation and rating of transit-supportive land use policies as a new start criteria, beginning in FY 1999). This pilot application is described earlier in this report. The materials submitted were insufficient to provide an assessment at this time.

Miami:
North 27th Avenue Corridor



New Orleans (Canal Streetcar Spine)

Canal Streetcar Spine

New Orleans, Louisiana

(November 1996)

Description	The Regional Transit Authority (RTA) is developing a 4.9-mile streetcar project in downtown New Orleans. The Canal Streetcar Spine would extend along the median of Canal Street from the Canal Ferry at the Mississippi River in the Central Business District, through the Mid-City neighborhood, to two outer termini at the Cemeteries and City Park/Delgado Community College. The capital cost estimate is $146.4 million (1996 dollars). Upon completion, the ridership is estimated to be 31,600 passengers per day for the forecast year (2015).
Status	Section 3035(fff) of ISTEA directed FTA to negotiate and sign a multiyear grant agreement with the City of New Orleans in the amount of $4.8 million for the completion of alternatives analysis, preliminary engineering, and an environmental impact statement. Through FY 1997, Congress has appropriated $26.38 million in Section 5309 New Start funds. A major investment study/alternatives analysis was completed in March 1995 with the selection of the preferred alternative described above. FTA approved the initiation of preliminary engineering (PE) and the preparation of a draft Environmental Impact Statement (DEIS) in September 1995. The PE/DEIS is scheduled to be completed in March 1997. In response to concerns expressed during the PE/DEIS process by residents along Orleans Avenue about traffic and other impacts from streetcar service, a second (alternative) option for the alignment to City Park is being investigated, terminating at Beauregard Circle and Esplanade Avenue. The capital cost for this alignment will be less than the alignment to City Park/Delgado Community College. The project is included in the MPO's financially constrained and conforming Transportation Plan and Transportation Improvement Plan.
Justification	**Mobility Improvements -** The Canal Streetcar Spine is expected to save 630 hours of travel time hours per day for the forecast year 2015, compared with

	the TSM alternative. **Cost Effectiveness -** The cost-effectiveness index is under $3 per new transit rider. **Environmental Benefits -** The New Orleans metropolitan area is an attainment area for carbon monoxide and a maintenance area for ozone. In addition, the project is expected to reduce vehicle miles traveled by 4,700 miles per day in 2015, and reduce total energy consumed by 6.1 million BTUs per day in 2015. **Operating Efficiencies -** The systemwide operating cost per revenue passenger is $0.95 for the build alternative, $1.04 for the TSM alternative, and $1.05 for the No Build alternative.
Local Financial Commitment	RTA is expected to seek Section 5309 New Start funding for 80 percent of the cost of the 4.9-mile light rail alternative, or $117.12 million. Most of the local share would be derived from state bonds. The City of New Orleans has committed $1.2 million for planning and engineering. RTA is also seeking to claim the value of the right of way as in-kind match. The ratings of capital financial commitment and operating revenues are based on the most current information available to FTA. The capital finance plan is rated "low." The RTA plans the state share to come from the State of Louisiana Capital Outlay, funded by State bonds. RTA is considering innovative financing techniques, including application of right-of-way as in-kind match, corporate sponsorship of streetcars, and an "adopt a station" program. The stability and reliability of operating funds are also rated "low." There have been recent concerns regarding the stability of system operating revenues and the lack of a recovery plan. In 1994, the average age of RTA's bus fleet was 9.8 years, which is slightly above the national average.

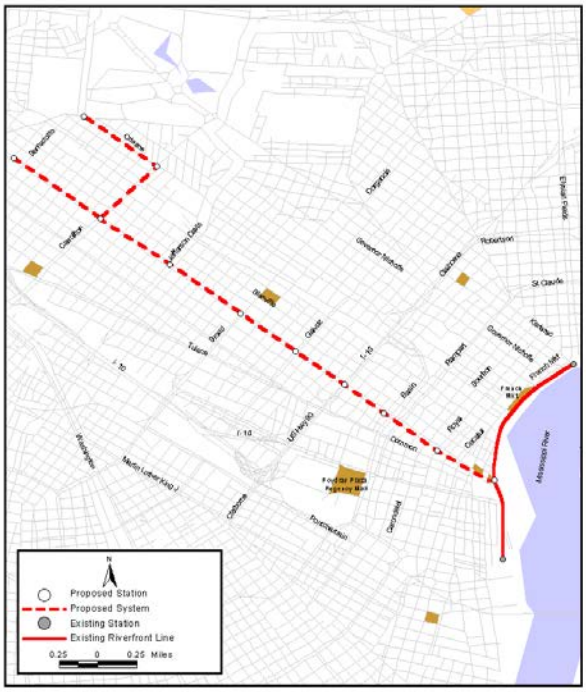
Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start	$117.12 ($26.38 million appropriated through FY 1997)
State:	$29.28
Total:	**$146.40**

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions.

Other Factors

Assessment of Land Use Policies and Conditions: This project was among those in the FTA Office of Planning's pilot assessment of land use and conditions (as a pilot for evaluation and rating of transit-supportive land use policies as a new start criteria, beginning in FY 1999). This pilot application is described earlier in this report. The proposed alignment is within the Canal Street median through an already developed CBD and fringe area corridor, with limited opportunities for major new station area developments. The City has adopted a number of transit-supportive policies in the "New Century-New Orleans" plan including provision for mixed-use high-density development, encouragement of pedestrian and transit-oriented design, and maximum parking allowances for downtown development. Efforts are being formulated to promote public/private joint development in a limited area around the Cemeteries terminal.

New Orleans:
Canal Street Corridor



Northern New Jersey (Newark-Elizabeth Rail Link)

Newark-Elizabeth Rail Link

Northern New Jersey

(November 1996)

Description	The New Jersey Transit Corporation (NJ Transit) is proposing an 8.8-mile, 15-station light rail transit line linking Newark, Elizabeth, and Newark International Airport. The capital cost of the project is estimated to be $694 million (1995 dollars). NJ Transit predicts that the line will carry 24,900 riders per day in 2015. A one-mile "initial operating segment" (IOS) from Broad Street Station to Newark Penn Station is estimated to cost $141 million (1995 dollars), including associated stations and vehicles. The IOS is predicted to carry 13,200 riders per day in 2015.
Status	Section 3031 of ISTEA directed FTA to negotiate and enter into a full funding grant agreement (FFGA) providing no less than $634.4 million for those elements of the New Jersey Urban Core Project which can be fully funded in FY 1992 through FY 1997. The Newark-Elizabeth project is one of eight elements eligible for funding. Through FY 1997, Congress has appropriated $523.08 million for Urban Core Projects. The Newark-Elizabeth Rail Link is being advanced in three operable segments: the first operable segment is a 1 mile connection between the Broad Street Station and Newark - Penn Station; the second operable segment is a 1 mile line from Newark - Penn Station to Camp Street in downtown Newark; and, the third segment is a 7 mile LRT line from downtown Newark to Elizabeth. The draft Environmental Impact Statement (DEIS) is scheduled for completion in December 1996.
Justification	Under Section 3031(c) of ISTEA, the Urban Core Project is exempt from the New Start criteria. **Mobility Improvements -** The project would improve access to the airport, transfers between commuter rail lines, access to existing and new development sites, and internal circulation in downtown Newark. Preliminary estimates indicate that the project would save over 1,300 hours of travel time daily. The

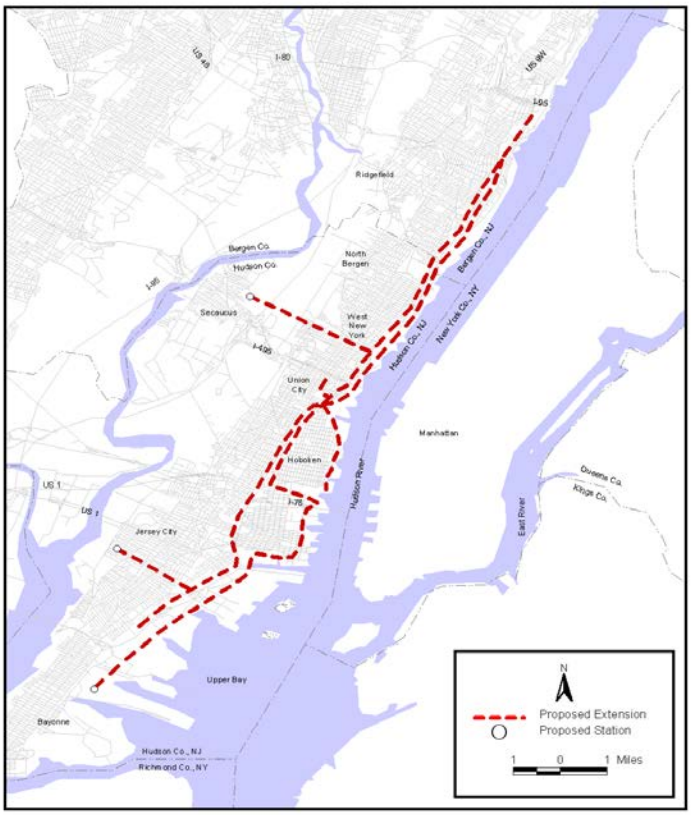
	initial operating segment is projected to save 800 hours daily. **Cost Effectiveness -** The cost-effectiveness index for the IOS is $5 per new rider (1995 dollars, 2015 ridership). For the full project, the index is $17 per new rider (1995 dollars, 2015 ridership). **Environmental Benefits -** Northern New Jersey is a "severe" nonattainment area for ozone and a "moderate" nonattainment area for carbon monoxide. The impact of the proposed project on regional air quality has not yet been determined. **Operating Efficiencies -** FTA does not have information on how the project would affect NJ Transit's operating cost per passenger.
Local Financial Commitment	An initial financial plan was developed as part of the DEIS. The plan involves a combination of FTA and state funds, with the exact mix to be determined in the course of preliminary engineering. As provided in Section 3031(b) of ISTEA, NJ Transit may use locally funded projects such as the Kearny and Waterfront Connections, and New Jersey Turnpike projects as local match for the Newark Elizabeth Rail Link and other Urban Core projects. The capital financing plan is rated "low" due to the lack of a specific financing plan at the time of this report. NJ Transit's Five Year Capital Plan (1997-2001) anticipates $79.54 million funding for the project during the program period. The exact mix of Federal and state funds is to be determined as the financing plan is finalized. The Five Year Capital Plan anticipates combined federal and state funding of $727 million, or $145 million per year on average, for other projects. The fourth and fifth years of the Plan have been overprogrammed by 30 percent, meaning that some of the programmed projects may not be fundable. The stability and reliability of operating funds are rated "low-medium" due to the lack of a specific financing plan at this time. The projected $5.3 million operating deficit for the full build of the project represents less than 1 percent of the current NJ Transit operating budget. However, the financing plan does not indicate how this increased deficit, in addition to other systemwide increases in operating expenses, will be funded. In response to increasing deficits, NJ Transit has undertaken a cost cutting program, utilizing innovative strategies such as cross-border leasing, that have led to an operating surplus. Transit service levels are being maintained. In 1994 the average vehicle age of

	NJ Transit's bus fleet was 9.8 years, which is slightly higher than the national average. The average age of the rail fleet is 15.8 years.

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start	NA ($11.95 million appropriated through FY 1997)
Federal: Section 5307 Formula	NA
Federal: Flexible Funds	NA
State:	NA
Local:	NA
Total:	**$694.00**

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions. The table inclues Not Available (NA) for proposed source of funds since the exact mix of Federal and State funds is to be determined as the financial plan is finalized.

Northern New Jersey:
Hudson - Bergen



Oklahoma City (MAPS Link)

MAPS Link

Oklahoma City, Oklahoma

(November 1996)

Description	The Central Oklahoma Transportation and Parking Authority (COTPA) is proposing a 3 mile, $21.7 million (escalated dollars) vintage rail trolley circulator in downtown Oklahoma City. The project is known as the MAPS (Metropolitan Area Projects) Transportation System Rail Element. COTPA estimates that 1,700 daily riders will use this route in the year 2000. The project will serve the Alfred P. Murrah bombing memorial and proposed Federal office campus.
Status	COTPA completed a major investment study for a 15-mile corridor that connects the hotel district along Meridian Avenue in southwest Oklahoma City with the downtown and the area around Remington Park Racetrack in the northeast. The preferred alternative includes the vintage trolley project in downtown, and was selected in September 1995. The trolley project is included in the regionally adopted metropolitan transportation plan and transportation improvement program. COTPA will be using Section 5307 formula funds for preliminary engineering which has begun along with advance planning tasks authorized for this project. Through FY 1997, Congress has appropriated $1.99 million in Section 5309 New Start funds for this project.
Justification	This project is exempt from the New Starts criteria since the anticipated Section 5309 Federal share is less than $25 million. **Mobility Improvements -** The MAPS Link is not expected to significantly reduce travel time. Approximately 1,700 daily riders are expected to be attracted to the trolley circulator. **Cost Effectiveness -** The cost-effectiveness index is $3 per new trip. **Environmental Benefits -** Oklahoma City is classified as an attainment area for air quality. A preliminary evaluation of environmental factors indicated no

	significant impact on air quality. **Operating Efficiencies -** The project's impact on systemwide operating cost per passenger has not been computed, but is likely to be insignificant. A cost of $.84 per passenger trip is anticipated for the LPA.
Local Financial Commitment	COTPA is expected to seek a total Section 5309 New Start share of $13 million, or 60 percent of the project's estimated capital cost. Other Federal funds would be obtained from the Section 5307 and Community Development Block Grant programs. The 40 percent local share would be derived from a voter approved, 5-year 1 percent sales tax and from other city bond programs. FTA has not rated the capital financing plan or the stability and reliability of operating revenues.

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start	$13.00 ($1.99 million appropriated through FY 1997)
Federal: Section 5307	$0.08
Federal Community Development Block Grant	$0.72
Local:	$7.90
Total:	**$21.70**

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions.

Orlando (I-4 Central Florida Light Rail System)

I-4 Central Florida Light Rail System

Orlando, Florida

(November 1996)

Description	The Florida Department of Transportation (FDOT), in conjunction with the Central Florida Regional Transportation Authority/LYNX, is proposing a series of multimodal (highway and transit) improvements in a 75 mile north-south corridor along Interstate 4 in the Orlando area. The locally preferred alternative (LPA) selected in September 1995 includes the design concept and scope of a series of highway improvements along a 75 mile corridor and a light rail transit (LRT) component along a 52 mile corridor. The LPA includes six general purpose lanes, two high occupancy vehicle (HOV) lanes and LRT within the Interstate 4 north/south corridor. The preliminary cost estimate for the entire project is approximately $2.7 billion (1995 dollars). A 25 mile Minimum Operating Segment (MOS) of the LRT is in preliminary engineering from Altamonte Springs in Seminole County to the SeaWorld/International Drive tourist district. The LRT would be primarily located in the median of a reconstructed Interstate 4, and/or adjacent to an existing CSX rail corridor. In the Orlando Central Business District and in the International Drive area, the corridor would be at-grade. The total cost of the 25 mile Minimum Operating Segment, including related park and ride, bus and LRT facilities, is approximately $880 million (1995 dollars).
Status	FDOT and LYNX completed the I-4 MultiModal Master Plan Major Investment Study. In September 1995, the metropolitan planning organizations in Orlando and Volusia Counties adopted the locally preferred alternative (LPA) as described above. The entire Interstate 4 MIS design concept and scope is included in the current 2020 Orlando Urban Area Transportation Study financial feasibility plan. The highway and transit components of the LPA will be analyzed and refined in separate Preliminary Engineering (PE) efforts and Environmental Impact Statements (EIS). FTA is designated as the lead Federal agency on the light rail transit PE/EIS, while the Federal Highway Administration (FHWA) is the lead agency on the highway PE/EIS. The final Environmental Impact Statement on the 25 mile LRT project is scheduled for completion in October 1998.

	In FY 1997, Congress appropriated $1.99 million for the LYNX Light Rail System. The FDOT has programmed $1.4 billion (1995 dollars) to implement the highway and transit recommendations of the MIS. Approximately $400 million of this amount is for the LRT project. Furthermore, the FDOT has programmed approximately $15 million over two years as its 25 percent share of design of the initial LRT system. The implementing agency, LYNX, plans to request additional Federal support for the FEIS, PE, and Final Design activities and the subsequent construction of the LRT program.
Justification	**Mobility Improvements -** The 25 mile LRT project will serve approximately 35,000 trips per day in 2010. **Cost Effectiveness -** The 25 mile LRT project has a cost effectiveness index of $18 per incremental transit trip (1995 dollars) for the design year 2010. **Environmental Benefits -** The Orlando metropolitan region is currently in attainment with regard to ozone and carbon monoxide. However, potential non-attainment has been an issue over the past several years. The LRT program will assist the region in remaining in attainment as it continues its rapid growth in the future. The project will result in the reduction of 150,000 miles of daily vehicle miles traveled (VMT). **Operating Efficiencies -** In 2010, the operating cost for the 25 mile LRT project is forecast to equal $2.70 compared to $2.52 for the TSM alternative.
Local Financial Commitment	The ratings of capital financial commitment and operating revenues are based on the most current information available to FTA. The financial plan is being updated, but was not available at the time of this report. The capital financing plan is rated "medium." The preliminary financial plan for the initial LRT project anticipates a non-Federal funding contribution of 20 to 50 percent, depending on the element of the program. FDOT has committed to providing one half of the non-Federal share of the entire LRT project, up to 25 percent of the total capital cost. The balance will be provided by public/private partnerships, including service improvement districts and by grants from local funding jurisdictions. The stability and reliability of operating funds are rated "low." Operating funding for LYNX is currently provided by grants by local jurisdictions. Florida has legislation that enables the State to provide capital and additional operating support to local transit agencies for bus and rail programs.

Proposed Source of Funds	Total Funding ($million)
Federal: Section 5309 New Start	$440.00 ($1.99 million appropriated through FY 1997
State and Local:	$440.00
Total:	**$880.00**

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions.

Other Factors	
	Florida has legislatively mandated growth management, and all local governments are required by State law to submit and adhere to local comprehensive plans. The comprehensive plans in Central Florida are required to coordinate land use and transportation planning. LYNX has adopted Transit Oriented Development (TOD) practices through the agency's *Mobility Design Manual and Customer Amenities Manual*. These documents have been or are being incorporated into all local comprehensive plans and Land Development Codes. **Assessment of Land Use Policies and Conditions**: This project was among those in the FTA Office of Planning's pilot assessment of land use and conditions (as a pilot for evaluation and rating of transit-supportive land use policies as a new start criteria, beginning in FY 1999). This pilot application is described earlier in this report. The alignment serves major tourist attractions, one of which has integrated its expansion plans to incorporate an LRT station. In 1990, the corridor contained 14 percent of the region's population and 44 percent of the employment. Forecasts indicate growth in jobs, hotel rooms and additional residents. The area has comprehensive growth planning regulations. The comprehensive plans for the counties and cities along the corridor have been amended to include transit-friendly goals, objectives, and policies. Significant changes in local ordinances have been made. The Orlando CBD master plan has recognized the need to support transit through streetscape improvements.

Portland (South/North Corridor)

South/North Corridor

Portland, Oregon - Vancouver, Washington

(November 1996)

Description	The South/North Corridor project is a bi-state light rail line between the Clackamas Regional Center, Oregon, and Vancouver, Washington. The 20 mile LRT line would connect the Clackamas Regional Center, Milwaukie, Oregon, and the Portland, Oregon, central business district in the southern portion of the corridor, and would serve Vancouver, WA in the northern portion of the corridor. Capital costs for the South/North LRT project are estimated to be $1.4 billion in 1994 dollars ($2.4 billion in escalated dollars). The project is proposed to be constructed in two segments over the next two authorization periods. The first 12-mile segment, connecting the Clackamas Regional Center to the Rose Quarter is estimated to cost $830 million (1994 dollars) ($1.2 billion in escalated dollars). Metro, Portland's MPO, estimates the full LRT line would carry about 68,000 daily riders in the year 2015.
Status	Congress has amended, in Section 336 of Public Law 104-205, ISTEA's definition of interrelated projects to include the South/North project and has appropriated $6.0 million of Section 5309 New Start funds for FY 1997. Metro has completed the South/North Corridor Major Investment Study which evaluated a range of mode and alignment options for the corridor. In December 1994, the Metro Council in Portland, Oregon, and C-TRAN Board of Directors in Vancouver, Washington, selected light rail as the locally preferred alternative. The project is included in the Metropolitan Transportation Plan for both Portland and Vancouver. FTA approved the initiation of preliminary engineering in April 1996, and Metro expects to complete the draft Environmental Impact Statement (EIS) by September 1997.
Justification	**Mobility Improvements -** The South/North LRT would serve the congested I-5 and McLoughlin Boulevard travel markets, improving traffic service levels and providing mobility benefits to major concentrations of transportation disadvantaged persons. Transit travel times would be improved by 33 percent between the Portland CBD and the major activity centers located within the corridor as compared to the TSM. South/North LRT would attract over 30,000 new riders daily and would result in over $2 million in annual travel time savings to existing transit riders compared to the TSM.

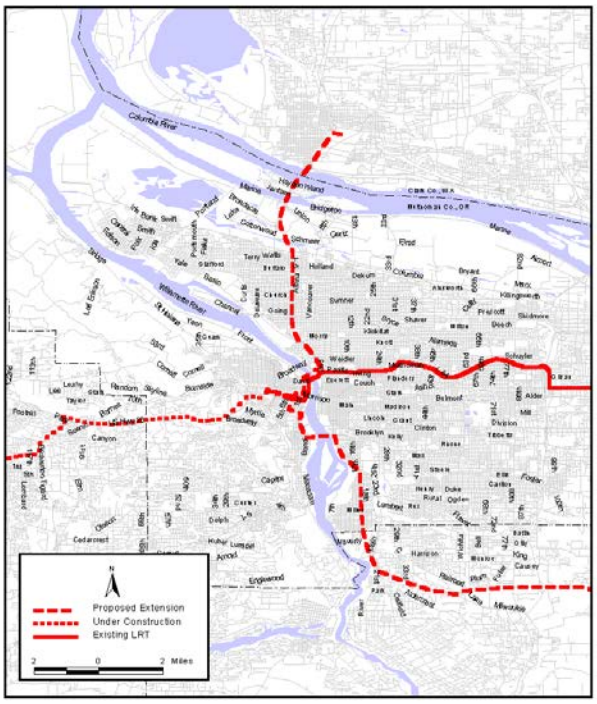
	Cost Effectiveness - The cost-effectiveness index is $5 per new rider. **Environmental Benefits -** The Portland/Vancouver Metropolitan region is currently in non-attainment for both ozone and carbon monoxide. In 2015, the first segment of the South/North LRT would result in the following annual emissions reductions: 58 tons of non-methane hydrocarbons, 549 tons of carbon monoxide, and 118 tons of ozone precursors (nitrogen oxide). South/North LRT and related land-use densities are a major component of the region's air quality maintenance plan. **Operating Efficiencies -** Systemwide operating costs would drop from $1.51 per passenger with the TSM in the South/North Corridor to $1.48 with South/North LRT.
Local Financial Commitment	The South-North Project is proposed to be constructed in two segments. The first construction segment is 12 miles connecting Clackamas Regional Center to Rose Quarter, and is estimated to cost $1.2 billion in escalated dollars ($830 million in 1994 dollars). In November 1994, Portland region voters approved a $475 million General Obligation bond for the project. In February 1996, the Oregon legislature approved $375 million for the project, but the State funding package was referred to the voters and rejected in a November 1996 statewide election. Tri-Met is considering funding strategies in the wake of the November 1996 decision, and is developing a revised financing plan. Based on current information, the capital financing plan is rated "low." Several strategies for closing the potential State/local funding shortfall are under consideration including shortening the minimum operating segment (MOS), developing alternative alignments, and securing additional revenues. Current Tri-Met plans call for $600 million of Section 5309 funds to match current State/local funds for the first construction segment. The stability and reliability of operating funds are rated "low."

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start	$600.00 ($5.96 million appropriated through FY 1997)
State and Local:	$600.00
Total:	**$1,200.00**

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions.

Other Factors	**Assessment of Land Use Policies and Conditions -** This project was among those in the FTA Office of Planning's pilot assessment of land use and conditions (as a pilot for evaluation and rating of transit-supportive land use policies as a new start criteria, beginning in FY 1999). This pilot application is described earlier in this report. Employment in downtown Portland is expected to grow significantly. Mixed use centers exist in this corridor. The Transportation Planning Rule requires cities and counties to change subdivision and development ordinances to promote transit and walking, and calls for a 10 percent reduction in parking and 10 percent less driving per capita over twenty years. Transit supportive land use controls, including growth boundaries to constrain sprawl, are in place in both the Oregon and Washington portions of the Corridor. There are enforceable transit-supportive plans in all jurisdictions along the Corridor, parking controls in Portland, and station area planning activities focusing on the entire Corridor.

Portland:
South/North Corridor



Sacramento (South Corridor LRT)

South Corridor

Sacramento, California

(November 1996)

Description	The Sacramento Regional Transit District (RT) is developing an 11.3-mile light rail project on the Union Pacific right-of-way in the South Sacramento Corridor. RT has elected to phase the project to maximize the use of available state and local capital funds and to correspond with available operating funds. Phase 1, known as the Interim Operable Segment (IOS), consists of a 6.3-mile segment of the full project. The segment would operate between downtown Sacramento and Meadowview Road and has been forecast to carry 25,000 trips per day in the year 2015. The estimated capital cost of the IOS is $220.3 million (escalated dollars). Phase 2 is estimated to cost an additional $222 million (1995 dollars).
Status	Section 3035 (xx) of ISTEA directed FTA to enter into a multiyear grant agreement with RT for $26 million to provide for the completion of alternatives analysis, preliminary engineering, and final design. Through FY 1997, Congress has appropriated $9.92 million in Section 5309 New Start funds. The Major Investment Study/Alternatives Analysis/Draft EIS was completed in September 1994. The preferred alternative was selected in January 1995. RT expects to complete preliminary engineering and a final EIS on Phase 1 by early 1997. RT is currently funding the Phase I preliminary engineering and final EIS with $3.8 million in local dollars. The full project is shown in the most recent Sacramento Area Council of Governments (SACOG) Long Range 20 Year Plan. RT expects to begin preliminary engineering for Phase 2 as soon as additional operating funds can be secured. A one cent state gas tax is to be voted on in 1998.
Justification	**Mobility Improvements -** Population, employment and person trips in the Sacramento area are expected to increase significantly in the next twenty years, with the South corridor expected to grow at rates higher than the regional averages. This is projected to result in substantial deterioration in the levels of service on the two north-south freeways in the corridor, I-5 and State Highway 99. Phase 1 of the project is forecast to attract approximately 4,600

	new daily riders to transit, and save 2,700 daily hours of transit travel time over the TSM alternative. **Cost Effectiveness -** The cost-effectiveness index for the full project is $1 per new rider, compared to the TSM. The cost-effectiveness index for Phase 1 is $6 per new rider, compared to the TSM alternative. **Environmental Benefits -** Sacramento has recently changed from a "serious" to a "severe" nonattainment area for ozone and a "moderate" nonattainment area for carbon monoxide. Phase I would reduce daily automobile trips by 3,800 and the full build would reduce auto trips by 6,650 per day (compared with the TSM alternative). **Operating Efficiencies -** Phase I will improve the operating cost per passenger from $2.40 to $2.00, compared to the TSM alternative.
Local Financial Commitment	For Phase 1, RT intends to request 51 percent funding from the Section 5309 New Start program. State and local sources, derived from Proposition 108 and 116 bond funds, Local Transportation Fund proceeds, developer fees and other revenues would contribute 49 percent. The capital finance plan for Phase 1 is rated "high." The Proposition 108 and 116 state funds appear secure as a funding program and, in particular, as a funding source to this project. The funding risk appears low. The Measure A local sales tax is in place. The plan appears to be able to cover lower than expected growth rates as demonstrated in sensitivity analyses for each of the major funding sources. The stability and reliability of operating funds are rated "medium-high." Funding sources to operate the system are in place through 2008. Operating cost and revenue projections seem reasonable in comparison with trends. Overall, the plan appears to be able to cover unanticipated revenue shortfalls. In 1994, the average age of RT's bus fleet was 4.7 years old, which is better than the national average.

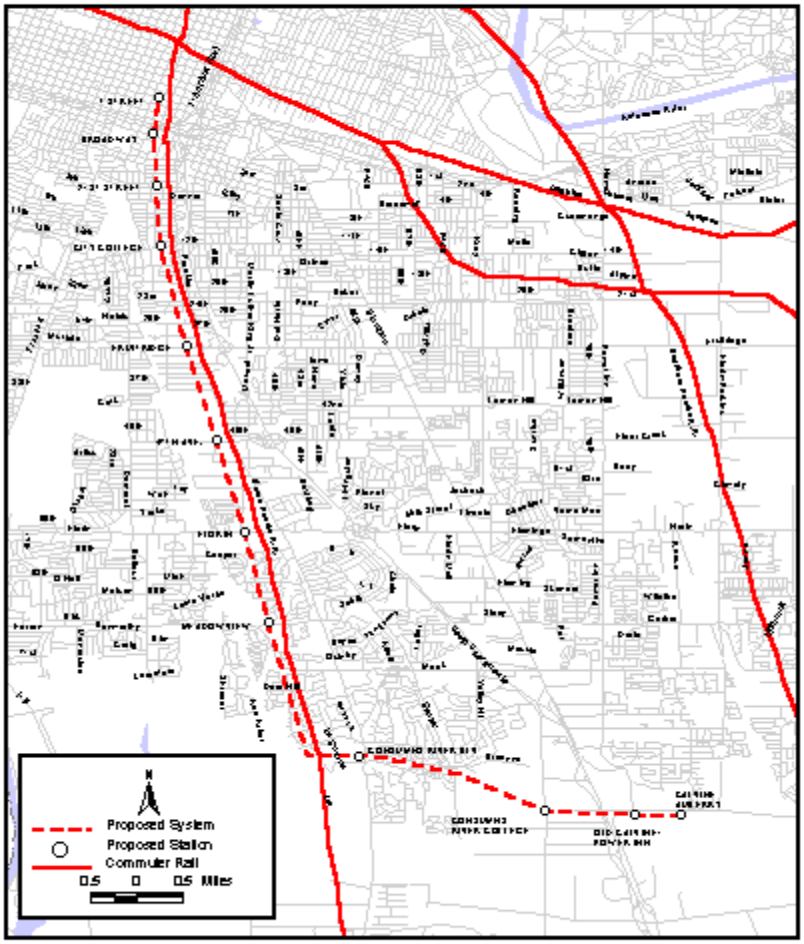
Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start	$113.20 ($9.92 million appropriated through FY 1997
State/Local:	$107.10

Total:	**$220.03**

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions.

Other Factors	Adjacent to the City College station, a specific land use plan is being developed for the City College and Union Pacific Railyards. If the Union Pacific ceases operation at these rail yards, it plans to build a pedestrian and transit oriented mixed use development. Additional developments are to take place at the Franklin Boulevard and the Broadway Stations. RT is currently working with local developers on a joint development project at the Power Inn Station on the existing Folsom Line.

Sacramento:
South Corridor



San Diego (Mid Coast Corridor)

Mid Coast Corridor

San Diego County, California

(November 1996)

Description	The Metropolitan Transit Development Board (MTDB), the California Department of Transportation (Caltrans), and the San Diego Association of Governments (SANDAG) are proposing commuter rail improvements, a light rail line extension, and high occupancy vehicle lanes in the Mid-Coast Corridor. The corridor extends about 12 miles along I-5 from I-8 near Old Town, north to the vicinity of the University of California at San Diego, University Towne Centre shopping mall, and Carmel Valley. The commuter rail improvements consist of the construction of a new station and the addition of parking to one existing station on the Coaster commuter rail line. This aspect of the project is estimated to cost $5.7 million (1992 dollars). The 10.4-mile Mid-Coast LRT project would extend from Old Town to North University City, and would include nine stations. The line would connect with the Mission Valley and South LRT lines and the Coaster line at the Old Town Transit Center. A 3.4 mile initial phase is proposed from Old Town to Balboa Avenue at a cost of $77 million. The full build LRT line and supporting bus services are estimated to cost $353.3 million (1992 dollars). The line is forecast to attract 15,600 riders per day. The proposed HOV lanes would be built by Caltrans in the median of I-5 between Carmel Mountain Road and I-8. The 11.6-mile project would connect with HOV lanes being planned and designed north of this segment. The HOV lanes are expected to cost $148.7 million (1992 dollars).
Status	Section 3035(u) of ISTEA directed FTA to sign a multiyear grant agreement with MTDB providing $27 million for the completion of alternatives analysis and the final Environmental Impact Statement (EIS) and to purchase right-of-way. Through FY 1997, Congress has appropriated $5.57 million of which $2.64 million has been reprogrammed or rescinded. The Mid-Coast alternatives analysis began in 1990 and a draft EIS was circulated in March 1995. In October 1995, the MTD Board selected the Locally Preferred Alternative described above. The LRT project is included in

	the Regional Transportation Plan and the Regional Transportation Improvement Program. In September 1996, FTA authorized MTDB to initiate preliminary engineering (PE) and the final Environmental Impact Statement (EIS) on the 3.4 mile Phase I segment. PE/EIS for the second phase of the LRT project will be requested at a future date, after a financial plan is secured. In early 1997, MTDB will submit a PE request for the Coaster Stations. The Coaster Stations will then be incorporated into the Phase I segment that is currently in PE.
Justification	**Mobility Improvements -** Freeways and arterial streets in the corridor are congested due to rapid growth and the lack of alternative routes. Existing bus service must contend with the same highway congestion as the private auto. The LRT line is expected to reduce travel time by 3,260 hours (compared with the TSM alternative). **Cost Effectiveness -** The cost effectiveness index is $3.50 per new trip for Phase 1 of the LRT alternative and $7 per new trip for the full build LRT alternative (1992 dollars, 2005 ridership). **Environmental Benefits -** The San Diego region is a "serious" non-attainment area for ozone and in compliance for carbon monoxide. MTDB estimates that the preferred alternative would reduce regional vehicle miles traveled by almost 0.2 percent. **Operating Efficiencies -** In 2005, MTDB's systemwide operating cost per passenger is projected to be $3.00 for the No-Build alternative, $3.08 for the TSM, $3.10 with the HOV lane, $3.07 for the Phase 1 LRT alternative and $3.04 for the full build LRT alternative.
Local Financial Commitment	In 1987 San Diego voters approved a 1/2 cent local sales tax dedicated to transportation. One-third of the revenues, or $750 million over 20 years, is earmarked for capital improvements to public transit, and a major share of this is for LRT extensions. The proposed Section 5309 New Start share for the commuter rail improvements is 17 percent, or $.97 million. The balance would be derived from state funds and local sales tax funds.

	The following ratings are based on the Full Build LRT line ($353.3 million). Funds are available to build portions of both the Mission Valley East and Mid-Coast lines. However, sufficient funds are not available to build both lines in their entirety. Funding in place and projected to be available from the state are as follows: $1.20 million in state Transit Capital Improvement, $5.03 million in state rail funds, $9.17 million in Transnet local sales tax funds. The capital finance plan is rated "low." It should be noted that the MTDB is advancing several LRT projects without Federal funding. These include an LRT line from downtown to Old Town (completed), a West Mission Valley Line (opening fall 1997), and an extension of the East Line to Santee. The MTDB has designated the Mission Valley East corridor as first priority for any additional funds that may become available. A variety of potential sources have been considered for the Mid-Coast LRT line's operating expenses. The MTDB is likely to have sufficient resources to operate light rail in the Mid-Coast Corridor, although additional operating revenues will be needed after the entire light rail system is completed. The stability and reliability of operating assistance is rated "low." The HOV project is to be implemented by Caltrans using highway funds. However, funds are not available at this time to begin the project.

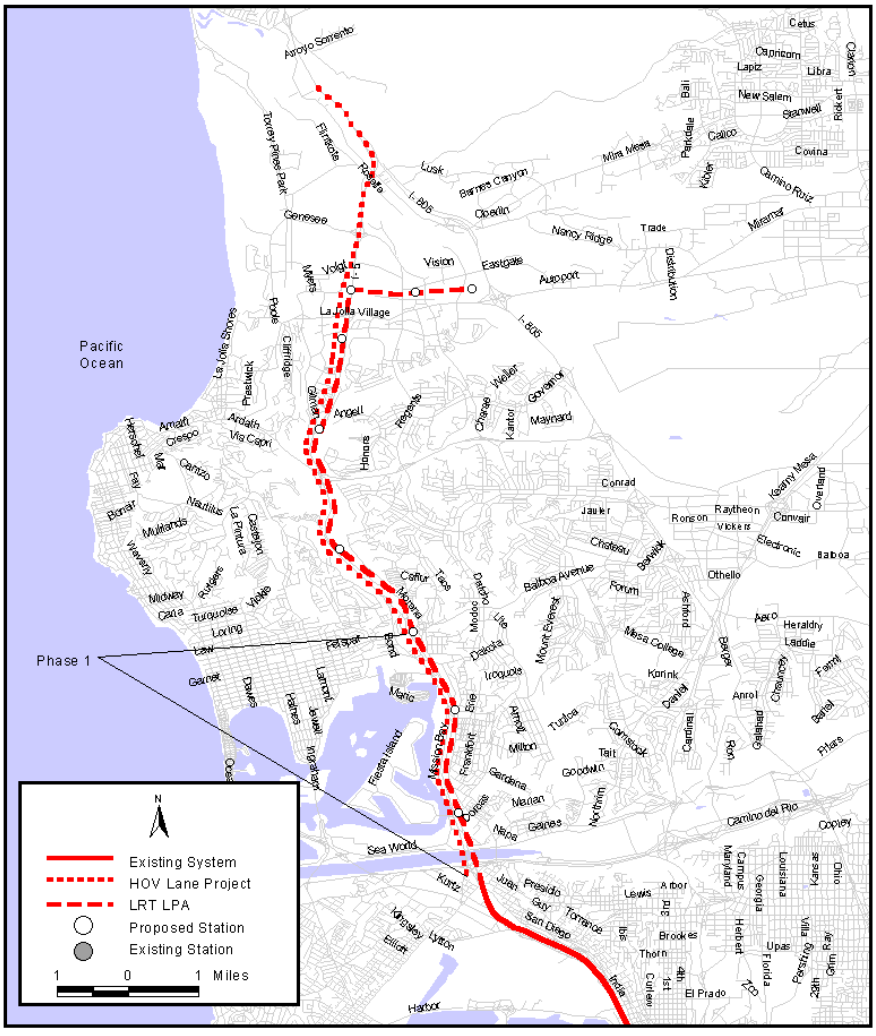
Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start	$61.60 ($2.94 million appropriated through FY 1997
State/Local:	$15.40
Total:	**$77.00**

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions.

Other Factors	**Assessment of Land Use Policies and Conditions:** This project participated in the FTA Office of Planning's pilot assessment of land use and conditions (as a pilot for evaluation and rating of transit-supportive land use policies as a new start criterion, beginning in FY 1999). This pilot application is described earlier in this report. High incremental growth in employment is anticipated around key stations. The City of San Diego and SANDAG have adopted policies and guidelines favoring transit oriented development. Various TOD manuals, videos, guidelines and statements of policy have been provided to potential developers. SANDAG has been given a limited authority to deal with the issue of growth management. Recently, the parking element of the citywide TDM plan was rescinded. Revisions to the city zoning code have been proposed to encourage TOD.

	Joint development prospects are promising at two, and possibly other, station locations. Two efforts are currently underway related to the Clairemont Drive Station. One, sponsored by SANDAG, involves local architects and planners drafting a design for joint development at and adjacent to the station. The other is an FTA pilot project to quantify the benefits of joint development for use in evaluating proposed rail projects.

San Diego:
Mid Coast Corridor



San Francisco (BART to Airport)

BART to San Francisco International Airport

San Francisco, California

(November 1996)

Description	The new Locally Preferred Alternative selected in November 1995 by the Bay Area Rapid Transit (BART) and San Mateo County Transit District (SamTrans) boards is an 8.2-mile,4-station BART extension south from the Colma BART Station through Colma, South San Francisco, San Bruno, an east-west aerial "wye" (Y) stub perpendicular to the CalTrain alignment into the San Francisco International Airport (SFO), which terminates at a Millbrae Avenue BART/CalTrain Station. This alternative is estimated to cost.$1.167 billion. Ridership is projected to be 68,600 trips per day by 2010.
Status	Section 3032(c) of ISTEA directed FTA to approve the construction of the Locally Preferred Alternative for the BART San Francisco Airport Extension, including Phase 1a to Colma and Phase 1b to San Francisco International Airport. Section 3032(c)(2) mandated the execution of a multiyear grant agreement with BART to permit expenditure of funds for the construction of the BART-SFO Extension. An Alternatives Analysis/Draft EIS/EIR was completed in 1992, resulting in a locally preferred alternative. New alignments were later evaluated and, in April 1995, BART and SamTrans revised the preferred alternative. Due to MTC and congressional direction to evaluate lower cost options, an aerial design option to the tunnel alignment into the Airport was evaluated in a Focused Recirculated DEIR/Supplemental #2 DEIS. The final EIS was completed in June 1996 and an ROD was issued in August 1996. In November 1996, FTA responded to congressional requests for information and recommended issuance of a Full Funding Grant Agreement (FFGA). The BART-SFO project is one of the projects participating in the FTA Turnkey Demonstration Program. ISTEA initiated this program to determine if the turnkey (design/build) approach will reduce implementation time and cost. Through FY 1997, $242.59 million of the $512.8 million of Section 5309 New Start funds (authorized by ISTEA FY 1992-97) has been appropriated for the

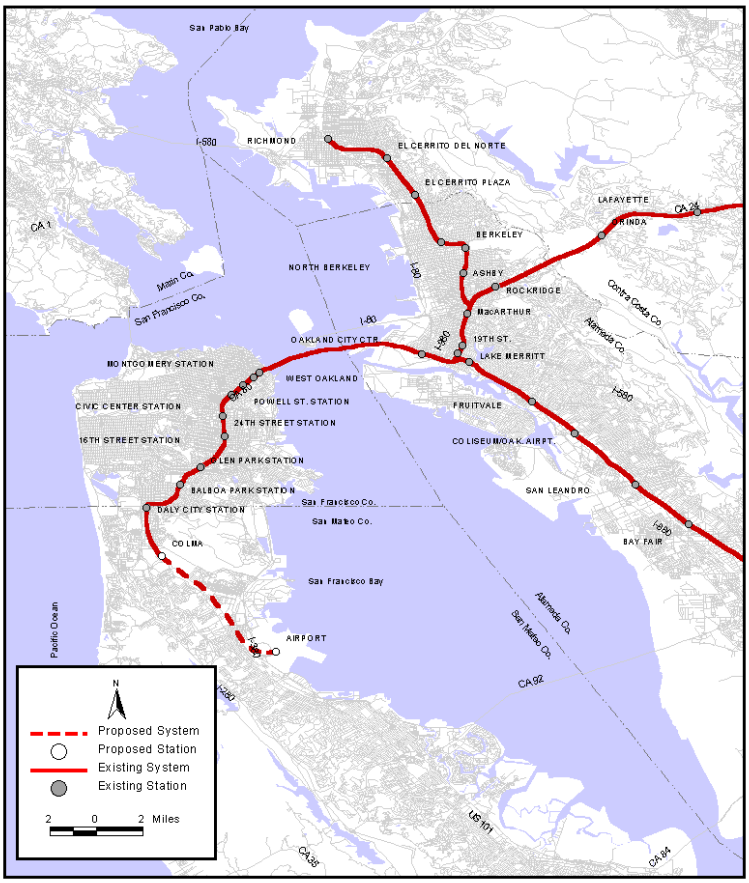
	San Francisco Bay Area and allocated by the MTC among the Colma BART extension, the BART-SFO project, and the Tasman LRT project. In accordance with the regional Memorandum of Understanding executed in December 1993, the affected agencies are currently working with MTC to determine future allocations. The Colma BART extension opened for revenue service in February 1996.
Justification	The BART-SFO Extension is exempt from the Section 5309(e) new start criteria because the Section 5309 New Start share of the regional rail program is less than 33 percent. **Mobility Improvements -** The BART extension to the Airport would improve transit access from San Francisco and the East Bay to the Airport and would also improve transit service along the Peninsula to San Francisco. The project would increase transit ridership on BART and CalTrain and increase regional transit ridership by 23,200 over the No-Build in 2010 and 13,600 over the TSM. Daily travel time savings would be 6,900 hours over the TSM. **Cost Effectiveness -** The cost-effectiveness index is $20 per new transit rider. **Environmental Benefits -** The Bay Area has been redesignated as an attainment area for ozone. To maintain this designation, the project would reduce daily vehicle miles traveled (VMT) by 485,000 in year 2010 versus the No-Build Alternative. Carbon monoxide emissions would be reduced by 1,235 tons per year. The project would remove 10.5 acres of wetlands and upland habitat of threatened and endangered species. Mitigation measures are being developed in coordination with Federal and state resource agencies. **Operating Efficiencies -** The systemwide operating cost per passenger is estimated to be $2.51 for the No-Build, $2.52 for the TSM and $2.56 for the BART Extension in 2010.
Local Financial Commitment	A regional financing agreement has tied this project to other fixed guideway projects in the Bay Area. The plan calls for 100 percent local funding of East Bay projects and 64 percent Section 5309 funding for this project, resulting in a 27 percent Section 5309 funding share of the region's fixed guideway extension program. The non-Federal funding would come from the local and state sources noted below. Although state bonding referendums failed in 1992

	and 1994, the BART extension money included in the referendums has been replaced by other state funds. The capital finance plan is rated "medium." More than half of the non-Federal funds are in place and the remaining sources have been identified. SamTrans has committed $99 million pursuant to a 1990 agreement with BART. There is $98 million in state gasoline sales tax funds committed to the project. An additional $10 million in state rail transit bond revenues was approved for the project in 1990. Pursuant to a 1989 toll increase on Bay Area bridges, the MTC has $10 million available for the project. The San Francisco Airports Commission has identified $200 million that will be made available through the issuance of General Airport Revenue Bonds. The stability and reliability of operating funds are rated "medium." BART and SamTrans derive operating revenues from a 0.5 percent dedicated transaction and use tax and from fare revenue. BART also has a dedicated property tax. SamTrans and BART appear to have the ability to fund system operations under expanding economic conditions. BART's projections of sales tax revenue growth seem conservative in comparison with trend data. The financial plan assumes substantial fare increases in 1996 and 1997. In 1994, the average age of the SamTrans bus fleet was 4 years, which is better than the national average of 8.3 years. BART's rail vehicles averaged 16.7 years old.

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start	$750.00 ($83.92 million appropriated through FY 1997
Airport Commission:	$200.00
State/Local:	$217.00
Total:	**$1,167.00**

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions.

San Francisco:
BART to Airport



San Francisco (Bayshore)

Bayshore Corridor

San Francisco, California

(November 1996)

Description	The City and County of San Francisco and the San Francisco Municipal Railway (MUNI) are proposing to construct a new 5-to 7-mile light rail line in the southeast sector of San Francisco. The corridor runs from the vicinity of the Bayshore CalTrain Station near the San Francisco/San Mateo County line, connects with the existing light rail system in downtown San Francisco via Third Street, and provides regional connections to BART and CalTrain at multimodal stations. Rail operations under consideration include exclusive (subway) as well as semi-exclusive (street median) rights-of-way, using either high or low floor light rail vehicles. Downtown alignment and terminal design options need to be resolved in the current phase of project development. One of these options would connect with the existing MUNI Metro Market Street Subway. A second option would operate into a new Third Street Central Subway, continuing north of Market to a terminal in Chinatown. Surface options are also being considered which could form the basis for interim service. The project also includes construction of a new light rail maintenance and storage facility which is necessary to support any light rail expansion project in San Francisco. The cost for the Bayshore Corridor Project ranges from approximately $250 million for the option that would operate into the Market Street Subway to approximately $650 million for the option which includes construction of a new Third Street Central Subway.
Status	In October 1996, FTA authorized the initiation of preliminary engineering and the preparation of a Draft Environmental Impact Statement/ Draft Environmental Impact Report (DEIS/DEIR). The Third Street Central Subway option, which is not in the long range plan, will be studied on a broad basis rather than at the level of detail required in preliminary engineering. The DEIS/DEIR will evaluate a No Build Diesel Bus Alternative and the Light Rail Build Alternative with multiple downtown terminal options, as well as a new rail yard. However, it is also MUNI's intent to identify options for phased implementation of the preferred alternative.

	Completion of the DEIS/DEIR is expected by January 1998 and the Record of Decision is anticipated in June 1998. The Bayshore Corridor Study is included in the current regional long-range plan, with the caveat that it will be 100 percent locally funded. However, maintaining eligibility for future Federal participation is a high priority for the City in order to leverage approximately $200 million to $400 million of federal funds with an estimated $265 million local match. Negotiations continue with the Metropolitan Transportation Commission to revise the project's status for the 1997 update of the Regional Transportation Plan. To date, no Federal funds have been appropriated for this project.
Justification	**Mobility Improvements -** The value of annual travel time saved, relative to the TSM alternative, range from a reduction of 769 hours per day to an increase of 223 hours. **Cost Effectiveness -** The cost-effectiveness index, relative to the TSM alternative, was calculated for two light rail options that would operate directly into the Market Street Subway. It ranges from $6 to over $9. **Operating Efficiencies -** Annual operating efficiencies, relative to the TSM alternative, have been calculated for two light rail options that would operate directly into the Market Street Subway, and range from $1.20 to $1.90 per passenger trip. **Environmental Benefits -** The San Francisco Bay Area is currently in attainment for all Federal ambient air quality standards. Data on projected reductions in emissions or VMT as a result of this project have not yet been calculated. Those calculations will be forthcoming as part of the ongoing EIS study effort.
Local Financial Commitment	In 1989, San Francisco voters approved the Proposition B Transportation Expenditure Program which dedicated a half-cent sales tax to transportation projects. The San Francisco County Transportation Authority, which administers this program, has programmed in the 1995 Strategic Plan approximately $265 million of Proposition B revenues for construction of a Bayshore project (including track, overhead and other infrastructure, and vehicle acquisition) and $5 million for corridor planning and environmental studies. The Transportation Authority has also programmed approximately $22

	million of additional Proposition B funds for a new rail facility. The capital financing plan is rated "low." A detailed financing plan, identifying specific funding sources, will be prepared during PE. Preliminary studies show that incremental operation and maintenance (O&M) costs for a new Bayshore light rail service may be as much as $2 million to $3 million annually. This estimate will be refined in the next phase of project development, and strategies to offset the new LRT line's O&M costs will be explored. The operating financing plan is rated "low."

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start	N/A ($0.0 million appropriated through FY 1997)
State/Local:	N/A
Total:	**N/A**

Note: This table is not filled out because the financial plan has not yet been developed.

Other Factors	**Assessment of Land Use Policies and Conditions:** This project is one of those in the FTA Office of Planning's pilot assessment of land use and conditions (as a pilot for evaluation and rating of transit-supportive land use policies as a new start criterion, beginning in FY 1999). This pilot application is described earlier in this report. Current densities and development in the corridor are supportive of transit. Active and long standing commitment to transit-oriented development is reflected in the SF General Plan and Planning Code. It promotes vertically zoned commercial districts, limits the number of parking spaces, encourages mixed use development, and designates a citywide pedestrian network. Specific policies to facilitate the development of transit supportive land use along Third Street were adopted as part of the South Bayshore Area Plan and incorporated in the SF General Plan in 1995. The main objective of the Bayshore Corridor Project is to provide improved transit service to Bayshore neighborhoods and to achieve a goal of equity with other communities currently served by rail. The other important objective is to use a rail investment to support economic revitalization of the South Bayshore area, which is now a federally designated Enterprise Community which also lies within a city designated Enterprise Zone, and may be designated a Redevelopment Project Area.

Washington (Metrorail to Largo Town Center)

Largo Corridor

Washington, D.C., Metropolitan Area

(November 1996)

Description	The Maryland Mass Transit Administration (MTA) is planning a 3.1-mile extension of the Washington Metrorail Blue Line from Addison Road to Largo Town Center. This addition will add two stations -- one at Summerfield Boulevard and the other at Largo Town Center. At the Largo Town Center there are two station/trailtrack options. Parking capacity will increase by 2,700. The proposed extension is beyond the 103-mile Metrorail system authorized by the National Capital Transportation Act of 1969, as amended. Capital cost estimates for this project are approximately $350 million (1996 dollars), depending on the Largo Town Center Station/Trailtrack option that is selected. The capital cost to midpoint of construction is between $382 million and $415 million (2002 dollars). Total daily transit ridership is estimated at 28,500.
Status	Section 3035(nn)(3) of ISTEA directed FTA to enter into a full funding grant agreement with the State of Maryland or its designee for not less than $5 million to carry out an alternatives analysis and preliminary engineering (PE). Congress has not appropriated any funds for this study. However, FTA issued a Letter of No Prejudice in February 1996 to Maryland DOT for $5 million to prepare a Draft Environmental Impact Statement (DEIS) and to conduct PE. System planning requirements have been fulfilled. FTA approved the initiation of PE in February 1996. MTA is anticipating PE to be completed by February 1998. Additionally, FTA approved the Draft Environmental Impact Statement for public circulation in October 1996. The Addison Road to Largo Metrorail Extension project is included in the National Capital Region's Constrained Long Range Plan for construction in 2020. It is also programmed in the State of Maryland's Statewide Transportation Improvement Program.
Justification	**Mobility Improvements -** The change in travel time savings from TSM is 2,420 hours per day for the Addison to Largo alternative. In terms of vehicle mile reductions, approximately 92,000 daily vehicle miles would be diverted

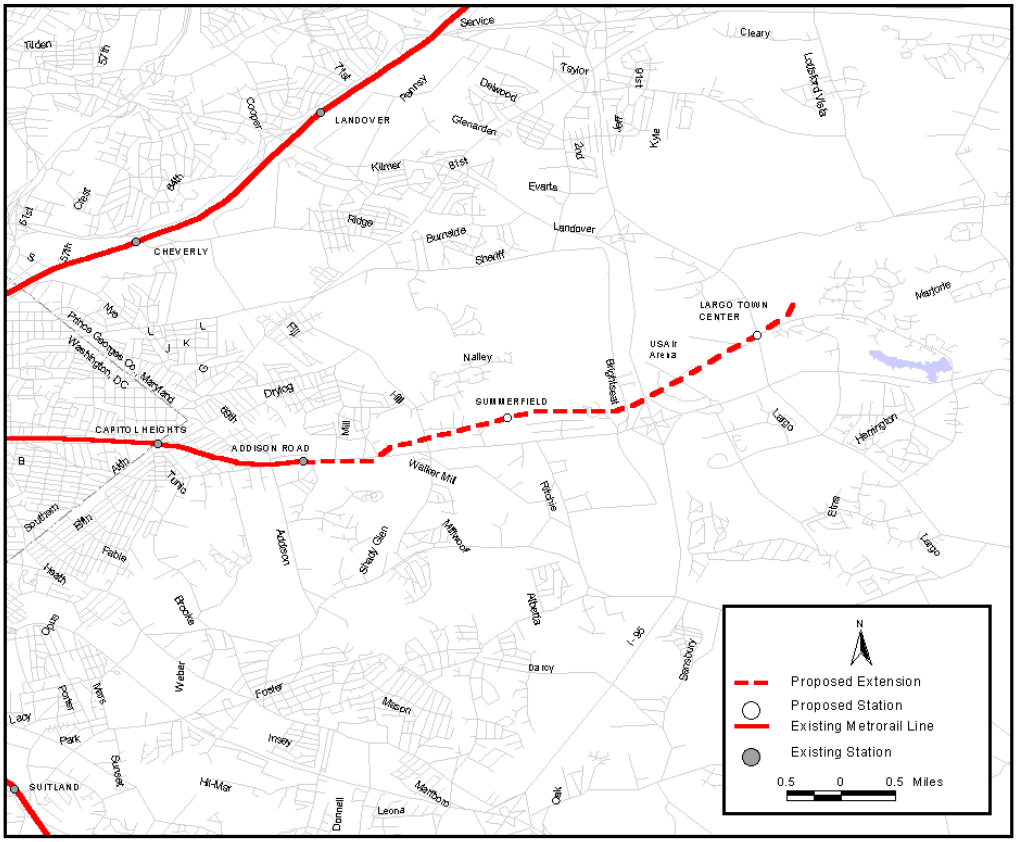
	from autos by the Metrorail extension versus the No Build Alternative. **Cost Effectiveness -** The cost effectiveness index is $7.30 to $7.95, depending on the Largo Town Center station and track alignment option selected. **Environmental Benefits -** The Washington Metropolitan area is classified as a serious ozone nonattainment area and a moderate carbon monoxide nonattainment area. The Project is in conformance with and is consistent with Maryland's SIP provision for TCMs. **Operating Efficiencies -** The current Washington Metropolitan Area Transit Authority systemwide cost per passenger is $2.30. With this build alternative, the cost would be $2.33 per passenger.
Local Financial Commitment	MTA is proposing that 79 percent of the capital cost be derived from the Section 5309 New Start program. The remaining 21 percent would be derived from the state's Transportation Trust Fund, which is supported by several existing taxes and fees (motor vehicle fuel taxes, vehicle titling taxes, vehicle licensing and registration fees, and corporate income taxes). Trust Fund monies are expected to be available after FY 1997. The capital finance plan is rated "medium." While FTA has not seen a specific finance plan for the Largo extension, the state's Transportation Trust Fund is in place and has sufficient funds to supply the non-Federal share. The stability and reliability of operating assistance are rated "low-medium." The funding arrangements and sources for operating and maintenance costs have not been identified. MTA projections assume Federal operating assistance will remain at present levels. In 1994, the average age of MTA's regional bus fleet was 12.7 years old, which is substantially above the national average.

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309	$276.50 ($0 million appropriated through FY 1997)
State:	$73.50
Local:	$0.00
Total:	**$350.00**

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions. Totals may not add due to rounding.

Other Factors	**Assessment of Land Use Policies and Conditions:** This project participated in the FTA Office of Planning's pilot assessment of land use and conditions (as a pilot for evaluation and rating of transit-supportive land use policies as a new start criteria, beginning in FY 1999). This pilot application is described earlier in this report. Land use development plans and policies have been adopted into local, regional, and state plans. A countywide growth policy was recently developed by Prince George's County in the corridor. Area plans call for high mixed use density around stations. Joint development and air rights development policies are in place, and transit overlay zoning to focus denser development around stations has been approved. WMATA and MTA are cooperating in promoting transit/ pedestrian friendly design, parking management, and mixed high density land uses.

Washington:
Metrorail to Largo Town Center



Altoona, PA (Pedestrian Crossover)

Pedestrian Crossover

Altoona, Pennsylvania

(November 1996)

Description	This proposed project is a pedestrian crossover at 14th Street in Altoona, Pennsylvania.
Status	Section 3035(ddd) of ISTEA directed FTA to sign a multiyear grant agreement for $3.2 million with the City of Altoona for construction of the pedestrian crossover. No funds have yet been appropriated for this proposed project. The Pennsylvania Department of Transportation has committed to funding this project with highway funds. Currently, the pre-design phase is underway. The design stage will be concluded by August 1997 and the completion of construction is expected in the following year.

Atlanta (Athens Corridor)

Athens Corridor

Atlanta, Georgia

(November 1996)

Description	Section 3035(rr) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) directed the Federal Transit Administration to enter into a multiyear grant with the Atlanta Regional Commission (ARC) to study the feasibility of commuter rail in a 70-mile corridor eastward from downtown Atlanta to Greensboro, Georgia.
Status	To date, no funds have been appropriated for this study. However, the Georgia Department of Transportation (GDOT) completed in late 1995 a comprehensive study of 12 potential commuter rail corridors around the City of Atlanta. The GDOT study concluded that the Atlanta- Greensboro corridor was feasible for commuter rail service as far as Madison, Georgia, but that other lines were more feasible and should be implemented as part of the first phase of a two-phase implementation program. The Atlanta-Madison Corridor is recommended for

	Phase II. Commuter rail service between Atlanta and Athens, Georgia was recommended for immediate implementation through Phase I. ARC has expressed interest in moving forward on the Atlanta-Athens line. The 1995 Georgia General Assembly has allocated $50,000 in 1996 funds to begin the implementation of the Athens line. The capital costs for the Atlanta-Athens line were estimated at $108 million (1994), with $53 million in rail corridor improvements and $55 million for rolling stock. Daily work trips on the line were estimated at 8,900 riders per day for the year 2010. Farebox recovery would exceed 60 percent.

Atlanta (Buckhead People Mover)

Buckhead People Mover

Atlanta, Georgia

(November 1996)

Description	The Atlanta Regional Commission (ARC), together with local business leaders, the City of Atlanta, area residents, MARTA and other interested parties have studied the feasibility of constructing an automated people mover or similar circulator system in the Buckhead area of Atlanta, Georgia. Buckhead has over 60,000 residents, 9 million square feet of office space, 4 million square feet of retail space (including two of the Southeast's most popular shopping malls), and 3,000 motel rooms. In addition, the area is currently served by two MARTA rail stations, Lenox and Buckhead.
Status	Section 3035(s) of ISTEA directed FTA to enter into a multiyear grant agreement with ARC for $0.2 million to complete a conceptual engineering study of the proposed system. The study was completed in 1994. The study recommended initial development of a bus circulator on a combination of surface streets and dedicated busway in the Buckhead area. The project would be designed so that it could be converted to a higher volume, fixed guideway people mover system in the future, should demand grow sufficiently. A further recommendation of the study was the enactment of a special taxing district in the service area in order to share capital and operating costs of the system. To date, no action has been taken by the public or private sectors to implement the study's

	recommendations. Capital costs for the bus circulator system were estimated at $20.4 million (1993). Operating and maintenance costs were estimated at $6.7 million per year (1993). Average daily ridership was estimated at 13,000.

Atlanta (DeKalb County Project)

DeKalb County Light Rail Study

Atlanta, Georgia

(November 1996)

Description	The Metropolitan Atlanta Rapid Transit Authority (MARTA) is studying the feasibility of constructing a light rail or similar fixed guideway transit line in the central and south DeKalb County area of Atlanta, Georgia.
Status	Through FY 1997, Congress has appropriated $656,388 to study the feasibility of constructing a light rail or similar fixed guideway in the central and south DeKalb area of metropolitan Atlanta. The corridor to be studied extends from the MARTA Lindbergh Center transit station on the North heavy rail line east along an existing railroad line to Emory University, then south through the Decatur/East Lake communities to connect with the MARTA East heavy rail line. The corridor then follows a southeasterly course along Candler Road crossing the I-285 perimeter highway to the DeKalb College south campus. The anticipated completion date for the study is September 1997.
Funding	No funds are being requested for this project in FY 1998 pending the completion of the feasibility study. It is anticipated that funds will be requested from FY 1999 appropriations for design, engineering, and right-of-way acquisition for this project.

Austin (Northwest/North Central Corridor)

Northwest/North Central Corridor

Austin, Texas

(November 1996)

Description	The Austin Transportaton Study (ATS), which is the metropolitan planning organization (MPO) for the Austin metropolitan area, has adopted a long range transportation plan calling for over 50 miles of fixed guideway transit to serve the area's future mobility needs. Funding has been programmed by the MPO in the Transportation Improvement Program for development of the first leg of the fixed guideway transit system.
Status	The Capital Metropolitan Transportation Authority (Capital Metro), ATS and the Texas Department of Transportation (TxDOT) are currently conducting a Major Investment Study (MIS) to identify the highest priority corridor for fixed guideway transit development and adopt a locally preferred strategy. The MIS is scheduled for completion in early 1997.

Baltimore (Glen Burnie LRT Extension)

Baltimore - Glen Burnie LRT Extension

Baltimore, Maryland

(November 1996)

Description	The Mass Transit Administration (MTA) is examining the community, engineering, and environmental feasibility of extending its light rail service from the existing southern terminus at the Cromwell Station stop to the Glen Burnie Town Center. The study area is located in northern Anne Arundel County, Maryland, and is part of the greater Baltimore metropolitan region. It is bounded by the Cromwell Station to the north, Georgia Avenue to the east, Central Avenue to the west, and Ritchie Highway to the south. The study evaluated the build and no-build alternatives. Under the build alternative, four alternative alignments are under consideration. Each alignment has only one station stop and the alignments range in length from 0.6 miles to 2.0 miles. Capital costs for these alignments range from $20.2 million to $43.4 million. The no-build alternative was used as a baseline to compare the level of efficiency and environmental impacts associated with the build alternative.
Status	A Notice of Intent to prepare a Draft Environmental Impact Statement (DEIS) was granted in January 1994. This work was partially funded under the Section

	5307 formula program. The DEIS was published November 22, 1996, for public comment. Based on the results of the DEIS process, an alignment will be selected and a final EIS will be prepared. Through FY 1997, Congress has not appropriated funds for this study. An extension of light rail from the Cromwell Station stop has been adopted by the Transportation Steering Committee of the Baltimore Metropolitan Council, the MPO for the Baltimore Region. The Anne Arundel County General Development Plan, which was updated during the summer of 1996, also includes the extension of the Central Light Rail Line south of the Cromwell Station stop.
Justification	**Mobility Improvements -** The daily travel time savings are projected to be between 915 and 1,890 hours. An extension of the Central Light Rail Line into the Glen Burnie Town Center proposes to increase transit ridership; address the need for improved mass transit services and mobility; support economic activity and revitalization within Glen Burnie; and relieve traffic congestion. **Cost Effectiveness -** The combined A.M. and P.M. peak period ridership (boardings and alightings) of the build alternative alignments range from 600 to 1,090 daily trips. The cost effectiveness index for the alignment alternatives begins at $11 and would rise to $56.30, depending on which alignment is selected. **Environmental Benefits -** The Metropolitan Baltimore Interstate Air Quality Control Region has been designated a non-attainment area for ozone. Automobile vehicles miles will decrease under all of the build alternatives; therefore, the impact on regional air quality will be positive. **Operating Efficiencies -** The MTA's 1995 systemwide Central Light Rail Line per boarding cost is $2.64 (representing the no-build alternative). For the four build alternatives, the cost per boarding is an average of $2.69.
Local Financial Commitment	MDOT is financed through the transportation trust fund. Trust Fund monies for this project may be available after FY 1997.

Boston (North-South Station Rail Link)

Boston - North Station - South Station Rail Link

Boston, Massachusetts

(November 1996)

Description	The Massachusetts Bay Transportation Authority (MBTA) is studying transit options in the corridor between North Station and South Station in downtown Boston. The alternatives include various configurations of a rail tunnel which would permit through commuter rail trains to serve both downtown stations. (Current MBTA commuter rail service is split into two completely separate services, one serving North Station and one serving South Station.) A rail tunnel would also permit Amtrak to provide through-service to communities north of Boston. The rail tunnel, electrification, and rolling stock are estimated to cost up to $2 billion (escalated dollars).
Status	Section 3035(ii) of ISTEA directed FTA to conduct a feasibility study of a proposed rail link between North Station and South Station in Boston. Two alignments were studied: a Congress Street alignment and an alignment following the Central Artery. FTA completed the study in early 1995. In FY 1992, $250,000 of Section 5309 New Start funds were used to underwrite the study. The study assessed the costs and benefits of both tunnel alternatives. In 1993, the Central Artery Rail Link Task Force, under Massachusetts' Executive Office of Transportation and Construction (EOTC), studied a rail link in the Central Artery alignment and concluded that it would be feasible. The Task Force proposed that the Central Artery design be modified to create a "box" which would allow for the construction of a rail link at a later date when funding is available. These initial modifications are estimated to cost $100 million. Based on this study, Congress appropriated $4 million (in the FY 1993 Amtrak supplemental) to begin engineering. The MBTA is presently conducting a Major Investment Study (MIS), and a draft environmental impact statement (DEIS) is being prepared. The current study indicates that barrel tunnels along the Central Artery alignment would be a more cost effective design. This approach would reportedly reduce the needed design modification to the Central Artery highway project. The Draft EIR/EIS/MIS are expected to be completed by the Spring of 1997.

Boston (Urban Ring)

Urban Ring

Boston, Massachusetts

(November 1996)

Description	The Massachusetts Bay Transportation Authority (MBTA) is planning to conduct a Major Investment Study (MIS) for a circumferential corridor located just beyond the Boston central core. These alternatives would connect with existing commuter rail and transit lines and would generally follow the alignment of what had previously been a proposed inner belt highway. The alternatives being considered include rail service to new station stops on the existing radial system and enhanced local bus service. Initial cost estimates range from $20 million for the bus alternative to $1.4 billion (escalated dollars) for the full build alternative.
Status	An MIS will begin in the winter of 1996/1997 and is expected to be completed early in 1999. Feasibility studies conducted in 1989 and 1993 will serve as the basis for the MIS. A key element of this study will be land use and development planning in the circumferential corridor. Through FY 1997, Congress has appropriated $1.09 million for this study.

Charlotte, N.C. (Priority Corridor)

Charlotte Priority Corridor

Charlotte, North Carolina

(November 1996)

Description	The City of Charlotte is considering high-capacity bus and rail alternatives for several corridors.
Status	Section 3035(r) of ISTEA directed FTA to sign a multiyear grant agreement with the City of Charlotte providing $0.5 million for the completion of system planning and alternatives analysis for a priority corridor. The City of Charlotte has completed a system planning study which examined alternative bus and rail technologies for each of eight different corridors in a radial pattern from the Charlotte central business district. The study recommended proceeding with more detailed planning analysis for the Airport, Pineville and Matthews

	corridors. The next planning step would be a Major Investment study (MIS) in one or more corridors to evaluate alternatives for addressing current and future transportation problems. The city is requesting $700,000 in Section 5307 funds for FY 1997 to perform an MIS in the Pineville corridor.

Chicago (Transit Improvements)

Chicago Transit Improvements

Chicago, Illinois

(November 1996)

Description	In FY 1997, Congress provided $22.3 million in Section 5309 New Starts funds to Chicago specifically for transit improvements in the central business district designed to compensate for the canceled central circulator project. Specific measures now under consideration will focus on enhancing access to and from existing elevated and subway rapid transit stations to provide for more efficient management of passenger flows during the morning and evening rush hours.
Status	The $22.3 million in FY 1997 funds are expected to be obligated over the course of the fiscal year.

Cincinnati (Northeast Corridor)

Cincinnati Northeast Corridor

Cincinnati, Ohio

(November 1996)

Description	The corridor extends from the Cincinnati/Northern Kentucky International Airport/Florence area north through downtown Covington, Kentucky, and downtown Cincinnati, Ohio, to the Mason, Ohio, Paramount's Kings Island Amusement Park in Warren County, Ohio. This 33-mile corridor paralleling I-71 generally runs in a northeasterly direction, and so is referred to as the Northeast Corridor or I-71 Corridor Study. Alternatives being evaluated include No Build, TSM, HOV Lanes, Busway and Light Rail. The capital cost of the light rail alternative, based on second level screening evaluation, is $1.2 billion (escalated dollars) for the entire 33-mile corridor.

Status	The Ohio-Kentucky-Indiana Regional Council of Governments (the metropolitan planning organization) is conducting a Major Investment Study (MIS) for this corridor. The locally preferred alternative is scheduled for selection in January 1997, after which it will be the subject of another public involvement phase. The MIS is scheduled for completion in April 1997. The current schedule anticipates initiation of Environmental Impact Statement (EIS) preparation and Preliminary Engineering in June 1997. Through FY 1997, Congress has appropriated $6.5 million for the corridor study.

Cleveland (Canton-Akron-Cleveland Commuter Rail)

Canton-Akron-Cleveland (CAC) Commuter Rail

Cleveland, Ohio

(November 1996)

Description	This proposal is exploring the feasibility of establishing commuter rail service which would link Akron with Canton and Cleveland.
Status	Planning is being undertaken jointly by the transit operators and MPOs in Akron, Canton and Cleveland. In anticipation of future transportation needs in the CAC corridor, Akron Metro Regional Transit Authority (METRO) has acquired several parcels of abandoned railroad right of way in the region. In FY 1994, $992,000 was appropriated for right of way acquisition. This appropriation was combined with $1.0 million in Surface Transportation Program (STP) funds transferred under the Title I provisions of the Intermodal Surface Transportation Efficiency Act of 1991 for the purchase of the Sandyville Local Rail Line between Akron and Canton. The FY 1996 and FY 1997 appropriations included $4.2 million and $3.5 million, respectively, for this commuter rail project. Funds from the FY 1996 appropriation will be used to finance the rehabilitation and signalization upgrade of rail line purchases.

Cleveland (Highland Hills Corridor)

Highland Hills Corridor

Cleveland, Ohio

(November 1996)

Description	The corridor extends from the terminus of Cleveland's Blue line (at the intersection of Van Aken Boulevard and Warrensville Center Road in Shaker Heights) to Highland Hills.
Status	Section 3035(zz) of ISTEA directed FTA to enter into a multiyear grant agreement with the Greater Cleveland Regional Transit Authority for $1.2 million to provide for the completion of alternatives analysis and preliminary engineering. Congress has not yet appropriated these funds. Possible transportation improvements for the corridor are being considered in the system planning phase. One alternative is the extension of the Blue Line.

Cleveland (Northeast Ohio Corridor)

Northeast Ohio Commuter Rail Feasibility Study

Cleveland, Ohio

(November 1996)

Description	This proposal involves commuter rail service to connect urban and suburban areas of northeastern Ohio.
Status	Section 3035(w) of ISTEA directed FTA to sign a multiyear grant agreement with the Northeast Ohio Areawide Coordinating Agency (NOACA) in the amount of $1.6 million for a commuter rail feasibility study. The Northeast Ohio Areawide Coordinating Agency has received a grant for $800,000 and has begun work on Phase I of the study. In this phase, NOACA is looking at existing and proposed land use patterns and impacts, preliminary ridership estimates, preliminary cost estimates and other feasibility indicators for potential commuter rail corridors in the Cleveland, Ohio, area. The first phase is expected to be completed during FY 1997. Phase II, if funds are available, will complete the analysis by assessing economic and environmental implications of a commuter rail system, as well as other transportation modes available to meet the anticipated travel demand. Phase II

	would also include preliminary design, cost and integration with existing transit services and an implementation plan for those corridors found to be feasible.

Craig, Alaska (Alaska-Hollis Ketchikan Ferry)

Alaska - Hollis Ketchikan Ferry

Craig, Alaska

(November 1996)

Description	The city of Craig, in coordination with the communities of Prince of Wales Island, proposes the construction of a new passenger terminal at Hollis and a new 196 foot shelter deck ferry vessel which could carry 28 vehicles and 149 passengers. This project also proposes expanded ferry service between Hollis and Ketchikan. The proposed service would provide two trips per day, 365 days per year between Hollis and Ketchikan. The proposed service would replace existing Alaska Marine Highway Service which provides six trips per week during the summer and two trips per week during the winter between Hollis and Ketchikan. The total cost of this project is estimated at $10.7 million. Annual passenger ridership is estimated at 97,400 by the year 2005.
Status	For Federal fiscal year 1997, Congress appropriated $6.35 million in New Start funding for the final design and construction of the proposed project to include the passenger ferry terminal at Hollis and the new ferry vessel. The city of Craig recently completed preliminary scoping and design of the proposed project to include preliminary vessel design and service needs. This initial step was funded through the Federal Highway Administration. The city of Craig anticipates initiation of the proposed expanded ferry services in 1999. The project is not currently identified in an approved Statewide Transportation Improvement Program.
Justification	Since the proposed Section 5309 share is less than $25 million, this proposal is not subject to the new start criteria in 49 U.S.C. Section 5309(e)(2)-(7).
Local Financial Commitment	The local match for the project has not been secured. The city anticipates the formation of a Port Authority authorized by Alaska's Municipal Port Authority Act. The proposed port authority may include membership of several

	communities on Prince of Wales Island. The port authority would assume responsibility for operation of the proposed ferry service between Hollis and Ketchikan. The city anticipates that the operating costs would be completely covered by fare revenue and other revenue such as concessions. The city of Craig has proposed the following funding strategy for the proposed project:

Proposed Source of Funds	Total Funding ($million)	Appropriations to Date
Federal: Section 5309 New Start	$6.35	$6.35 million appropriated through FY 1997
Local: Municipal Bond Issue	$4.35	N/A
Total:	**$10.70**	

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions.

Detroit (Woodward Corridor)

Woodward Corridor

Detroit, Michigan

(November 1996)

Description	The Woodward Corridor extends for a distance of about 14 miles northwest from the Detroit CBD. Portions of the corridor are within the Federally designated Empowerment Zone. The area has been advanced as a possible light rail corridor with the possibility of a busway as an interim alternative. There is no current cost estimate or ridership forecast. In the early 1980s, when planning for this proposal was suspended, a Light Rail Transit (LRT) project for the corridor had a construction cost estimate of $1.4 billion.
Status	Section 3035(m) of ISTEA directed FTA to enter into a multiyear agreement with the City of Detroit for not less than $20 million for the completion of alternatives analysis and preliminary engineering for a light rail project. This corridor has been identified by the City of Detroit to be the Woodward Corridor. Through FY 1997, Congress has appropriated $10 million for these studies; however, $9.78 million has been reprogrammed or rescinded. The remainder, $.22 million has been obligated. In the 1970s and early 1980s, Detroit conducted alternatives analysis and nearly completed preliminary engineering (PE) for LRT in the Woodward Corridor. The project became inactive in 1985 due to a lack of funding. In June 1995, the

	metropolitan Detroit tri-counties of Wayne, Oakland and Macomb passed the first county-wide dedicated funding initiative to support suburban transit services. The City of Detroit continues to subsidize public transit through its General Fund contributions averaging approximately $27.0 million in recent years. Detroit has applied for a grant to review the previous alternatives analysis and PE and to prepare a work scope for necessary updates. Local reviews of literature focusing on busways have resulted in the consideration of busways as an interim transit mode due to cost and flexibility. Additional analysis of capital and operating perspectives will be conducted. The City of Detroit has recently received favorable funding action by the State of Michigan in support of a new sports/entertainment stadium complex in the Woodward corridor. The City of Detroit and private sector representatives have announced agreement to construct the new sports/entertainment complex. The development of this project and the continued growth of the adjacent theatre district and housing is expected to generate significant job growth, economic development and transportation needs for the near future. As a result of these new conditions, much of the information developed in the earlier studies will need to be modified to include busway analysis as an alternative interim proposal when project planning is resumed.

Hartford (Griffin Line Corridor)

Griffin Line Corridor

Hartford, Connecticut

(November 1996)

Description	The Greater Hartford Transit District (GHTD) is planning a light rail transit (LRT) line from downtown Hartford and several city neighborhoods to suburban towns to the north, ultimately reaching Bradley International Airport (16 miles total). Phase I includes 12 miles of LRT in rail right-of-way owned by the State of Connecticut (9.2 miles) and a portion owned by Amtrak as well as a segment at grade on city streets in downtown Hartford. Economic development, and

	community revitalization plans, as well as clustered mixed use land plans have been prepared around each of the station stops. Average daily ridership is projected at 15,200 in the year 2010. Phase 1 of the project is estimated to cost $249.7 million (1994 dollars).
Status	The Griffin Line Corridor Major Investment Study (MIS) was adopted by the Capitol Region Council of Governments (the MPO) in July 1995, including the selection of the light rail option as the locally preferred alternative. A Task Force of public and private sector representatives prepared a financing plan in 1996. The project was not authorized in ISTEA. Through FY 1997, Congress appropriated $0.99 million toward preliminary engineering (PE) and EIS. The project sponsors anticipate beginning PE in early to mid 1997.
Justification	**Mobility Improvements -** The Griffin Line LRT would provide mobility benefits to both the suburban commuter travel market and to major concentrations of transportation disadvantaged persons. Phase 1 projections are that the LRT would have 15,200 riders per day increasing to 78,500 daily system transit trips in 2010. This includes the 12 mile LRT segment. By comparison, the TSM alternative would handle 73,500 trips and the No-Build alternative 71,900. The project is expected to save 2,400 hours of travel time per day (compared with the TSM alternative). LRT would provide access to 75 percent of the corridor's suburban jobs compared to 30 percent currently accessible by transit service. **Cost Effectiveness -** The cost-effectiveness index for the Phase 1 12-mile segment is $13 per new rider, compared to the TSM alternative. **Operating Efficiencies -** The system-wide operating cost per passenger in year 2010 (1994 dollars) is estimated to be $1.46 for Phase I, compared to $1.39 for the TSM alternative. **Environmental Benefits -** The Capitol Region is classified as "serious" non-attainment for ozone and as a "moderate" non-attainment area for carbon monoxide. The MIS found that the LRT alternative would produce the greatest air quality benefits of all the alternatives. LRT would contribute to long term improvements in the region's air quality by supporting the Downtown Hartford Major Employers Parking Policy and by supporting clustered, mixed-use developments at station stops, thereby reducing long term reliance on cars.
Local Financial	Hartford is requesting a Section 5309 New Start funding share of $149.8

Commitment	million, or 60 percent of project costs. The financing plan anticipates $62.4 million from the State from a combination of bonds backed by the State fuel tax and State general revenues. Regional funding ($10 million) is planned on the basis of proposed Regional Asset District state legislation and local benefit improvement district revenues, private sector funding of Phase I is projected to total $27.5 million including donation of right-of-way and major joint development projects at a number of station stops, with the cost of station and parking facilities incorporated into the privately funded development projects. Operating funds are anticipated from a combination of State fuel taxes, as well as private sector, regional and local sources noted above. Negotiations are underway with State, regional and local officials and the private sector. A final capital and operating cost funding plan is anticipated to be one of the products of the Preliminary Engineering and EIS work scheduled for completion by the end of 1998.

Indiana (Northern Indiana Commuter Rail)

Northern Indiana Commuter Rail

Indiana

(November 1996)

Description	The Northern Indiana Commuter Transportation District (NICTD) is conducting a Major Investment Study for the West Lake Corridor to examine the southern extension of the South Shore Line commuter rail service. The corridor includes approximately 4.5 miles of unused former right of way purchased under ISTEA and jointly owned by the towns of Munster and Hammond and NICTD. The right of way begins at Airline Junction in Munster, Indiana, and ends at Dan Rabin Transit Plaza in downtown Hammond. NICTD has completed a sketch engineering study that would connect this corridor and the South Shore Line at Burnham Yards in Illinois. This alignment would provide direct access via Metra Electric to Randolph Street Station in Chicago.
Status	Through FY 1997, Congress has appropriated $0.50 million in Section 5309 New Start funds for this study.

Jackson, MS (Jackson Intermodal Corridor)

Jackson Intermodal Corridor

Jackson, Mississippi

(November 1996)

Description	This project is a part of the City of Jackson's efforts to develop an intermodal complex and connectors linking the proposed multimodal center and bus transfer facility, the central business district, Jackson State University (an historically black college and university), Jackson International Airport, and Interstate Highways I-55, I-20 and I-220. The city's efforts in this regard include design and construction of a proposed Metro Parkway for which $20,000,000 in state funding has been appropriated. These improvements are located within a federally designated enterprise community and will serve to improve transportation services for the physically disabled and elderly. The Jackson Intermodal Center involves design, right-of-way acquisition and reconstruction of existing rail viaducts spanning the proposed Metro Parkway and street and signalization improvements. The improvements are located in the vicinity of the multimodal center and bus transfer facilities. This is particularly important given the city's plan to centralize bus transfers at the bus transfer facilities, thereby significantly increasing bus traffic density. The existing viaducts are too narrow and lack sufficient clearance to permit safe use of this corridor by bus traffic.
Status	Conceptual planning for the corridor improvements is being conducted. It is anticipated that the planning phase will be completed in June 1997. The MPO plan and TIP will be amended based on the results of the conceptual planning phase. Through FY 1997, Congress has appropriated $5.5 million of Section 5309 New Starts funds for the project.

Little Rock, AR (Little Rock Junction Bridge)

Little Rock Junction Bridge

Little Rock, Arkansas

(November 1996)

Description	The Central Arkansas Transit Authority (CATA) proposes to implement a one-mile-long connection on existing freight track from two points in downtown Little Rock to an 18,000 seat arena under construction in North Little Rock. An existing lift-span bridge over the navigable Arkansas River will be utilized. Passenger sidings will be constructed at the Statehouse Convention Center (currently being doubled in size); at the New River Market complex, which opened last summer; and at the Arena. The Union Pacific freight track will be upgraded to passenger standards, and safety signalization will also be upgraded. A 1987 planning study addressed the costs of upgrading the rail track to passenger standards, and cost estimates and passenger forecasts were made. A bus/rail transfer station will be added to the Arena, and special shuttle buses may be purchased. The project will probably utilize independently powered streetcars, using a diesel motor to run an on-board generator. This will avoid capital costs for an overhead power supply, construction of which would be difficult with the lift-span bridge. The total project is estimated to cost $7 million to $9 million.
Status	A grant application is being prepared for the initial $2.0 million in Federal funds. A Request for Proposals is ready for release. The limited scope of the project does not warrant an MIS, due to the short length of the project; no involvement with new right-of-way; low capacity; and low cost. CATA is proposing to undertake a feasibility study for the small, $7 million to $9 million fixed guideway facility. A bus/rail transfer station will be added to the Arena and may include the use of special shuttle buses. The completion of the project is set for late 1999 to coincide with the Arena's opening. Through FY 1997, Congress has appropriated $1.99 million in Section 5309 New Start funds for the project.

Los Angeles (Santa Monica Boulevard Transit Parkway)

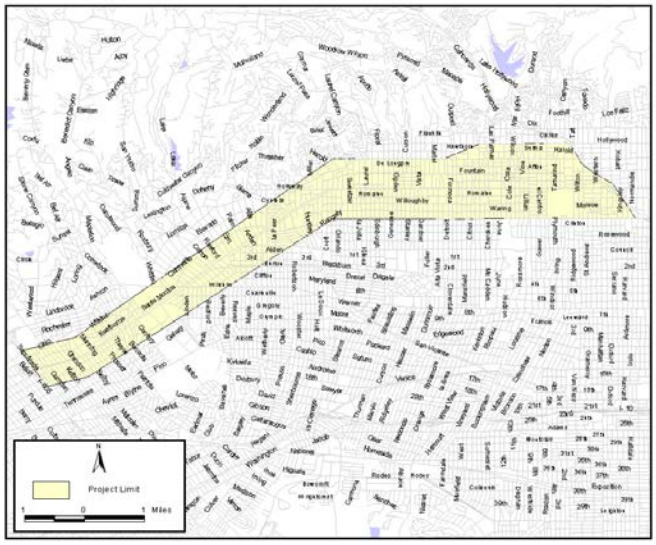
Santa Monica Boulevard Transit Parkway

Los Angeles, California

(November 1996)

Description	The Los Angeles County Metropolitan Transportation Authority (MTA) is studying a section of Santa Monica Boulevard (SR-2) between the San Diego Freeway (I-405) and Moreno Drive, the boundary line between the cities of Los Angeles and Beverly Hills. The purpose of the study is to 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. The MTA has developed a project alternative with an estimated cost of $69.1 million.
Status	Section 3035 (eee) of ISTEA directed FTA to enter into a multiyear grant agreement with the State of California for $15 million. The agreement would cover the construction of the initial 2.2-mile segment. These funds have not yet been appropriated. An additional $8.9 million was authorized in Section 1108 of ISTEA. In April 1994, the MTA analyzed conceptual alternatives for transportation improvements in the larger Santa Monica Boulevard Corridor, between the 405 and 101 freeways. The Corridor Study recommended the Santa Monica Boulevard Transit Parkway as a near-term improvement. The MTA subsequently prepared a Project Study Report (PSR) for the project, which was approved by Caltrans in October 1994. The PSR outlined a 10-lane, one-way couplet project concept, which included dedicated bus transit lanes and a landscaped bikeway. The creation of a grand boulevard composed of two one-way roadways, incorporating neighborhood protections, neighborhood access, on-street parking, and possibly a frontage road, would resolve the queuing limitations, improve safety of the two roadways, and provide a more efficient facility. In January 1996, MTA initiated a Major Investment Study (MIS) that includes the 10-lane alternative as well as additional alternatives with fewer lanes.

Los Angeles:
Santa Monica Boulevard Transit Parkway



Los Angeles (West Central Corridor)

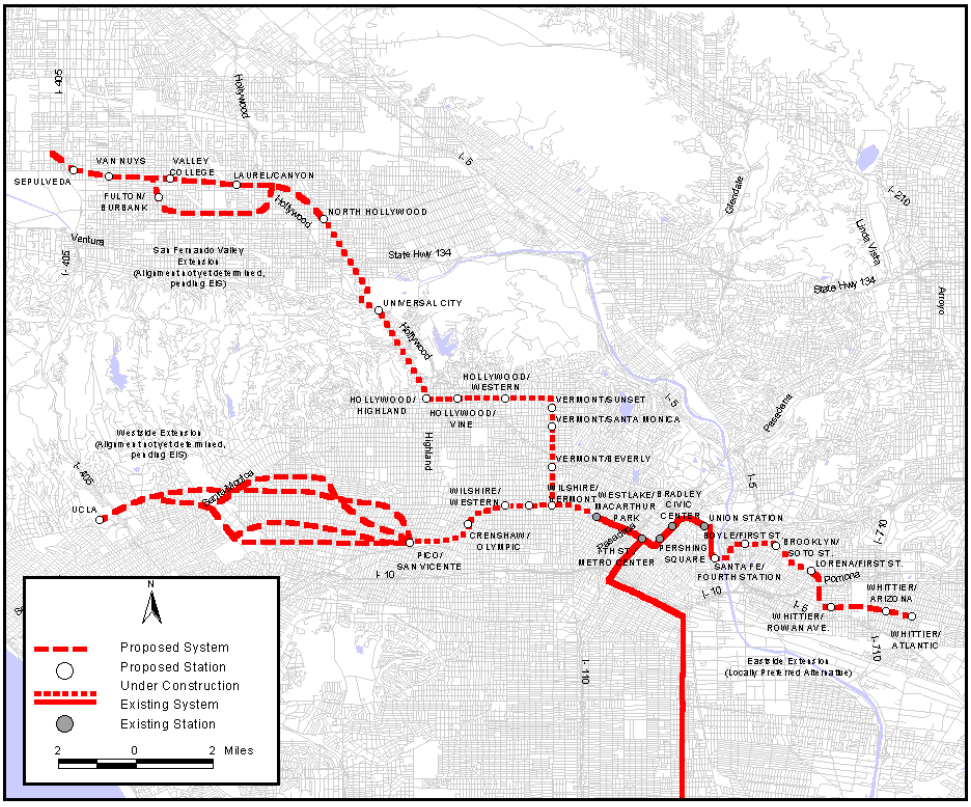
West Central Corridor

Los Angeles, California

(November 1996)

Description	The West Central Corridor extends from the proposed Pico/San Vicente station on the Metro Rail Red Line to Westwood near the University of California at Los Angeles campus, a distance of approximately seven miles. This alternative is currently assumed to be entirely in subway and is estimated to cost about $3.0 billion (escalated dollars).
Status	FTA approved the Los Angeles County Metropolitan Transportation Authority's request to initiate alternatives analysis in July 1991. The study is currently on hold until the alignment of the Mid City segment of the Red Line is determined (see MOS-3 profile). The Major Investment Study will further explore the Metro Rail extension alternative and other alternatives. Congress has not appropriated any funds for this corridor.

Los Angeles:
West Central Corridor



Memphis (Regional Rail)

Memphis Regional Rail

Memphis, Tennessee

(November 1996)

Description	The Memphis Area Transit Authority (MATA) is studying regional fixed guideway transit options and short extensions to the existing CBD rail line under this program. The first extension, connecting the CBD with the riverfront, is under construction. The need for a connection between the CBD and Medical Center is being studied in a Major Investment Study (MIS). The CBD-Medical Center Corridor connects the two largest employment centers in the region. Currently, employment in the corridor is over 80,000. In addition, there are growing residential concentrations

	downtown and in the Medical Center, generating a demand for home-based trips between the two areas, in addition to midday trips between nonresidential locations. One alternative being considered is an expansion of the rail system. For this alternative, the estimated cost for planning/design, construction, and vehicle acquisition is $31 million (escalated dollars). Regional corridors are also being studied as part of the long range plan update process.
Status	An MIS is being prepared for the CBD-Medical Center corridor. The MIS is expected to be completed by December 1996. Concurrently, the long range transit system plan is being finalized and will be completed in early 1997. The plan will include recommendations for priority corridors for fixed guideway investment, as warranted. Through FY 1997, Congress has appropriated $4.75 million in Section 5309 New Start funds for the study.

Maryland (Waldorf Corridor)

Waldorf Corridor

Southern Maryland

(November 1996)

Description	The Mass Transit Administration (MTA) of Maryland is considering extensions of the Maryland Commuter Rail (MARC) system to provide service to Washington, D.C. from Waldorf, Maryland. The MARC system presently consists of two lines between Washington and Baltimore and a third line between Washington and Martinsburg, West Virginia.
Status	FTA has provided planning funds to the Tri-County Council for Southern Maryland for a system planning study of transit alternatives. The corridor includes the Waldorf area, and commuter rail is one of the alternatives to be studied. Other alternatives under consideration include LRT, a busway, and HOV lanes. The Southern Maryland Mass Transportation Alternatives Study now underway is expected to be completed by early 1997. At that time, local and State officials will make a decision on how to proceed. Section 3035(nn)(2) of ISTEA directed FTA to enter into a full funding grant

	agreement with MTA totaling at least $160.0 million, which included not less than $60.0 million in FY 1993, not less than $50.0 million in FY 1994 and not less than $50.0 million in FY 1995, to carry out MARC service extensions and other improvements statewide. The Waldorf Corridor was specifically mentioned, but a subsequent technical amendment allows consideration of other options (e.g. , HOV, LRT) in the current corridor planning study. Through FY 1997, Congress has appropriated $90 million for statewide MARC service extensions and other improvements.

Milwaukee (East-West Corridor)

East-West Corridor

Milwaukee, Wisconsin

(November 1996)

Description	The Wisconsin Department of Transportation (WisDOT) is evaluating alternatives in a 35-mile corridor which extends from Glendale and the University of Wisconsin-Milwaukee (UW-M), southwest through the central business district (CBD) and the near north side of Milwaukee, to the western suburbs and the city of Waukesha. A Major Investment Study-Draft Environmental Impact Statement (MIS/DEIS) was completed in October 1996. It evaluated various LRT alignments and termini, special lanes for carpools and buses, Interstate highway modernization, TSM, and a No Build alternative. Several combination alternatives employing different technologies in different parts of the corridor are also under consideration.
Status	Section 3035(oo) of ISTEA directed FTA to enter into a multiyear grant agreement with the State of Wisconsin for $200 million. The grant agreement would cover construction of an initial segment of the locally preferred transit alternative identified in the Major Investment Study. WisDOT began an alternatives analysis (AA) in the Central Milwaukee East-West Corridor in 1991. In 1994, the AA was converted to an MIS, which includes an analysis of both transit and highway elements. The technical work associated with the MIS is complete. A preferred alternative will be chosen in early 1997. A $3.0 million reallocated appropriation will be reprogrammed to other projects in early 1997.

	WisDOT's preliminary funding strategy assumes $241 million of Interstate Transfer funding in accordance with Section 1045 of ISTEA. It also assumes that Section 5309 New Start funding will be sought for 80 percent of the transit capital cost. Matching funds for the funds pursuant to Section 1045 and Section 5309 are to be provided by either the state, local jurisdictions, or both depending on the alternative chosen. There are no specific financial plans at present.

Minneapolis-St. Paul (Central Corridor)

Central Corridor

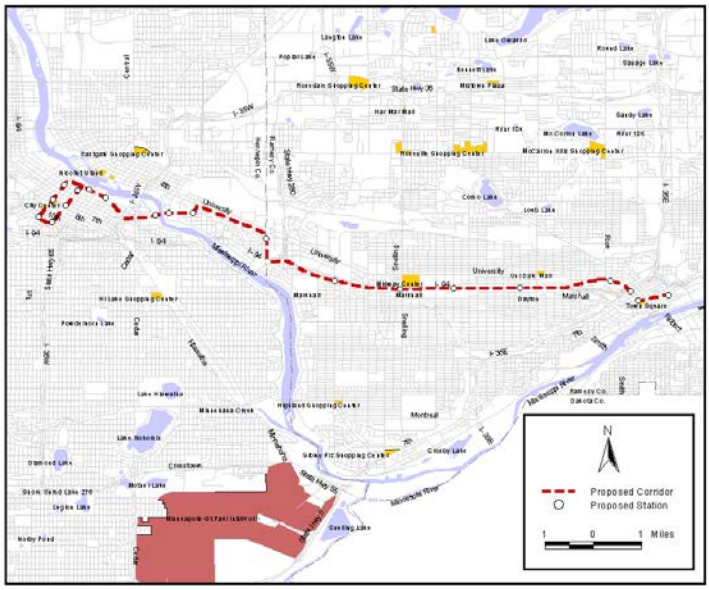
Minneapolis-St. Paul, Minnesota

(November 1996)

Description	The Minnesota Department of Transportation and the railroad authorities of Hennepin and Ramsey Counties, acting as the Joint Lead Agencies (JLA), are studying light rail and bus alternatives in the 11 mile corridor between Minneapolis and St. Paul. The alternatives would serve the two downtowns and the University of Minnesota, and would be located within downtown streets, I-94 and railroad rights-of-way and along an existing busway. Preliminary cost estimates are $581 million for the LRT, $253 million for the busway, and $83 million for TSM (escalated dollars).
Status	The Alternatives Analysis/draft Environmental Impact Statement was published in December 1993. Lack of state and local funding has impeded progress on the study and very little work is currently underway. If funding issues can be resolved, the JLA can then select a locally preferred alternative and begin the final Environmental Impact Statement and Preliminary Engineering. Congress appropriated $2 million in Section 5303 money in FY 1991 for planning, and $7.74 million in Section 5309 New Start funds in FY 1994 and FY 1995. The project is not authorized in ISTEA.
Justification	**Mobility Improvements -** The Central Corridor is one of the most densely developed and highest transit ridership corridors in the region. Projected daily travel time saved is 4,300 hours for the busway alternative and 4,700 hours for the LRT alternative. **Cost Effectiveness -** The cost-effectiveness indices are $29 and $34 for the

	busway and LRT alternatives, respectively. **Environmental Benefits -** Although the Twin Cities were designated a "moderate" nonattainment area for carbon monoxide, the area achieved the air quality standards for this pollutant in 1992-1993. The region is an attainment area for ozone. Information on the impact of the alternatives on regional air quality has not yet been developed. However, the busway and LRT alternatives are estimated to reduce the number of vehicle miles traveled in the region by less than 0.1 per cent while the TSM alternative would result in a reduction of less than half that amount. **Operating Efficiencies -** Operating costs per transit rider for the No-Build, TSM, Busway and LRT alternatives are $2.06, $2.18, $2.29 and $2.27, respectively.
Local Financial Commitment	The Twin Cities are investigating several strategies and a package of funding sources for generating local funds for the capital costs of this project. The Twin Cities are assuming that between 50 percent and 80 percent of the capital cost of the project will come from Section 5309 New Start funds. In 1994, the average age of the buses in the Twin Cities was 5.8 years, which is better than the national average.

Minneapolis - St. Paul:
Central Corridor



Morgantown, WV (Train Control Study)

Morgantown, West Virginia Train Control Study

Morgantown, West Virginia

(November 1996)

Description	West Virginia University requested assistance to fund the upgrade of the computer control system on the Morgantown Personal Rapid Transit (MPRT), which serves its Morgantown campus.
Status	While the project is more appropriately a fixed guideway modernization project rather than a New Start project, Morgantown is a rural area and thus not eligible for these formula funds. It is not anticipated that Morgantown will specifically request additional Section 5309 New Start funds in the future. Through FY 1997, Congress has appropriated $4.2 million in Section 5309 New Start funds to the study.

New Orleans (Desire Study)

New Orleans Desire Study

New Orleans, Louisiana

(November 1996)

Description	The Regional Transit Authority (RTA) proposes to undertake a Major Investment Study (MIS) of the Desire Corridor in New Orleans. The Desire Corridor is defined as a half-mile wide area that is bounded by North Rampart Street/St. Claude Avenue on the north and the Mississippi River on the south. The upriver (western) boundary of the corridor coincides with Canal Street and the downriver (eastern) boundary is defined by the Industrial Canal, approximately 3 miles from Canal Street. The study corridor contains densely developed residential areas, tourist- related commercial activities, Port activities, and the F. Edward Hebert Defense Complex between Poland Avenue and the Industrial Canal. The Defense Complex is the home of the U.S. Navy Support Activity Center. The future home of the New Orleans Center for the Creative Arts (NOCCA) is in the

	corridor, at Chartres and Press Streets. The corridor includes the Vieux Carre (French Quarter), Faubourg Marigny, and Bywater, three of New Orleans oldest neighborhoods and also National Register for Historic Preservation Districts. The MIS will evaluate a streetcar (build) alternative, a TSM alternative, and a no build alternative in terms of providing improved transit service to the corridor.
Status	It is anticipated that a Major Investment Study will be initiated in FY 1997 and will take approximately 12 to 18 months to complete. The MIS is included in the MPO's financially constrained Transportation Improvement Plan (TIP). The selected alternative will be included in the Long Range Plan based on the results of the current analysis. Through FY 1997, Congress has appropriated $1.99 million in Section 5309 New Start funds for the MIS.

New York (Staten Island-Midtown Ferry)

Staten Island-Midtown Manhattan Ferry Service

New York, New York

(November 1996)

Description	The New York City Department of Transportation (NYCDOT) has proposed construction of terminals and initiation of high-speed ferry service between Staten Island and Midtown Manhattan. The service would be provided by privately owned and operated ferries without public operating subsidies. The estimated cost of this project is $12.6 million (escalated dollars). The estimated ridership is 4,800 per day.
Status	Section 3035(d) of ISTEA directed FTA to negotiate and sign a multiyear grant agreement for $12 million to carry out capital improvements for this proposed project. Congress appropriated $1 million in FY 1992, of which $375,000 was rescinded in FY 1995. In FY 1997, Congress appropriated an additional $372,383. During FY 1995, FTA approved a grant in the amount of $250,000 for design

	and engineering activities only. In September 1996, another grant was awarded for $375,000 to support the reconstruction of Slip 7 of the St. George Ferry Terminal on Staten Island. This amendment supplements funds previously awarded for a total construction budget of $1.4 million. NYCDOT has selected an operator for this service. The operator has agreed to procure all vessels at its own expense and to provide the ferry service without operating subsidies. NYCDOT will provide a landing facility at the St. George Ferry Terminal by upgrading an unused slip using FTA funds. NYCDOT and the Port Authority of New York and New Jersey have hired a design consultant for this work. Final design work is currently underway with completion anticipated for January 1997. Ferry service began in November 1996 using existing terminals on an interim basis until upgraded slips are available in September 1997.
Justification	Since the proposed Section 5309 share is less than $25 million, this proposal is not subject to the new start criteria in 49 U.S.C. Section 5309(e)(2)-(7).
Local Financial Commitment	The project, especially its initial $1 million modification of an existing Staten Island ferry slip, would have a very small impact on the city's overall budget, especially since the city expects all operating expenses to be covered by the future private operator. At the present time NYCDOT has not established a capital financing plan for this project. The private operator is paying for the purchase of three catamarans and the operating costs. The balance of the $11 million would pay for a new landing facility on the westside of midtown Manhattan, as well as additional related facilities in Staten Island and Manhattan.

New York (Whitehall Ferry)

Whitehall Ferry Terminal

New York, New York

(November 1996)

Description	The New York City Department of Transportation and the New York City Economic Development Corporation have proposed the redesign and reconstruction of the Staten Island Ferry's Whitehall Terminal in downtown Manhattan. The terminal was largely destroyed by fire in 1991 and ferry service has been operating out of interim facilities since then. The preliminary estimate of the cost of reconstruction is approximately $81.0 million. Currently, 60,000

	people use the interim terminal facilities each day.
Status	Preliminary design will begin in January 1997. Final design is expected to begin in August 1997 and be completed by May 1999. Construction is programmed to begin in August 1999 and will take 3 years to complete. Through FY 1997, Congress has appropriated $8.68 million of Section 5309 New Start funds. In addition, under Section 331 of the National Highway System Designation Act of 1995, $3.5 million has been reallocated to this

Norfolk -Virginia Beach Corridor

Norfolk-Virginia Beach Corridor

Norfolk, Virginia

(November 1996)

Description	The Norfolk-Virginia Beach Corridor has been and continues to be an area of significant growth in the Hampton Roads region. One hundred thousand people commute into the city of Norfolk and 30,000 into Virginia Beach every day from outside those communities. Virginia Beach Boulevard and Route 44/I-264 exceed capacity at many locations with traffic forecast to grow by another 87 percent on Route 44 by the year 2015. Other important issues within the corridor include potential economic development opportunities and increased mobility for transit dependent populations.
Status	The Tidewater Transportation District Commission (TTDC) recently completed a Major Investment Study (MIS), which evaluated the feasibility of implementing various transportation alternatives, including passenger rail service, within the 30-mile corridor extending from Virginia Beach to downtown Norfolk and the Norfolk Naval Base. Alternatives considered included No Build, Congestion Management System, Enhanced Bus, and Light Rail Transit (LRT). In May 1996, LRT was selected as the Locally Preferred Alternative by the TTDC. The Virginia Beach City Council is scheduled to endorse LRT in December 1996. The Metropolitan Planning Organization is scheduled to endorse the selection of LRT as the Locally Preferred Alternative in January 1997. The current schedule anticipates initiation of Preliminary Engineering and Draft Environmental Impact Statement (PE/DEIS) in June 1997. Although the MIS focused specifically on the Norfolk- Virginia Beach corridor, the next stage of development will include the selection of the alignment to the Norfolk Navel

	Base, as well as service to the airport. Congress has not authorized or appropriated funds for this corridor.
Justification	**Mobility Improvements -** The LRT system in this corridor will serve 14 of the top 20 activity centers in South Hampton Roads. Service to the Norfolk Naval Base is an important component of the system, as well as service to the Virginia Beach Oceanfront and Downtown Norfolk, where extensive redevelopment activities are underway or planned. TTDC estimates that the LRT alternative would increase daily transit trips in the year 2015 to 32,000-39,000 (compared to 18,500-22,000 for the No Build alternative) and annual transit trips to 10.23 million (compared to 5.77 million for the No Build alternative). Transit mode share for work trips from downtown Norfolk to the Pembroke area in Virginia Beach increases from 3.4 percent for the No Build alternative to 17.5 percent for the LRT alternative and from 2.1 percent to 11.1 percent respectively, for total trips. **Cost Effectiveness -** The cost effectiveness index for the LRT alternative is $9 per new rider compared to the No Build alternative, and $10 compared to the Congestion Management System alternative. **Environmental Benefits -** The Hampton Roads region is a marginal non-attainment area for ozone. The LRT alternative would decrease annual automobile VMT by 35.0 million, compared to the No Build alternative. In addition, the LRT alternative utilizes the existing Norfolk Southern railroad right-of-way, thus minimizing environmental impacts. **Operating Efficiencies -** The systemwide operating cost per passenger in year 2015 (1995 dollars) is estimated to be $2.18 for the LRT alternative compared to $2.36 for the No Build alternative (current system and scheduled program improvements through 1998).
Local Financial Commitment	The TTDC prepared a Financial Analysis Report to examine funding scenarios to implement the LRT alternative. One capital funding scenario is based on a 35 percent Federal share ($158.3 million) from Section 5309 New Start funds and additional funding from flexible funding categories. State and local sources would each provide approximately $110 million. Funding for annual operating costs is assumed to be shared equally by the state and local governments, or approximately $5.5 million each. The funding options examined for the non-federal share include motor fuels tax and general retail sales tax. State legislation permits the establishment of a regional sales tax on

	motor fuels by a Transportation District Commission. (Two districts in Virginia currently have this authority.) TTDC has pursued dedicated regional funding through the Virginia legislature for several years to establish similar regional taxing authority. A Statewide Legislative Study Commission was also formed in 1996 to evaluate transportation needs and recommend new funding sources at the state level for the 1998 Virginia General Assembly Session.

Proposed Source of Funds	**Total Funding ($million)**	**Appropriations to Date**
Federal:		
Section 5309 New Starts	$131.80	$0.00 million appropriated through FY 1997
STP	$16.60	N/A
CMAQ	$9.90	N/A
State and Local:		
Total Funds	$218.20	
Total:	**$376.50**	

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions. Totals may not add due to rounding.

Northern New Jersey (Hawthorne Warwick Corridor)

Hawthorne-Warwick Corridor

Northern New Jersey/New York

(November 1996)

Description	The New Jersey Transit Corporation (NJ Transit) has proposed the restoration of commuter rail service on the New York, Susquehanna & Western (NYS&W) rail line as far as Sparta, New Jersey. The service would connect to NJ Transit's Main Line at Hawthorne, New Jersey, where trains would serve the Secaucus Transfer Station and Hoboken. The project would include track and signal improvements, new stations and parking facilities, equipment acquisition and rehabilitation of the Paterson (N.J.) Station on the NJ Transit Main Line.
Status	Section 3035(a) of ISTEA directed FTA to negotiate and sign a multiyear grant agreement with NJ Transit for not less than $46.9 million. The agreement would cover the construction of this project. Through FY 1997, Congress has appropriated $46.8 million in Section 5309 New Start funds, of which $17.1 million was rescinded in FY 1995.

	A $1.5 million planning study was completed. This study includes conceptual design of the NYS&W line, an environmental assessment, capital cost estimates and preliminary design and engineering of the Paterson station upgrade project. In August of 1996 a final Environmental Assessment Study for the project was completed, and in September of 1996, FTA issued a Finding of No Significant Impact. This project was awarded $1.51 million in Section 5309 New Start funds in FY 1993, $6.66 million in FY 1995, and an additional $21.56 in FY 1996, which brings the total Federal funding up to $29.73 million. These funds will support the initiation of signal and communication system planning, and preliminary engineering and design for the Patterson station upgrade, and for land acquisition and partial construction.
Justification	**Mobility Improvements -** The NYS&W project was shaped in the context of several other improvements, including the Secaucus Transfer, the widening of Route 23, the Kearny Connection and the Montclair Connection. The project will expand rail service to currently under-served markets. It will enhance NJ Transit's system coordination, efficiency and intermodal connectivity and relieve capacity constraints elsewhere on the NJ Transit network. **Cost Effectiveness -** The cost effectiveness of this project is $59 per new transit trip (1996 dollars). **Environmental Benefits -** Northern New Jersey is a "severe" nonattainment area for ozone and a "moderate" nonattainment area for carbon monoxide. By increasing ridership and reducing automobile travel, the project would produce a net reduction in emissions of ozone precursors pollutants (NO2 and VOCs) in the project area. The overall effects on the project upon emissions were included in the regional emissions analysis conducted as part of the 1996-2000 TIP Transportation Conformity Determination by the New Jersey Transportation Planning Agency. **Operating Efficiencies -** FTA does not have information on how the project would affect NJ Transit operating cost per passenger.
Local Financial Commitment	A financial plan has not been completed. The plan is expected to involve a combination of FTA and state funds, with the exact mix to be determined in the course of the environmental impact process. As provided in Section

	3031(b) of ISTEA, NJ Transit may use New Jersey Turnpike, Garden State Parkway and Atlantic City Expressway projects as local match for all its capital projects. NJ Transit has programmed $48.21 million in the outyears of its Five Year Capital Plan (1997-2001) for this project. In addition, Bergen County has pledged $1.0 million towards station work.

Northern New Jersey (Lakewood-Freehold-Matawan Corridor)

Lakewood-Freehold-Matawan or Jamesburg Corridor

Northern New Jersey

(November 1996)

Description	The New Jersey Transit Corporation (NJ Transit) is studying transit improvement options between Lakewood and Newark. The three counties traversed by the route are among the fastest growing in the State of New Jersey. Several alignment possibilities have been examined and the options have been narrowed to diesel powered commuter rail on two rail alignments and an enhanced bus system.
Status	Section 3035(p) of ISTEA directed FTA to negotiate and sign a multiyear grant agreement for $1.8 million in FY 1992 and $3 million in both FY 1993 and FY 1994 for alternatives analysis, preliminary engineering and the environmental impact statement. In FY 1992-1994, a total of $7.8 million in Section 5309 New Start funds was appropriated. In FY 1993, a $1.8 million grant was awarded to begin a Major Investment Study (MIS) and preparation of a draft Environmental Impact Statement (DEIS). The draft MIS recommended advancement of the Enhanced Bus System. However, in response to suggestions from one of the affected counties, further analysis is underway for one of the rail options. Information on the local financial commitment, mobility improvements, cost effectiveness, environmental benefits and operating efficiencies is being developed in the MIS. In FY 1995, a $5.9 million grant was awarded to support the development of the DEIS for the locally preferred alternative that is expected to result from the MIS.

Northern New Jersey/New York (West Shore Corridor)

West Shore Corridor

Northern New Jersey/New York

(November 1996)

Description	The New Jersey Transit Corporation (NJ Transit) is conducting a Major Investment Study/Environmental Impact Statement (MIS/EIS) for the West Shore Region. The three corridors include the West Shore rail line (now known as the Conrail River Line) between West Nyack, NY and the Secaucus Transfer and Hoboken, NJ; the Conrail Northern Branch between West Nyack, NY and Secaucus Transfer/Hoboken, NJ; and the NYS&W corridor between Saddlebrook, NJ, and Edgewater, NJ.
Status	A 1993 planning study proposed commuter rail service from Hoboken and the Secaucus Transfer station to West Nyack, NY. Rockland County, NY officials suggested that the line be extended farther north to West Haverstraw. In June 1995, FTA awarded $3.97 million for a Major Investment Study and a draft Environmental Impact Statement for the West Shore Rail Corridor. In 1996, Bergen County officials obtained $300,000 in FTA Section 5303 funds for the study of the NYS&W corridor. That analysis is being incorporated into the MIS. The purpose of the MIS is to look at commuter rail, light rail, highway improvements, and transportation systems management alternatives (TSM) for improving mobility for commuters in the corridor. This MIS, scheduled for completion in mid-1997, will result in the selection of a preferred alternative and a financing plan. Through FY 1997, Congress has appropriated $3.97 million to support this project.

Northern New Jersey/New York (West Trenton Commuter Rail)

West Trenton Commuter Rail

Northern New Jersey/New York

(November 1996)

Description	This study will examine the potential of restoring passenger rail service on an active freight line spanning central New Jersey beginning in Ewing Township

	located along the Delaware River and travelling northeast to a connection with NJ Transit's Raritan Valley Line at Bound Brook. The study will examine potential station sites and western terminus options. An environmental assessment will be made on the results of the planning phase.
Status	Through FY 1997, Congress has appropriated $0.5 million for the study.

Philadelphia (Cross County Metro Corridor)

Cross County Metro Corridor

Philadelphia, Pennsylvania

(November 1996)

Description	The Southeastern Pennsylvania Transportation Authority (SEPTA) initiated a two-year Major Investment Study/Draft Environmental Impact Statement (MIS/DEIS) for the Cross County Metro Corridor. The core study corridor extends approximately 48 miles from Glenloch, Chester County, to Morrisville, Bucks County, along CONRAIL's existing "Trenton Cutoff" freight rail line. Possible extensions to Trenton, New Jersey and Parkesburg, Chester County, comprise the secondary study corridor.
Status	Section 3035(yy) of ISTEA directed FTA to enter into a multiyear grant agreement with SEPTA in the amount of $2.4 million for the completion of alternatives analysis and preliminary engineering for this proposed Cross County Metro. Through FY 1997, Congress has appropriated $1.2 million for preliminary engineering and design. In 1994, SEPTA completed a $250,000 federally-funded feasibility study which examined potential ridership, alternative modes, preliminary station locations and capital and operating costs for a potential Cross County Metro service. The 48-mile light rail alternative proved to be the most cost-effective, with more than 9100 new transit trips, 18 stations and an estimated cost of $250 million (escalated dollars). Use of transit based fares increased forecasted light rail ridership to more than 11,700 trips. An enhanced land use scenario resulted in an additional 19 percent increase in ridership to approximately 14,000 trips for the light rail alternative. In 1994, SEPTA received all of the appropriated funds to undertake a Major Investment Study and preparation of a draft Environmental Impact Statement (DEIS) on the 48-mile corridor. A key issue in the MIS/DEIS, scheduled for

	completion in June 1998, will be intermodalism, since access to proposed stations, development of park and ride lots and operation of shuttle bus service to nearby industrial, office and retail concentrations will be essential to attract ridership in the study corridor. Related issues are increasing traffic congestion in the study corridor; municipal land use and zoning policies, and community attitudes concerning the introduction of new transit service in an auto-oriented suburban environment. The MIS/DEIS will also examine funding options for the capital and operating expenses associated with the proposed alternatives. The MIS/DEIS is intended to result in a locally preferred alternative and sufficient information for FTA to evaluate the proposed project as a candidate for New Start funding.

Philadelphia (Northeast Philadelphia Corridor)

Northeast Philadelphia Corridor

Philadelphia, Pennsylvania

(November 1996)

Description	The City of Philadelphia and the Southeastern Pennsylvania Transportation Authority (SEPTA) are considering new, fixed route transit services for the Northeast section of Philadelphia parallel to I-95 and Route 1 (Roosevelt Boulevard). At the same time, the Pennsylvania Department of Transportation is advancing a major reconstruction and intermodal project for I-95, and has been working with the City of Philadelphia, SEPTA, and Bucks County on various rail, transit, and park and ride components of the overall project. SEPTA and the city service proposals are intended to supplement the existing R3 line and R7 line Regional Rail Service, which traverses Northeast Philadelphia, and are separate from the rail and transit components of the pending I-95 reconstruction project.
Status	Section 3035(qq) of ISTEA directed FTA to enter into a multiyear grant agreement with SEPTA for $0.4 million to provide for a study of the feasibility of instituting additional commuter rail service in the corridor. To date, Congress has not appropriated funds for the proposed study. In 1995, the Philadelphia City Planning Commission completed the Northeast

	Philadelphia Rapid Transit Extension Study, which analyzed alternative alignments, potential ridership, costs and impacts of light rail and subway/elevated rapid transit to serve Northeast Philadelphia. The study focused on extensions of SEPTA's Broad Street subway and the Market Frankford Subway Elevated line, as well as possible light rail service. SEPTA's proposed Northeast Metro, which includes conversion of the R8 Fox Chase line to light rail service, use of CONRAIL's New York Short Line, and operation on local streets to the new Philadelphia Convention Center, were added to the Planning Commission's study at SEPTA's request. The study recommends advancement of the proposed subway and rapid transit extensions to a Major Investment Study (MIS). The Northeast Metro was not recommended for advancement to an MIS due to the Planning Commission's belief that it did not serve the primary ridership market in the Northeast, or local business concerns along the American Street corridor. Local businesspersons objected to the proposed on-street, light rail service. SEPTA disagrees with the conclusions and recommendations of the technical study and believes the Northeast Metro concept warrants further analysis through a separate MIS process. Congress has not appropriated any funds for this project.

Pittsburgh (Stage 2 Light Rail Rehabilitation)

Stage II Light Rail Transit Reconstruction Project

Pittsburgh, Pennsylvania

(November 1996)

Description	During the 1980s, 13 miles of the 25-mile rail system in Pittsburgh were reconstructed to light rail standards under the Stage I Light Rail Transit (LRT) project. The Stage II system consists of the Overbrook, Library, and Drake trolley lines, which comprise the remaining 12 miles. The Stage II project would reconstruct these three lines to LRT standards, double-track the single-track segments, replace antiquated trolleys with new light rail vehicles, and add approximately 2,500 park and ride spaces and 27 new light rail vehicles. The estimated cost of this project is $414 million (escalated dollars). In 2005, the estimated daily ridership for Stage II is expected to be 25,000 with over

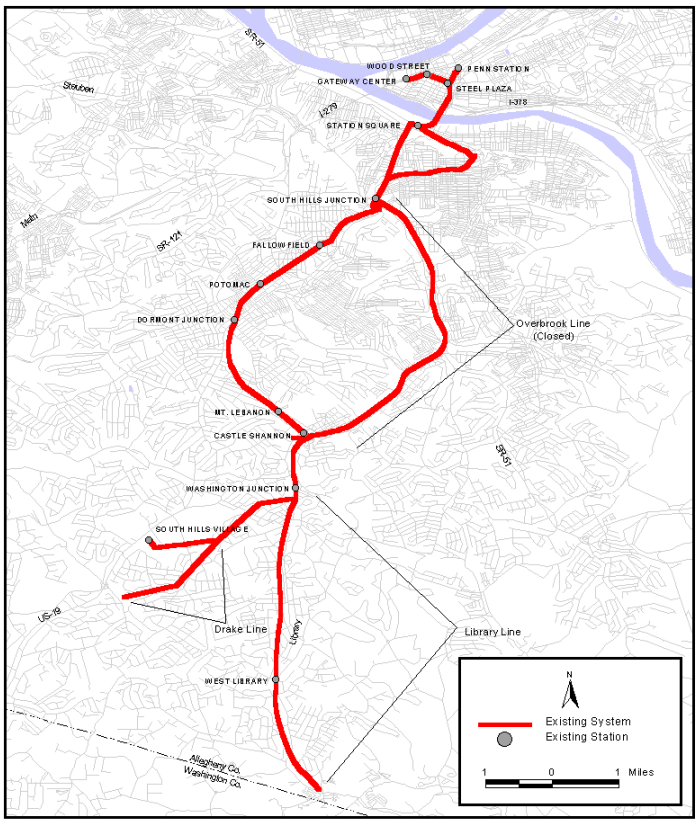
	49,000 riders for the entire light rail system.
Status	Section 3035(ss) of ISTEA directed FTA to sign a multiyear grant agreement with the Port Authority of Allegheny County (PAT) for $5 million to complete preliminary engineering for the Stage II project. The Federal Transit Administration issued a Finding of No Significant Impact (FONSI) for the project in February 1996. In October 1996 PAT submitted to the National Park Service the final documents necessary to fulfill historic recordation requirements. The Port Authority anticipates beginning Preliminary Engineering in early 1997. The project is included in a financially constrained long range plan that was adopted by the MPO. PAT is developing a financial plan to undertake reconstruction and is assuming that $65 million in Section 5309 Fixed Guideway Modernization (formula) funding will be available for the Stage II improvement through 1997. The remainder of the estimated project cost will be funded by a program that is expected to include 80 percent Federal funding from Section 5309 New Start funds, Section 5309 Fixed Guideway Modernization funds and ISTEA Flexible funds (including CMAQ funds) matched by Commonwealth of Pennsylvania and Allegheny County funding. Through FY 1997, $64.6 million in Section 5309 Fixed Guideway Modernization funds have been made available for this project.
Justification	**Mobility Improvements -** LRT construction would increase operating speeds on all three lines. The greatest increase would occur between Castle Shannon and South Hills Junction on the Overbrook Line which would be reopened. Many LRT riders who currently use the Beechview Line would be expected to switch to the faster Overbrook Line. **Cost Effectiveness -** FTA has no information on the cost effectiveness of this proposal. **Environmental Benefits -** The Pittsburgh area is classified as a "moderate" nonattainment area for ozone and has not been classified for carbon monoxide. According to the draft Environmental Assessment, the Stage II reconstruction would remove about 2,000 average daily automobile trips from South Hills roads compared to the TSM alternative. **Operating Efficiencies -** Replacement of all three lines with buses operating

	on local streets would yield operating costs in the South Hills corridor of $1.65 per passenger. Operating costs in the corridor with the Stage II improvement in place would be $1.58 per passenger.
Local Financial Commitment	PAT expects 80 percent Federal funding for this project. Pennsylvania has traditionally provided for 16.67 percent of PAT's capital costs with the remaining 3.33 percent coming from Allegheny County. PAT's plan for financing this project assumes state and local participation at the same rates. In 1991, the Pennsylvania legislature approved a series of small taxes, which are dedicated to transit. PAT's share of this is approximately $40 million per year. These funds are exclusively used for asset maintenance and routine capital replacement needs. In 1996, the average age of PAT's bus fleet was 7.1 years, which is better than the national average. Rail vehicles average age is approximately 14 years old.
Other Factors	The Overbrook Line was closed in 1993 because of the deteriorated condition of old bridges. Reconstruction would bring this line back into service. The Drake and Library lines also would eventually need to be closed permanently if the Stage II project is not implemented.

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start	$80.00 ($0.0 million appropriated through FY 1997)
Federal: Section 5309 Fixed Guideway	$152.00 ($64.6 million appropriated through FY 1997
Federal ISTEA Flexible Funds	$99.20
State:	$69.00
County:	$13.80
Total:	**$414.00**

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions.

Pittsburgh:
Stage 2 Light Rail Reconstruction



Raleigh, NC (Regional Transit Plan)

Regional Transit Plan
Phase I Regional Rail - Durham to North Raleigh

Raleigh-Durham-Chapel Hill MSA, North Carolina

(November 1996)

Description	The Regional Transit Plan proposes a 3-phased project that will link the three counties--Wake, Durham, and Orange--in the Triangle Region of North Carolina. In Phase I, the Triangle Transit Authority (TTA) proposes to initiate regional rail service from Durham to downtown Raleigh and from downtown Raleigh to North Raleigh. The TTA is proposing to use diesel multiple unit (DMU) rail vehicles to serve the 16 anticipated Phase I stations.

	The rail system plans to use the North Carolina Railroad (NCRR) and CSX rail corridors to connect Duke University, downtown Durham, Research Triangle Park, RDU Airport, Morrisville, Cary, North Carolina State University, downtown and north Raleigh. The corridors extend about 37 miles and will be an alternative for commuters that today use State Route 147 (Durham Freeway) from Durham to the Research Triangle Park (RTP), Interstate 40 from RTP to Raleigh, and US 1 (Capital Boulevard) from Raleigh to North Raleigh. Capital costs for Phase I are estimated to be between $150 and $250 million, depending on whether existing track may be shared with freight rail traffic. The cost estimates include final design, acquisition of right-of-way and rail vehicles, station construction, park and ride lots, and construction of storage and maintenance facilities.
Status	In 1995, TTA completed the Triangle Fixed Guideway Study, which was funded with $750,000 from FTA's Section 5313 planning program. The Authority's Board of Trustees has adopted the study's recommendations to put into place a regional [interurban] rail system, and resolutions or letters of support have been received from all major units of local government, chambers of commerce, universities, and major employers in the Triangle. The two metropolitan planning organizations within whose urban areas the rail service will operate have incorporated the study recommendations into their fiscally constrained long-range transportation plans. These actions will be followed by inclusion of Phase I of the regional rail project into the two local TIP's and into the STIP. Using local funds, TTA has continued to move toward implementing the regional rail system plan with additional planning studies that will result in station area development guidelines and more detailed cost estimates. Discussions with the railroads are also underway. The next step for TTA is to undertake Preliminary Engineering and Environmental Studies. Through FY 1997, Congress has appropriated $2 million in Section 5309 New Start funds to the study.
Justification	**Mobility Improvements -** The Phase I Regional Rail service is estimated to carry 14,000 daily riders by 2020, providing a time-competitive alternative for commuters traveling in congested corridors. Vehicle miles traveled is expected

	to increase by 90 percent by 2020, as population and employment grow by over 75 percent. **Cost Effectiveness -** A cost-effectiveness index was not available to FTA. **Environmental Benefits -** The Raleigh-Durham Metropolitan Area is designated a "maintenance" area for both ozone and carbon monoxide. Phase I of the regional rail service would reduce overall VMT in the Triangle by about 1 percent. The Air Quality Analysis of the Phase I Regional Transit Plan for the Raleigh/Durham Area, published by the NC Department of Environmental Health and Natural Resources in May 1996, states, "the regional rail system will help control the growth in VMT in the Raleigh/Durham area by significantly increasing long-term transportation capacity in some of the Triangle Region's most congested corridors, and therefore help maintain the ozone and CO NAAQS." **Operating Efficiencies -** The system-wide operating and maintenance cost per passenger is $2.80 per passenger for the No Build/TSM Alternative, and $2.62 per passenger for Regional Rail.
Local Financial Commitment	TTA's financing plan proposes the use of Federal, state, local, regional, and private sources to implement the Phase I Regional Rail service. The TTA is expected to seek Section 5309 New Start funds for this project. TTA is financed by a vehicle registration fee, and, with NCDOT, expects to seek state legislative approval for increased regional taxing authority. TTA has used its own funds for additional planning studies since the completion of the Triangle Fixed Guideway Study in 1995. The project financing plan has identified potential sources which have the capability of financing the project. The region's major units of government have passed resolutions of support, which request the NC General Assembly to establish a permanent funding source for the implementation of the plan. The Governor has established the Transit 2001 Commission to develop state and local mechanisms for funding major public transit improvements. Implementation of the Commission's recommendations should be undertaken during the 1997 Session of the General Assembly. The average age of the TTA bus fleet is four years.
Other Factors	**Land Use -** The region's major units of government have worked to modify their Comprehensive Plans and planning and zoning tools to facilitate transit-oriented development. TTA is working with local planning departments and the real estate and development community to prepare Station Area

	Development Guidelines that will encourage pedestrian-friendly, transit-oriented mixed use development in the sixteen proposed station areas. These guidelines will be adopted by the governing bodies and will be used in developing Station Area Plans.

St. Louis (St. Charles, Missouri Corridor)

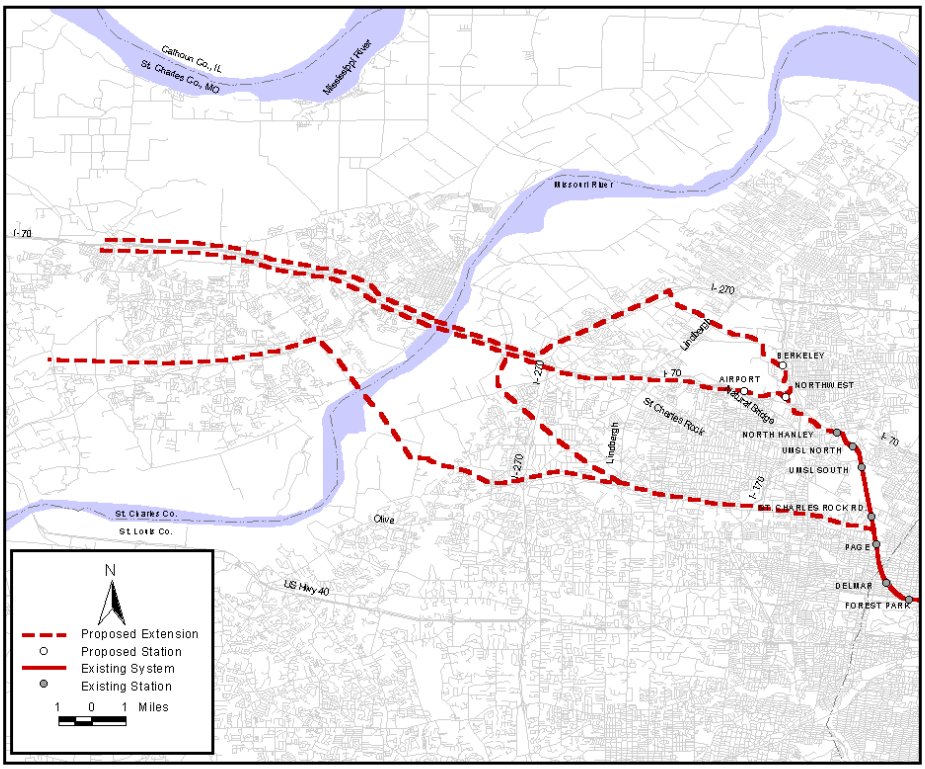
St. Charles, Missouri Corridor

St. Louis, Missouri Metropolitan Area

(November 1996)

Description	The East West Gateway Coordinating Council (EWGCC) is studying transit alternatives for a 15-mile corridor between Lambert Airport and the City of St. Peters in St. Charles County, Missouri. Alternative modes being considered include light rail, busway, TSM, and No Build. One busway and three LRT alignments have been proposed for study.
Status	FTA approved initiation of alternatives analysis in February 1993. The study will produce information on the mobility improvements, cost effectiveness, environmental benefits, and operating efficiencies associated with each alternative. The study is expected to be completed in 1996, when a preferred alternative and financing plan will be adopted. Through FY 1997, Congress has appropriated $0.5 million for the study.

St. Louis:
St. Charles, Missouri Corridor



St. Louis (Cross County Corridor)

Cross-County Corridor

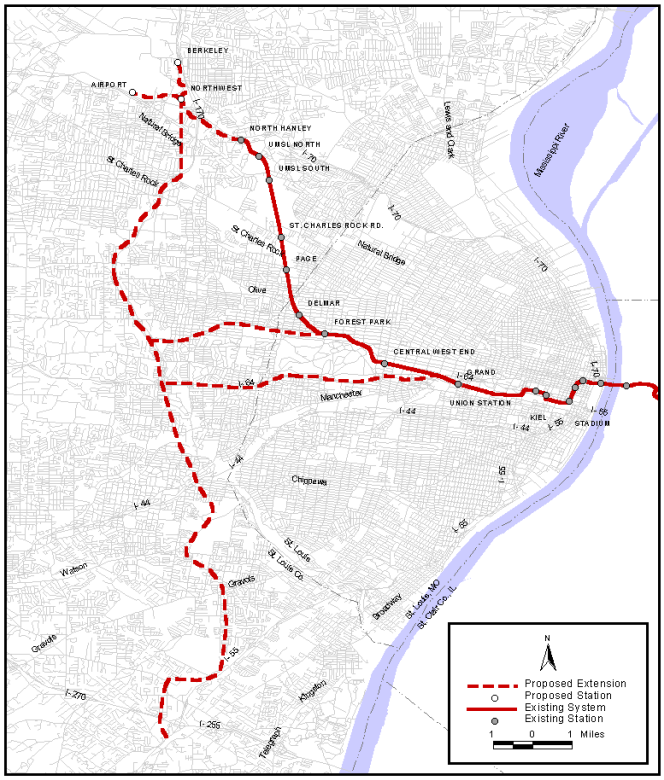
St. Louis, Missouri Metropolitan Area

(November 1996)

Description	The East West Gateway Coordinating Council (EWGCC) and the Missouri Highway and Transportation Department are jointly studying alternatives for an 18-mile north-south corridor from the vicinity of I-270/I-170 near Lambert Airport south to Melville in the vicinity of I-270/I-55 in southeast St. Louis County. The study is also considering an east-west connection through Clayton, Missouri, to the existing MetroLink system. The Cross-County corridor traverses four other corridors in the St. Louis metropolitan area and is designed to facilitate north-south movements through the central portion of St. Louis County. This study will evaluate light rail, busway, highway, TSM, and No Build alternatives. Preliminary cost estimates developed during system planning determined capital

	costs to be in the range of $269 million to $307 million (1989 dollars) for LRT.
Status	FTA approved initiation of Alternatives Analysis/Major Investment Study (MIS) in September 1993. The study will produce information on the mobility improvements, cost effectiveness, environmental benefits, and operating efficiencies associated with each alternative. The MIS phase is expected to be completed in the Summer of 1997, when a preferred alternative and financing plan will be adopted. Through FY 1997, Congress has appropriated $0.5 million for the study.

St. Louis:
Cross-County Corridor



San Diego (Mission Valley East Corridor)

Mission Valley East Corridor

San Diego County, California

(November 1996)

Description	The Metropolitan Transit Development Board (MTDB) is considering transit improvement options in the Mission Valley East corridor. The corridor is approximately 5.8 miles long, following Interstate 8 from Interstate 15 to near Baltimore Drive in La Mesa. San Diego State University (SDSU) is a major trip generator in the corridor. The alternatives under consideration are No-Build, "Best Bus", and Light Rail Transit (LRT). The Best Bus alternative (comparable to the TSM) would provide express bus services and bus capital improvements in the corridor. The Best Bus alternative improvements (capital and vehicles only) are estimated to cost approximately $34 million and generate approximately 3,700 daily riders by 2015. The LRT alternative would extend the locally funded six-mile Mission Valley West LRT Line (currently under construction between Old Town and Interstate 15) through the corridor to connect with the existing East Line LRT in La Mesa. The LRT alternative is estimated to cost up to $332 million (1996 dollars) and generate approximately 10,800 daily riders by 2015.
Status	FTA approved the initiation of Alternatives Analysis (AA) in April 1993. In August 1994, FTA concurred that the Mission Valley East Corridor project is a pipeline AA project that will meet the intent of the Major Investment Study (MIS) requirement. A draft Environmental Impact Statement (DEIS) is scheduled to be circulated for public review in the Spring of 1997, and a locally preferred alternative (LPA) is scheduled for selection in Fall 1997. The Mission Valley East project is in the cost constrained Regional Transit Plan (RTP) of the San Diego Association of Governments (SANDAG) and the draft Regional Transportation Improvement Program (RTIP). The RTP and RTIP may be amended based on the results of the current analysis. This project was not authorized in ISTEA. Congress has not authorized or appropriated any other funds for the Mission Valley East Corridor. Of the CMAQ funds appropriated to MTDB to date, $3.5 million have been programmed for the system planning/DEIS phase of the Mission Valley East project.
Justification	**Mobility Improvements -** Freeways and arterial streets in the corridor are, and will continue to be, severely congested. Interstate 8 in this corridor is the

	most heavily congested freeway in the San Diego region, with 72 percent of the freeway land miles in the corridor currently experiencing heavy congestion for at least 3 hours on an average weekday. Parallel roadway alternatives to Interstate 8 do not exist due to topographical constraints and urban development patterns. The LRT alternative would provide a travel option to congested roadways, reducing the auto vehicle miles traveled by almost 9,000 daily miles compared to the Best Bus (comparable to the TSM) alternative. The LRT alternative would also reduce travel time for all transit riders by 2,200 hours a day compared to the Best Bus alternative. **Cost Effectiveness -** The preliminary cost effectiveness index for the LRT alternative is $5 to $6 per new trip (1996 dollars, 2015 ridership). **Environmental Benefits -** The San Diego region is a "serious" non-attainment area for ozone, but in compliance for carbon monoxide. MTDB estimates that the LRT alternative would reduce regional vehicle miles traveled by approximately 0.27 percent compared to the Best Bus alternative and approximately 0.30 percent compared to the No Build alternative. For carbon monoxide, nitrogen oxide, reactive organic gas, and particulate matter, there is no change between the No Build and Best Bus alternative to the LRT alternative. There is no measurable difference among the alternatives for sulfur oxide. **Operating Efficiencies -** In 2015, the preliminary MTDB systemwide operating cost per passenger is projected to be $2.29 for the No Build alternative, $2.33 for the Best Bus alternative and $2.27 for the LRT alternative.
Local Financial Commitment	In 1987, San Diego voters approved a 1/2 cent local sales tax (TransNet) dedicated to transportation. One-third of the revenues, or $750 million over 20 years, is earmarked for capital improvements to public transit, and a major share of this is for LRT extensions. A funding strategy has not yet been completed for the Mission Valley East project. The project Financial Analysis is currently underway and is projected to be completed by early 1997. However, $177.5 million in state and local funding is available and programmed for the LRT alternative. The available funds include $108.7 million in the State TIP, $57.9 million in local TransNet funds and $10.0 million federal (CMAQ) and local match programmed in the RTIP. These available funds would allow MTDB to build the first segment of the Mission Valley East LRT to San Diego State University. The remainder of

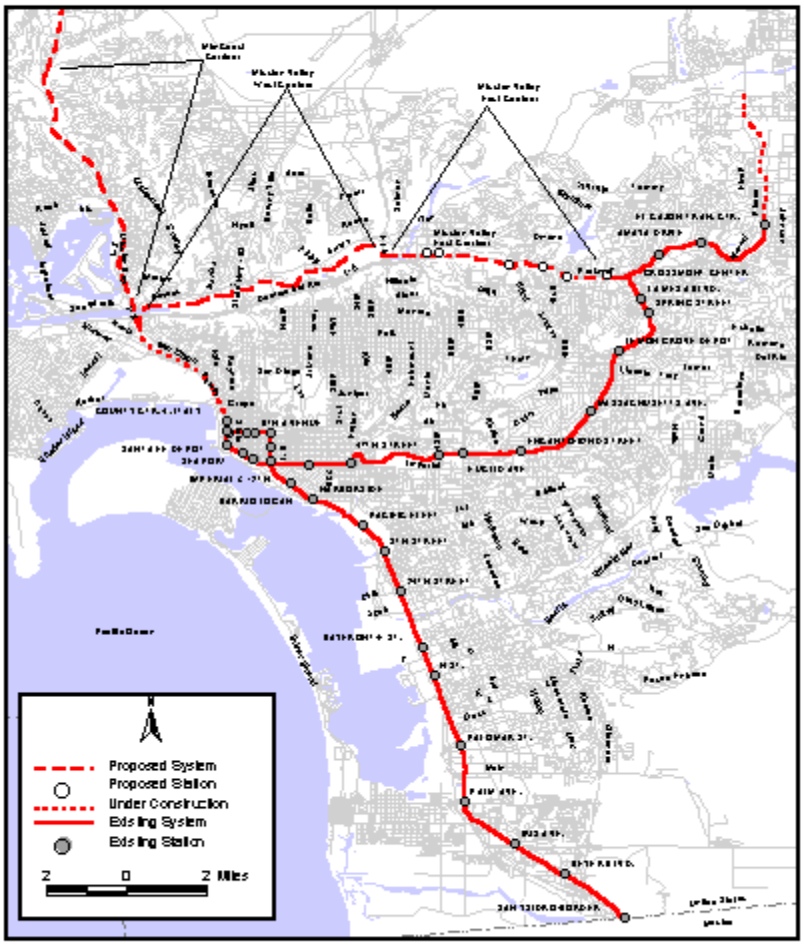
	the LRT alternative would be dependent on Section 5309 New Start funding. It should be noted that MTDB has advanced several LRT projects without Federal funding. These include an extension of the East Line to Santee (completed in 1995), an LRT line from downtown to Old Town (completed in 1996) and a West Mission Valley Line (opening in 1997). MTDB has designated the Mission Valley East corridor as first priority for any additional funds that may become available.

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start	$155.40 ($0.00 million appropriated through FY 1997
Federal: CMAQ	$10.00
State/Local:	$166.60
Total:	**$332.00**

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions.

Other Factors	The city of San Diego and SANDAG have adopted policies and guidelines favoring transit oriented development (TOD). These policies and guidelines include focusing higher intensity or new employment and residential development in areas with good transit. In the Mission Valley East corridor, the City of San Diego has created a redevelopment area south of, and adjacent to, SDSU. Redevelopment plans include high density, mixed use, transit oriented development serving the SDSU campus and community. The SDSU transit station site (for both the Best bus and LRT alternatives) is located in the core of this redevelopment area. MTDB is coordinating with the City of San Diego, the SDSU administration and the SDSU Foundation to integrate the station into redevelopment plans.

San Diego:
Mission Valley East Corridor



San Diego (Oceanside-Escondido Corridor)

Oceanside-Escondido Passenger Rail Project

North San Diego County, California

(November 1996)

Description	The North County Transit District (NTD) under the policy direction of the North San Diego County Transit Development Board, is the lead agency planning the conversion of an existing 22-mile freight rail corridor into a light rail system running from the coastal city of Oceanside, through the cities of Vista and San Marcos, to the city of Escondido. A new alignment serving

	California State University San Marcos (CSUSM), introducing an additional 1.7 miles of new right-of-way, is included. The proposed rail system would serve fifteen stations, four of these stations would be located at existing transit centers. Ridership in the year 2015 is projected to total 5,215,700 annually. The total project cost is approximately $194 million (escalated dollars). The Oceanside-Escondido Rail Project was approved by voters in San Diego County in 1987 through Proposition A, a local sales tax initiative.
Status	An Environmental Impact Report (EIR) for the Oceanside-Escondido Rail Project and an EIR for the CSUSM alignment were published and certified in 1990 and 1991 respectively. The Oceanside-Escondido Rail Project was designated as a 'pipeline project' and a major investment study was not required based on concurrence from FTA, FHWA, San Diego Association of Governments (SANDAG), Caltrans, City of San Marcos, and NCTD. Advanced planning for the Oceanside-Escondido Rail Project, which resulted in 30 percent design, was completed in December 1995. The Environmental Assessment/Supplemental Environmental Impact Report (EA/SEIR), is scheduled for completion in early 1997. Congress has not authorized or appropriated funds for this corridor.
Justification	**Mobility Improvements -** Travel time is nearly identical for transit riders for both the LRT and express bus alternatives. Ridership increases in the LRT alternative as the result of more frequent stations, fifteen for the LRT as opposed to five for express bus alternative, and similar travel times when compared with the express bus alternative. **Cost Effectiveness -** A cost effectiveness index of $5 was developed by SANDAG based on SANDAG ridership estimates and preliminary capital and operating costs estimates prepared by NCTD. **Environmental Benefits -** The Draft EA/SEIR estimates that daily VMT would be reduced by 57,700 in 2015 as a result of the proposed project. The Express Bus Alternative would result in a reduction of 32,660 daily VMT in 2015.

	Operating Efficiencies - The State Route 78 Transit Study (1987) projected 2005 operating costs of $2.8 million for the CMU alternative as compared to a cost of $4.0 million for the Express Bus Alternative and $3.6 million for electrified light rail.
Local Financial Commitment	The local financial commitment includes $43.1 million already committed for the purchase of right-of-way and station sites, including $17.3 million was from State Proposition 108 funding and $25.8 million from a local sales tax measure, Proposition A. The remaining $43.6 million of the local financial commitment includes $0.3 million in State Proposition 108, $16.8 million in state highway funds, programmed in the State Transportation Improvement Plan, and $26.5 million in additional Proposition A Funding. The proposed financing plan includes $107 million in Section 5309 New Start funds.

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start	$107.00 ($0.00 million appropriated through FY 1997)
Local: Proposition A	$52.30
Local: Proposition 108/SHA	$34.40
Total:	**$193.70**

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions.

Other Factors	SANDAG's Land Use Distribution Element of the Regional Growth Management Strategy, addresses the location, intensity and design of urban communities, and the relationship of these communities to the planned transportation system. The element was approved by the SANDAG Board as guidance for local jurisdictions in updating their general and community plans. Most of the cities in the SR 78 Corridor are taking action to implement these guidelines. For example, the City of Oceanside has received a grant from the San Diego County Air Pollution Control District to identity opportunities for pedestrian oriented, mixed-use, intense developments around the seven rail stations in the City's jurisdiction. The City of Vista is developing its Downtown Redevelopment Plan around these guidelines, and the City of Escondido is evaluating its development plans in light of the Land Use guidelines.

Seattle (Phase 1 System)

Phase I System Plan

Central Puget Sound (Seattle), Washington

(November 1996)

Description	The three-county Central Puget Sound Regional Transit Authority (RTA) Board adopted a ten-year regional transit plan for the Seattle metropolitan area in May 1996. The plan consists of a 25-mile LRT line from the city of Sea Tac north through downtown Seattle to the University District, with a possible extension to Northgate. The plan also consists of a 2-mile LRT line from downtown Tacoma to the vicinity of the Tacoma Dome, 80-miles of commuter rail service from Lakewood north through Tacoma and Seattle to Everett (see Seattle-Tacoma Commuter Rail profile), and twenty regional express bus routes. The plan is projected to cost $3.9 billion (1995 dollars) and take 10 years to implement.
Status	Section 3035(bbb) of ISTEA directed FTA to enter into a multiyear grant agreement with the Municipality of Metropolitan Seattle (predecessor to Metropolitan King County) in the amount of $300 million for the Puget Sound Core Rapid Transit Project. In March 1995 a proposal for a larger transit plan was defeated at the polls with a 47 percent "yes" and a 53 percent "no" vote. Following the 1995 referendum, the RTA board developed the scaled-back Ten-Year Regional Transit System Plan, adopting it in May 1996. A November 1996 vote on local funding to implement the $3.9 billion revised plan passed with a 58 percent "yes" vote. Major Investment Study (MIS) activity for the Ten-Year Regional Transit System Plan has been substantially completed and is expected to be finalized early in 1997. Preliminary Engineering on the componenets of the plan and Environmental Impact Statement development will follow upon MIS completion.

Seattle (Seattle -Tacoma)

Seattle-Tacoma Commuter Rail

Central Puget Sound (Seattle), Washington

(November 1996)

Description	The three county Central Puget Sound Regional Transit Authority (RTA) Board adopted a ten year regional transit plan for the Seattle metropolitan area in May 1996. The plan consists of a regional, comprehensive system of services, including commuter rail service between Seattle and Tacoma, additional commuter rail service, LRT service and regional express bus service. The Seattle-Tacoma Commuter Rail service is proposed to operate along approximately 40 miles of track between the two cities and includes stations in Tukwila, Kent, Auburn, Sumner, and Puyallup. The total capital cost of the project is estimated at $367 million (1995 dollars), including track up-grade, stations, parking facilities and rolling stock.
Status	Section 3035(ccc) of ISTEA directed FTA to negotiate and sign a $25 million, multiyear grant agreement with the Municipality of Metropolitan Seattle (predecessor to Metropolitan King County) for the Seattle-Tacoma Commuter Rail Project. Through FY 1995, a total of $22.6 million was appropriated for the project. Of this amount $1.9 million was obligated for an environmental assessment between Seattle and Tacoma. The RTA subsequently received a $1 million grant for a demonstration of service between the two cities as well as service north to Everett. In March 1995, the Phase I transit plan, including the commuter rail segment, was put before the public in a funding referendum and was defeated with a 47 percent "yes" and a 53 percent "no" vote. Much of the residual unobligated funding was rescinded by the Congress during FY 1995. Following the 1995 referendum, the RTA board developed a scaled-back Ten-Year Regional Transit System Plan, adopting it in May 1996. Voter approval of a November 1996 referendum assured local funding to implement the plan. A grant request for $1.3 million is currently pending at FTA. MIS activity for the Ten-Year Regional Transit System Plan has been substantially completed and is expected to be finalized early in 1997. Commuter rail between Tacoma and Seattle is currently envisioned to be a component of the new plan. In FY 96, the RTA was awarded $1 million of flexible (STP) funding to assist with completion of this planning. An initial draft of an environmental assessment of the Seattle-Tacoma Commuter Rail project has not been formally issued.

Southern New Jersey (Burlington - Gloucester Corridor)

Burlington - Gloucester Corridor

Southern New Jersey

(November 1996)

Description	New Jersey Transit, in cooperation with the Delaware River Port Authority and the Delaware Valley Regional Planning Commission, studied several rail and bus alternatives in a 36-mile corridor. The corridor extends from Glassboro in Gloucester County to Mount Holly in Burlington County by way of Camden, where it would either cross or join the existing Lindenwold Line. Several alternative technologies were considered, ranging from at-grade light rail to grade-separated heavy rail compatible with the existing Lindenwold Line. The alternatives would operate within abandoned or existing rail rights-of-way or Interstate highway medians. The project was expanded to include a Camden to Trenton alternative known as the Bordentown Secondary. Preliminary cost estimates indicate that capital costs for the longest heavy rail alternatives could be between $1.4 billion and $1.5 billion (1995 dollars). Preliminary cost estimates also indicate that capital costs for the longest light rail alternatives could be $1.4 billion (1995 dollars).
Status	In March 1994, NJ Transit received Federal funds in the amount of $1.8 million to conduct a Major Investment Study for the Burlington and Gloucester Corridors. A final locally preferred alternative has not been determined. This project was not authorized in ISTEA. Through FY 1997, Congress appropriated $1.5 million for this study.

Tampa (Mobility Enhancement)

Tampa - Mobility Enhancement Major Investment Study

Tampa, Florida

(November 1996)

Description	The Hillsborough Area Regional Transit Authority (HART) is undertaking a study of transportation alternatives in the 32-mile corridor between Tampa and Lakeland, Florida. Alternatives to be considered may include highway improvements, Intelligent Transportation Systems (ITS) elements, Transportation System Management (TSM), travel demand management (TDM), HOV facilities, local and express bus services, rail transit, and bicycle and

	pedestrian facilities.
Status	In November 1995, the Polk County Transportation Planning Organization adopted the 2020 Long Range Transportation Plan. In December 1995, the Hillsborough County Metropolitan Planning Organization adopted the 2015 Long Range Transportation Plan. Both plans include a range of roadway and transit alternatives, including rail improvements. Since the adoption of these plans, officials from a variety of Federal, state, and local agencies in Hillsborough and Polk Counties have elected to complete a Major Investment Study (MIS), referred to as the Alternatives for Mobility Enhancement Major Investment Study (Mobility MIS). The purpose of the Mobility MIS is to refine the recommendations contained in the adopted Long Range Plans through a proactive and intensive public outreach program and further technical analysis. In September 1996, the HART Board approved the selection of a consultant to assist with the performance of a Major Investment Study (MIS). The MIS, which will be completed by November 1997, will generate information the FTA could use to evaluate any resulting transit project for possible Section 5309 New Start funding. Through FY 1997, Congress has appropriated $2.88 million for the corridor.

Vermont (Burlington to Charlotte Corridor)

Burlington to Charlotte Corridor

Burlington, Vermont

(November 1996)

Description	The Vermont Agency on Transportation (VAOT) is considering transportation improvements in the 12-mile corridor between Burlington and Charlotte. Options being considered include: do nothing, widening Shelburne Road (U.S. 7) to 4 lanes with the addition of a turning lane for 3.7 miles between Shelburne and South Burlington, hourly commuter rail service on the Vermont Railway right-of-way, express bus service serving the same stations/park and ride locations, and an enhanced bus option. The commuter rail improvements in this corridor will require upgrades to the Vermont Railway, including track, signal, at grade crossing and drainage improvements. The terminus in Charlotte will be located near Ferry Road. In

	Burlington, the terminus would be the newly developed Main Street Landing/Union Station site. The project will include the construction of three stations, in addition to Union Station, with park-and-ride lots and integrated feeder bus service. The original VAOT cost estimate for the commuter rail alternative of $7.7 million (1995 dollars) has been revised upward to $8.7 million to incorporate a 3.8 mile quiet zone required by the Environmental Assessment.
Status	A Major Investment Study (MIS) has been completed. The preferred alternative is a combination of highway improvements, passenger rail and enhanced bus service. The study includes a financing plan which identifies a capital local match and funding for ongoing passenger operations. The MIS identifies the total cost per passenger for the commuter rail component as $7.77 relative to the TSM option. An Environmental Assessment has been completed for the rail improvements and a Finding of No Significant Impact (FONSI) was issued in September 1996. Discretionary funds have been allocated in the amount of $5.58 million in FY 1996 and $1 million in FY 1997 for rail improvements in this corridor. The State of Vermont has committed the local match and STP transfer funds to make up the balance for the $8.8 million project.

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start FY 1996	$5.58 ($1.86 million appropriated through FY 1996)
Federal: Section 5309 New Start FY 1997	$1.00 ($6.58 million appropriated through FY 1997)
Federal: Flexible Funds	$0.70
State:	$1.50
Local:	$0.00
Total:	**$8.78**

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions.

Vermont (Burlington to Essex Corridor)

Burlington to Essex Corridor

Burlington, Vermont

(November 1996)

Description	The Vermont Agency on Transportation (VAOT) is considering transportation improvements in the 8-mile corridor between Burlington and Essex. The commuter rail improvements in this corridor would include track, tunnel, signal, at grade crossing and drainage improvements. In Burlington, the terminus would be the newly developed Main Street Landing/Union Station site. Hourly commuter rail service would be provided on the New England Central Railway right-of-way. The project would include the construction of two stations, in addition to the renovation of the current Amtrak station in Essex Junction, with park-and-ride lots and integrated feeder bus service. The VAOT estimates the cost of commuter rail in the Essex-Burlington corridor to be $9 million (1995 dollars).
Status	A preliminary analysis of the Essex-Burlington corridor was included in the "Vermont Rail Feasibility Study" undertaken in 1993. Presently the State of Vermont, in conjunction with the Chittenden County MPO, intends to undertake an Environmental Assessment and detailed feasibility study, including operations planning, financial planning, detailed ridership projections, track and tunnel engineering and related work. Results of these detailed analyses are expected by the end of 1997, at which time a go/no-go decision is expected.

Washington (Dulles Corridor)

Dulles Corridor

Washington, D.C. Metropolitan Area

(November 1996)

Description	The Dulles Corridor is a segment of the Northern Virginia Portion of the Greater Washington metropolitan area. This 23-mile corridor is within the right-of-way of the Dulles Access Road and the Dulles Toll Road within Fairfax County, and the Dulles Greenway (the extension of the Toll Road) in Loudoun County. A metro-like rail alternative to the airport covering a total of

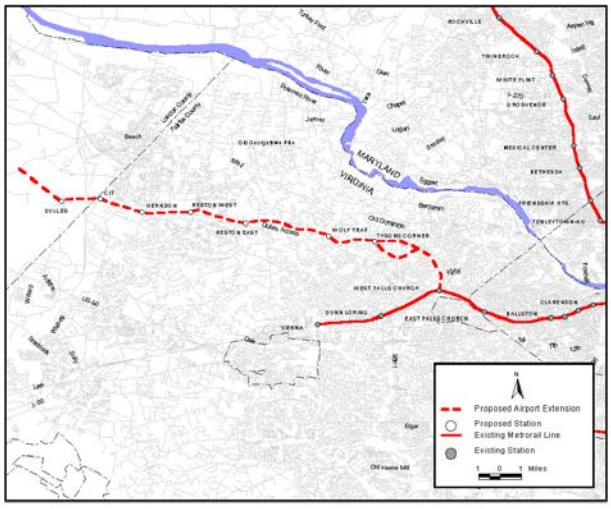
	23 miles with 10 stations is estimated to have a capital cost of $1.45 billion (1995 dollars) with a projected daily ridership of 115,000 in the year 2020.
Status	Section 3035(aaa) of ISTEA directed FTA to enter into a multi-year grant agreement with the State [sic] of Virginia, or its assignee, in the amount of $6 million for completion of alternatives analysis and preliminary engineering. The Commonwealth of Virginia received a Letter of No Prejudice (LONP) from FTA authorizing up to $1.8 million in Federal funds. The LONP has been partially liquidated by two grants totaling $1 million in Federal funds. Through FY 1997, Congress has earmarked $17 million in discretionary bus funds for the Dulles Corridor bus program, and area park and ride lots. This supplements $18.4 million, which was already granted in FY 1991. In August 1996, the Commonwealth Transportation Board adopted the recommended Locally Preferred Alternative, which is a metro-like facility (a rail line that would be compatible with the existing regional rail system), which branches off the regional rail system from the West Falls Church metro-station, serves the Tysons Corner Area and continues along the Dulles Corridor to the vicinity of Route 772 in Loudoun County. The selected rail alternative includes a reconfigured bus network and feeder services as programmed in the locally adopted Dulles Corridor Plan, with several stations adjacent to park and ride lots as currently programmed and under construction in the corridor. State and local officials are evaluating the financing plan and funding strategies. Following completion of the financing plan, the recommended alternative will be included in the fiscally constrained long range plan for the metropolitan Washington area.
Justification	**Mobility Improvements -** The Metro-like rail alternative is projected to carry 115,000 daily trips, including 57,000 new transit trips, approximately 50,000 trips diverted from existing Orange Line stations, and approximately 10,000 former bus trips. Approximately 30 percent of riders would be making a reverse commute from Washington D.C. and Arlington County to destinations at Tysons Corner and the rest of the Dulles Corridor. Approximately 8 percent of riders would be air passengers traveling to and from Dulles Airport. **Cost Effectiveness -** The cost-effectiveness index for the rail alternative is $9 per new rider. **Environmental Benefits -** The Washington metropolitan area is classified as a serious ozone nonattainment area and a moderate carbon monoxide

	nonattainment area. The rail alternative is projected to have generally positive impacts on regional air quality and corridor-level traffic volumes by diverting large numbers of auto users to transit. Specific emission reduction data were not provided to FTA. **Operating Efficiencies -** No data on systemwide costs per passenger were provided to FTA.
Local Financial Commitment	The 23-mile Metro-like rail alternative with 10 stations is projected to cost $1.45 billion (1995 dollars) with an a projected additional annual operating deficit of $4.5 million (1995 dollars). State and local officials are developing a financing plan and evaluating funding strategies.

Proposed Source of Funds	**Total Funding ($million)**
Federal: Section 5309 New Start	NA
Federal: Section 5307 Formula	NA
Federal: Flexible Funds	NA
State:	NA
Local:	NA
Total:	**$1,450**

Note: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions. The table includes NA for proposed source of funds since the exact mix of federal and state funds are to be determined as the financial plan is finalized.

Washington:
Dulles Corridor



Washington (Virginia Railway Express Extension)

Virginia Railway Express - Richmond to DC

Washington, D.C.

(November 1996)

Description	The Virginia Railway Express (VRE) currently operates commuter rail service between Washington, D.C. and Fredericksburg, Virginia. Due to increased congestion throughout the region, VRE would like to expand commuter rail service to include the entire Washington, D.C. to Richmond, Virginia, corridor. The Virginia Department of Rail and Public Transportation commissioned the Washington, D.C.-to-Richmond Rail Corridor Study to identify specific improvements required to increase the maximum speed of passenger trains and reduce the running time between Washington, D.C. and Richmond, thus making it feasible for commuter rail service. The 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 track curves, adding new signals, rail-crossing safety measures, constructing new trackage in several areas, and incrementally adding a third track. The Commonwealth has not yet developed a funding plan for the phased program.
Status	Through FY 1997, Congress has appropriated $2.9 million in Section 5309 New Start funds towards this program. VRE intends to use the appropriated funds to make improvements in the current service area. These improvements will allow an increase in frequency of VRE service between Fredericksburg and Washington, D.C. and are essential for the ultimate extension of service to Richmond.