



U.S. Department
of Transportation
Federal Transit
Administration

Report on Funding Levels and Allocations of Funds

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)*

May 1995



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

May 10, 1995

The Honorable Alfonse M. D'Amato
Chairman, Committee on Banking,
Housing, and Urban Affairs
United States Senate
Washington, D.C. 20510-6075

Dear Mr. Chairman:

I am pleased to transmit to you a copy of the enclosed "Report on Funding Levels and Allocations of Funds" in response to the requirements of 49 U.S.C. 5309(m)(3) (formerly Section 3(j) of the Federal Transit Act). As required by this section, the report makes recommendations on the allocation of New Fixed Guideway Systems and Extensions funds for FY 1996.

We are providing copies of this report to the Transportation Subcommittees of the Appropriations Committees of both the House and Senate.

Sincerely,

A handwritten signature in black ink, appearing to read "Federico Peña".

Federico Peña

Enclosure



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

May 10, 1995

The Honorable Paul S. Sarbanes
Ranking Minority Member, Committee on Banking,
Housing, and Urban Affairs
United States Senate
Washington, D.C. 20510-6075

Dear Senator Sarbanes:

I am pleased to transmit to you a copy of the enclosed "Report on Funding Levels and Allocations of Funds" in response to the requirements of 49 U.S.C. 5309(m)(3) (formerly Section 3(j) of the Federal Transit Act). As required by this section, the report makes recommendations on the allocation of New Fixed Guideway Systems and Extensions funds for FY 1996.

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Federico Peña

Enclosure



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

May 10, 1995

The Honorable Bud Shuster
Chairman, Committee on Transportation
and Infrastructure
U.S. House of Representatives
Washington, D.C. 20515

Dear Mr. Chairman:

I am pleased to transmit to you a copy of the enclosed "Report on Funding Levels and Allocations of Funds" in response to the requirements of 49 U.S.C. 5309(m)(3) (formerly Section 3(j) of the Federal Transit Act). As required by this section, the report makes recommendations on the allocation of New Fixed Guideway Systems and Extensions funds for FY 1996.

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Enclosure



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

May 10, 1995

The Honorable Norman Y. Mineta
Ranking Minority Member, Committee on
Transportation and Infrastructure
U.S. House of Representatives
Washington, D.C. 20515

Dear Mr. Mineta:

I am pleased to transmit to you a copy of the enclosed "Report on Funding Levels and Allocations of Funds" in response to the requirements of 49 U.S.C. 5309(m)(3) (formerly Section 3(j) of the Federal Transit Act). As required by this section, the report makes recommendations on the allocation of New Fixed Guideway Systems and Extensions funds for FY 1996.

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Transportation to the
United States Congress

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Pursuant to 49 U.S.C. 5309(m)(3)
*(Formerly Section 3(j) of the
Federal Transit Act)*

United States Department of Transportation
Federal Transit Administration

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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 (New Starts) for Fiscal Year 1996. The report is required by 49 U.S.C. 5309(m)(3) (*formerly Section 3(j) of the FT Act*).

The Intermodal Surface Transportation Efficiency Act of 1991, as amended (ISTEA) identified over \$6 billion in funding authorizations or earmarks for specific projects through FY 1997, the life of the authorization. However, it authorized a total of only \$5 billion in §5309 (*Section 3*) funding for these projects. This means that during each year of the ISTEA authorization, some prioritization of the authorized projects will be necessary. However, by the end of FY 1997, an additional \$2.1 billion in contingent commitment authority is expected to be available from one-half of the uncommitted cash balance in the Mass Transit Account of the Highway Trust Fund, as provided for in ISTEA.

The President's budget for FY 1996 proposes that \$724.98 million be made available for the §5309 (*Section 3*) New Starts program. After setting aside a percentage of these funds for Project Management Oversight as specified in §5327 (*Section 23*), \$719.56 million is available for project grants. This report recommends 12 projects for funding in FY 1996, all of which have existing Federal funding commitments in the form of Full Funding Grant Agreements (FFGA) or Letters of Intent (LOI).

The Department historically has recommended that these funds be allocated to New Starts projects in accordance with these principles:

- Projects that have existing or pending FFGAs should be funded before any new commitments are made, to the extent that these projects are likely to be capable of obligating funds in the coming fiscal year.
- Statutory authorizations contained in the ISTEA should be honored to the extent that projects are ready for funding. However, funds should not be provided before they are actually needed, and initial planning should not be funded by §5309 (*Section 3*); instead, §5303 Planning (*Section 8*) or §5307 Formula Grants (*Section 9*) funds should be used.
- Projects 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 January 26, 1994.
- FFGAs, which commit future funding to complete a project, should not be made until preliminary engineering is substantially complete.

- Letters of Intent (LOI) (ultimately anticipating FFGAs) authorized by §5309(g) (*Section 3(a)(4)*) should be issued only to worthy projects which have proceeded far enough along (generally through the major investment study process, 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, and to the extent that they are likely to be capable of obligating funds in the upcoming fiscal year.

Based on the principles above, the following projects with existing or pending FFGAs should be funded within the \$719.56 million in Capital Discretionary/Formula Program funds for New Starts recommended for FY 1996:

- \$16.94 million to the Dallas/South Oak Cliff project to fulfill the FFGA and complete the Federal commitment;
- \$152.27 million (and \$7.95 million in future funds) to the Queens Local/Express Connection in New York City, in accordance with the existing FFGA for this project;
- \$108.00 million (and \$217.39 million in future funds) to the Westside light rail extension in Portland, in accordance with the FFGA for this project (this includes \$74.06 million in future funds for the extension to Hillsboro, as per the December 13, 1994, amendment to the FFGA);
- \$42.41 million (and \$223.14 million in future funds) to the Atlanta/North Line project, in accordance with the FFGA issued on December 14, 1994;
- \$22.63 million (and \$15.02 million in future funds) to the light rail extensions in Baltimore, in accordance with the November 23, 1994, FFGA for this project;
- \$158.86 million (and \$900.89 million in future funds) to the Los Angeles/MOS-3 project, including the initial segment of the East Central extension, in accordance with the FFGA as amended on December 28, 1994;
- \$85.54 million (and \$125.53 million in future funds) to the Secaucus Transfer element of the Urban Core program of projects in New Jersey, in accordance with the FFGA issued for this project on December 6, 1994;

- \$22.62 million (and \$90.39 million in future funds) to the Tasman LRT project in the San Francisco Bay Area, under the existing Letter of Intent (LOI) for this project;
- \$22.62 million (and \$215.64 million in future funds) to the South Boston Piers project, under the FFGA issued for this project on December 1, 1994;
- \$42.41 million (and \$99.73 million in future funds) in accordance with the December 15, 1994, FFGA for the Chicago/Central Area Circulator;
- \$22.63 million (and \$212.70 million in future funds) to the Houston/Regional Bus plan, according to the FFGA issued on December 30, 1994; and
- \$22.63 million (and \$22.47 million in future funds) to Phase 1 of the Airport Busway project in Pittsburgh, under the November 11, 1994, FFGA for this project.

The following table summarizes the recommendations for projects to receive funding in FY 1996 (in millions of dollars):

Project	FY 1996 Funding	Purpose
Atlanta/North Line	\$42.41	Construction
Baltimore/LRT Extensions	22.63	Construction
Boston/Piers Phase 1 (MOS-2)	22.62	Construction
Chicago/Central Area Circulator	42.41	Implementation
Dallas/South Oak Cliff	16.94	Construction
Houston/Regional Bus	22.63	Implementation
Los Angeles/MOS-3 ¹	158.86	Construction
New Jersey/Secaucus	85.54	Construction
New York/Queens	152.27	Construction
Pittsburgh/Airport Busway	22.63	Construction
Portland/Westside ²	108.00	Construction
San Francisco Area/Tasman	<u>22.62</u>	Construction
TOTAL	<u>\$719.56</u>	

¹Including initial East Central segment

²Including extension to Hillsboro

These recommendations represent an attempt 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 Federal cost to complete the projects

currently under development is now over \$20 billion, compared to approximately \$8 billion just four years ago.

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.

Section 5309(g)(4) (*Section 3(a)(4)(E)*) limits the total amount of LOIs, FFGAs and contingent commitments which can be issued at any time to the remaining balance of the authorization, or one-half of the uncommitted cash balance in the Mass Transit Account of the Highway Trust Fund, whichever is greater. The maximum amount of New Starts funding made available by ISTEA is about \$4.969 billion for FY 1992 through 1997, of which \$2.396 billion remains. By the end of 1997, an additional \$2.130 billion is expected to be available for New Starts from one-half of the uncommitted balance of the Mass Transit Account. The sum of commitments which are proposed in this report (\$2.850 billion), including the \$535.00 million in expected contingent commitments for Los Angeles/MOS-3, is within the total amount permitted to be committed under §5309(g)(4) (*Section 3(a)(4)(E)*).

Table 1 summarizes the recommendations for FY 1996 funding and overall funding commitments, and compares them to the funding authorizations contained in ISTEA. For each project in the New Starts process, the first column indicates the amount of funds which were provided to the project prior to ISTEA; with one minor exception (Cleveland/Dual Hub), all of these funds have been obligated. The second column indicates the amount of funds provided since the enactment of ISTEA that have been obligated to each project, and the third column shows the amount of FY 1994 and prior year earmarked funds provided since the enactment of ISTEA which have not yet been obligated. The fourth column shows the amount of funds available as a result of the FY 1995 DOT Appropriations Act (adjusted to account for Project Management Oversight). The fifth column summarizes the recommendations for funding in FY 1996, and the sixth column shows the maximum amount of §5309 (*Section 3*) outyear funding recommended to be committed to these projects. The seventh 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, and the final column shows the total discretionary program amount authorized in ISTEA for each project over the authorization period.

The Administration is preparing a new statement of policy to address more formally the wider range of project justification criteria for New Starts contained in §5309(e)(2)-(7) (*Section 3(i)*). A discussion paper was issued for comment to the transit industry, MPOs, State DOTs, and other industry stakeholders on September 23, 1994. This paper described how the New Starts criteria will be used by FTA to evaluate candidate projects for New Starts funding for purposes of this report. Comments are now being reviewed and will be incorporated as appropriate into the policy statement. The Administration expects to issue its new policy in the 1995 calendar year.

A key component of 49 U.S.C. 5309(e)(2)-(7) (*Section 3(i)*) is the requirement that Federal funding decisions be based on the results of alternatives analysis and preliminary engineering. On October 28, 1993, FTA and the Federal Highway Administration jointly issued new planning regulations which significantly alter the planning and project development process for major transit and highway projects. Under these rules, a major transportation investment study (Major Investment Study, or MIS) must be performed before a major highway or transit project can be adopted as part of a metropolitan area's transportation plan; this study serves as the alternatives analysis for New Starts projects. The new planning rules will help ensure that local planning decisions reflect the best possible use of available transportation funds, and establish a level playing field for highway and transit investments.

Table 1
FY 1996 Funding for New Start Projects
(Millions of Dollars)

City/Project	Pre-ISTEA Earmarks (FY 1991 and Prior Years)	ISTEA Period Earmarks (FY 1992 - FY 1994)		FY 1995 Earmarks	FY 1996 Recommended Funding	Maximum Outyear Funds	Total Recommended Funding	ISTEA Earmarks
		Obligated	Unobligated					
TOTALS BY PHASE								
Full Funding Grant Agreements/LOIs	\$486.49	\$1,170.92	\$46.30	\$550.77	\$719.56	\$2,130.86	\$5,109.90	\$4,148.29
Final Design	0.00	14.57	0.00	9.93	0.00	0.00	24.50	0.00
Preliminary Engineering	42.37	118.29	95.41	43.01	0.00	0.00	299.09	961.08
Major Investment Studies/System Planning	7.81	30.09	106.65	38.11	0.00	0.00	188.67	760.22
GRAND TOTAL	\$536.67	\$1,333.87	\$248.36	\$641.82	\$719.56	\$2,130.86	\$5,622.15	\$5,869.59
FULL FUNDING GRANT AGREEMENTS/ LETTERS OF INTENT								
Atlanta - North Line Extension	\$10.00	\$29.46	\$0.00	\$0.00	\$42.41	\$223.14	\$305.01	\$318.76
Baltimore - LRT Extensions	16.90	27.37	0.00	2.98	22.63	15.02	\$84.90	\$60.00
Boston - South Boston Piers Phase 1	0.00	68.64	0.00	23.82	22.62	215.65	330.73	278.00
Chicago - Central Area Circulator	16.91	74.45	0.06	24.81	42.41	99.73	258.37	260.00
Dallas - South Oak Cliff	19.90	106.36	0.00	16.80	16.94	0.00	160.00	160.00
Houston - Regional Bus Plan	146.07	88.82	0.00	29.78	22.63	212.70	500.00	500.00
Los Angeles - MOS-3	0.00	192.97	0.01	163.76	158.86	900.89 ¹	1,416.49 ¹	1,230.00 ²
New Jersey/Urban Core - Secaucus	0.00	132.18	0.00	101.00	85.54	125.53	444.25	-
New York - Queens Connection	0.00	91.29	0.00	54.59	152.27	7.95	306.10	306.10
Pittsburgh - Airport Busway Phase 1	0.00	65.97	0.00	9.93	22.63	22.47	121.00	7.68
Portland - Westside-Hillsboro	1.00	166.40	0.00	97.27	108.00	217.39 ³	590.06 ³	515.00
San Francisco Area - Tasman	0.00	60.75	46.23	20.00	22.62	90.39	239.99	512.75 ⁴
St. Louis - Metrolink	275.71	66.26	0.00	6.05 ⁵	0.00	0.00	353.02	0.00
SUBTOTAL	\$486.49	\$1,170.92	\$46.30	\$550.77	\$719.56	\$2,130.86	\$5,109.90	\$4,148.29
FINAL DESIGN								
Jacksonville - San Marco ASE Extension	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Miami - Tri-County Commuter Rail	0.00	14.57	0.00	9.93	0.00	0.00	24.50	0.00
SUBTOTAL	\$0.00	\$14.57	\$0.00	\$9.93	\$0.00	\$0.00	\$24.50	\$0.00
PRELIMINARY ENGINEERING								
Boston - South Boston Piers Phase 2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Chicago-Wisconsin Central	0.00	7.94	0.00	2.48	0.00	0.00	10.42	0.00
Dallas - RAILTRAN	0.00	2.48	0.00	2.98	0.00	0.00	5.46	5.68
Denver - Southwest	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Los Angeles - Eastside Corridor Extension	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maine - Boston/Portland CR	0.00	0.00	34.74	3.57	0.00	0.00	38.31	30.00
Maryland - MARC Ext. to Frederick	0.00	33.25	0.00	13.90	0.00	0.00	47.15	160.00
New Jersey/Urban Core - Overall	-	-	-	-	-	-	-	634.40
Hudson-Bergen	19.90	38.60	45.29	5.20	0.00	0.00	108.99	-
Newark-Elizabeth	6.95	5.00	-	-	0.00	0.00	11.95	-
Orange Co - Transitway	0.00	0.00	15.38	4.96	0.00	0.00	20.35	0.00
Salt Lake City - South LRT	15.52	8.52	0.00	4.96	0.00	0.00	29.00	131.00
San Francisco - Airport	0.00	22.50	0.00	0.00	0.00	0.00	22.50	0.00
San Juan - Tren Urbano Ph. 1	0.00	0.00	0.00	4.96	0.00	0.00	4.96	0.00
SUBTOTAL	\$42.37	\$118.29	\$95.41	\$43.01	\$0.00	\$0.00	\$299.09	\$961.08

Table 1 (continued)
 FY 1996 Funding for New Start Projects
 (Millions of Dollars)

City/Project	Pre-ISTEA Earmarks (FY 1991 and Prior Years)	ISTEA Period Earmarks (FY 1992 - FY 1994)		FY 1995 Earmarks	FY 1996 Recommended Funding	Maximum Outyear Funds	Total Recommended Funding	ISTEA Earmarks
		Obligated	Unobligated					
MAJOR INVESTMENT STUDIES/ SYSTEM PLANNING								
Altoona - Pedestrian Crossover	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.20
Atlanta - Buckhead People Mover	0.00	0.20	0.00	0.00	0.00	0.00	0.20	0.20
Atlanta - Greensboro Corridor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10
Austin - Northwest/North Central Corridor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Boston - New Bedford/Fall River	0.00	0.00	0.00	0.74	0.00	0.00	0.74	0.00
Boston - N. Station-S. Station Rail Link	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.25
Boston - Urban Ring Study	0.00	0.00	0.00	1.09	0.00	0.00	1.09	0.00
Burlington, VT - Charlotte Corridor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Charlotte - Priority Corridor	0.00	0.13	0.00	0.00	0.00	0.00	0.13	0.50
Cincinnati - Northeast Corridor	0.00	1.34	0.00	1.19	0.00	0.00	2.53	0.00
Cleveland - Dual Hub Corridor	6.96 ^a	0.00	4.28	0.00	0.00	0.00	17.24	5.00
Cleveland - Highland Hills Extension	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.20
Cleveland - Northeast Ohio Corridor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.60
Columbus - Fixed Guideway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Dallas - North Central Corridor	0.00	0.00	0.00	2.48	0.00	0.00	2.48	0.00
Detroit - Woodward Corridor	0.00	0.00	10.00	0.00	0.00	0.00	10.00	20.00
Hartford - Griffin Line	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Kansas City - Southtown Corridor	0.00	0.57	0.93	0.00	0.00	0.00	1.50	5.90
Los Angeles - Transit Parkway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.00
Los Angeles - West Central	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Los Angeles - LOSSAN	0.00	10.00	0.00	0.00	0.00	0.00	10.00	20.00
Maryland - Waldorf Corridor Study	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Miami - East/West Corridor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Miami - North 27th Avenue Corridor	0.00	0.00	0.00	0.99	0.00	0.00	0.99	0.00
Milwaukee - East-West Corridor	0.00	0.00	3.00	0.00	0.00	0.00	3.00	200.00
Minneapolis-St. Paul - Central Corridor	0.00	0.00	2.78	4.96	0.00	0.00	7.74	0.00
New Jersey - Burlington-Gloucester	0.00	0.00	0.00	1.49	0.00	0.00	1.49	0.00
New Jersey - Hawthorne Warwick Corridor	0.00	1.51	45.32	0.00	0.00	0.00	46.83	46.87
New Jersey - Lakewood-Freehold-Matawan	0.00	1.80	5.96	0.00	0.00	0.00	7.76	7.80
New Jersey/New York - West Shore Corridor	0.00	0.00	0.00	3.97	0.00	0.00	3.97	0.00
New Orleans - Canal Street Corridor	0.00	2.00	1.57	9.93	0.00	0.00	13.50	4.80
New York - Midtown Ferry	0.00	0.00	1.00	0.00	0.00	0.00	1.00	12.00
New York - Whitehall Ferry Terminal	0.00	0.00	0.00	2.48	0.00	0.00	2.48	0.00

- CONTINUED -

Table 1 (continued)
FY 1996 Funding for New Start Projects
(Millions of Dollars)

City/Project	Pre-ISTEA Earmarks (FY 1991 and Prior Years)	ISTEA Period Earmarks (FY 1992 - FY 1994)		FY 1995 Earmarks	FY 1996 Recommended Funding	Maximum Outyear Funds	Total Recommended Funding	ISTEA Earmarks
		Obligated	Unobligated					
MAJOR INVESTMENT STUDIES/ SYSTEMS PLANNING (cont'd)								
Norfolk - Virginia Beach Corridor	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Philadelphia - Cross County Metro Corridor	0.00	1.20	0.00	0.00	0.00	0.00	1.20	2.40
Philadelphia - Northeast Corridor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40
Pittsburgh - Stage 2 Light Rail Rehab.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.00
Portland - South/North Corridor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sacramento - South Corridor	0.00	1.98	0.00	0.00	0.00	0.00	1.98	26.00
San Diego - Mid Coast Corridor	0.40	0.10	3.59	0.00	0.00	0.00	4.09	27.00
San Diego - Mission Valley East Corridor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Seattle - Phase 1 System	0.00	0.00	0.00	0.00	0.00	0.00	0.00	300.00
Seattle - Seattle-Tacoma Commuter Rail	0.00	1.88	18.43	2.33	0.00	0.00	22.64	25.00
St. Louis - Cross-County Corridor	0.00	0.45	0.00	0.00	0.00	0.00	0.45	0.00
St. Louis - St. Charles Corridor	0.00	0.45	0.00	0.00	0.00	0.00	0.45	0.00
St. Louis - St. Clair Corridor	0.45	0.00	8.04 ⁷	5.96 ⁵	0.00	0.00	14.45	2.00
Tampa - Tampa-Lakeland Corridor	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.00
Vallejo - North Bay Ferry Service	0.00	6.24	1.76	0.00	0.00	0.00	8.00	17.00
Washington - Dulles Corridor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.00
Washington - Largo Corridor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.00
SUBTOTAL	\$7.81	\$30.09	\$106.65	\$38.11	\$0.00	\$0.00	\$188.67	\$760.22

- (1) Includes \$186.49 million for East Central to Lorena, as per the FFGA amendment.
- (2) Includes \$695 million in ISTEA earmarks, plus \$535.00 million in advance construction authority for FY 1998-2000.
- (3) Includes \$74.06 million in FY 1998 funds for extension to Hillsboro.
- (4) Includes \$500.00 million in funds earmarked for all three San Francisco projects (Colma [fully funded], Tasman, and Airport), but does not include the \$68.50 million in pre-ISTEA funds (FY 1990 and 1991) also earmarked in ISTEA.
- (5) Total FY 1995 earmark of \$12.00 million for Metro Link and extensions allocated to Metro Link project and St. Clair Corridor.
- (6) Includes \$4.46 million in unobligated funds.
- (7) Allocated from total FY 1994 earmark for Metro Link and extensions.

I. 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]*)¹ 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 1996 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.

II. FY 1996 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 1996 proposes \$724.98 million for New Starts.

III. REVISED POLICY ON NEW STARTS

The Administration is preparing a new statement of policy to address more formally the wider range of project justification criteria for New Starts contained in §5309(e)(2)-(7) (*Section 3(i)*). The policy will reflect the use of the project justification criteria established in ISTEA to make comparisons among the various projects competing for Federal investment. The precise measures and process used will be consistent with Executive Order 12893, on "Principles for Federal Infrastructure Investments," issued on January 26, 1994.

On September 23, 1994, a discussion paper was issued for comment to the transit industry, MPOs, State DOTs, and other industry interests. This paper described how the New Starts

¹ On July 5, 1994, the President signed Public Law 103-272, which codifies Federal transit laws under title 49, chapter 53 of the United States Code (49 U.S.C. 5301 *et seq.*). The enactment of this law repeals the FT Act without substantive change, which means that the original meaning of the FT Act provisions are unchanged by this codification, though the new language in some instances differs from the original FT Act. This report reflects the new form of citation, followed by the old FT Act citation in parentheses.

criteria will be used by FTA to evaluate candidate projects for New Starts funding for purposes of this report. Comments are now being reviewed and will be incorporated as appropriate into the policy statement. The Administration expects to issue its new statement of policy in the 1995 calendar year.

Section 5309(e)(2)-(7) (*Section 3(i)*) requires that New Starts be justified based on a comprehensive review that considers 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 overall proposed transit system.

In the forthcoming policy, FTA will show how the §5309(e)(2)-(7) (*Section 3(i)*) criteria are used to identify the best candidates for investment of discretionary New Starts funds. Projects that have completed the required planning and preliminary engineering steps will be considered for funding as part of a comprehensive evaluation process which will reflect the January 26, 1994, Executive Order "Principles for Infrastructure Investment." Consistent with the Executive Order, the new evaluation approach will be directed to maximizing the return on Federal investment. However, consistent with ISTEA, the measure of effectiveness will utilize an economic efficiency framework that will explicitly account for all benefits of transit, including mobility improvements for the transportation disadvantaged, air quality enhancement, and the relief of traffic congestion, which are benefits enumerated in §5309(e)(2)-(7) (*Section 3(i)*).

A key component of §5309(e)(2)-(7) (*Section 3(i)*) is the requirement that Federal funding decisions be based on the results of alternatives analysis and preliminary engineering. On October 28, 1993, FTA and the Federal Highway Administration jointly issued new planning regulations which significantly alter the planning and project development process for major transit and highway projects. Under these rules, a major transportation investment study (Major Investment Study, or MIS) must be performed before a major highway or transit project can be adopted as part of a metropolitan area's transportation plan; this study serves as the alternatives analysis for New Starts projects. The new planning rules will help ensure that local planning decisions reflect the best possible use of available transportation funds, and establish a level playing field for highway and transit investments.

IV. PRINCIPLES FOR ALLOCATIONS 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:

- 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.
- Statutory authorizations contained in ISTEA should be honored to the extent that projects are ready for funding. However, funds should not be made available by FTA before obligations are required to permit project development to proceed, nor should initial planning be funded by §5309 (*Section 3*). Instead, §5303 Planning (*Section 8*) or §5307 Formula Grants (*Section 9*) funds should be used.
- 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 January 26, 1994.
- 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 enough (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 the requirements of the FT Act, 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 January 26, 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 FFGAs. LOIs 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.)

Table 2 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 October 1993 and those where Congressional interest has been demonstrated through ISTEA and/or appropriations earmarks). It does not list those projects for which FFGAs have already been negotiated. Because funding to complete these projects has already been committed, further evaluation is unnecessary. Appendix A provides a more detailed profile for each project, including the basis for the evaluation of the project (where available).

**TABLE 2
SUMMARY OF FY 1995 NEW STARTS RATINGS**

Phase and City (Project)	PROJECT JUSTIFICATION				LOCAL FINANCIAL COMMITMENT(e)			
	Capital Cost (a) (million \$)	Cost Effectiveness (Cost/New Trip)	Mobility Improvements (b)	EPA Classification (c)	Operating Efficiencies (d)	Sec. 5309 Share of Project Cost	Capital Financing Commitment	Stability & Reliability of Operating Assistance
Final Design								
Jacksonville-San Marco to St. John's Place	NA	NA	NA	Trans./Attain.	NA	NA	Low	Medium
Miami-Tri County Commuter Rail	NA	NA	NA	Mod./Attain.	NA	NA	NA	NA
San Jose-Tasman LRT	\$518	\$33	Medium	Mod./Mod.	Low	50%	Low	Low
Preliminary Engineering								
Boston-So. Boston Piers Phase 2	\$300	NA	Medium	Serious/Mod.	Medium	80%	Medium	Medium
Chicago-Wisconsin Central Phase 2	\$18	NA	Medium	Severe/Attain.	NA	80%	High	High
Dallas/Fort Worth-Railtran Phase 2	\$101	\$8	Medium	Mod./Attain.	Medium	44%	High	Medium/Low
Denver-Southwest LRT	\$171	\$8	Medium	Trans./Serious	High	78%	Medium	Medium
Los Angeles-Eastside Extension	\$780	NA	NA	Extreme/Serious	NA	50%	Low	Low
Maryland-MARC Extensions	\$49	NA	NA	Serious/Mod.	NA	NA	NA	NA
New Jersey-Newark/Elizabeth	\$640	\$11	High	Severe/Mod.	NA	100%	NA	Medium
New Jersey-Hudson Bergen Phase 1	\$775	\$5	High	Severe/Mod.	NA	100%	Low	Medium
Orange County-Transitway	\$615	NA	Medium	Extreme/Serious	Medium	52%	Low	Low
Salt Lake City-South LRT	\$266	\$4	Medium	Mod./NC	High	75%	Medium	Low/Medium
San Francisco-BART to Airport	\$1,002	\$23	Medium	Mod./Mod.	Low	75%	Low	Medium
San Juan-Tren Urbano Phase 1	\$965	\$4	High	Attain./Attain.	NA	33-50%	Med/High	High
System Planning								
Altoona-Pedestrian Crossing	NA	NA	NA	Marg./NC	NA	NA	NA	NA
Atlanta-Buckhead People Mover	NA	NA	NA	Serious/Attain.	NA	NA	NA	NA
Atlanta-Greensboro Corridor	NA	NA	NA	Serious/Attain.	NA	NA	NA	NA
Austin-Northwest/North Central Corridor	\$363	NA	NA	Attain./Attain.	NA	NA	Medium	High
Boston-Urban Ring Corridor	NA	NA	NA	Serious/Mod.	NA	NA	NA	NA
Boston-New Bedford/Fall River	NA	NA	NA	Serious/Mod.	NA	NA	NA	NA
Boston-North/South Sta. Rail Link	\$2000-\$4000	NA	NA	Serious/Mod.	NA	NA	NA	NA
Burlington, Vt. - Charlotte Corridor	\$8	NA	NA	Attain./Attain.	NA	NA	NA	NA
Charlotte-Priority Corridor	\$600 (93\$)	NA	NA	Mod./NC	NA	NA	NA	NA
Cincinnati-Northeast Corridor	\$806	NA	NA	Mod./Attain.	NA	NA	NA	NA
Cleveland-NE Ohio Corridor	NA	NA	NA	Mod./Mod.	NA	NA	NA	NA
Cleveland-Dual Hub Corridor	\$489-\$536	NA	NA	Mod./Mod.	NA	NA	NA	NA
Cleveland-Highland Hills Corridor	NA	NA	NA	Mod./Mod.	NA	NA	NA	NA
Columbus- Fixed Guideway	\$436 (92\$)	NA	NA	Marg./Attain.	NA	NA	NA	NA
Dallas-North Central Corridor	\$268	\$11	NA	Mod./Attain.	NA	80%	Medium	Low/Medium
Detroit-Woodward Corridor	NA	NA	NA	Mod./NC	NA	NA	NA	NA
Hartford-Griffin Line Corridor	176(94\$)	NA	NA	Severe/Mod.	NA	NA	NA	NA
Kansas City-Southtown Corridor	\$320-\$400 (93\$)	NA	NA	Attain./Attain.	NA	NA	NA	NA
Los Angeles-LOSSAN	\$32	NA	NA	Extreme/Serious	NA	NA	NA	NA
Los Angeles-Santa Monica Blvd.	\$66	NA	NA	Extreme/Serious	NA	NA	NA	NA
Los Angeles-West Central Corridor	\$3,000	NA	NA	Extreme/Serious	NA	NA	NA	NA
Maryland-Waldorf Corridor	NA	NA	NA	Severe/Mod.	NA	NA	NA	NA
Miami- East/West Corridor	\$1,400 (92\$)	NA	NA	Mod./Attain.	NA	NA	NA	NA
Miami-North Corridor	\$574	\$22	NA	Mod./Attain.	NA	NA	NA	NA
Milwaukee-East/West Corridor	(92\$)\$875	\$5-\$43	NA	Severe/Attain.	NA	NA	Low/Medium	Low/Medium
Minneapolis-Central Corridor	\$581	\$29-\$34	NA	Attain./Mod.	Low	NA	NA	NA
No. New Jersey-Hawthorne/Warwick	NA	NA	NA	Severe/Mod.	NA	NA	NA	NA
No. New Jersey-Lakewood/Freehold	NA	NA	NA	Severe/Mod.	NA	NA	NA	NA

-CONTINUED-

**TABLE 2 (CONTINUED)
SUMMARY OF FY 1995 NEW STARTS RATINGS**

Phase and City (Project)	PROJECT JUSTIFICATION				LOCAL FINANCIAL COMMITMENT(e)			
	Capital Cost (a) (million \$)	Cost Effectiveness (Cost/New Trip)	Mobility Improvements (b)	EPA Classification (c)	Operating Efficiencies (d)	Sec. 5309 Share of Project Cost	Capital Financing Commitment	Stability & Reliability of Operating Assistance
System Planning (Continued)								
New Jersey-West Shore Line	NA	NA	NA	Severe/Mod.	NA	NA	NA	NA
New Orleans-Canal Street	\$135	\$7-\$9	NA	Trans./Attain.	NA	NA	NA	NA
New York-Midtown Ferry	NA	NA	NA	Severe/Mod.	NA	NA	High	Medium
New York-Whitehall Ferry Terminal	\$60-100	NA	NA	Severe/Mod.	NA	NA	NA	NA
Norfolk	\$125 (91\$)	NA	NA	Marg./Attain.	NA	NA	NA	NA
Philadelphia-Cross County Corridor	\$12-\$476	NA	NA	Severe/Mod.	NA	NA	NA	NA
Philadelphia-Northeast Corridor	NA	NA	NA	Severe/Mod.	NA	NA	NA	NA
Pittsburgh-LRT Rehabilitation	\$397	NA	NA	Mod./NC	NA	NA	NA	NA
Portland-South/North Corridor	\$2,800	NA	NA	Marg./Mod.	NA	50%	NA	NA
Sacramento-South Corridor	\$530	\$3	Medium	Serious/Mod.	NA	80%	NA	NA
St. Louis-St. Charles Corridor	\$270(89\$)	NA	NA	Mod./NC	NA	NA	NA	NA
St. Louis-St. Clair Corridor	\$391	\$36	Medium	Mod./NC	Low	80%	Low/Medium	Low
St. Louis-Cross County Corridor	\$270-\$310(89\$)	NA	NA	Mod./NC	NA	NA	NA	NA
San Diego-Mid Coast Corridor	\$61-\$355 (92\$)	\$3-\$75	Medium	Serious/Mod.	Medium	80%	High	Medium
San Diego-Mission Valley East Corridor	\$332 (93\$)	\$16	NA	Serious/Mod.	NA	NA	NA	NA
Seattle-Core Rapid Transit	\$7,000	NA	High	Marginal/Mod.	Medium	33%	NA	NA
Seattle-Tacoma Commuter Rail	\$367	NA	NA	Marginal/Mod.	NA	NA	NA	NA
So. New Jersey-Burigt/Gloucester	1135-\$1490 (91\$)	NA	NA	Severe/Mod.	NA	NA	NA	NA
Tampa-Lakeland Corridor	NA	NA	NA	Marg./Attain.	NA	NA	NA	NA
Vallejo-North Bay Ferry	NA	NA	NA	Mod./Mod.	NA	NA	NA	NA
Washington-Dulles Corridor	\$1,000	NA	NA	Serious/Mod.	NA	NA	NA	NA
Washington-Largo/Bowie Corridor	\$400 (91\$)	\$16-\$83	NA	Serious/Mod.	NA	NA	NA	NA

NA = Not Available

(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-marginal, 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 reduce 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.

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 constructed. 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 each project's local financial commitment in terms of proposed Federal share of project cost, the acceptability of the project's 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 have reached a sufficient state of readiness to obligate funds. 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.

V. NEW STARTS ALLOCATIONS AND RECOMMENDATIONS

As noted, the funding level proposed for FY 1996 for New Starts is \$724.98 million. Once funding for FTA oversight activities is subtracted from this amount, as authorized by §5327 (*Section 23*), \$719.56 million remains for projects. These funds will be allocated among the twelve projects with existing Federal funding commitments. Eleven of these projects are covered by FFGAs, which commit FTA to provide specified levels of Federal funding over a specified period of time. The twelfth project, the Tasman LRT in the San Francisco Bay Area, has been issued an LOI. The funding recommendations for these projects in FY 1996 are described below. Complete descriptions of all projects in the New Starts pipeline can be found in Appendix A.

1. Atlanta/North Line Extension

The Metropolitan Atlanta Rapid Transit Authority (MARTA) is designing a 9-mile, 5-station extension to its heavy rail rapid transit system. The initial 5.7-mile North Line segment, from the existing Lenox Station to Medical Center, is being built by MARTA without FTA assistance. This portion follows the median of Georgia State Route 400. An additional segment, from Medical Center to Dunwoody, is under construction with assistance from FTA. MARTA is seeking additional FTA funding for a 1.9-mile, 2-station extension of the North Line from Dunwoody to North Springs. When complete, this extension 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.

An FFGA was issued for this project in December 1994 which fulfilled the requirements of Section 3035(tt) of ISTEA. Included in this FFGA are the Sandy Springs station and 28 rail vehicles. All of the \$29.46 million in funds provided to this project since the enactment of ISTEA have been obligated, as has the \$10.00 million provided in pre-ISTEA fiscal years. No funds were provided for this project in the FY 1995 budget. The FFGA provides for \$42.41 million in FY 1996 New Starts funds, with the remaining \$223.14 million provided over FY 1997-2000. It is recommended that the FY 1996 budget provide funding as specified in the FFGA. This project is expected to be operational by December 2000.

2. Baltimore LRT Extensions

The Mass Transit Administration (MTA) of Maryland is designing three extensions to the existing 22-mile light rail transit (LRT) line 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; if this investment is viewed in the context of the complete system, however, the overall Federal share is only 18 percent.

Section 3035(nn) of ISTEA directs FTA to enter into a Full Funding Grant Agreement (FFGA) with MTA to provide not less than \$60 million in New Starts funds for these three extensions. A total of \$27.37 million in FY 1994 and prior ISTEA funds has been earmarked, along with an additional \$16.90 million in pre-ISTEA earmarks; all of these funds have been obligated. The FY 1995 budget provided an additional \$2.98 million for this project.

The FFGA for this project provides for \$22.63 million in FY 1996 New Starts funds, with the remaining \$15.02 million required to complete the Federal portion of this project provided in FY 1997. This project is expected to be operational by 1997.

3. Boston/South Boston Piers - Phase 1

The 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). This area is slated for future development, and is expected to more than double its existing commercial space by 2010. 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 will operate in the transitway tunnel and on surface routes in the eastern end of the Piers area.

Phase 1 of this project consists of a 1-mile bus tunnel with three stations located at South Station, Fan Pier, and the World Trade Center. Phase 2 will extend the tunnel to Boylston Station. Parts of Phase 1 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 directs FTA to enter into an FFGA for this project.

An FFGA for this project was issued for Phase 1 in November 1994, in the amount of \$330.73 million; this includes the \$68.64 million provided in FY 1994 and prior years. The FY 1995 budget provided an additional \$23.82 million for this project. It is recommended that funds in the amount of \$22.62 million be provided in FY 1996, in accordance with the FFGA. The remaining \$215.65 million would be provided over the course of FY 1997-2000. Phase 1 is expected to be in operation by 2000.

4. Chicago/Central Area Circulator

The City of Chicago is developing a 17.58-mile multi-legged light rail transit system known as the Central Area Circulator. This system would operate within downtown Chicago (an area of approximately 6 square miles), the second largest central business district (CBD) in the nation, over a combination of reserved right-of-way on city streets and grade-separated or protected right-of-way adjacent to streets. The project would serve the more recently developed areas of the CBD, particularly to the northeast along Michigan Avenue, that are not well-served by the existing rapid transit system. The local financial commitment to this project is particularly strong, with the private sector bearing one-third of the capital costs through a special taxing district, which local businesses support. The State would contribute another third, and the Federal share would make up the remaining third. This project is expected to be operational by 2000.

Section 3035(e) of ISTEA directs FTA to enter into a Full Funding Grant Agreement (FFGA) with the City of Chicago for \$260 million to carry out the locally-preferred alternative. An FFGA was issued for this project on December 15, 1994, to provide a total of \$258.37 million in New Starts funding (including funds already provided in past budgets). A total of \$91.41 million in New Starts funding has been provided to this project in FY 1994 and prior

years, including \$16.90 million in pre-ISTEA earmarks. The FY 1995 budget provided an additional \$24.81 million.

The FFGA provides for \$42.41 million in FY 1996 New Starts funds, with the remaining \$99.73 million needed to complete the project provided in FY 1997-1998. It is recommended that the FY 1996 budget provide sufficient funds to honor the FFGA.

5. Dallas/South Oak Cliff

The South Oak Cliff light rail line is a 9.6-mile, 13-station segment of a 20-mile starter system being constructed by Dallas Area Rapid Transit (DART). Construction has been underway since February 1992, and the FFGA was issued in September 1993. The remaining 10.4 miles are being constructed without Federal assistance. The FY 1995 budget provided \$16.80 million in New Starts funding for this project, leaving \$16.94 million required for completion. It is recommended that the remaining \$16.94 million required to complete this project under the FFGA be provided in FY 1996.

6. Houston/Regional Bus Plan

The Regional Bus Plan developed by Houston Metro consists of a package of major improvements to its existing bus system. It consists of major 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. The local share for this project is 50 percent.

Section 3035(uu) of ISTEA directs FTA to negotiate and sign an FFGA for \$500 million for this project, provided that a locally-preferred alternative for the Priority Corridor project had been selected by March 1, 1992. This condition has been met, and the FFGA was issued on December 30, 1994. A total of \$29.78 million was provided to this project in the FY 1995 budget. An additional \$88.82 million in ISTEA funds was earmarked in FY 1994 and prior years, and \$146.07 million was provided in pre-ISTEA budgets (FY 1991 and prior years); all of these funds have been obligated. The FFGA for this project provides for \$22.63 million in FY 1996 New Starts funds, with the remaining \$212.73 million needed to complete the project provided in FY 1997-2000. It is recommended that the FY 1996 budget reflect the funding schedule specified in the FFGA.

7. Los Angeles/MOS-3

This is the third Minimum Operable Segment (MOS) of the Metro Rail Red Line Project in Los Angeles. The first segment, MOS-1, opened for revenue service in January 1993; MOS-2 is under construction, and the FFGA has been fulfilled. In May 1993, an FFGA was issued to the Los Angeles County Metropolitan Transportation Authority (LACMTA) for MOS-3.

ISTEA defined MOS-3 to include three smaller 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 Central project, to the east from the eastern terminus of MOS-2 at Union Station. Construction on the first two segments is now underway.

In December 1994, the FFGA for MOS-3 was amended to specify the segment of the East Central project to be included. This segment ("Phase 1") consists of a 3.7-mile, four-station extension from the eastern terminus of MOS-1 at Union Station, across the Los Angeles River to First and Lorena in East Los Angeles. The amendment provides funds for this segment under ISTEA contingent commitment authority beyond FY 2000, in the amount of \$186.49 million. The entire MOS-3 project is part of a larger commitment to meeting air quality goals through the Regional Mobility Plan, which includes an extensive network of rail lines, electric bus lines, and an aggressive travel demand management program.

In FY 1994 and prior years, \$192.98 million has been appropriated for MOS-3; an additional \$163.76 million was provided in the FY 1995 budget. Funding in the amount of \$158.86 million is recommended in FY 1996 under the existing FFGA, with the remaining \$714.40 million provided over the course of FY 1997-2001. With the addition of \$186.49 million for Phase 1 of the East Central project under the December 1994 FFGA amendment, the total amount of future funds committed to the entire MOS-3 project will be \$900.89 million.

8. New Jersey Urban Core/Secaucus Transfer

As part of its Urban Core program of interrelated projects, New Jersey Transit is constructing a 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 the 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.

Section 3031 of ISTEA identifies the Secaucus Transfer Station as an element of the New Jersey Urban Core program of projects, and requires 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, ISTEA earmarked \$634.40 million for the entire Urban Core program of projects. Section 3031(c) specifically exempts 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 in December 1994 to provide a total of \$444.25 million through FY 1998, including funds already provided in prior year budgets. This project is expected to be operational by 2001.

The FY 1995 budget provided \$106.20 million for the overall Urban Core project, of which \$101.00 million has been allocated to the Secaucus Transfer. A total of \$132.18 million in FY 1994 and prior year ISTEA funds has been obligated for this project. The FFGA calls for \$85.54 million in FY 1996 New Starts funds, with the remaining \$125.53 million needed to complete the project provided in FY 1997 and 1998. It is recommended that the FY 1996 budget reflect the FFGA funding schedule.

9. New York/Queens Connection

The New York Metropolitan Transportation Authority (MTA) is constructing a connection from the 63rd Street tunnel to the Queens Boulevard subway lines. The Queens Boulevard Connection 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 bottleneck at the 53rd Street tunnel. An FFGA was issued for this project in February 1994 in the amount of \$306.10 million. A total of \$91.29 million in FY 1994 and prior year funds has been obligated for this project; the FY 1995 budget provided an additional \$54.59 million. In accordance with the FFGA, funding in the amount of \$152.27 million is recommended in FY 1996, with the remaining \$7.95 million to be provided in FY 1997.

10. Pittsburgh/Airport Busway Phase 1

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. Phase 1 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 12 miles 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. An FFGA was issued for this project on November 10, 1994, providing a total Federal commitment of \$121.00 million. This project is expected to open for revenue service in 1997.

Section 1108(b) of the highway portion of ISTEA provides \$9.8 million in contract authority for this project. Section 1069(e) authorizes an additional \$39.50 million in general funds, of which Congress has appropriated \$15.82 million in FY 1995. An additional \$76.50 million in flexible ISTEA funds has been committed to this project. The FY 1995 budget provided \$9.93 million in New Starts funding for this project, and a total of \$65.97 million in FY 1994 and prior ISTEA funds has also been earmarked. An FFGA has been issued for this project that will provide \$22.63 million in New Starts funds in FY 1996, with the remaining \$22.47 million needed to complete the project provided in FY 1997.

11. 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 to Beaverton and Suburban Washington County. The Westside project is an 11.5-mile, double-track fixed guideway with 11 stations and five park-and-ride lots. The route includes a 3-mile twin-tube tunnel under the West Hills along the Sunset Highway. The FFGA for this project was issued in September 1992.

On December 13, 1994, the FFGA for the Westside was amended to include the 6-mile extension of the Westside line west to Hillsboro from its planned terminus at S.W. 185th Avenue in Washington County. This project is part of a program of interrelated projects planned for the region. Funds have been committed for this project from the Surface Transportation Program (STP) and §5307 (*Section 9*). In addition, \$30 million of a 1992 local bond issue is also available. Local governments have entered into a regional compact which establishes the framework for their contributions. Legislation enacted in 1991 put the State funding in place.

The Westside project has obligated all of the \$166.40 million in FY 1994 and prior year funds provided since the enactment of ISTEA, in addition to the \$1.00 million provided in pre-ISTEA funds. An additional \$97.27 million was provided for this project in the FY 1995 budget. The FFGA for the Westside project calls for \$108.00 million to be provided in FY 1996 New Starts funds, leaving \$143.33 million required for completion of the Federal commitment. The December 1994 amendment to include the Hillsboro extension in the existing FFGA commits an additional \$74.06 million in future funds to the Hillsboro project, under ISTEA contingent commitment authority. It is recommended that \$108.00 million be provided to this project in FY 1996, in accordance with the FFGA, with the remaining \$217.39 million required to fulfill the amended FFGA to be provided in FY 1997 and FY 1998.

12. San Francisco Area/Tasman

The Tasman project in San José is a 12.4-mile light-rail system from northeast San José to downtown Mountain View that will connect with both the Guadalupe LRT in northern Santa Clara County and the Caltrain commuter rail system. The Santa Clara County Transit District (SCCTD) is seeking New Starts funds for approximately 50 percent of the capital cost of the Tasman project. The Transit District has an existing 1/2-cent sales tax dedicated to transit, and receives an additional 1/4-cent sales tax through the State. In November 1992, voters in Santa Clara County approved a doubling of the existing 1/2-cent sales tax, dedicated largely to transit to pay for this project and other increases in service. This tax has been challenged by a State taxpayers' group, and a State court has ruled in their favor. The case has been appealed to the State Supreme Court, and the SCCTD expects a ruling by April 1995.

Section 5328(c)(1)(B) (*Section 3(a)(8)(C)(ii) of the FT Act*) defines the Tasman Corridor project in San José 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

San Francisco Airport. In addition, Section 3032(c) of ISTEA directs the Secretary to approve the construction of these projects, and Section 3032(e) authorizes \$568.50 million in New Starts funds. An additional \$12.75 million was authorized specifically for the Tasman project by ISTEA Section 3032(b)(2).

In view of the fact that the lower courts have not upheld the half-cent sales tax that Santa Clara County intended to use for the local share of this project, several financial concerns must be resolved before an FFGA can be executed. These include development of a multiyear financial plan prioritizing capital projects in the Bay Area and the identification of specific amounts and sources of funds, including local funds necessary to complete the Tasman project. In the interim, the Department issued an LOI for this project in April 1994.

The Federal share of the Tasman project is estimated to be \$240.00 million; of this, \$106.98 million has been made available in prior Fiscal Years, with an additional \$20.00 million provided in the FY 1995 budget. Funding in the amount of \$22.62 million is recommended for this project in FY 1996 under the existing LOI, which will leave \$90.39 million in future funds required for completion. An FFGA may be issued in FY 1995, pending the resolution of the local funding issues or a favorable ruling on the local tax by the State Supreme Court.

The following table summarizes the FY 1996 recommendations for projects under existing and pending FFGAs, and outlines the flow of outyear funds committed (in millions of dollars):

	Commitment Instrument	Maximum Outyear Funds					
		FY 1996 Funding	FY 1997 Funding	FY 1998 Funding	FY 1999 Funding	FY 2000 Funding	Beyond FY 2000
Atlanta/North Line	FFGA	\$42.41	\$66.82	\$52.11	\$52.11	\$52.10	\$0.00
Baltimore/LRT Extensions	FFGA	22.63	15.02	0.00			
Boston/South Boston Piers	FFGA	22.62	53.72	53.99	53.98	53.96	0.00
Chicago/Central Area Circ.	FFGA	42.41	66.82	32.91	0.00		
Dallas/South Oak Cliff	FFGA	16.94	0.00	0.00	0.00	0.00	0.00
Houston/Regional Bus	FFGA	22.63	40.59	59.67	59.67	52.77	0.00
Los Angeles/MOS-3 ¹	FFGA	158.86	158.86	179.00	178.00	178.00	207.03
New Jersey/Secaucus	FFGA	85.54	105.53	20.00	0.00		
New York/Queens Connect.	FFGA	152.27	7.95	0.00			
Pittsburgh/Busway	FFGA	22.63	22.47	0.00			
Portland/Westside-Hillsboro	FFGA	108.00	121.19	96.20	0.00		
San Francisco Area/Tasman	LOI	<u>22.62</u>	<u>60.59</u>	<u>29.80</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL		<u>\$719.56</u>	<u>719.56</u>	<u>\$523.68</u>	<u>\$343.76</u>	<u>\$336.83</u>	<u>\$207.03</u>

¹Includes Phase 1 of East Central project (beyond FY 2000)

VI. REMAINING ISTEA COMMITMENT CAPACITY

Section 5309(g)(4) (*Section 3(a)(4)(E)*) limits the total amount of LOIs, FFGAs and contingent commitments which can be issued at any time to the remaining balance of the authorization, or one-half of the uncommitted cash balance in the Mass Transit Account of the Highway Trust Fund, whichever is greater. The maximum amount of New Starts funding authorized by ISTEA is about \$4.969 billion for FY 1992 through 1997, of which \$2.396 billion remains. By the end of 1997, an additional \$2.130 billion is expected to be available for New Starts from one-half of the uncommitted balance of the Mass Transit Account. The sum of commitments which are proposed in this report (\$2.850 billion), including the \$535.00 million in contingent commitments for Los Angeles/MOS-3, is within the total amount permitted to be committed under §5309(g)(4) (*Section 3(a)(4)(E)*). Table 3 indicates the FY 1996 and potential outyear funding implications of the existing and pending FFGAs listed in this report, and illustrates the remaining commitment capacity under ISTEA.

After accounting for the existing funding commitments, a total of \$1.675 billion remains in ISTEA-authorized commitment authority. Of the remaining projects in the New Starts process (described in Appendix A), the following nine stand out as the next claimants on this authority, pending enactment of the Administration's grant consolidation proposal. Should this proposal be enacted, these projects are illustrative of those that might be funded under the Discretionary Grants Program within the Unified Transportation Infrastructure Investment Program (UTIIP). Four of these projects have significant unfulfilled ISTEA earmarks (in millions of dollars):

<u>Project</u>	<u>Remaining Earmark</u>	<u>Estimated Funding Required</u>
Salt Lake City/South LRT	\$117.52	\$193.00
Maryland/MARC Extensions	112.85	112.00
NJ Urban Core	94.26	
Hudson-Bergen LRT		775.00
Newark-Elizabeth		225.00*
San Francisco/Airport	194.34	800.00
San Juan/Tren Urbano	N/A	300.00
Dallas/RAILTRAN	N/A	58.00
Denver/Southwest Corridor	N/A	101.00
St.Louis/St. Clair	N/A	265.00

*First Segment

The remaining authority will not be sufficient to fully fund all of these projects. However, FTA intends to manage this caseload so that as individual projects in this group meet the necessary requirements in the development process, negotiations for FFGAs would proceed while keeping the total Federal commitments within both the available authority and the program level that can be accommodated within the budget caps.

Table 3
Remaining Commitment Capacity Under ISTEA

	<u>ISTEA Funding</u>		<u>Maximum</u>	<u>Total</u>	<u>Available</u>
	<u>FY 1996</u>	<u>FY 1997</u>	<u>Outyear</u>	<u>ISTEA</u>	<u>ISTEA</u>
	<u>Funds</u>	<u>Funds</u>	<u>Funding</u>	<u>Funding</u>	<u>Funding</u>
			<u>FY 1998-</u>	<u>FY 1996-</u>	
ISTEA New Starts Authorization (FY 1992-1997)					\$4,968.90
Less:					
Budget Authority Available FY 1992-1995					(\$2,573.25)
Plus:					
Anticipated Additional Contingent Commitment Authority for New Starts from 50% Uncommitted Cash Balance of Mass Transit Account (End of FY 1997)					\$2,130.30
TOTAL COMMITMENT CAPACITY (FY 1996-)					\$4,525.95
Less:					
<u>Existing FFGAs/LOIs</u>					
Atlanta/North	\$42.41	\$66.82	\$156.32	\$265.55	
Baltimore/LRT Extensions	22.63	15.02	0.00	37.65	
Boston/Piers Phase 1 (MOS-2)	22.62	53.72	161.93	238.27	
Chicago/Central Area Circ.	42.41	66.82	32.91	142.14	
Dallas/South Oak Cliff	16.94	0.00	0.00	16.94	
Houston/Regional Bus	22.63	40.59	172.11	235.33	
Los Angeles/MOS-3	158.86	158.86	742.03	1,059.75	
New Jersey/Secaucus	85.54	105.53	20.00	211.07	
New York/Queens	152.27	7.95	0.00	160.22	
Pittsburgh/Airport Busway	22.63	22.47	0.00	45.10	
Portland/Westside-Hillsboro	108.00	121.19	96.20	325.39	
San Francisco Area/Tasman	22.62	60.59	29.80	113.01	
Subtotal	\$719.56	\$719.56	\$1,411.30	\$2,850.42	(\$2,850.42)
TOTAL REMAINING COMMITMENT CAPACITY (FY 1996-)					\$1,675.53

A. Projects With Significant Outstanding ISTEA Earmarks

1. Salt Lake City/South LRT

The Utah Transit Authority (UTA) plans to construct 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. The LRT project is part of the Interstate 15 corridor improvement initiative, which includes reconstruction of a parallel segment of I-15. A Record of Decision was issued for this project in November 1994, and preliminary engineering has been completed.

Section 3035(f) of ISTEA directs FTA to enter into a multiyear grant agreement with UTA, which includes \$131.00 million for construction of the initial segment of the locally-preferred alternative. Congress has appropriated a total of \$8.52 million in FY 1994 and prior years for advanced right-of-way acquisition, engineering, and design work. An additional \$4.96 million was provided in the FY 1995 budget, leaving an unfulfilled ISTEA earmark of \$117.52 million. (An additional \$15.52 million was provided to this project prior to ISTEA.)

Initial financial plans had included significant FHWA demonstration funds through the national Highway System (NHS) bill, which have not been authorized. A revised plan calls for \$222.00 million in §5309 (*Section 3*) funds for this project, to be matched by \$74.00 million in local funds. Efforts to replace a portion of the §5309 (*Section 3*) funds sought with State and other Federal highway funds have not been successful; an indication that FTA intends to negotiate an FFGA for this project may have a positive influence in these efforts. After accounting for the \$29.00 million in FY 1995 and prior year funding, \$193.00 million is needed from §5309 (*Section 3*) to complete this project under the revised financial plan. While this exceeds the remaining funds required to fulfill the ISTEA earmark, sufficient funds are available in contingent commitment authority. Salt Lake City is among the sites being considered for the 2002 Winter Olympics, and local officials believe a commitment to this system would significantly enhance their position. The final vote by the Olympic Committee is scheduled for June 1995.

2. Maryland/MARC Commuter Rail Extensions

The Mass Transit Administration of Maryland is planning an extension of the Maryland Commuter Rail (MARC) system from Point of Rocks to Frederick, which will serve suburban Montgomery and Frederick counties. This extension would involve only track, signal, and station improvements along an existing freight line. In addition, MARC has undertaken a major program to purchase 50 bi-level coaches and six locomotives to ease crowding on existing lines and provide service on the Frederick extension. The environmental assessment of the Frederick extension has been completed, proposed station sites have been selected, and final design should begin soon. MARC expects to initiate service on this extension in 1997.

ISTEA authorized funds in the amount of \$160.00 million for this project. A total of \$33.25 million has been appropriated in FY 1994 and prior year budgets, and an additional \$13.90 million was provided in FY 1995. This leaves an unfulfilled ISTEA earmark of \$112.85 million. The total amount of outyear §5309 (*Section 3*) funds required for the Frederick extension and the nine associated rail cars is \$112.00 million. Significant local funds and funds from the Surface Transportation Program, the Fixed Guideway Modernization Program, and FTA formula funds are also programmed for the rail car purchase.

3. New Jersey Urban Core/Hudson-Bergen LRT

New Jersey Transit (NJ Transit) is planning a 20.7-mile, 33-station light-rail line from the Vince Lombardi Park-and-Ride lot on the New Jersey Turnpike, through Hoboken and Jersey City, and terminating in Bayonne. It is intended to serve existing and proposed new development along the New Jersey waterfront, providing both internal circulation along the waterfront and connections to NJ Transit commuter rail service at Hoboken. It would also connect with PATH trains to Newark and Manhattan and with the Port Imperial ferry from Weehauken to Manhattan. This project is part of the Urban Core program of interrelated projects defined in ISTEA.

A total of \$108.99 million in FY 1994 and prior year New Starts funds have been allocated to the Hudson-Bergen LRT, including \$19.90 million in pre-ISTEA funds. In addition, \$5.20 million of the funds earmarked for the overall Urban Core initiative in FY 1995 has also been allocated to this project. NJ Transit is seeking \$775.00 million in additional §5309 (*Section 3*) funding for an 11.5-mile First Construction Stage (FCS) serving the Hoboken Terminal, Jersey City and Bayonne.

ISTEA earmarked a total of \$634.40 million for the entire Urban Core initiative, which includes this project as well as the Secaucus Transfer, Newark-Elizabeth Rail Link, and other projects. Of this, \$94.26 million remains unfulfilled after accounting for the Secaucus Transfer FFGA, FY 1995 earmarks and FY 1994 and prior year funds provided to the overall Urban Core program of projects (specific allocations are shown in Table 1). ISTEA also specifically exempted the Urban Core projects from the FTA New Starts evaluation criteria.

4. New Jersey Urban Core/Newark-Elizabeth

NJ Transit is also pursuing a light rail transit (LRT) line linking the cities of Newark and Elizabeth with Newark International Airport, as part of the Urban Core program of interrelated projects. The planned LRT line is eight miles long with 12 stations, and includes rolling stock and a maintenance yard. A two-mile first operating segment is projected to require \$255.00 million in §5309 (*Section 3*) funds. Of the total \$329.07 million provided to the overall Urban Core initiative under ISTEA, \$5.00 million has been obligated to this project. Another \$6.95 million was provided prior to ISTEA. This project is included in the ISTEA exemption from the FTA New Starts evaluation criteria.

5. San Francisco/Airport

Local officials in the San Francisco area have developed a plan to extend the Bay Area Rapid Transit (BART) system from Colma to an intermodal station serving San Francisco International 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 José. The Federal commitment to the Colma project has been fulfilled, and an LOI 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 San Francisco. The regional plan calls for 100 percent 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 27 percent. This is a significant indication of local financial support for transit in a very transit dependent region and is a major reason for the Department's support of this project.

ISTEA authorizes a total of \$512.75 million in New Starts funds for the San Francisco Program of Interrelated Projects. After accounting for FY 1994 and prior year funds provided to these projects, the FY 1995 earmarks, and the outyear funds committed by the Tasman FFGA, \$194.34 million of this earmark remains unfulfilled. The BART Airport project will require an estimated \$800.00 million in §5309 (*Section 3*) funds to complete. FTA intends to explore the possibility of defining a minimum operable segment that could be constructed within the remaining earmark.

B. Additional Projects

These additional projects do not have outstanding ISTEA earmarks, but could be completed with the remaining funds. The projects are as follows:

1. San Juan/Tren Urbano

The Puerto Rico Department of Transportation and Public Works (DTPW) is planning an 11.8-mile, 16-station light rail line connecting the major activity centers in the San Juan region. This project has been selected as one of FTA's turnkey demonstration projects. Preliminary Engineering is underway and a draft environmental impact statement is under review. FTA is in the process of approving a grant for this work, funded with the \$4.96 million FY 1995 earmark for this project; all previous engineering and environmental work has been funded by DTPW. Of the total estimated cost of \$966.00 million, \$300.00 million would come from §5309 (*Section 3*).

2. Denver/Southwest Corridor

The Regional Transit District (RTD) in Denver recently completed an MIS in the 14-mile corridor between downtown Denver and the Highlands Ranch community in northern Douglas County. The locally-preferred alternative is an 8.7-mile light rail system from I-25 and Broadway in Denver to Mineral Avenue in Littleton. This project would connect with the Central Corridor light rail in downtown Denver, which opened in October 1994. Preliminary Engineering for this project is expected to be completed in October 1995.

The estimated cost for this project is \$127.50 million for final design, construction, and vehicles. This does not include local funds already expended. While Congress has not appropriated any funds for this project, the House of Representatives authorized \$13.00 million in 1994 as part of the NHS bill and directed FTA to credit RTD with previous expenditures as the local match. An estimated \$101.00 million in §5309 (*Section 3*) funds is needed to complete this project.

3. Dallas/RAILTRAN

This project will initiate commuter rail service in two phases between Dallas and Fort Worth, Texas (a future phase would initiate service along a spur to Dallas/Fort Worth Airport). Phase 1, a 10-mile segment between Dallas and South Irving, is being financed without New Starts funding; service is scheduled to commence in 1996. Phase 2 continues the line from South Irving to Fort Worth along 25 miles of existing right-of-way; plans call for service to be initiated in 1998. The capital cost of Phase 2 is \$101.11 million, of which \$58.00 million is anticipated from §5309 (*Section 3*).

ISTEA earmarked \$5.68 million for preliminary engineering and construction of improvements to the RAILTRAN system, of which \$5.46 million has been provided in FY 1992 through FY 1995.

4. St. Louis/St. Clair

The East West Gateway Coordinating Council (EWGCC) is studying transit alternatives for the 20-mile corridor between downtown East St. Louis (Illinois), and the vicinity of Scott Air Force Base. One option under study is an extension of the existing Metro Link light rail system, which opened for revenue service in July 1993. A total of \$8.04 million has been allocated to this project by EWGCC from the FY 1994 funds earmarked for the Metro Link project and its extensions. In addition, \$0.45 million was provided prior to ISTEA. Of the \$12.00 million provided to the overall Metro Link project in the FY 1995 budget, \$5.96 million has been allocated to this project. The initial financial plan included \$313.20 million in funding from §5309 (*Section 3*) for the St. Clair project. However, a revised estimate indicates that the project could be completed for \$265.00 million in §5309 (*Section 3*) funds, in addition to those provided in prior years.

VII. CONCLUSION

The \$719.56 million available for FY 1996 is sufficient to honor all thirteen of the New Starts projects that have existing or pending FFGAs. Specifically, we intend to:

- Provide \$16.94 million to the Dallas/South Oak Cliff project to fulfill the FFGA and complete the Federal commitment;
- Provide \$152.27 million (and \$7.95 million in future funds) to the Queens Local/Express Connection in New York City, in accordance with the existing FFGA for this project;
- Provide \$108.00 million (and \$217.39 million in future funds) to the Westside light rail extension in Portland, in accordance with the FFGA for this project (this includes \$74.06 million in future funds for the extension to Hillsboro, as per the December 13, 1994, amendment to the FFGA);
- Provide \$42.41 million (and \$223.14 million in future funds) to the Atlanta/North project, in accordance with the FFGA issued on December 14, 1994;
- Provide \$22.63 million (and \$15.02 million in future funds) to the light rail extensions in Baltimore, in accordance with the November 23, 1994, FFGA for this project;
- Provide \$158.86 million (and \$900.89 million in future funds) to the Los Angeles/MOS-3 project, including the initial segment of the East Central extension, in accordance with the FFGA as amended on December 28, 1994;
- Provide \$85.54 million (and \$125.53 million in future funds) to the Secaucus Transfer element of the Urban Core program of projects in New Jersey, in accordance with the December 6, 1994, FFGA for this project;
- Provide \$22.62 million (and \$90.39 million in future funds) to the Tasman LRT project in the San Francisco Bay Area, under the existing Letter of Intent (LOI);
- Provide \$22.62 million (and \$215.64 million in future funds) to the South Boston Piers project, under the FFGA issued for this project on December 1, 1994;
- Provide \$42.41 million (and \$99.73 million in future funds) in accordance with the December 15, 1994, FFGA for the Chicago/Central Area Circulator;

- Provide \$22.63 million (and \$212.70 million in future funds) to the Houston/Regional Bus plan, according to the FFGA issued on December 30, 1994; and
- Provide \$22.63 million (and \$22.47 million in future funds) to Phase 1 of the Airport Busway project in Pittsburgh, under the November 11, 1994, FFGA for this project.

APPENDIX A.

NEW STARTS PROJECT PROFILES

as of

December 1994

Office of Grants Management

Federal Transit Administration

U.S. Department of Transportation

NEW STARTS PROJECT PROFILES
(December 1994)

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PREFACE

These new start project profiles provide background information supporting the Department of Transportation's new start funding recommendations for FY 1996. 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.

^{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.

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 1996 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 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 Section 3(i)(1) 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 travel time savings.

The cost effectiveness of a proposed major investment is measured in terms of its added benefits and added costs when compared to a transportation system management (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 1996 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.

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:

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

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

- o Serious
- o Moderate > 12.7 ppm
- o 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. This 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. 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 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).

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PROJECT WITH FULL FUNDING GRANT AGREEMENTS

North Line Extension

Atlanta, Georgia
(December 1994)

Description

MARTA is developing 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 is currently under construction. The extension will serve the rapidly growing area north of Atlanta, such as Perimeter Center and north Fulton County.

The 1.9 mile extension and 28 rail vehicles are estimated to cost \$381.3 million. Daily ridership on the rail extension in the year 2005 is estimated at 33,000 riders, including 11,000 new riders.

Status

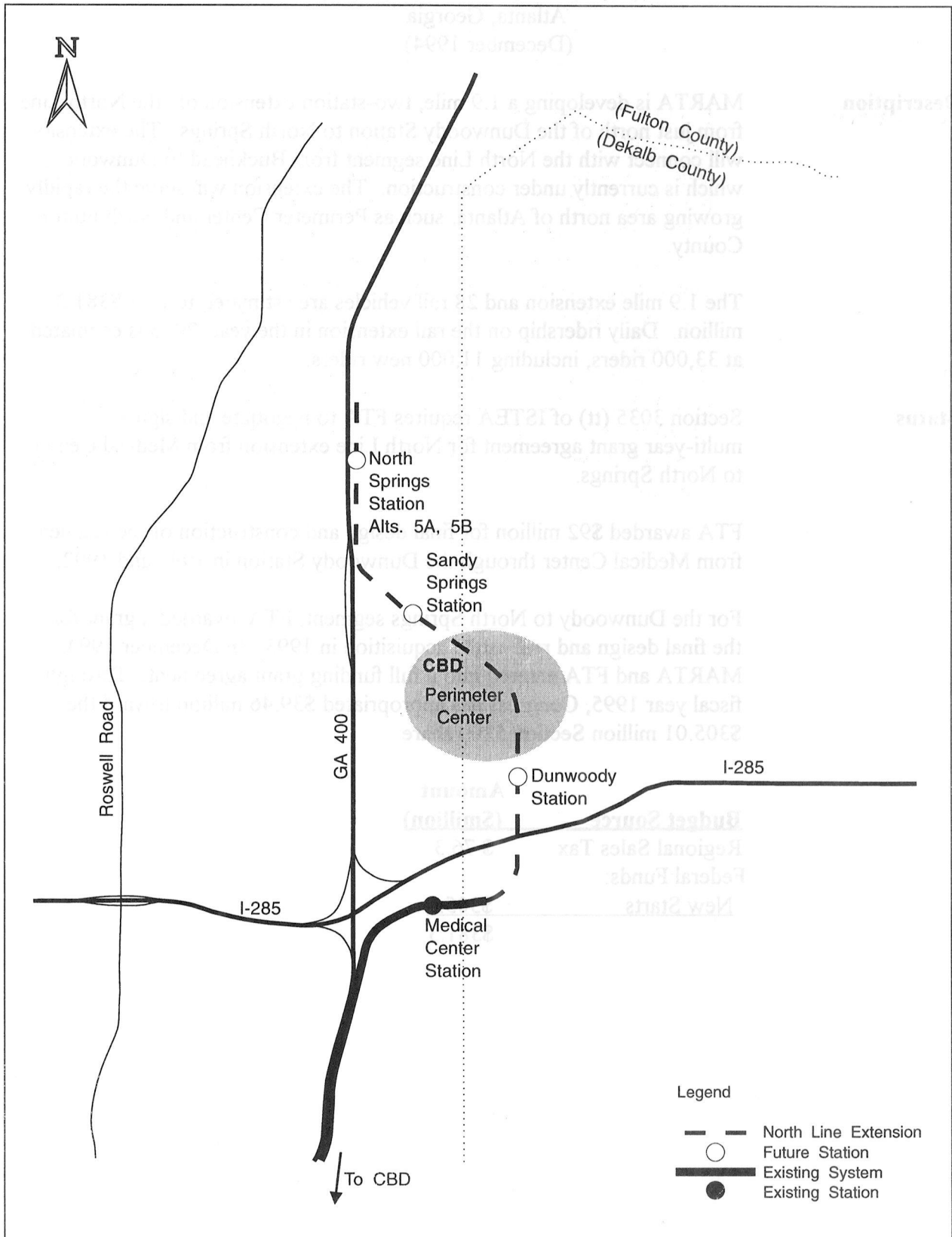
Section 3035 (tt) of ISTEA requires FTA to negotiate and sign a multi-year grant agreement for North Line extension from Medical Center to North Springs.

FTA awarded \$92 million for final design and construction of the segment from Medical Center through the Dunwoody Station in 1991 and 1992.

For the Dunwoody to North Springs segment, FTA awarded a grant for the final design and real estate acquisition in 1993. In December 1994, MARTA and FTA entered into a full funding grant agreement. Through fiscal year 1995, Congress has appropriated \$39.46 million toward the \$305.01 million Section 5309 share.

<u>Budget Source</u>	<u>Amount</u> <u>(\$million)</u>
Regional Sales Tax	\$ 76.3
Federal Funds:	
<u>New Starts</u>	<u>\$305.0</u>
	\$381.3

Atlanta: North Line Extension



Baltimore Central LRT Extensions

Baltimore, Maryland

(December 1994)

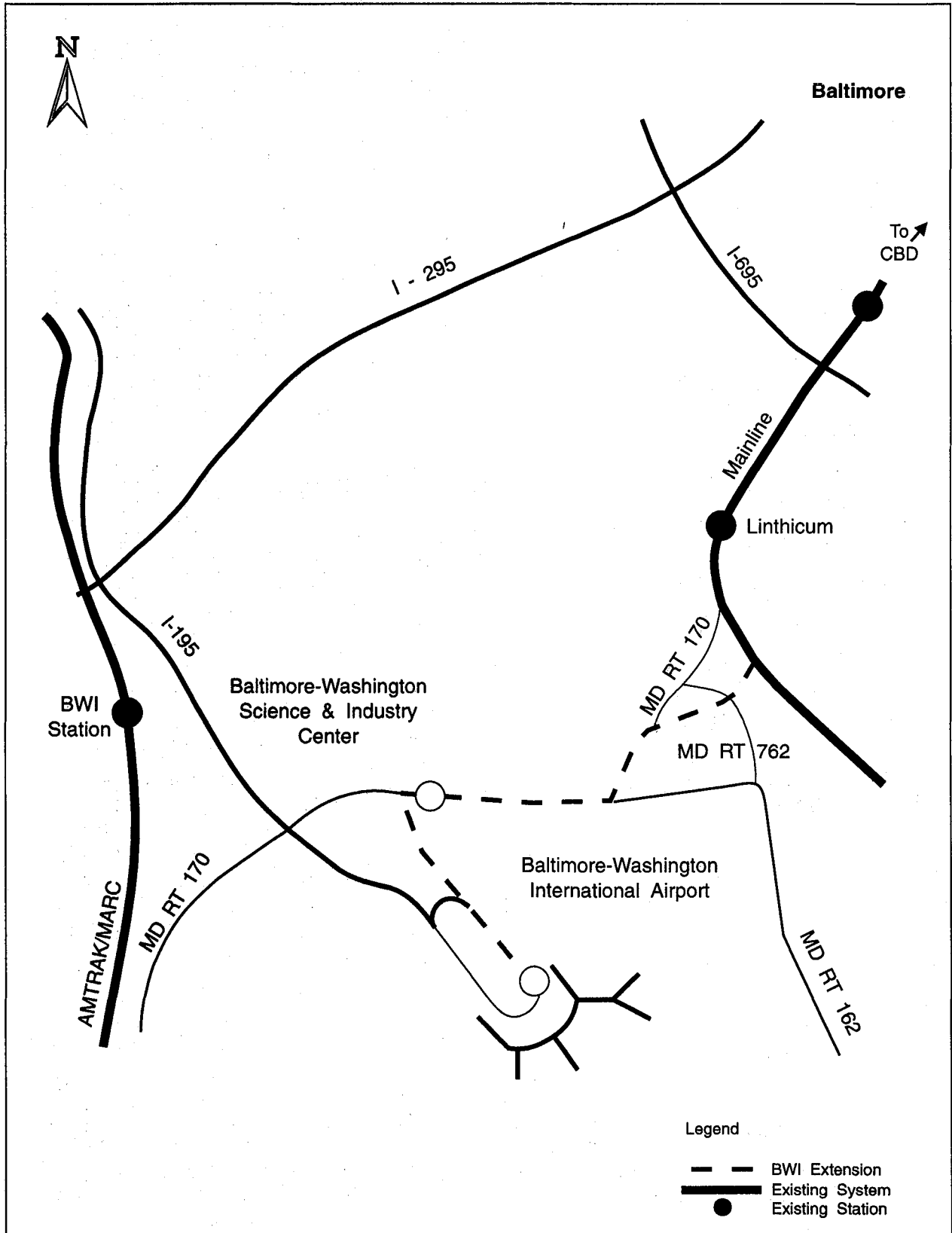
Description

The Mass Transit Administration (MTA) of Maryland is building three extensions of 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.

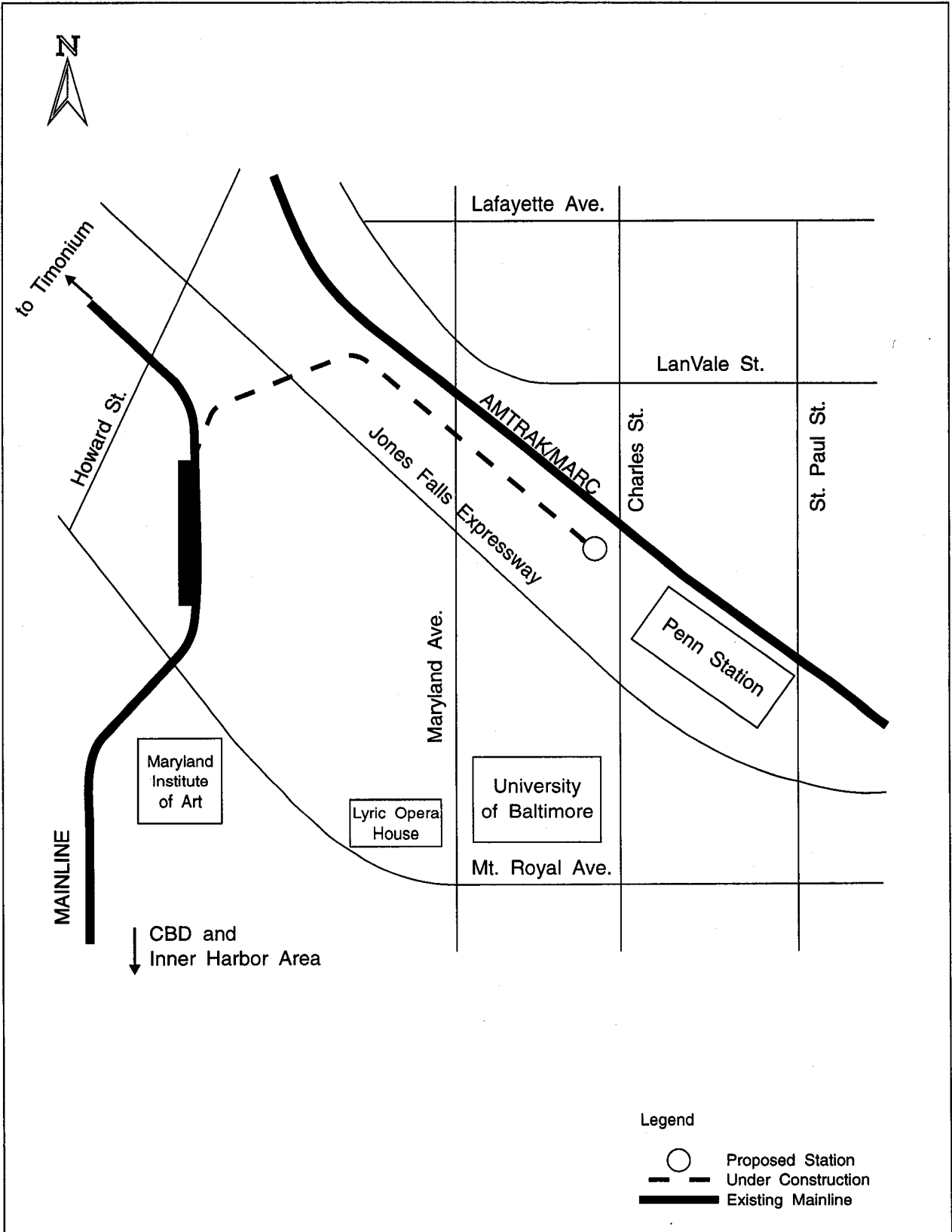
Status

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 October 1994. The FFGA requires that, contingent upon appropriations, FTA provide MTA with \$22.6 million in FY 1996 New Start funds.

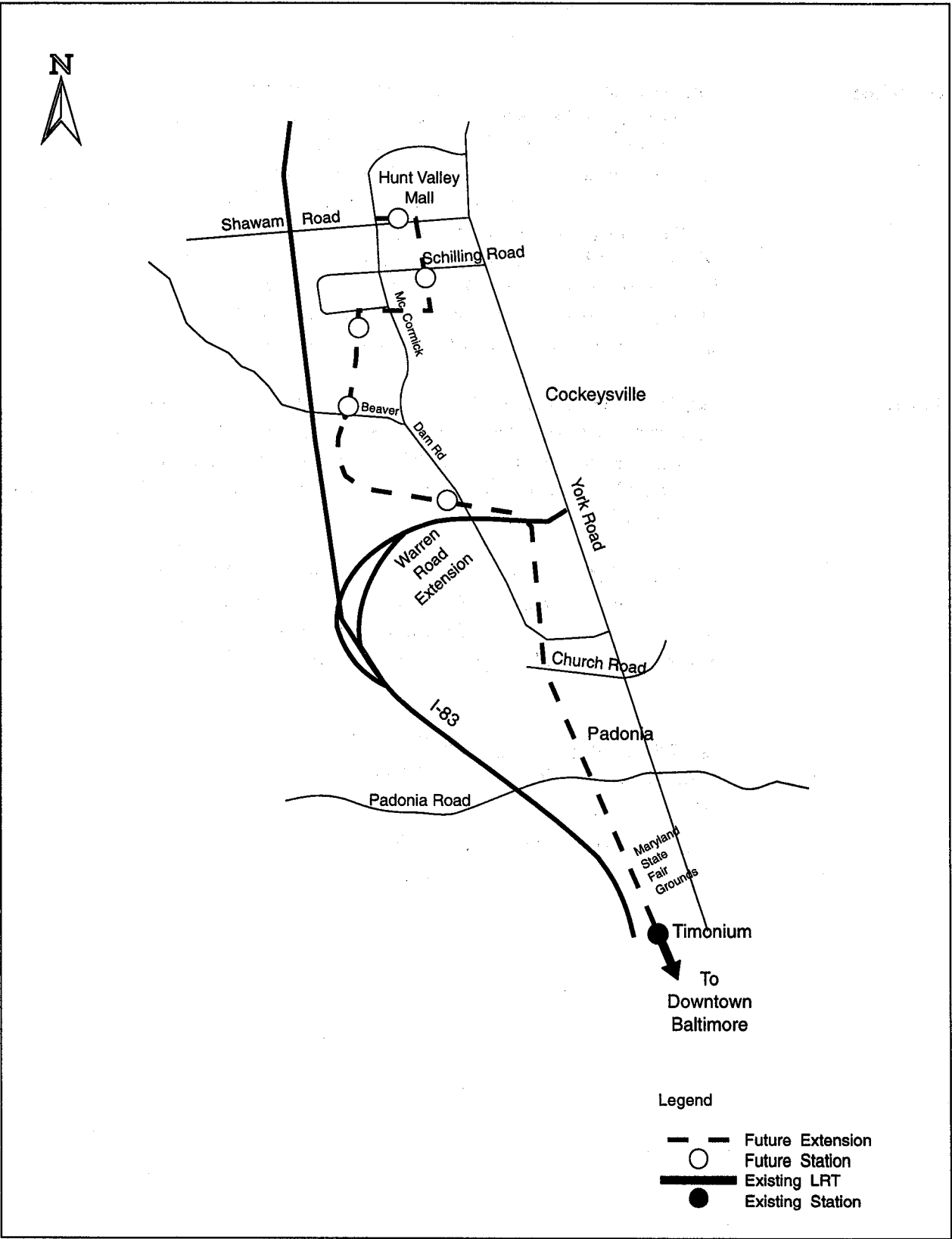
Baltimore: BWI Light Rail Extension



Baltimore: Penn Station Extension



Baltimore: Hunt Valley Extension



- Legend
- Future Extension
 - Future Station
 - Existing LRT
 - Existing Station

South Boston Piers Transitway - Phase I

Boston, Massachusetts

(December 1994)

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 (CBD) by three local bridges, is slated for future development. Electric powered trackless trolleys will operate on the transitway and on limited surface routes in the eastern end of the Piers area. Phase I of the project, connecting South Station to the World Trade Center, is estimated to cost \$413.4 million (escalated dollars). Daily transit trips to the Piers area is estimated to be 22,000 trips in the low growth scenario and 34,100 trips in the high growth scenario.

Status

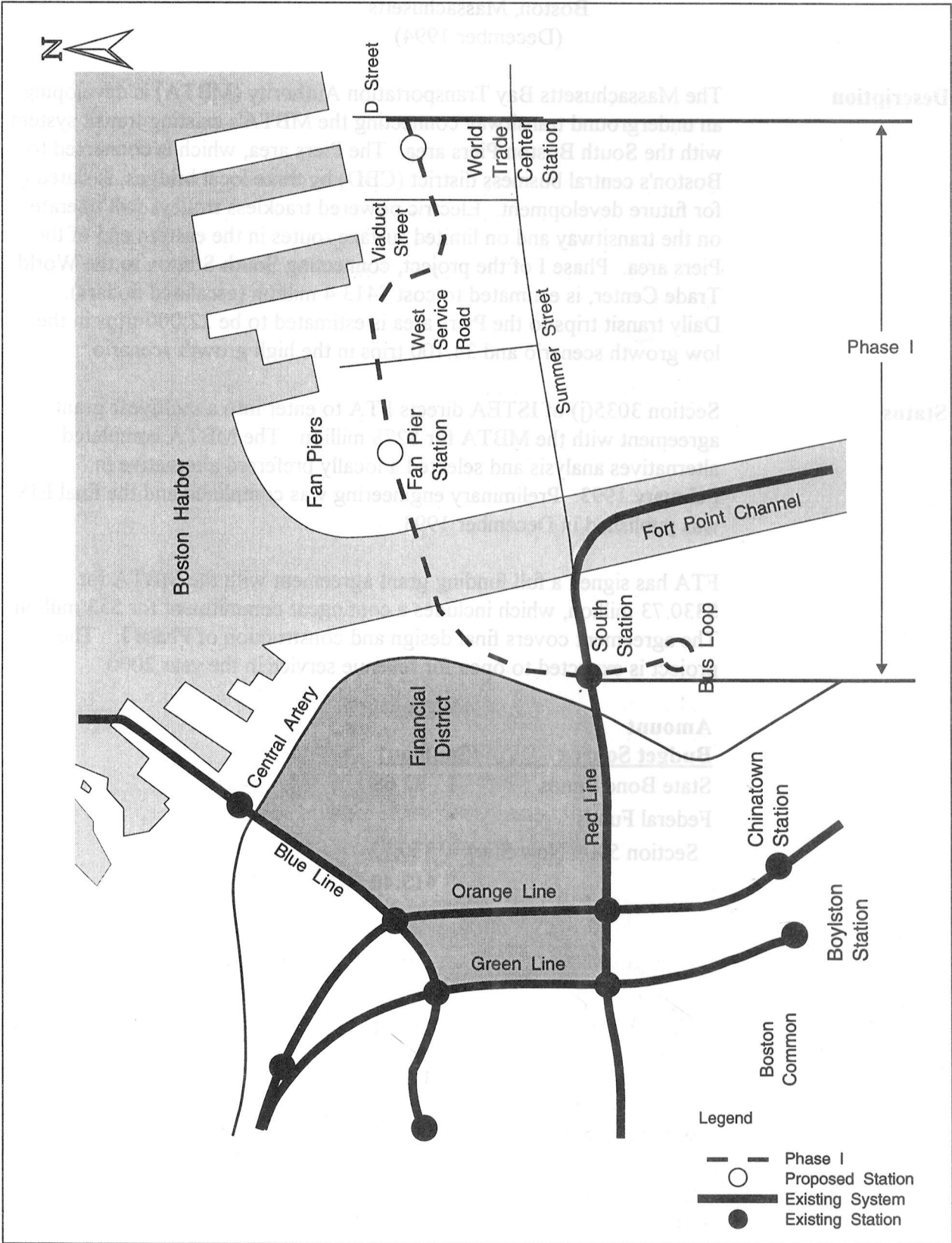
Section 3035(j) of ISTEA directs FTA to enter into a multiyear grant agreement with the MBTA for \$278 million. The MBTA completed alternatives analysis and selected a locally preferred alternative in February 1993. Preliminary engineering was completed and the final EIS was published in December 1993.

FTA has signed a full funding grant agreement with the MBTA for \$330.73 million, which includes 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 the year 2000.

Amount

<u>Budget Source</u>	<u>(\$million)</u>
State Bond Funds	\$ 82.68
Federal Funds:	
Section 5309 New Start	<u>330.72</u>
	\$ 413.40

Boston: South Boston Piers, Phase I



Central Area Circulator

Chicago, Illinois
(December 1994)

Description

The Chicago Central Area Circulator (CAC) project will be a multi-legged light rail transit system within downtown Chicago, the second largest central business district (CBD) in the nation with over 650,000 jobs. Portions (4 percent) of the project will be grade separated or in protected right-of-way adjacent to streets. The remainder is in protected LRT-only lanes in street medians (17 percent) or curb lanes (79 percent). The LRT will utilize lanes currently used for car parking and traffic.

The cost of constructing the entire light rail project is estimated to be \$775 million (escalated dollars). Ridership is projected to be about 103,400 trips per day. Almost 65% of the CAC riders would transfer from other transit lines.

Status

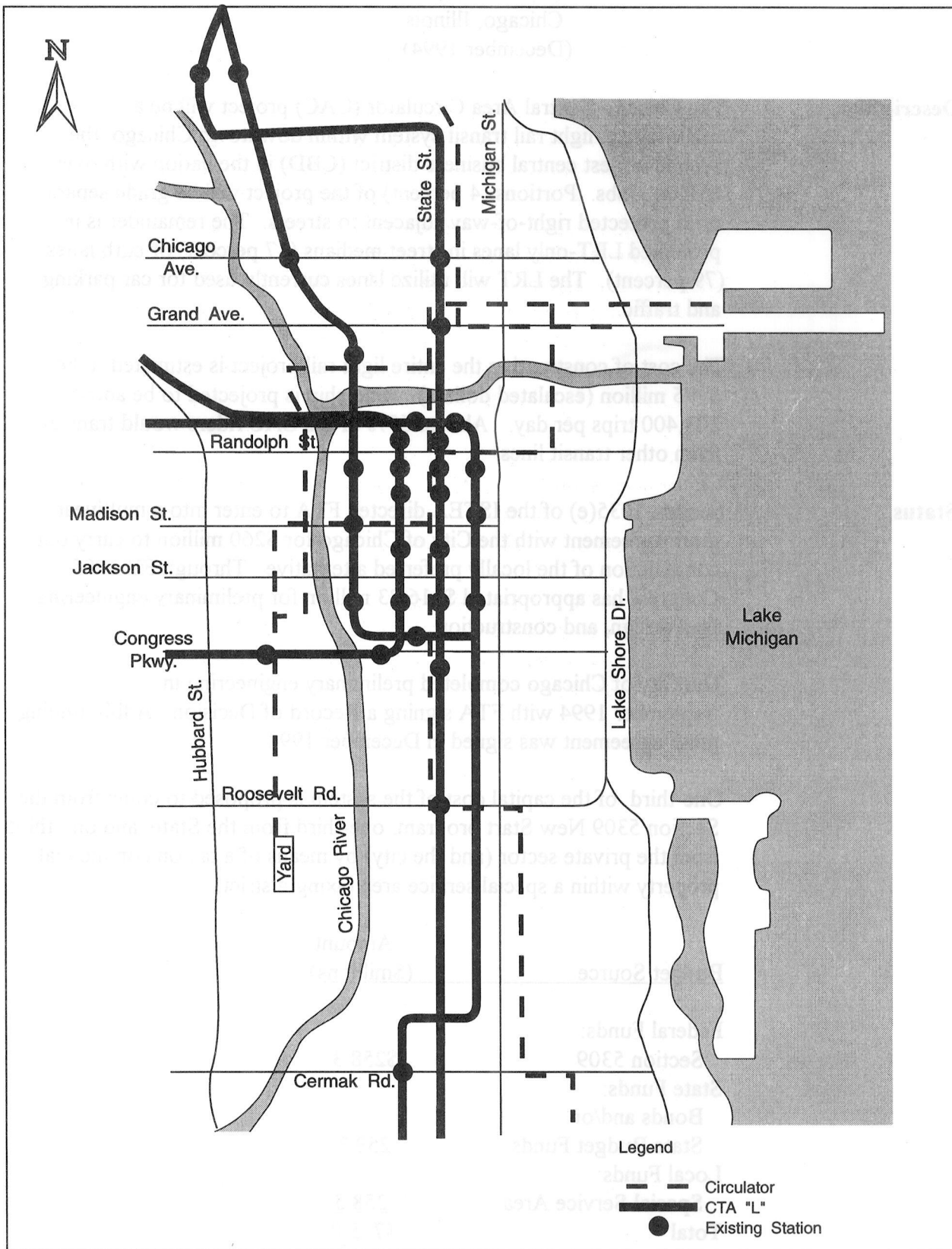
Section 3035(e) of the ISTEA directed FTA to enter into a multiyear grant agreement with the City of Chicago for \$260 million to carry out construction of the locally preferred alternative. Through FY 1995, Congress has appropriated \$116.23 million for preliminary engineering, final design, and construction.

The City of Chicago completed preliminary engineering in September 1994 with FTA signing a Record of Decision. A full funding grant agreement was signed in December 1994.

One-third of the capital cost of the system is proposed to come from the Section 5309 New Start program, one-third from the State, and one-third from the private sector (and the city) by means of a tax on commercial property within a special service area taxing district.

<u>Budget Source</u>	<u>Amount</u> <u>(\$millions)</u>
Federal Funds:	
Section 5309	\$258.3
State Funds:	
Bonds and/or	
State Budget Funds	258.3
Local Funds:	
Special Service Area	<u>258.3</u>
Total	\$775.0

Chicago: Central Circulator



South Oak Cliff Corridor

Dallas, Texas
(December 1994)

Description

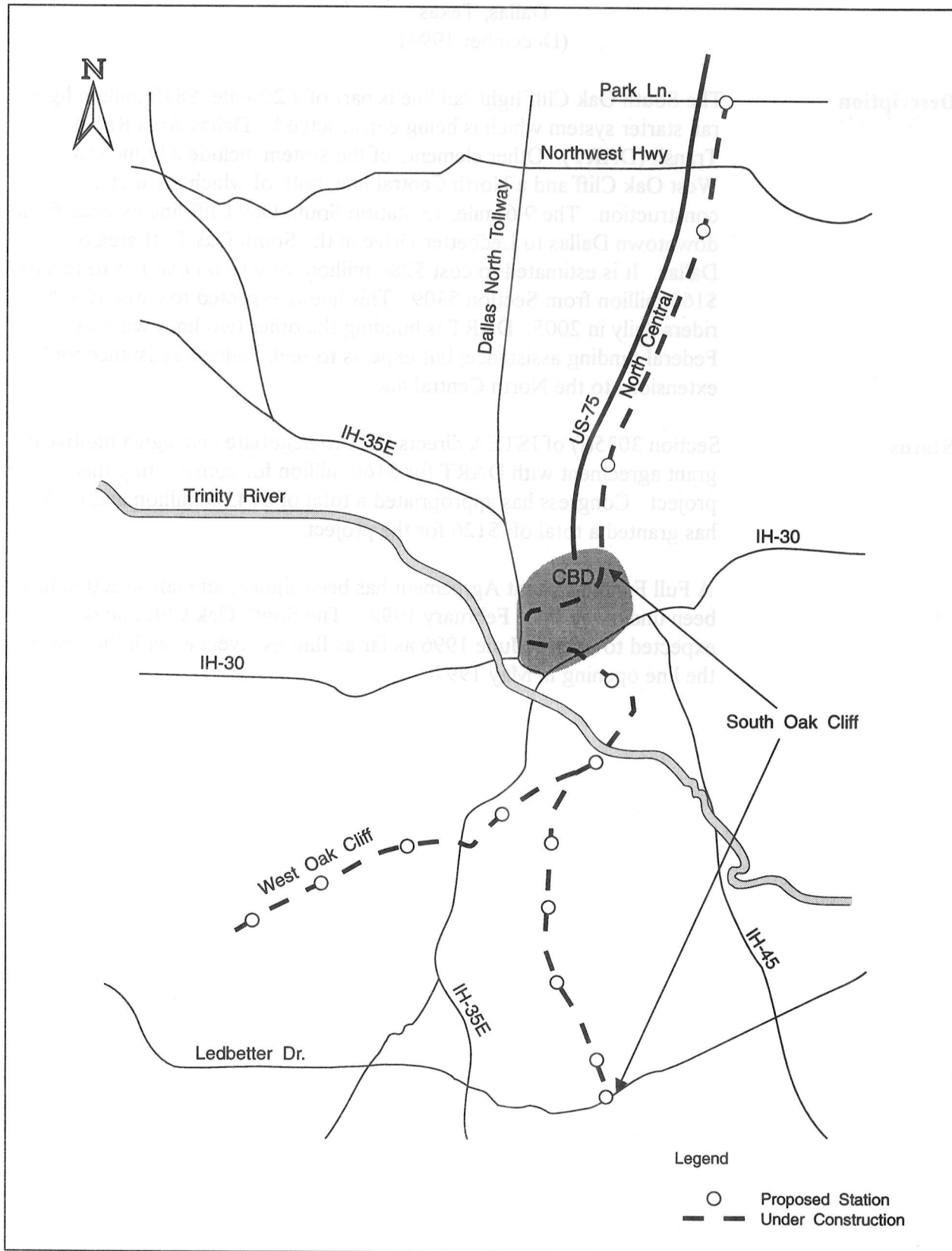
The South Oak Cliff light rail line is part of a 20-mile, \$835 million light rail starter system which is being constructed by Dallas Area Rapid Transit (DART). Other elements of the system include a branch to West Oak Cliff and a North Central line, both of which are under construction. The 9.6-mile, 13 station South Oak Cliff line extends from downtown Dallas to Ledbetter Drive in the South Oak Cliff area of Dallas. It is estimated to cost \$280 million, of which DART is to receive \$160 million from Section 5309. This line is expected to carry 15,000 riders daily in 2005. DART is building the other two lines without Federal funding assistance, but expects to seek Federal assistance for extensions to the North Central line.

Status

Section 3035(i) of ISTEA directs FTA to negotiate and sign a multiyear grant agreement with DART for \$160 million for constructing this project. Congress has appropriated a total of \$143.5 million and FTA has granted a total of \$126 for the project.

A Full Funding Grant Agreement has been signed, and construction has been underway since February 1992. The South Oak Cliff line is expected to open in June 1996 as far as Illinois Avenue, with the rest of the line opening in May 1997.

Dallas: South Oak Cliff Corridor



Regional Bus Plan

Houston, Texas

(December 1994)

Description

Houston Metro's Regional Bus Plan (RBP) is a package of improvements to the bus system. The \$1.0 billion 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 directs FTA to negotiate and sign a multiyear grant agreement for \$500 million, provided that a locally preferred alternative for the Priority Corridor fixed guideway project has been selected by March 1, 1992. This condition has been met.

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) including \$22.63 million in FY 1996. In addition to the \$125 million (20 percent) for projects in the FFGA, Houston Metro intends to fund projects costing \$375 million entirely with local funds.

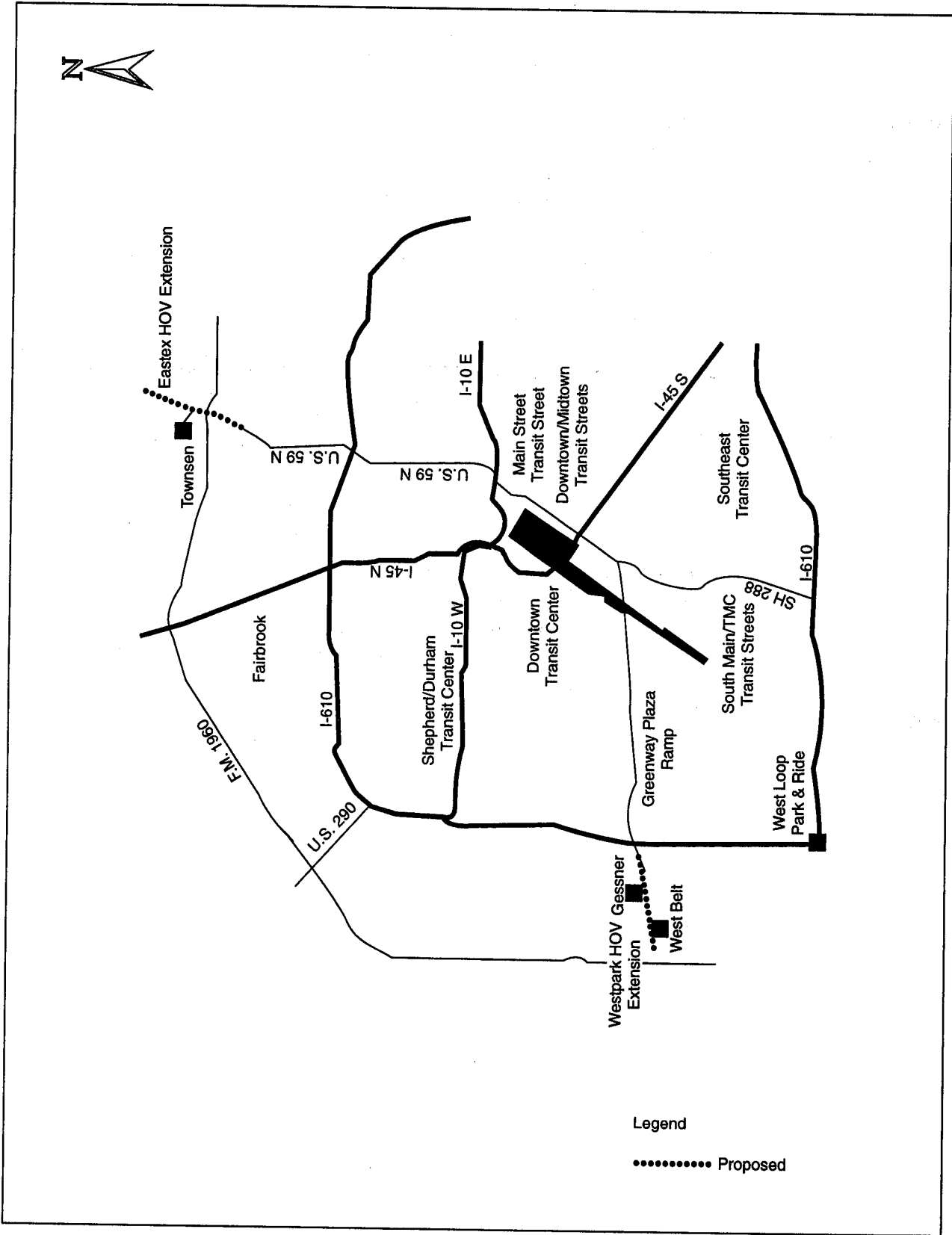
A draft EIS was published in 1991. The document included fixed guideway, Better Bus, TSM and No-Build alternatives. The Better Bus alternative has evolved into the Regional Bus Plan.

FTA has determined that preparation of a final EIS is not warranted for the overall Regional Bus Plan. Instead, environmental follow-up to the 1991 draft EIS will be performed as appropriate for each project within the RBP program of projects.

The RBP is included in the Houston area's adopted metropolitan transportation plan and Transportation Improvement Plan (TIP) which are in conformance with the State Implementation Plan for air quality.

Houston received New Start appropriations between FY 1989 and 1995 totaling \$265 million.

Houston: METRO Regional Bus Plan



MOS-3 Extensions of Metro Rail

Los Angeles, California

(December 1994)

Description

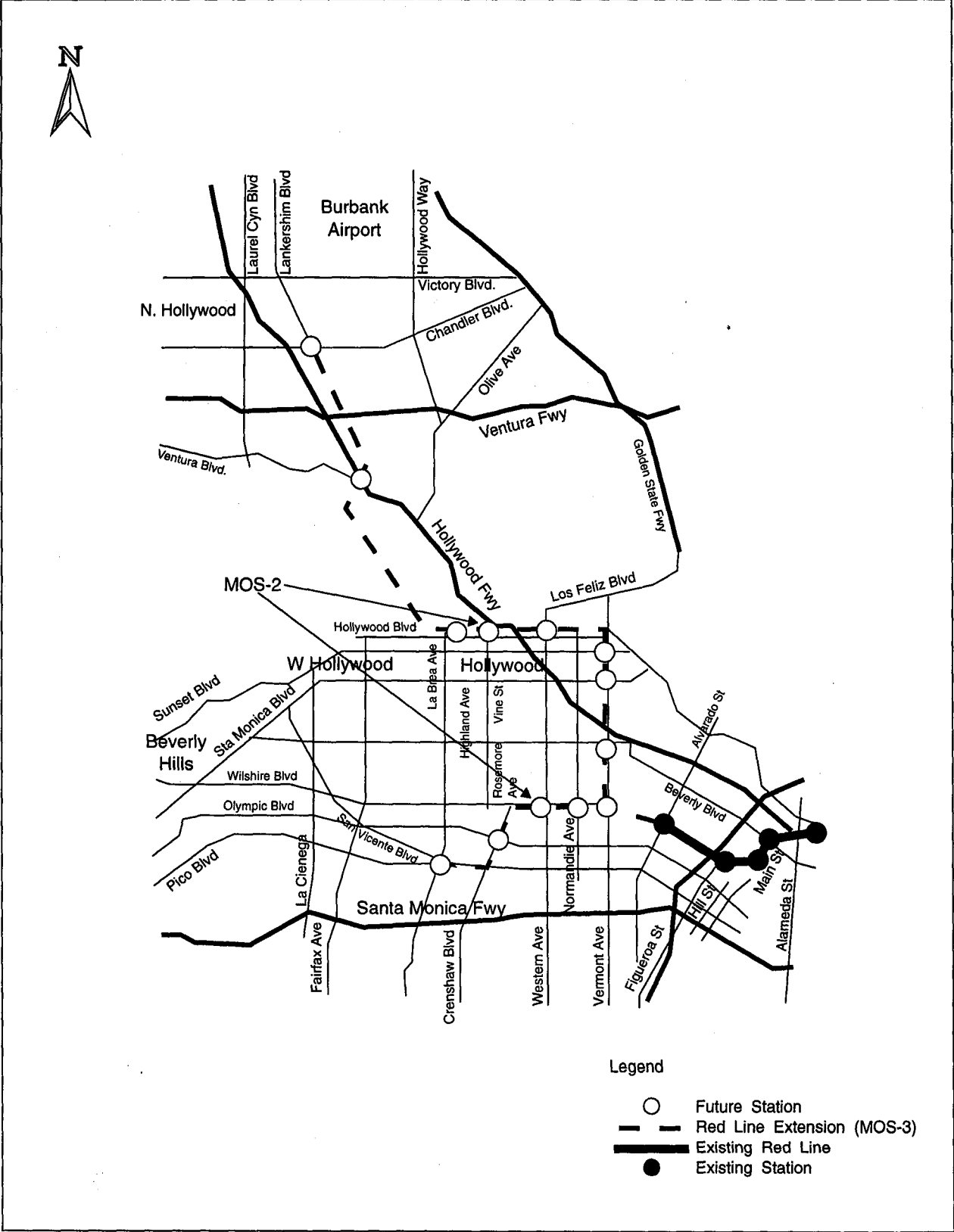
ISTEA defined MOS-3 to include the following three Metro Rail extensions:

1. The North Hollywood Extension of MOS-3 is 6.3 miles in length with three stations. 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 of the North Hollywood Extension is \$1.311 billion.
2. The Eastside Extension of MOS-3 is 3.7 miles in length with four stations. It extends MOS-1 in downtown Los Angeles from Union Station across the Los Angeles River and into the neighborhoods east of downtown. The estimated cost of the Eastside Extension of MOS-3 is \$980 million.
3. The Mid-City Extension of MOS-3 extends the Wilshire Boulevard branch generally to the west beyond the MOS-2 terminus at Western Avenue. It adds 2.3 miles and two stations to the system. The estimated cost of the Mid-City Extension as presently planned is \$491 million, but those plans are being reviewed as described below.

Status

The North Hollywood Extension of MOS-3 is now under construction, and the Eastside Extension of MOS-3 is undergoing final design.

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



Queens Connector

New York, New York

(December 1994)

Description

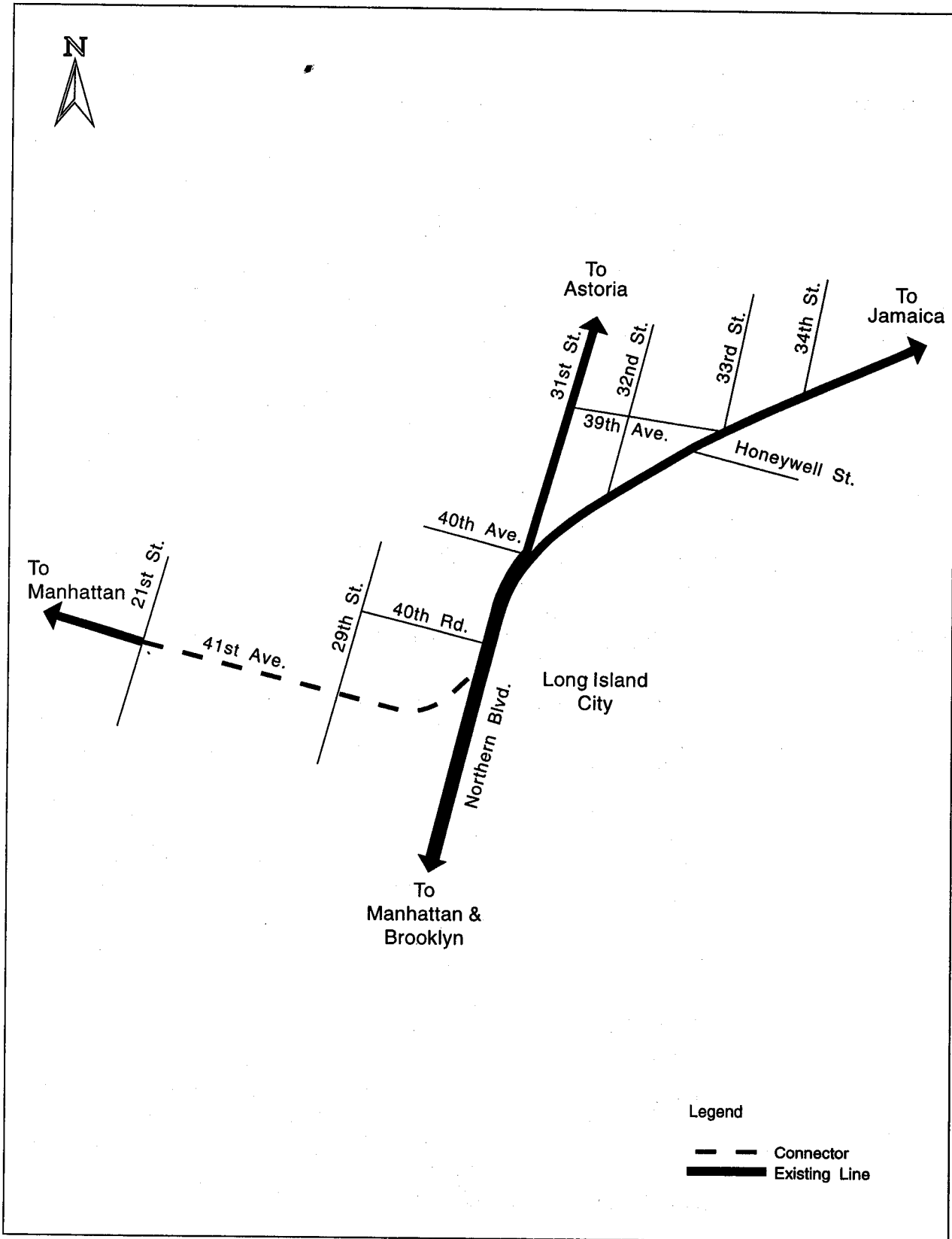
The Queens Boulevard Connection will relieve overcrowding on the Queens Boulevard subway lines by diverting service to the 63rd Street Tunnel from the existing 53rd Street Tunnel bottleneck. Construction will include about 1/3 mile of new tunnel, a significant amount of track and signal work, real estate acquisition and design at a cost of \$645 million.

Status

Section 3033 of ISTEA directed FTA to negotiate and enter into a full funding grant agreement in the amount of \$306.1 million for the elements of the Queens Boulevard Connection which can be fully funded in FY 1992 through FY 1996. Through FY 1995, \$145.9 million in Section 5309 funds has been appropriated by Congress and obligated by FTA.

The New York City Transit Authority (NYCTA) completed the final EIS and preliminary engineering in mid-1992 and a Full Funding Grant Agreement (FFGA) has been signed. The FFGA calls for the project to receive \$152.2 million in Section 5309 funds in FY 1996. Construction began in July 1994, and is expected to be completed in 2001.

New York: Queens Connector



Secaucus Transfer Station

Northern New Jersey
(December 1994)

Description

The New Jersey Transit Corporation (NJ Transit) is constructing a commuter rail transfer station in Secaucus where its Main and Bergen Lines intersect the Northeast Corridor (NEC) Line. The new station will allow rail passengers on the Main, Bergen, Pascack Valley, and Port Jervis Lines to transfer to commuter trains operating on the NEC. The NEC trains provide access to Penn Station in midtown Manhattan and to most northern New Jersey locations via Penn Station in Newark. At present, many transit trips to midtown Manhattan are circuitous and intrastate travel is virtually impossible because commuters on these lines cannot transfer to the NEC.

The Secaucus Transfer Station (STS) project consists of:
(1) construction of a three-level transfer station at the intersection of the NEC and Main and Bergen lines; (2) expansion of 2 miles of the NEC from two to four tracks; (3) upgrading of tracks and bridges on the Main Line near the new station; and (4) construction of a platform on the Bergen Line connected by an elevated walkway to the new station. The STS is estimated to cost \$448 million.

Status

ISTEA identifies the STS as one element of the New Jersey Urban Core Project which includes seven other major elements, and requires FTA to enter into a FFGA for those elements which can be fully funded in FY 1992 through FY 1997. The total amount of New Start funds authorized by ISTEA for the NJ Urban Core Project is \$634.4 million. Section 3031 of ISTEA directs 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 allows certain highway toll revenues which are reinvested in building or maintaining the highway system 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. FTA signed a full funding grant agreement (FFGA) with NJ Transit in December 1994 for construction of the STS, and NJ Transit began construction immediately. The FFGA sets the New Start contribution to the STS at \$444 million, which is 99 percent of its cost, and identifies the specific expenditures by NJ Transit that constitute local matching funds for the STS. Through FY 1995, \$233 million has been appropriated for the STS, and the FFGA calls for a grant of \$85.54 million in FY 1996 contingent on appropriations.

Phase I Airport Busway/Wabash HOV

Pittsburgh, Pennsylvania

(December 1994)

Description

The Port Authority of Allegheny (PATransit) is constructing a busway in the Airport Corridor. The corridor extends approximately 20 miles between downtown Pittsburgh and the Greater Pittsburgh International Airport. The first phase of the proposed busway/HOV facility would extend from Carnegie to downtown Pittsburgh, where congestion is worst and ridership potential the highest. The 7 mile exclusive busway 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 intersect a 1.1 mile HOV facility comprised of a rehabilitated Wabash Tunnel and new bridge across the Monongahela River, which would complete the connection into downtown Pittsburgh. In the remaining 12 miles of the corridor, from Carnegie to the airport, buses would operate in mixed traffic on the relatively uncongested Parkway West (I-279). There would be a direct ramp connection in Carnegie between the Phase I busway and the Parkway West.

The project is estimated to cost about \$326.8 million (escalated dollars). New daily transit and carpool trips is estimated to be 17,930.

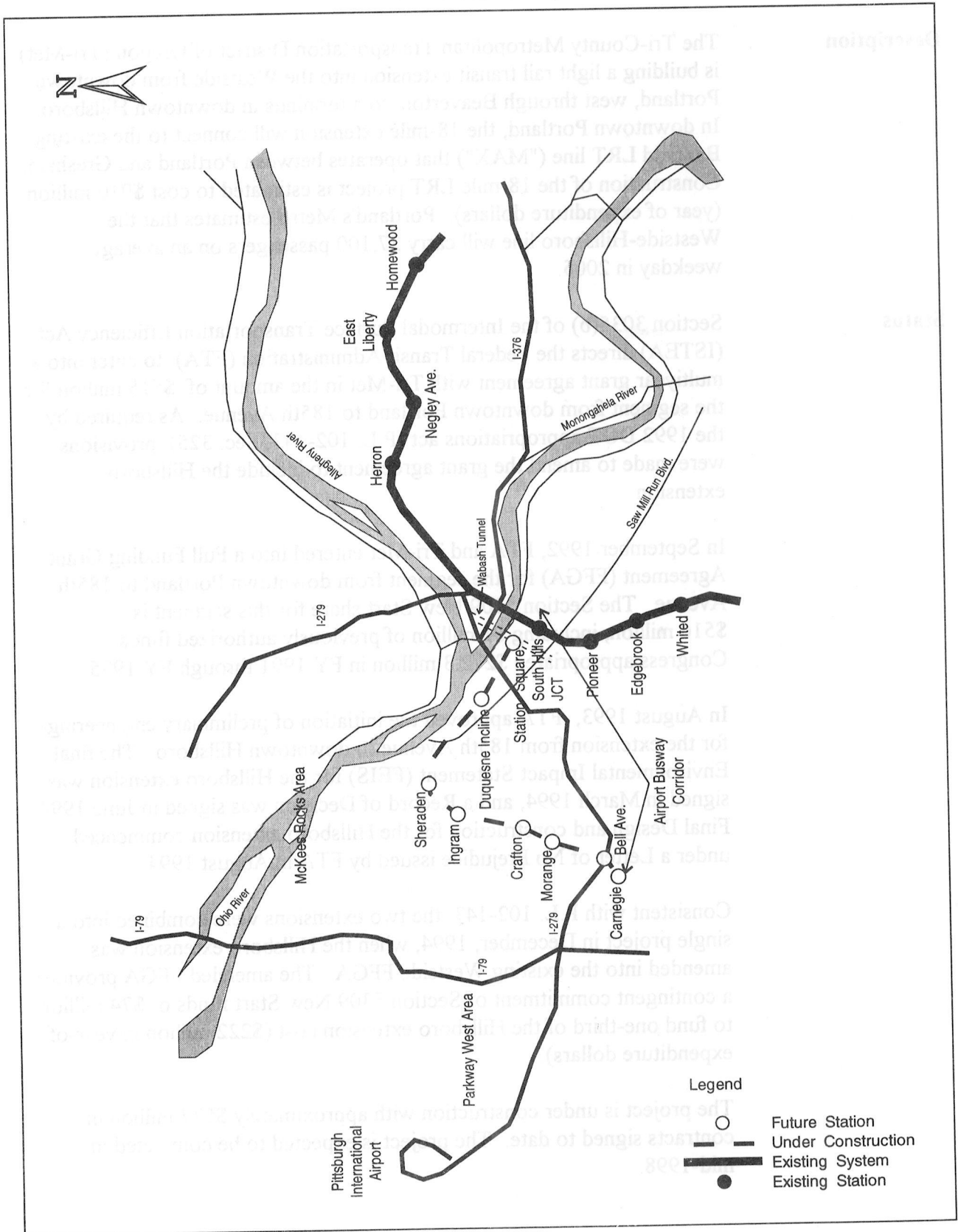
Status

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 FEIS was approved in June 1994.

A construction groundbreaking ceremony was held on October 27, 1994 when the full funding grant agreement was signed. The FFGA envisions \$121 million in Section 5309 new start funds, \$10 million in Section 5309 bus funds, \$76.5 million in CMAQ funds and also highway funding sources. Through FY95, Congress has appropriated \$75.8 million. The project is expected to open for revenue service in 1997.

<u>Budget Source</u>	<u>Amount (\$million)</u>
State Bond Funds	\$ 70.0
Federal Funds:	
Section 5309 New Start	121.0
Section 5309 Bus	10.0
CMAQ Funds	76.5
Section 1108	9.8
Section 1069	<u>39.5</u>
	\$ 326.8

Pittsburgh: Airport Busway/Wabash HOV - Phase 1



Westside Corridor

Portland, Oregon

(December 1994)

Description

The Tri-County Metropolitan Transportation District of Oregon (Tri-Met) is building a light rail transit extension into the Westside from downtown Portland, west through Beaverton, to a terminus in downtown Hillsboro. In downtown Portland, the 18-mile extension will connect to the existing Banfield LRT line ("MAX") that operates between Portland and Gresham. Construction of the 18-mile LRT project is estimated to cost \$910 million (year of expenditure dollars). Portland's Metro estimates that the Westside-Hillsboro line will carry 27,100 passengers on an average weekday in 2005.

Status

Section 3035(b) of the Intermodal Surface Transportation Efficiency Act (ISTEA) directs the Federal Transit Administration (FTA) to enter into a multiyear grant agreement with Tri-Met in the amount of \$515 million for the segment from downtown Portland to 185th Avenue. As required by the 1992 DOT appropriations act (P.L. 102-143, Sec. 325), provisions were made to amend the grant agreement to include the Hillsboro extension.

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 is \$516 million, including \$1 million of previously authorized funds. Congress appropriated \$272.3 million in FY 1991 through FY 1995.

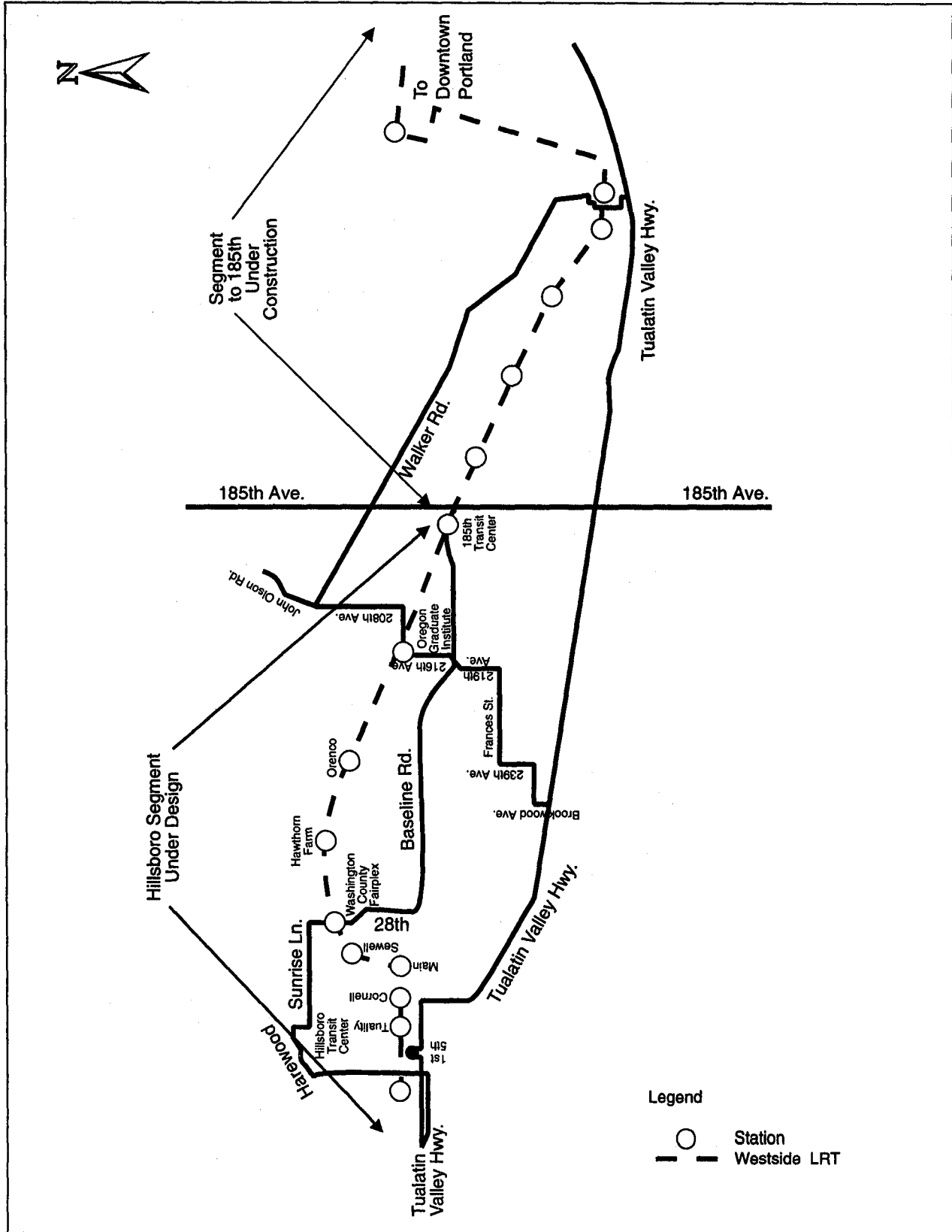
In August 1993, FTA approved the initiation of preliminary engineering for the extension from 185th Avenue to downtown Hillsboro. The final Environmental Impact Statement (FEIS) for the Hillsboro extension was signed in March 1994, and a Record of Decision was signed in June 1994. Final Design and construction for the Hillsboro extension commenced under a Letter of No Prejudice issued by FTA in August 1994.

Consistent with P.L. 102-143, the two extensions were combined into a single project in December, 1994, when the Hillsboro extension was amended into the existing Westside FFGA. The amended FFGA provides a contingent commitment of Section 5309 New Start funds of \$74 million to fund one-third of the Hillsboro extension cost (\$222 million in year-of-expenditure dollars).

The project is under construction with approximately \$537 million in contracts signed to date. The project is expected to be completed in mid-1998.

Budget Source	Portland CBD to 185th Ave. (Westside)	Hillsboro Extension	Total Westside (Westside & Hillsboro Combined)
State Funds	\$171,998,333	\$74,130,672	\$246,129,005
Federal Funds:			
Section 5309 New Start	\$515,995,000	\$74,065,336	\$590,060,336
Section 5307	\$0	\$30,000,000	\$ 30,000,000
STP	\$0	\$44,000,000	\$ 44,000,000
TOTAL	\$687,993,333	\$222,196,008	\$910,189,341

Portland: Westside



OTHER PROJECTS IN FINAL DESIGN

San Marco to St. John's Place

Jacksonville, Florida
(December 1994)

Description

The Jacksonville Transportation Authority (JTA) is developing a .7 mile extension of the Automated Skyway Express (ASE) south of downtown Jacksonville. The extension consists of an elevated, double track guideway running from the San Marco Station, now under construction, through the South Bank business district to St. John's place. This final segment will enlarge the ASE system to 2.5 miles.

JTA estimates that 38,000 to 51,000 riders will use the 2.5-mile ASE system in 2005, depending on development and parking assumptions. JTA has assumed 38,000 in its planning estimate.

Status

An .7-mile Phase 1-A segment or "starter line" opened for revenue service in June 1989. The line is averaging about 1,600 riders per day.

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. This project was to extend the ASE through downtown to Florida Community College.

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 1994, JTA and FTA amended the 1991 FFGA. The revised FFGA expanded the funded part of the system to the San Marco station south of downtown. No additional Federal funds are needed to fulfill the FFGA commitment. The south extension covered in this profile would add to the system funded in the 1994 FFGA.

Justification

The ASE project is exempt from the 49 U.S.C. 5309(e) criteria because it was in preliminary engineering before 1987.

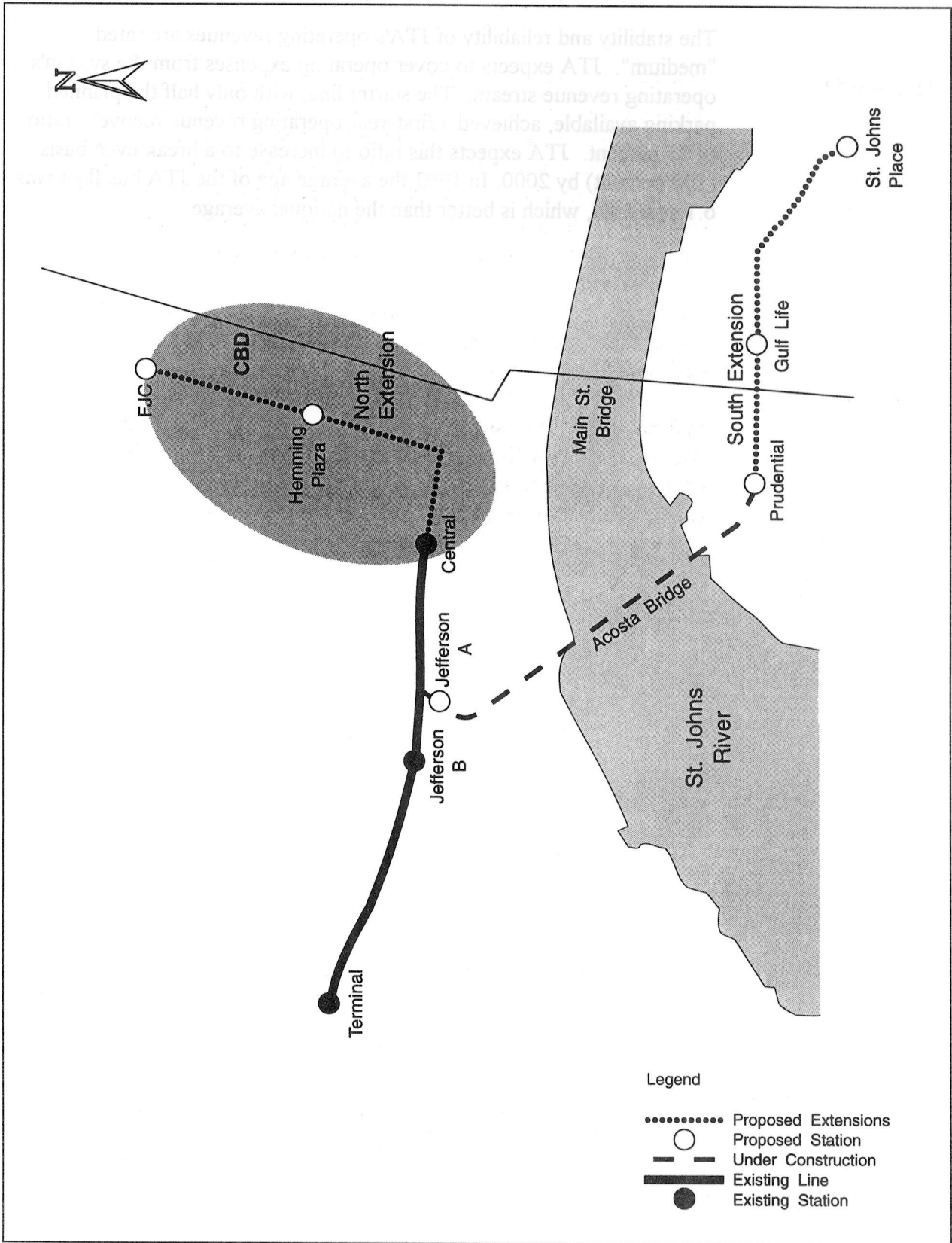
Local Financial Commitment

JTA does not have an ongoing dedicated funding source to support its transit capital program. The \$108.4 million extension covered in the 1994 FFGA has a local share of 60 percent. Cost estimates and a financial plan have not been completed for the final segment, however, and thus JTA's capital financing commitment is currently rated "low".

South Extension of the Automated Skyway Express (ASE) -- Jacksonville, Florida

The stability and reliability of JTA's operating revenues are rated "medium". JTA expects to cover operating expenses from the system's operating revenue stream. The starter line, with only half the planned parking available, achieved a first year operating revenue recovery ratio of 55 percent. JTA expects this ratio to increase to a break even basis (100 percent) by 2000. In 1993 the average age of the JTA bus fleet was 6.1 years old, which is better than the national average.

Jacksonville: San Marco to St. John's Place



Tri-County Commuter Rail

**Ft. Lauderdale, West Palm Beach and Miami, Florida
(December 1994)**

Description

The Tri-County Commuter Rail Authority (Tri-Rail) operates a 67-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. Ridership is now about 11,000 daily. Tri-Rail's short range program includes the addition of a second track and rehabilitation of the signal system. These improvements will reduce conflicts with Amtrak and CSX freight trains.

Status

The double tracking and signal rehabilitation project is in the final design phase. Environmental requirements have been met with a categorical exclusion.

In fiscal years 1993 through 1995, Congress appropriated \$24.5 million in Section 5309 New Start funds for Tri-Rail improvements. Tri-Rail proposes to use the 1995 appropriation to construct a new station at Opa-Locka and pedestrian walkway at Cypress Creek.

Tasman LRT
San Jose, California
(December 1994)

Description

Santa Clara County Transit District (SCCTD) plans to build a 12.4-mile surface light rail transit (LRT) line from northeast San Jose to downtown Mountain View, connecting to the existing northern terminus of the Guadalupe Corridor LRT system near Great America Parkway in the City of Santa Clara. The project would also connect with the Caltrain commuter rail system at the downtown Mountain View station.

The estimated capital cost of the LRT portion of the Tasman project is \$480 million.

Status

Section 3032 of ISTEA directs 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). FTA has obligated \$61 million toward this project and signed a Letter of Intent to fund the remaining \$179 million Federal share. Full Funding Grant agreement negotiations are underway but cannot be concluded until a court challenge to the local funding source is settled (see below).

Preliminary engineering was completed in August 1992, the final EIS was approved in December 1992, and final design was started in May 1993. Miscellaneous modifications to the project have required the initiation of a supplemental Draft Environmental Impact Report under State procedures. Final engineering is scheduled for completion in May 1995 and the supplemental environmental document is scheduled for completion in the summer of 1995.

Through FY 1995, \$274 million of the \$568.5 million authorized by ISTEA in Section 5309 New Start funds has been appropriated for the San Francisco Bay Region with the provision that the MTC allocate the funds among the Colma BART extension, the BART Airport project and the Tasman LRT project. To this point, MTC has fully allocated the \$274 million appropriated by Congress, including the approval of \$61 million in grants to the Tasman project and the allocation of \$32 million more for project construction. The affected agencies are currently working with MTC to determine future allocations. The Bay Area hopes to obtain a contingent commitment that would allow the Tasman and Airport projects to be built simultaneously.

Tasman LRT -- San Jose, California

Justification

Mobility Improvements. The proposed project serves the work trip market between the East Bay Counties and Silicon Valley where high levels of freeway congestion currently exist. It is estimated that the project would result in a total weekday travel time savings of 3,300 hours.

Cost Effectiveness. The project has a cost effectiveness index of \$33 (2005 riders, 1993 dollars). The index reflects the current land use characteristics of the corridor, which include free employee parking at numerous relatively low density and dispersed employment locations along the transit line. Various cities along the corridor have recently instituted zoning and local general plan changes which are expected to result in increases in residential and employment densities adjacent to the LRT stations.

Environmental Benefits. Air quality in San Jose has improved significantly so that the area now has met the clean air standards for ozone and carbon monoxide. EPA is in the process of upgrading the area to a "maintenance area" for ozone. Compared with the TSM alternative, vehicle miles would be reduced by 0.2 percent. Thus the project would help the area maintain its clean air.

Operating Efficiencies. Estimates of systemwide operating cost per passenger for the year 2005 are \$3.36 for the No-build, \$3.48 for the TSM and \$3.79 for the Locally Preferred Alternative (1992 dollars).

Local Financial Commitment

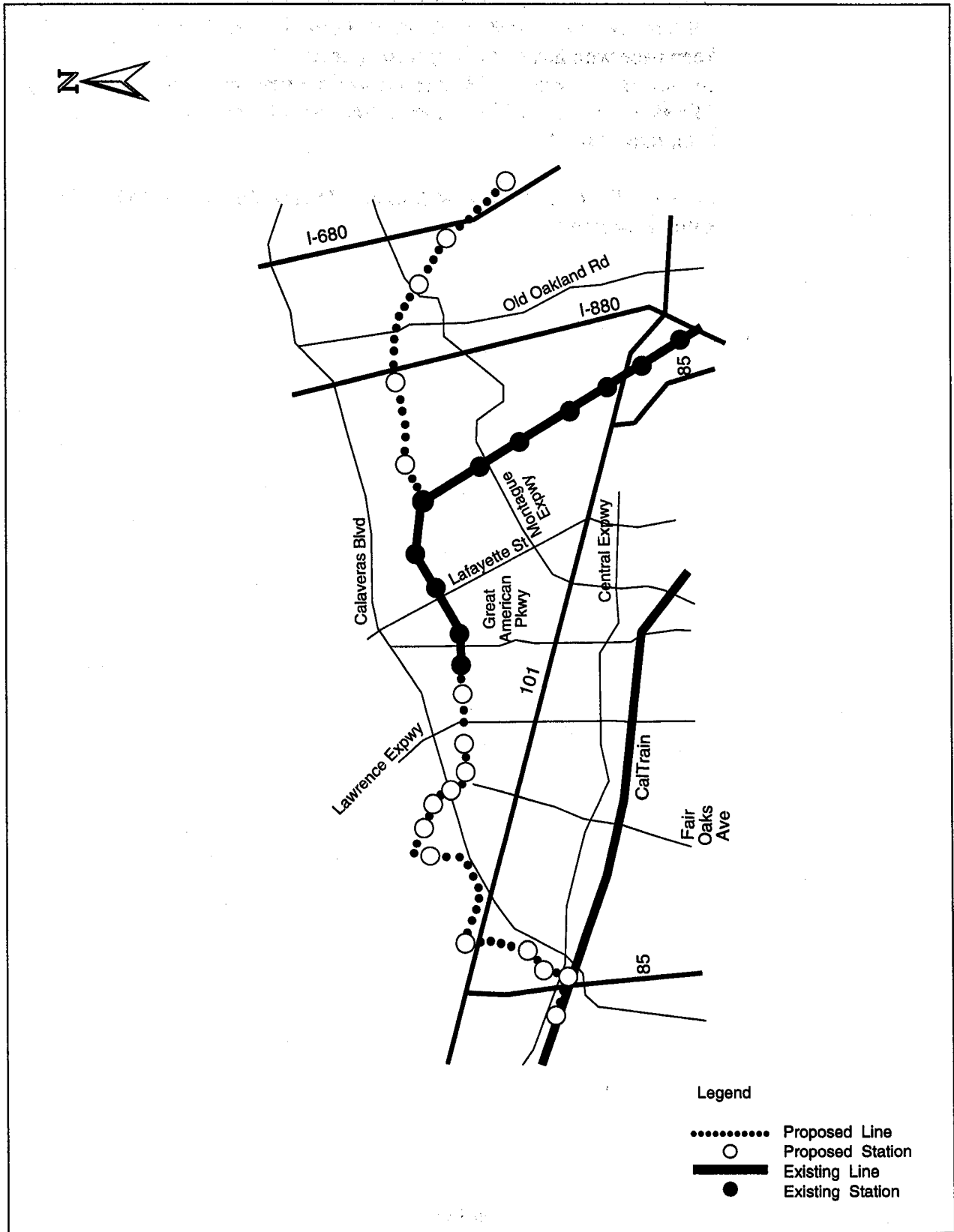
SCCTD is seeking Section 5309 New Start funds for about 50 percent of the capital cost of the project. The Transit District has an existing 1/2 cent sales tax for transit and receives an additional one-quarter cent sales tax through the State. With passage of Measure A in November 1992, another 1/2 cent sales tax was also to be collected for rail transit projects beginning in April 1995 to fund the local share of the project. However, a state court has invalidated this tax. The case has been appealed to the State Supreme Court and the Transit District expects a ruling by April 1995, which would allow the District to sign an FFGA with FTA and encumber \$64 million in early right-of-way and construction contracts in FY 1995. The capital financing plan has been rated "low," due to the uncertainty of the tax issue. This rating would change if the court ruling is reversed on appeal or if a new financing plan is developed.

Tasman LRT -- San Jose, California

SCCTD currently covers less than 15 percent of its operating costs out of the farebox. The growth in revenues from existing sales taxes has not keep pace with increases in operating costs, resulting in reductions in service of 10 percent in 1992 (on top of a 5 percent cut the year before). The stability and reliability of operating assistance for the SCCTD has been rated "low."

In 1993 SCCTD's bus fleet averaged 7.7 years old, which is better than the national average.

San Jose: Tasman LRT



PROJECTS IN PRELIMINARY ENGINEERING

South Boston Piers Transitway - Phase II

Boston, Massachusetts

(December 1994)

Description

The Massachusetts Bay Transportation Authority (MBTA) plans to build an underground transitway connecting the MBTA's existing transit system with the South Boston Piers area, located on the fringe of downtown. The Piers area, which is connected to Boston's central business district (CBD) by three local bridges, is slated for future development. Electric powered trackless trolleys would operate in the transitway and on limited surface routes in the eastern end of the Piers area. Phase I of the project, connecting South Station to the World Trade Center is estimated to cost \$413.4 million (escalated dollars). Phase II of the project extends the transitway tunnel from South Station to Boylston Station, a distance of approximately one-half mile. It is scheduled to be completed by the year 2008 at an additional cost of \$300 million (escalated dollars).

Status

Section 3035(j) of ISTEA directs FTA to enter into a multiyear grant agreement with the MBTA for \$278 million to carry out construction of the South Station to the World Trade Center segment of the transitway. In 1994, FTA signed a full funding grant agreement for \$331 million (includes a contingent commitment for \$53 million) with the MBTA for Phase I of the project. Congress has not authorized or appropriated any funds for Phase II of this project.

In 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. The final EIS was completed in December 1993.

Justification

Mobility Improvements. The MBTA has developed two development scenarios for this study. 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. Total travel times savings for Phase II in the lower growth scenario is 1,733 hours and 2,248 hours in the high growth scenario.

Cost Effectiveness. The cost effectiveness index for Phase I of the project is \$15.65 for the lower growth scenario and \$8.68 for the high growth scenario. The cost effectiveness index improves for the Full-Build alternative as it is \$10.11 in the lower growth scenario and \$6.84 in the high growth scenario (1993 dollars, 2010 ridership).

South Boston Piers -- Boston, Mass.

Environmental Benefits. Metropolitan Boston is a "moderate" nonattainment area for carbon monoxide and a "serious" nonattainment area for ozone. Phase II is expected to reduce regional vehicle miles traveled by 25,000 vehicles in the lower growth scenario and 31,390 vehicles in the high growth scenario when compared to the No-Build alternative.

Operating Efficiencies. The systemwide operating cost per passenger for Phase I of the project is \$2.58 in the lower growth scenario and \$2.33 in the high growth scenario. It is slightly better for the Full-Build alternative, as it is \$2.56 for the low growth scenario and \$2.31 for the high growth scenario.

Local Financial Commitment

The MBTA is proposing a Section 5309 New Start funding share of 80 percent with the local share to come from State bonds. A new cost estimate has been prepared based on advanced engineering.

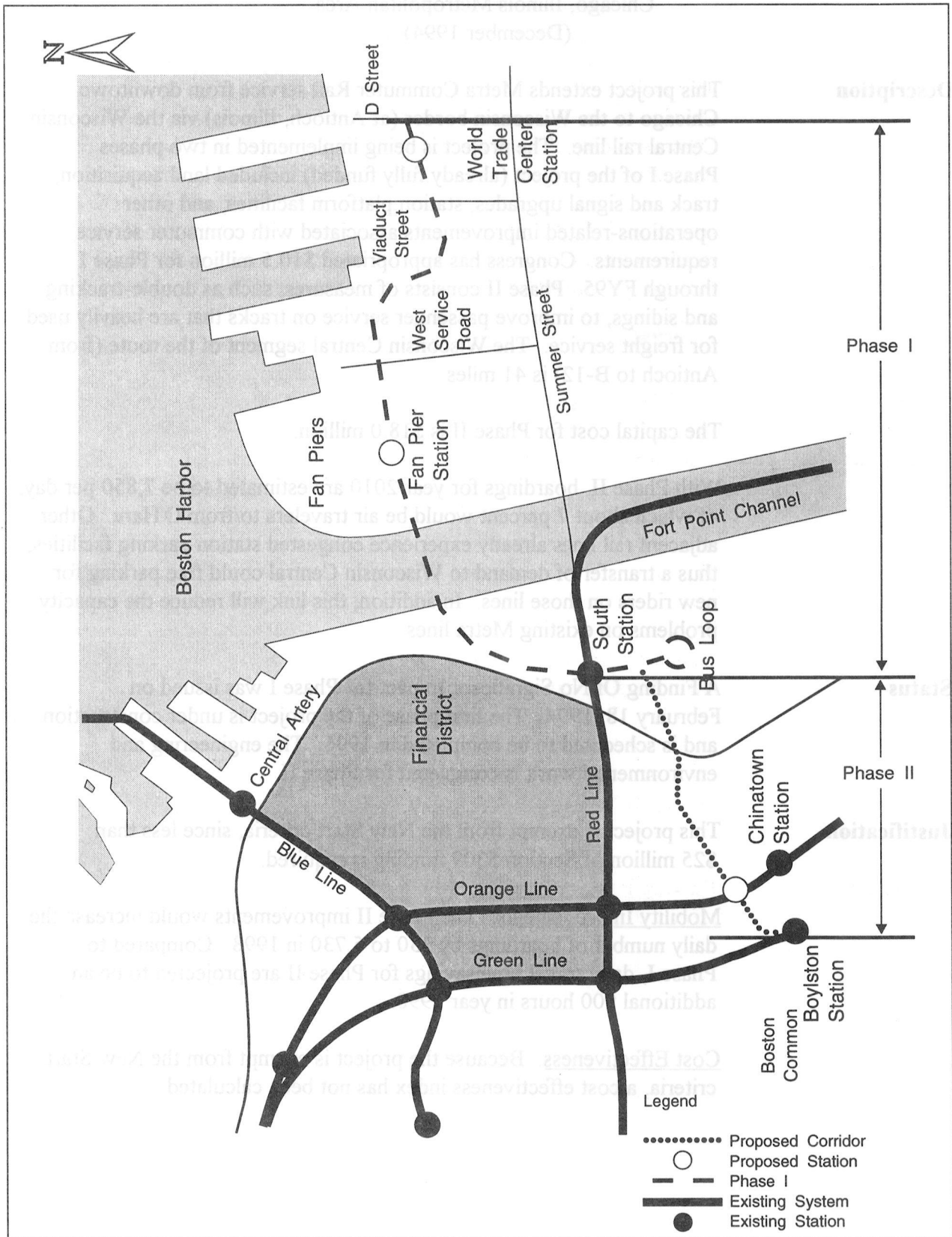
A "medium" rating for the capital financing commitment is appropriate. The MBTA has obtained the state funding needed for Phase I of the Transitway project. It may be assumed that the financing for Phase II will be forthcoming.

FTA has assigned a "medium" rating for the stability and reliability of MBTA operating funds. In recent years, 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 is 7 years, slightly above the national average, the average age of its transit rail fleet is 14 years, and 8.2 years for its commuter rail fleet.

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.

Boston: South Boston Piers, Phase II



Wisconsin Central
Chicago, Illinois Metropolitan Area
(December 1994)

Description

This project extends Metra Commuter Rail service from downtown Chicago to the Wisconsin border (at Antioch, Illinois) via the Wisconsin Central rail line. The project is being implemented in two phases. Phase I of the project (already fully funded) included land acquisition, track and signal upgrades, station platform facilities, and other operations-related improvements associated with commuter service requirements. Congress has appropriated \$10.5 million for Phase I through FY95. Phase II consists of measures, such as double-tracking and sidings, to improve passenger service on tracks that are heavily used for freight service. The Wisconsin Central segment of the route (from Antioch to B-12) is 41 miles.

The capital cost for Phase II is \$18.0 million.

With Phase II, boardings for year 2010 are estimated to be 7,850 per day, of which about 7 percent would be air travelers to/from O'Hare. Other adjacent rail lines already experience congested station parking facilities, thus a transfer of demand to Wisconsin Central could free parking for new riders on those lines. In addition, this link will reduce the capacity problems on existing Metra lines.

Status

A Finding Of No Significant Impact for Phase I was issued on February 18, 1994. The first phase of the project is under construction and is scheduled to be completed in 1996. The engineering and environmental work is completed for Phase II.

Justification

This project is exempt from the New Start criteria, since less than \$25 million of Section 5309 funding is required.

Mobility Improvements. The Phase II improvements would increase the daily number of boardings by 330 to 5,730 in 1998. Compared to Phase I, daily travel time savings for Phase II are projected to be an additional 900 hours in year 1998.

Cost Effectiveness. Because the project is exempt from the New Start criteria, a cost effectiveness index has not been calculated.

Wisconsin Central Commuter Rail Line -- Chicago, Illinois

Environmental Benefits. Chicago is a "severe" nonattainment area for ozone and an attainment area for carbon monoxide. Phase II is expected to reduce vehicle miles by 1,569,000 per year. Annual tons of emissions are expected to decrease as a result of implementing Phase II. Volatile organic compounds (VOC) would decrease by 0.019 tons per weekday in 1998. This would be a 0.0039% decrease in total VOC emissions from roadway sources in the region, based on the 1990 emissions inventory. Nitrogen oxides (NOx) would be reduced by 0.016 tons per weekday, a 0.003% decrease in the total from roadway sources.

Operating Efficiencies. The operating cost per passenger on the Metra system today is \$4.41. With Phase I, the cost will be \$4.43. The operating cost per passenger for the combined Phases I and II is projected to be \$4.18.

Local Financial Commitment

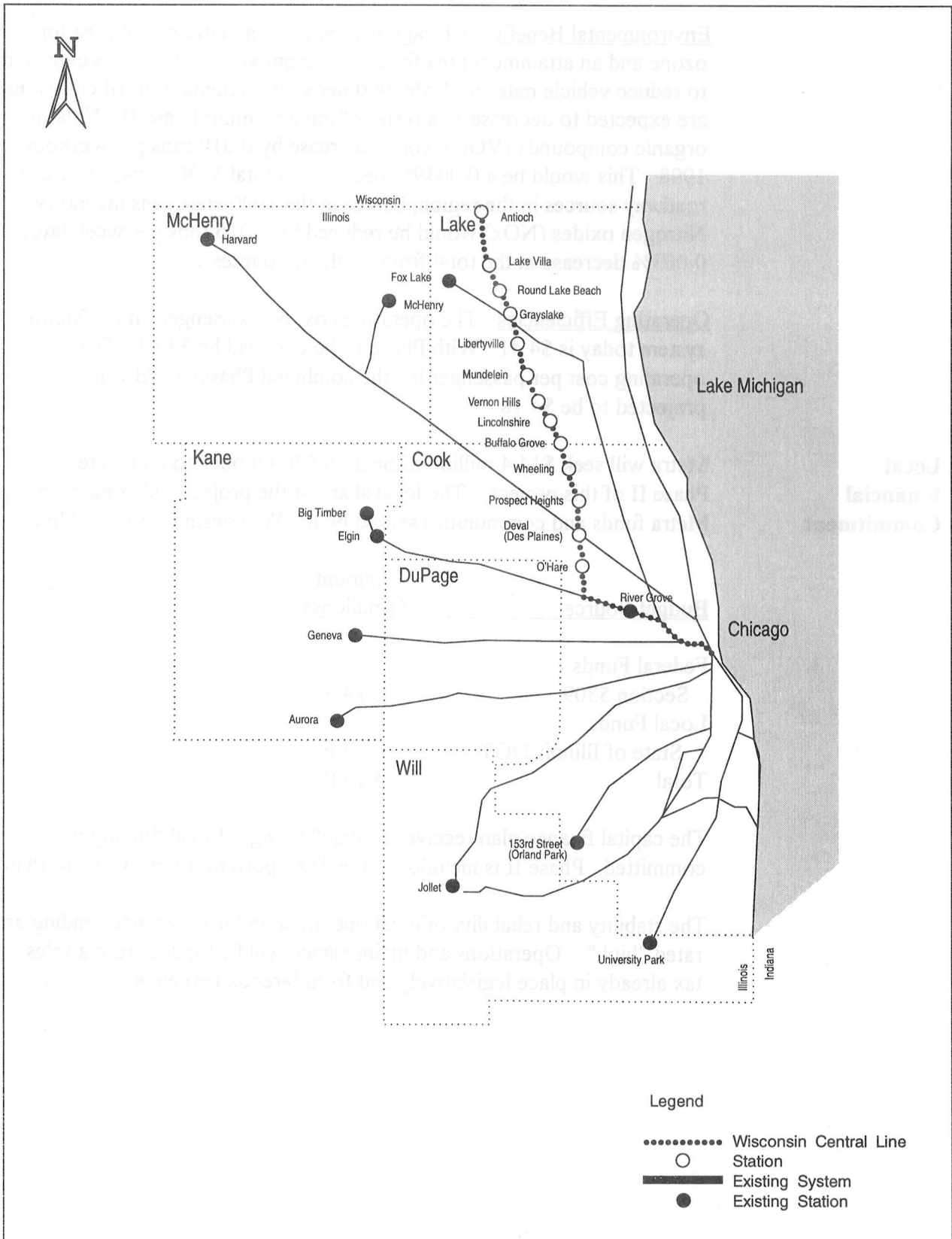
Metra will seek \$14.4 million of Section 5309 money to complete Phase II of this project. The local share of the project will come from Metra funds and communities served by the Wisconsin Central rail line.

<u>Budget Source</u>	<u>Amount (\$millions)</u>
Federal Funds:	
Section 5309	\$ 14.4
Local Funds:	
State of Illinois DOT	<u>3.6</u>
Total	\$ 18.0

The capital finance plan receives a "high" rating. Local funding is committed. Phase II is included in the Transportation Improvement Plan.

The stability and reliability of local operating and maintenance funding are rated "high". Operations and maintenance will be funded from a sales tax already in place legislatively and from farebox revenues.

Chicago: Wisconsin Central



RAILTRAN Phase 2
Dallas-Ft. Worth, Texas
(December 1994)

Description

The RAILTRAN project would initiate commuter rail service in two phases between Dallas and Fort Worth, with a future phase offering service on a spur to Dallas/Fort Worth (DFW) Airport. Phase one service will commence in 1995 when Dallas Area Rapid Transit (DART) initiates 10 miles of service between Dallas and South Irving without using Section 5309 Federal funds. Section 5309 funds are being sought for phase two which is scheduled to open in 1998 and consists of commuter rail service on 25 miles of track from South Irving to Fort Worth. Phase two service includes the Fort Worth Intermodal Transportation Center which partially is funded with \$13.4 million in Highway Demonstration Program funds. The capital costs of phases one and two are \$68.2 million and \$101.11 million respectively.

Status

In 1984 the RAILTRAN right-of-way between Dallas and Fort Worth was purchased with FTA assistance as directed by Congress. Since then the Union Pacific and Burlington Northern have been operating freight service on the tracks.

Section 3035(x) of ISTEA directs 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. In FYs 1992 and 1995, Congress appropriated a total of \$5.46 million for this project.

A Finding of No Significant Environmental Impact has been issued and preliminary engineering for phase two of the project will be complete in March 1995. FTA has obligated \$2.48 million of the earmarked funds for preliminary engineering.

Justification

Mobility Improvements. RAILTRAN project would provide commuter rail service to the downtowns of Dallas and Fort Worth and the cities in between and eventually from DFW Airport. The phase two service would save approximately 190,000 hours of travel time annually over the TSM alternative.

Cost Effectiveness. The Council of Governments reports that phase two commuter rail service is expected to carry a total of about 10,200 riders a day in the corridor at a cost per new rider of \$8 (1992 dollars, year 2010 riders).

RAILTRAN Commuter Rail -- Dallas-Ft. Worth, Texas

Environmental Benefits. Dallas/Fort Worth is a "moderate" nonattainment area for ozone and an attainment area for carbon monoxide. FTA has not received any information on the reduction of vehicle miles traveled of this project when compared to the TSM alternative.

Operating Efficiencies. FTA has no information on the systemwide operating efficiencies that would result from this project. However it is estimated that, in the corridor alone, the operating costs per passenger are estimated to be \$2.95 for the TSM alternative and \$2.66 for the commuter rail alternative.

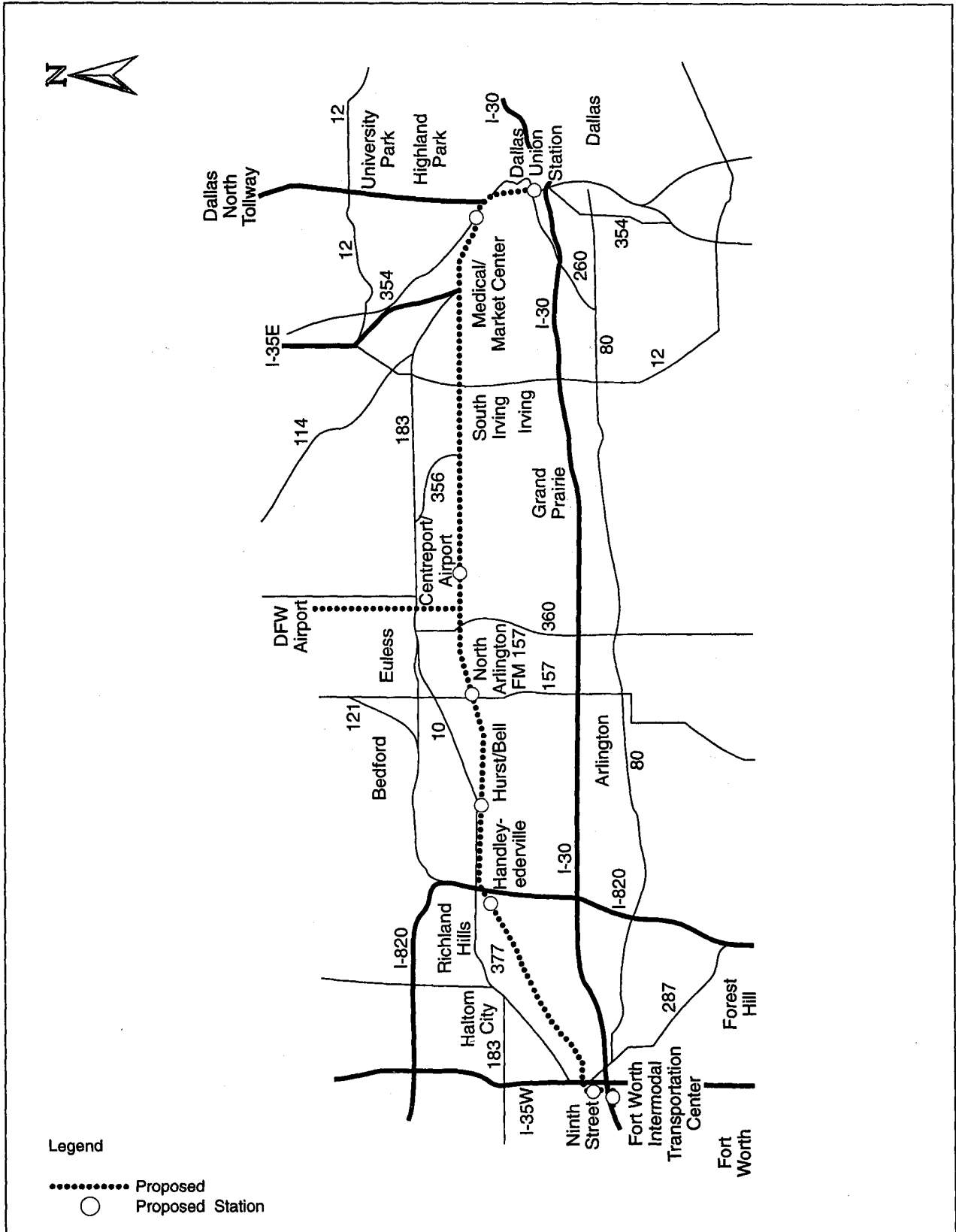
Local Financial Commitment

Phase one of the project is fully funded with local (60 percent), Section 5307 (25 percent) and CMAQ (15 percent) funds, and no Section 5309 funds. The capital funding plan for phase two assumes funding from Section 5309 (44 percent), CMAQ (20 percent), Highway Demonstration (13 percent) and local funds (23 percent). \$5.7 million of the \$57.5 million in Section 5309 funds assumed in the plan, have been authorized in ISTEA. The source of the \$23.4 million in local funds will be from dedicated sales tax funds and other local revenues already dedicated to the project. Cash reserves are available to fund the local match. FTA has rated the capital financing plan as "high."

The Fort Worth Transportation Authority (FWTA) and DART have signed an agreement on the construction, operation and financing of the RAILTRAN service. Since both DART and FWTA assume that the growth in fare revenues will exceed historical trends, FTA rates the stability and reliability of the operating plan as "medium/low."

The average age of the Fort Worth Transportation Authority's bus fleet is 6.0, below the national average.

Dallas - Fort Worth: RAILTRAN Phase 2



Southwest LRT
Denver, Colorado
(December 1994)

Description

The Regional Transportation District (RTD) in Denver recently completed a major investment study (MIS) to evaluate several transportation options in the 14-mile corridor between downtown Denver and the Highlands Ranch community in northern Douglas County. The locally preferred alternative is an 8.7-mile light rail transit (LRT) system extending from the I-25 and Broadway interchange in Denver to Mineral Avenue in Littleton. The double-track system would operate over an exclusive, grade-separated right-of-way and connect with the existing 5.3-mile Central Corridor light rail line in downtown Denver, which opened in October 1994.

The preliminary capital cost (1992 dollars) for the LRT alternative is \$127.5 million, including final design, construction, and acquisition of rolling stock. This cost does not include local funds already spent on right-of-way acquisition, a LRT maintenance facility, Santa Fe improvements, and local match for preliminary engineering (PE).

Status

RTD recently completed an MIS for the Southwest Corridor in April 1994. The RTD Board chose extension of LRT to Mineral Avenue as the locally-preferred alternative, and the Denver Regional Council of Governments endorsed that decision. Initiation of PE was approved in August 1994, and is expected to be completed in October 1995. Both the DEIS and FEIS will be prepared in this development phase.

Congress has not authorized or appropriated any funds for this corridor. The House of Representatives authorized \$13 million for this project in 1994 as part of the NHS bill and directed FTA to credit RTD with previous expenditures for the Southwest Corridor and the Central Light Rail Corridor as local match and overmatch of local funds.

Justification

Mobility Improvements. RTD estimates that the LRT system will carry 9,100 passengers per day in 2000 (opening year) and 20,300 passengers per day in 2015. Compared to an estimated travel time in 2015 of 44 minutes between Littleton and downtown Denver for the NoBuild/TSM alternative, the travel time on LRT would be 21 minutes, a savings of 52%. Total travel time savings (hours per day) is 3,100 for year 2015.

Cost Effectiveness. The cost per new trip is estimated at \$8.

Southwest Corridor -- Denver, Colorado

Environmental Benefits. Denver is classified as a "transitional" nonattainment area for ozone and a "serious" nonattainment area for carbon monoxide. A project level conformity determination will be undertaken for the EIS.

Operating Efficiencies. Operating and maintenance costs per transit rider for the TSM are \$1.40, for busway are \$1.10, for LRT are \$0.70, and for commuter rail are \$2.40.

Local Financial Commitment

The share of this project funded by Section 5309 is assumed to be 78 percent. RTD's primary sources of revenue are a sales and use tax and farebox receipts. The table below (shown in escalated dollars) includes the local contributions for right-of-way, LRT maintenance facility, Santa Fe improvements, and PE.

<u>Budget Source</u>	<u>Amount (\$millions)</u>
Federal:	
Section 5309	\$133.4
Section 5307	4.8
Local:	
Use Tax	<u>32.4</u>
Total	\$170.6

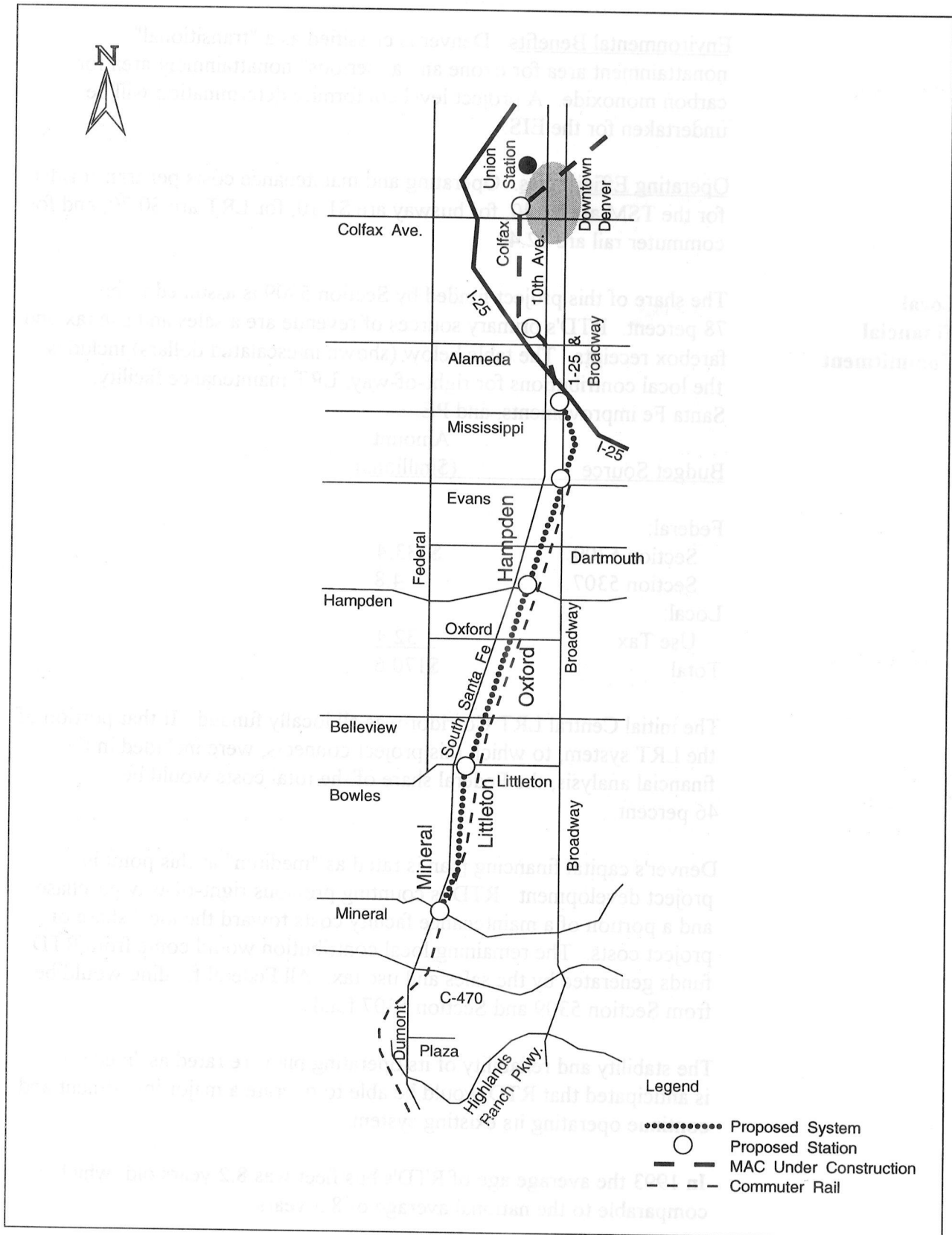
The initial Central LRT Corridor was all locally funded. If that portion of the LRT system, to which this project connects, were included in the financial analysis, the Federal share of the total costs would be 46 percent.

Denver's capital financing plan is rated as "medium" at this point in project development. RTD is counting previous right-of-way purchase and a portion of a maintenance facility costs toward the local share of project costs. The remaining local contribution would come from RTD funds generated by the sales and use tax. All Federal funding would be from Section 5309 and Section 5307 funds.

The stability and reliability of its operating plan are rated as "medium". It is anticipated that RTD would be able to operate a major investment and continue operating its existing system.

In 1993 the average age of RTD's bus fleet was 8.2 years old, which is comparable to the national average of 8.3 years.

Denver: Southwest



Eastside Extension
Los Angeles, California
(December 1994)

Description	<p>The Eastside Locally Preferred Alternative (LPA) extends the Metro Rail Red Line from its current eastern terminus at Union Station to Atlantic and Whittier Boulevards in East Los Angeles, a distance of 6.8 miles and seven stations. The first 3.7 miles of the LPA are covered under a Full Funding Grant Agreement (FFGA) as part of MOS-3 (see MOS-3 profile). The remainder of the Eastside Corridor Extension is discussed below. The Eastside Corridor Extension would add 3.1 miles and three stations to the Eastside Red Line, beyond the MOS-3 portion, at an estimated cost of about \$780 million.</p>
Status	<p>On June 30, 1993, the Los Angeles County Metropolitan Transportation Authority (LACMTA) adopted its LPA and on September 7, 1993, the Federal Transit Administration (FTA) approved the initiation of preliminary engineering. The final EIS was completed in September 1994 for the entire Eastside project.</p> <p>Neither ISTEA nor subsequent appropriations provide any Federal funds for the Eastside Extension beyond the first 3.7 miles which are included in the MOS-3 FFGA.</p>
Justification	<p>Information on the mobility improvements, cost effectiveness, environmental benefits and operating efficiency of the 3.1 mile extension was not developed separately in the final EIS.</p>
Local Financial Commitment	<p>The extension to the Eastside line is not included in the LACMTA 30-year funding plan, nor is it being considered for funding in the revised funding plan which is currently being developed. Therefore, both the capital financing plan and the stability and reliability of operating revenue are rated as "low."</p> <p>In 1993 the Los Angeles County bus fleet averaged 7.3 years old, which is less than the national average. Rail vehicles averaged 3 years old.</p>

MARC Point of Rocks to Frederick Corridor

Maryland
(December 1994)

Description

The Mass Transit Administration (MTA) of Maryland is considering an extension of the Maryland Commuter Rail (MARC) system to provide service from Point of Rocks to Frederick, Maryland. In addition, they are considering the purchase of additional passenger cars to meet anticipated system-wide demand. The MARC system presently consists of two lines between Washington and Baltimore and a third line between Washington and Martinsburg, West Virginia.

Status

The Frederick extension, which would involve only track, signal, and station improvements on an existing freight line, would be exempt from the new starts criteria in Section 5309 (e) (2)-(7) if the Section 5309 share (currently estimated to be \$18.6 million) remains below \$25 million. An environmental assessment is almost completed, proposed station sites were recently selected, and final design should begin soon. MTA expects to begin MARC Commuter Rail service on this extension in 1997.

In December of 1994, the MTA began steps to purchase 50 bilevel cars for system-wide capacity improvements throughout the MARC commuter rail system. This purchase is proposed to be made, in part, with \$52.3 million of new start funds authorized in ISTEA. The MTA also plans to conduct some bridge clearance work near Union Station to accommodate the bilevel cars.

Section 3035(nn)(2) of ISTEA directs FTA to enter into a full funding grant agreement 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. In FY 93, FY 94 and FY 95 Congress appropriated \$47.15 million for the MARC service extensions and other improvements.

Justification

The MARC extensions are part of a Program of Interrelated Projects which also includes three LRT extensions in Baltimore and a Metrorail extension in the Maryland suburbs of Washington, D.C. Section 3011(a) of ISTEA requires that FTA consider the assessment factors of all elements of a program of interrelated projects to the extent that such consideration expedites project implementation. However, information on this program as a whole is not available.

MARC Extensions -- Maryland

Mobility Improvements. The MTA estimates that the Frederick extension will carry 1,600 riders, with approximately 1,000 of these being new transit riders. They further estimate that this will reduce Washington bound vehicle traffic by 250,000 auto trips per year.

Cost Effectiveness. This information will be provided in an Environmental Assessment.

Environmental Benefits. EPA has classified the Washington Metropolitan Area as a "serious" nonattainment area for ozone and as a "moderate" nonattainment area for carbon monoxide. Possible effects of the MARC extensions on air quality have not been quantified.

Operating Efficiencies. FTA has no information on the operating efficiencies of the proposed MARC extension. The new rail cars may increase system-wide operating efficiency because the new bilevel cars can carry 50 additional passengers per rail car, therefore increasing overall passenger capacity per train trip on each line.

Local Financial Commitment

The cost of the extension is estimated to be \$49 million for the two proposed stations and signaling equipment. The cost of rolling stock required for this and other lines will add a substantial amount to the project cost. The proposed Federal share and the sources of non-Federal funding for capital and operations has not been determined.

The State of Maryland has not yet identified sources of matching funds for completion of the two remaining segments of the original Metrorail system in Maryland. In 1993, the average age of MARC's rail car fleet was 7.4 years, less than the national average.

Hudson-Bergen Light Rail Transit System

Northern New Jersey

(December 1994)

Description

In February 1993, New Jersey Transit selected, as its locally preferred alternative (LPA), a 15.3-mile, 24-station at-grade LRT line from 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 5.4-mile, 9 station extension to Bayonne. Total capital cost for the full LPA is still being developed, but is estimated to exceed \$1 billion (1994\$). An assumed 11.5-mile "First Construction Stage (FCS)" serving the Hoboken Terminal, Jersey City and Bayonne has been identified as having an estimated preliminary capital cost of about \$775 million in year of expenditure dollars.

Status

In mid-1993 NJ Transit initiated PE and the preparation of the final EIS on the LPA. NJ Transit has decided on turnkey implementation of the project. Preliminary engineering is underway and a consultant has been retained to assist in packaging the turnkey documents and identify possible opportunities for equity participation by the successful proposer.

Section 3031 of ISTEA requires FTA to negotiate and enter into a full funding grant agreement providing no less than \$634 million for those elements of the New Jersey Urban Core Project which can be fully funded in FY 1992 through FY 1997. The Waterfront Project is identified as one of eight elements which would be eligible for funding.

In fiscal years 1992 through 1995 Congress appropriated \$330 million for the "New Jersey Urban Core Project" which includes this as well as the Secaucus Transfer, the Newark-Elizabeth Rail Link and other projects. FTA obligated approximately \$30 million in FY 1993 to support this project and another \$26.2 million will be awarded in January 1995.

Justification

ISTEA states that the Urban Core project is not subject to the New Starts criteria.

Mobility Improvements. The proposed project would provide guideway transit service to existing and proposed new developments along the New Jersey waterfront. It would provide internal transit circulation along the waterfront, and would connect with NJ Transit Commuter Rail service at Hoboken, with PATH trains to Newark and Manhattan and with the Port Imperial Ferry from Weehauken to Manhattan. The original LPA (without the Bayonne extension) is estimated to save almost 22,000 hours of travel time daily over the TSM alternative.

Hudson-Bergen LRT - Northern New Jersey

Cost Effectiveness. The cost effectiveness index for the original LPA is \$5 per new rider and the Bayonne extension by itself is estimated to have a cost effectiveness index of less than \$2.11.

Environmental Benefits. Northern New Jersey is a "severe" nonattainment area for ozone. The region is categorized as a "moderate" nonattainment area for carbon monoxide. FTA does not have information specifically on the impact of the LPA on regional air quality. However, the First Construction Stage is expected to reduce daily emissions by about 0.3 percent in the study area and the LPA would reduce emissions by approximately double that amount.

Operating Efficiencies. FTA does not have information on how the LPA would affect NJ Transit's operating cost per passenger.

Local Financial Commitment

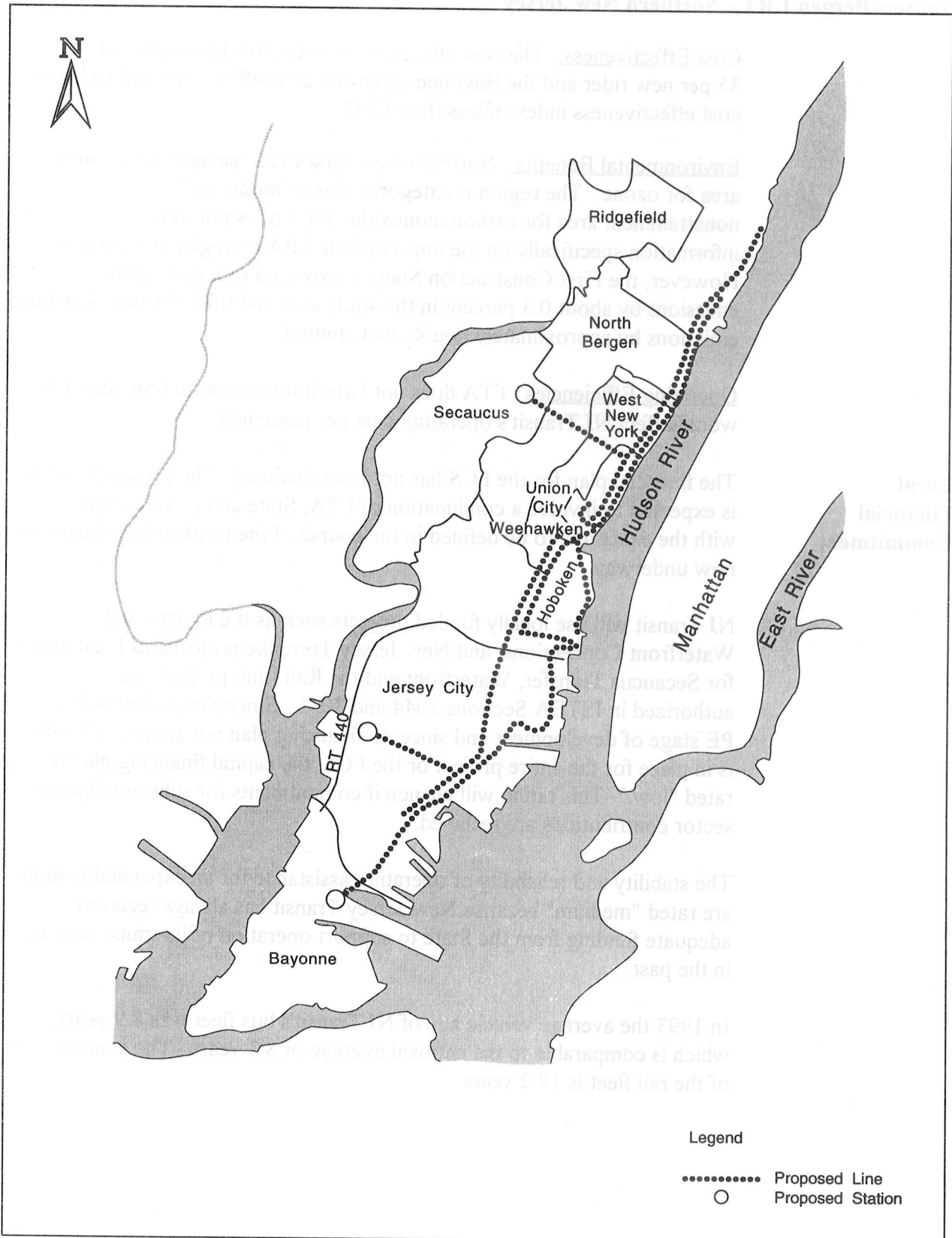
The financial plan for the FCS has not been finalized. The prospective plan is expected to involve a combination of FTA, State and private capital, with the exact mix to be defined in the course of the turnkey investigations now underway.

NJ Transit will use locally funded projects such as the Kearny and Waterfront Connections, and New Jersey Turnpike projects, as local match for Secaucus Transfer, Waterfront and the Rail Link projects, as authorized in ISTEPA Sections 1044 and 3031. Since the project is in the PE stage of development and since no financing plan nor source of funds is in place for the entire project or the FCS, the capital financing plan is rated "low." This rating will change if commitments for substantial private sector contributions are received.

The stability and reliability of operating assistance for an expanded system are rated "medium" because New Jersey Transit has always received adequate funding from the State to support operation of its transit service in the past.

In 1993 the average vehicle age of NJ Transit's bus fleet was 8.9 years, which is comparable to the national average of 8.3 years. The average age of the rail fleet is 18.2 years.

Northern New Jersey: Hudson - Bergen



Newark-Elizabeth Rail Link

Northern New Jersey

(December 1994)

Description

NJ Transit has selected as its locally preferred alternative (LPA) an 8-mile, 12 station light rail transit (LRT) line linking the cities of Newark and Elizabeth and Newark International Airport. Also included in the LPA is a commuter rail station on the Northeast Corridor, an extension to the airport monorail, new LRT vehicles and a maintenance yard. The commuter rail station and the airport monorail extension have independent utility and will not use FTA funds. The capital cost of the LRT portion of the LPA is estimated to be \$571 million (1992\$), but a plausible first operating segment of two miles, with associated stations, vehicles and yard, would cost \$255 million (year of expenditure dollars).

Status

NJ Transit has selected an LPA, however, the final alignment is still under evaluation as part of preliminary engineering efforts and the preparation of the draft EIS. The draft EIS is scheduled to be complete by June 1995.

NJ Transit has asked FTA to consent to splitting the project into two projects with separate environmental documents. One project would involve extending the existing Newark City Subway system for a mile using an existing freight railroad right-of-way to a new maintenance facility at its "uptown" end. The other project would be a new LRT line from downtown Newark to Elizabeth.

In FY 1989 and FY 1990, Congress appropriated \$7 million for the project. In addition, Section 3031 of ISTEA authorized \$634.4 million for the "New Jersey Urban Core Project" which includes the this as well as the Secaucus Transfer, Hudson River Waterfront and other projects. ISTEA also directed the FTA to negotiate and enter into a full funding agreement for those elements of the New Jersey Urban Core Project that can be fully funded in fiscal years 1992 through 1997. ISTEA appropriations for the New Jersey Urban Core Project have totaled \$329.07 million through FY 1995. Of these amounts, \$5 million was awarded to the Newark-Elizabeth Rail Link project in FY 1993 and FY 1994.

Newark-Elizabeth Rail Link -- Northern New Jersey

Justification

ISTEA exempted the Urban Core Project from the New Start criteria.

Mobility Improvements. The alternatives 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 LPA could save almost 390,000 hours of travel time annually (over 1,300 hours daily).

Cost Effectiveness. The light rail element of the LPA has an estimated cost of \$11 per new rider (1992 dollars in 2010).

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 been determined.

Operating Efficiencies. FTA does not have information on how the project would affect NJ Transit's operating cost per passenger.

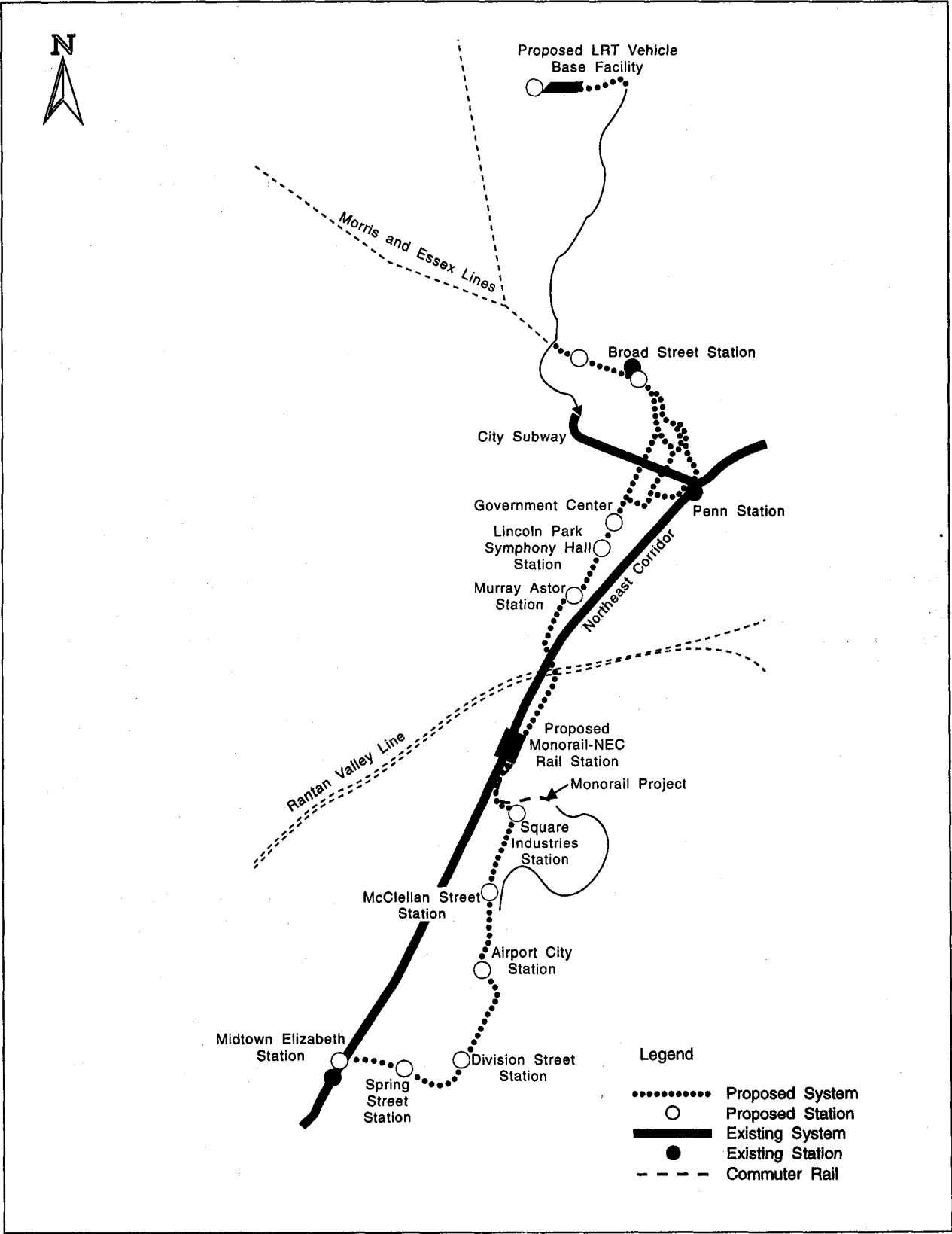
Local Financial Commitment

NJ Transit hopes to use locally funded projects such as the Kearny and Waterfront Connections, and the New Jersey Turnpike as local match for Secaucus Transfer, Waterfront and the Rail Link projects, as authorized in ISTEA Sections 1044 and 3031. It is expected that New Jersey Transit will seek FTA funding for portions of this project during the ISTEA authorization period, and portions thereafter. One hundred percent Federal funding is envisioned from both New Start and formula funds. The availability of money to fully fund this project will depend upon Congressional appropriations and therefore its capital financing plan cannot be rated by FTA.

The stability and reliability of operating assistance for an expanded system are rated "medium" because NJ Transit has always received adequate funding from the State to support the continued operation of its transit service in the past.

In 1993 the average vehicle age of NJ Transit's bus fleet was 8.9 years, which is comparable to the national average of 8.3 years. The average age of the rail fleet is 18.2 years.

Northern New Jersey: Newark-Elizabeth Rail Link



- Legend**
- Proposed System
 - Proposed Station
 - Existing System
 - Existing Station
 - - - - Commuter Rail

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

Orange County, California
(December 1994)

Description

The Orange County Transportation Agency (OCTA) and the California Department of Transportation (Caltrans) have recently constructed HOV lanes on three Orange County freeways including I-405, SR-55, and SR-57. Construction of transitway and HOV facilities is currently taking place on I-5 and SR-91 and is scheduled to be completed by 2000. Upon completion, the 100-mile transitway/HOV network will encompass all of Orange County's major freeways, with the exception of SR-22.

The I-405/SR-55 Transitway Project consists of the construction of exclusive HOV connections between the existing HOV lanes on I-405 and SR-55, transit/access drop ramps between the HOV lanes and adjacent activity centers, park and ride lots, and an expanded level of express bus service. An access ramp to the Costa Mesa activity center has been dropped from the original project concept.

In addition to the I-405/SR-55 transitway and access ramps, OCTA has also proposed the construction of an Intermodal Transportation Center (ITC) adjacent to the I-5 transitway in the City of Anaheim. The city, state, and OCTA have committed local funds for the intermodal center. FTA has raised several questions about the intermodal center, its proposed location, and its transportation benefits relative to the other elements of the I-405/SR-55 Transitway Project, and the proposed FTA share. OCTA plans to undertake additional financial analysis to evaluate the cost to construct and operate the facility. Parking revenues to be generated by the intermodal center are proposed to be used for the purchase and operation of express buses. FTA has requested that OCTA also perform a location analysis to determine the optimal location of the ITC.

The cost of the new project concept is as follows: \$254 million for the transitway and access ramps, \$261 million for the park and ride facilities including the intermodal terminal center, and \$100 million for the buses for a total project cost of \$615 million. The proposed Federal share is \$318 million or 52 percent.

Status

OCTA has completed the Environmental Assessment and preliminary engineering for the transitway segments and HOV ramps. FTA issued a Finding of No Significant Impact (FONSI) on July 26, 1994 and a Letter of No Prejudice (LONP) on September 6, 1994, allowing OCTA to proceed to incur costs for design and right of way activities.

I-405/SR-55 Transitway -- Orange County, California

The intermodal transportation center is currently being evaluated by all of the funding participants, including FTA. The scope, operational features, and phasing for this element of the project will likely be revised dependent upon the results of the financial analysis, timing and availability of funding, and siting and operational considerations. FTA does not believe that it is appropriate to participate in the intermodal center at the level proposed by the OCTA.

Through FY 1995, Congress appropriated \$20.3 million for this project.

Justification

Mobility Improvements. For the original project concept, OCTA estimated that the direct access ramps would reduce HOV travel time by approximately 4 minutes compared to the TSM alternative for an average trip. However, deferral of bus acquisitions and park-and-ride lots and deletion of the Sunflower Avenue ramps reduces the mobility benefits of the project. No systemwide travel time savings have been calculated for this project.

Cost Effectiveness. Based upon calculations performed in alternatives analysis, the cost effectiveness index (CEI) for the original project was \$4 per new trip (1989 dollars, 2010 ridership) compared to the TSM alternative. However, due to increases in the project cost and the removal of certain project elements leading to travel time saving reductions, this figure may overstate the project's merits.

Environmental Benefits. Southern California is classified as an "extreme" nonattainment area for ozone and a "serious" nonattainment area for carbon monoxide. The original project was expected to lead to an estimated 12 percent reduction in daily emissions at the regional level.

Operating Efficiencies. Based on the original project concept, OCTA's cost per transit passenger on a systemwide basis for the year 2010 is projected to be \$1.68 for the No-Build alternative, \$2.14 for the TSM alternative and \$2.10 for the Build alternative.

Local Financial Commitment

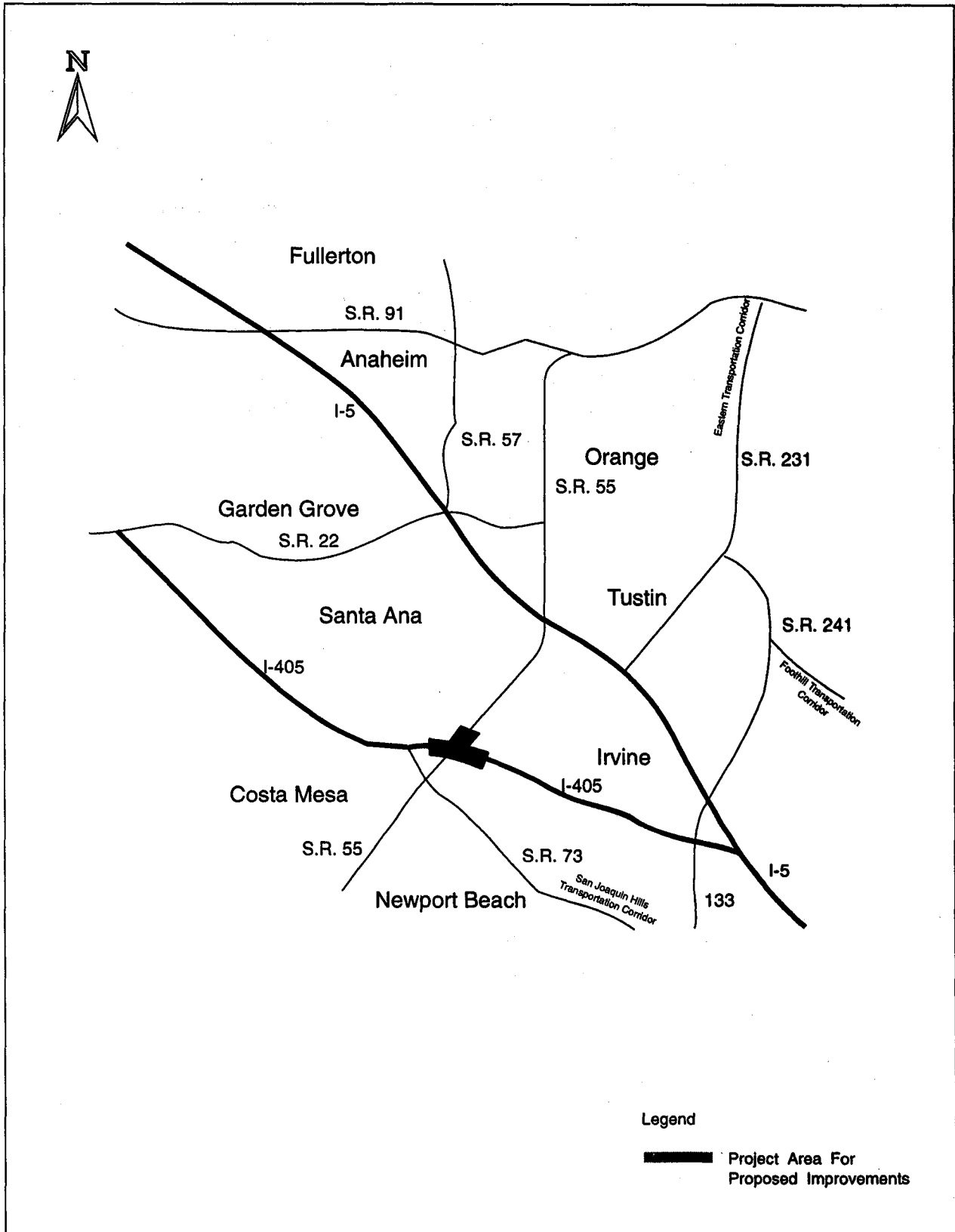
The Orange County Transit District (OCTD - one of six formerly separate agencies which makes up the OCTA) is proposing a 52 percent Section 5309 New Start share for this project or \$318 million (escalated dollars). If the project is viewed as part of a 20-year local/State effort to build HOV lanes and transitways on Orange County freeways, the Section 5309 share is less than 15 percent in escalated dollars. In 1993, the average age of OCTD's bus fleet was 8.9 years which is comparable with the national average of 8.3 years.

I-405/SR-55 Transitway -- Orange County, California

The capital financing plan is rated "low." The finance plan does not fully specify the level of funding to be obtained from each of the local sources of capital funds. OCTD is also in the process of planning or completing other capital projects in the area, however, no information has been provided on the total cost or methods of financing for these projects. This may have a direct or indirect impact on funding for the Transitway project. The uncertainty of local funding sources is likely worsened by the recent declaration of bankruptcy by Orange County.

In terms of the stability and reliability of operating revenues, a "low" rating has been given. This is due to the lack of clarity and commitment in the finance plan on operating expenses and also due to the declaration of bankruptcy by the County. In 1993, the average age of OCTD's bus fleet was 8.9 years, which is comparable to the national average.

**Orange County, CA:
I-405/SR55 Transitway**



South LRT
Salt Lake City, Utah
(December 1994)

Description

The Utah Transit Authority (UTA) plans to construct a 15-mile light rail transit (LRT) line from downtown Salt Lake City to suburban areas to the south. The LRT line would operate at-grade on city streets in the downtown and in a railroad right-of-way already owned by UTA to the south of downtown. The total cost of this project, including a maintenance facility and park-and-ride centers, is estimated at \$296 million. The LRT is part of the I-15 corridor improvements which include reconstruction of a parallel segment of Interstate 15.

Status

Section 3035(f) of ISTEA directs FTA to enter into a multiyear grant agreement with the Utah Transit Authority which provides \$131 million in New Start funds to carry out the construction of the initial segment of the LRT. Through FY 1995, Congress has appropriated \$29 million (including \$15.52 million in funds from fiscal years prior to ISTEA) for right-of-way acquisition, engineering, and design.

UTA has completed preliminary engineering of the LRT line, and issued the Final Environmental Impact Statement (FEIS) in September 1994. FTA signed an environmental record of decision (ROD) in November 1994.

Justification

Mobility Improvements. The LRT project would increase transit trips in year 2010 to 96,800, compared with 90,800 for the TSM alternative.

The 1991 transit travel time between Sandy and Salt Lake City was 76 minutes. The project would reduce this travel time to 59 minutes in the year 2010. The projected difference in average transit travel time in 2010 between the TSM and LRT alternative is 6 minutes, a 9 percent improvement. Total daily travel times savings (TSM compared to LRT in 2010) is estimated to be 1,155 hours.

Cost Effectiveness. As planned, the preferred LRT alternative is highly cost-effective with an index of \$4 per new transit trip (1992 dollars, 2010 ridership). The LRT cost estimate assumes a "bare-bones" design.

Environmental Benefits. The Salt Lake City region is a "moderate" nonattainment area for ozone and a "not classified" nonattainment area for carbon monoxide. The air quality analysis for the FEIS found that the LRT alternative would reduce regional emissions by 1 to 2 percent, and would have a marginal impact at local receptors.

South LRT -- Salt Lake City, Utah

Operating Efficiencies. The systemwide operating cost per passenger in year 2010 (1992 dollars) is estimated to be \$2.04 for the No Build alternative, \$2.73 for the TSM alternative, and \$2.35 for the locally preferred alternative. The current cost per passenger is \$2.33.

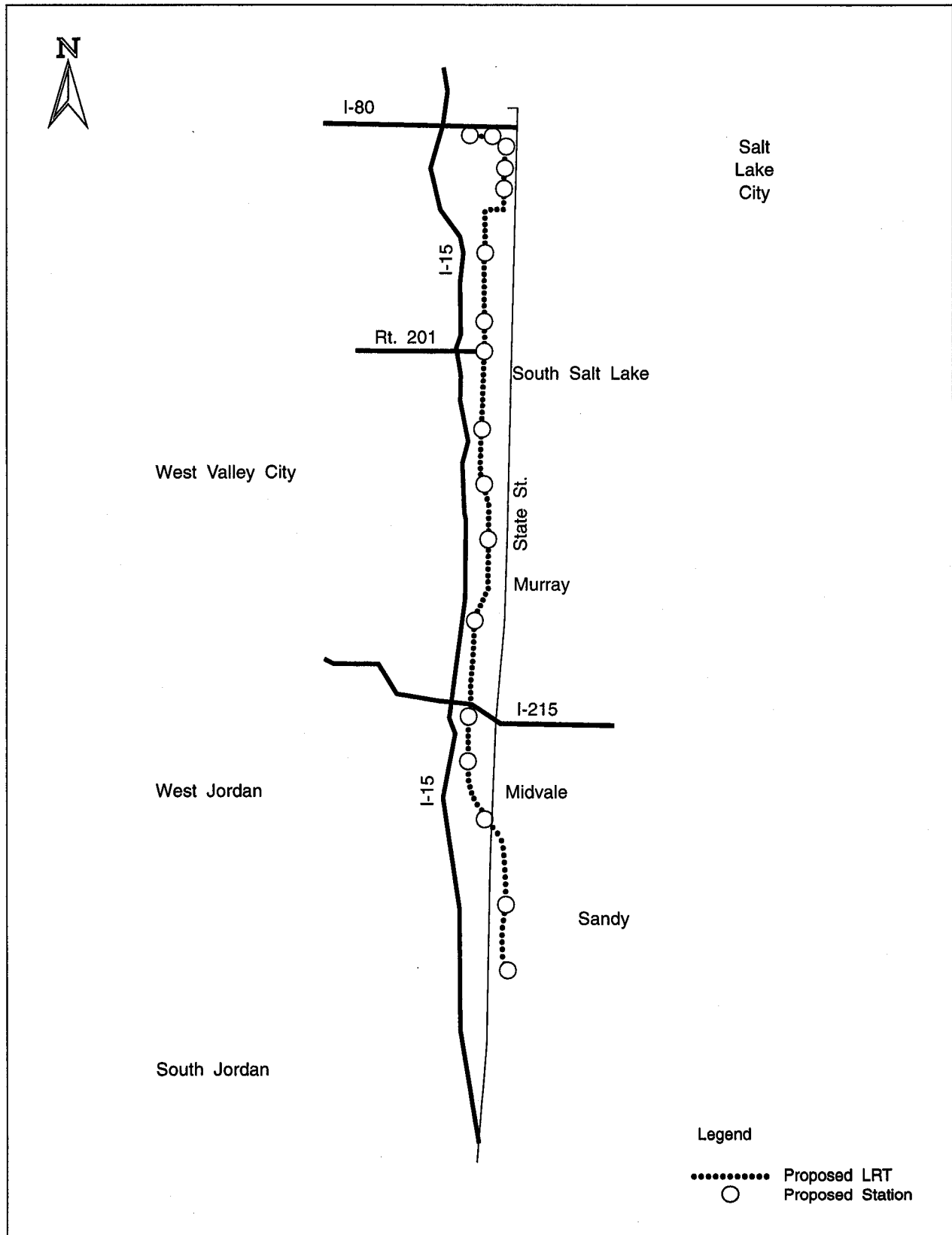
**Local
Financial
Commitment**

A revised finance plan calls for \$222 million of Section 5309 New Start funds and \$74 million in local funds including capital reserves, real estate sales taxes and bonding. UTA considers the local funds as committed. The capital financing plan is rated "medium."

Salt Lake City receives a "low-medium" rating for the stability and reliability of local operating funds. Projections of passenger revenues were generated assuming a high farebox recovery ratio. UTA, however, suggests that estimated revenue cash flows based on ridership projections would yield similar passenger revenues. Growth in operating costs is projected at a rate less than local inflation rates and less than growth in total UTA operating expenses in recent years. Achieving such low growth rates in operating costs may be possible, but will require vigilance on the part of UTA.

In 1993 the average age of UTA's bus fleet was 5.4 years, which is better than the national average.

Salt Lake City: South LRT



BART to Airport
San Francisco, California
(December 1994)

Description

The Bay Area Rapid Transit (BART), the San Mateo County Transit District (SamTrans), and the Metropolitan Transportation Commission (MTC) have selected as the locally preferred alternative (LPA) a 6.4-mile, three station BART extension from Colma to an external intermodal station near San Francisco International Airport. The LPA is estimated to cost \$1,002 million plus an additional \$44 million for a locally funded, on-airport, automated light rail system. However, other alternatives are being considered in a Supplemental Draft EIS, and these proposed alternatives vary in costs from \$847 million to \$1,269 million.

Status

Section 3032(c) of ISTEA directs FTA to approve the construction of the locally preferred alternative for the BART San Francisco International Airport Extension, including Phase 1a to Colma and Phase 1b to San Francisco Airport. Section 3032(c)(2) mandates the execution of a multiyear grant agreement with BART to permit expenditure of funds for the construction of the BART airport extension. The Federal share of the project is not to exceed 75 percent of the project cost unless Metropolitan Transportation Commission Resolution 1876 is modified to state otherwise.

The Alternatives Analysis/draft EIS/EIR was completed in 1992 and a locally preferred alternative was selected. Preliminary engineering and a Supplemental DEIS/DEIR will be published in January 1995. New alignments are being considered in the environmental documents and confirmation or redesignation of an LPA is expected in early spring 1995.

Through FY 1995, \$274 million of the \$568.5 authorized by ISTEA in Section 5309 New Start funds has been appropriated for metropolitan San Francisco with the provision that the MTC allocate the funds among the Colma BART extension, the BART Airport project and the Tasman LRT project. MTC has fully allocated the \$274 million already appropriated by Congress and, in accordance with the terms of a Memorandum of Understanding executed in December 1993, the affected agencies are currently working with MTC to determine future allocations. The Colma BART station will be open for revenue service in 1995, and the Bay Area hopes to obtain a contingent commitment that would allow the Airport and Tasman projects to be built simultaneously.

Justification

The project is exempt from the Section 5309(e)(7) criteria because the Federal share of the regional transit improvement program is less than 33 percent.

Airport Corridor -- San Francisco, California

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 LPA would save about 7,500 hours of transit travel time per day over the TSM alternative in 2010. In addition, relative to the TSM alternative, the LPA would result in a 19 percent increase in transit trips to San Francisco International Airport and an eight percent increase in transit trips to Downtown San Francisco from the corridor.

Cost Effectiveness. The cost effectiveness index for the LPA is \$25 per new trip, and other alternatives range from \$19 to \$30 per new trip (1993 dollars, 2010 ridership).

Environmental Benefits. The San Francisco Bay Area is a "moderate" nonattainment area for ozone and a moderate nonattainment area for carbon monoxide. However, the area has achieved the clean air standards for both contaminants and EPA has proposed that the area be redesignated as a "maintenance" area for ozone. The Airport BART extension is forecast to reduce regional vehicle miles traveled by less than 1 percent over the No-Build alternative, and 0.1 percent compared with the TSM alternative. The LPA would have serious adverse impacts on wetlands and endangered and threatened species. Other alternatives are being considered in a supplemental DEIS which would significantly reduce these impacts.

Operating Efficiencies. Compared with the TSM alternative, a BART-Airport extension would increase systemwide operating costs from \$1.62 to \$1.66 per rider (1993 dollars).

Local Financial Commitment

A regional financing agreement has tied this project to other fixed guideway projects in San Francisco, Alameda, and Contra Costa Counties. The regional plan calls for 100 percent local funding of East Bay projects and 75 percent Section 5309 funding of this project, resulting in a 27 percent Section 5309 funding share of the entire region's fixed guideway extension program of projects.

Many of the local and state funding mechanisms called for in the original regional capital financing plan are in place. Furthermore, although State Proposition 156 bonding authority failed in referendums in 1992 and 1994, the BART extension money included in this Proposition has been

Airport Corridor -- San Francisco, California

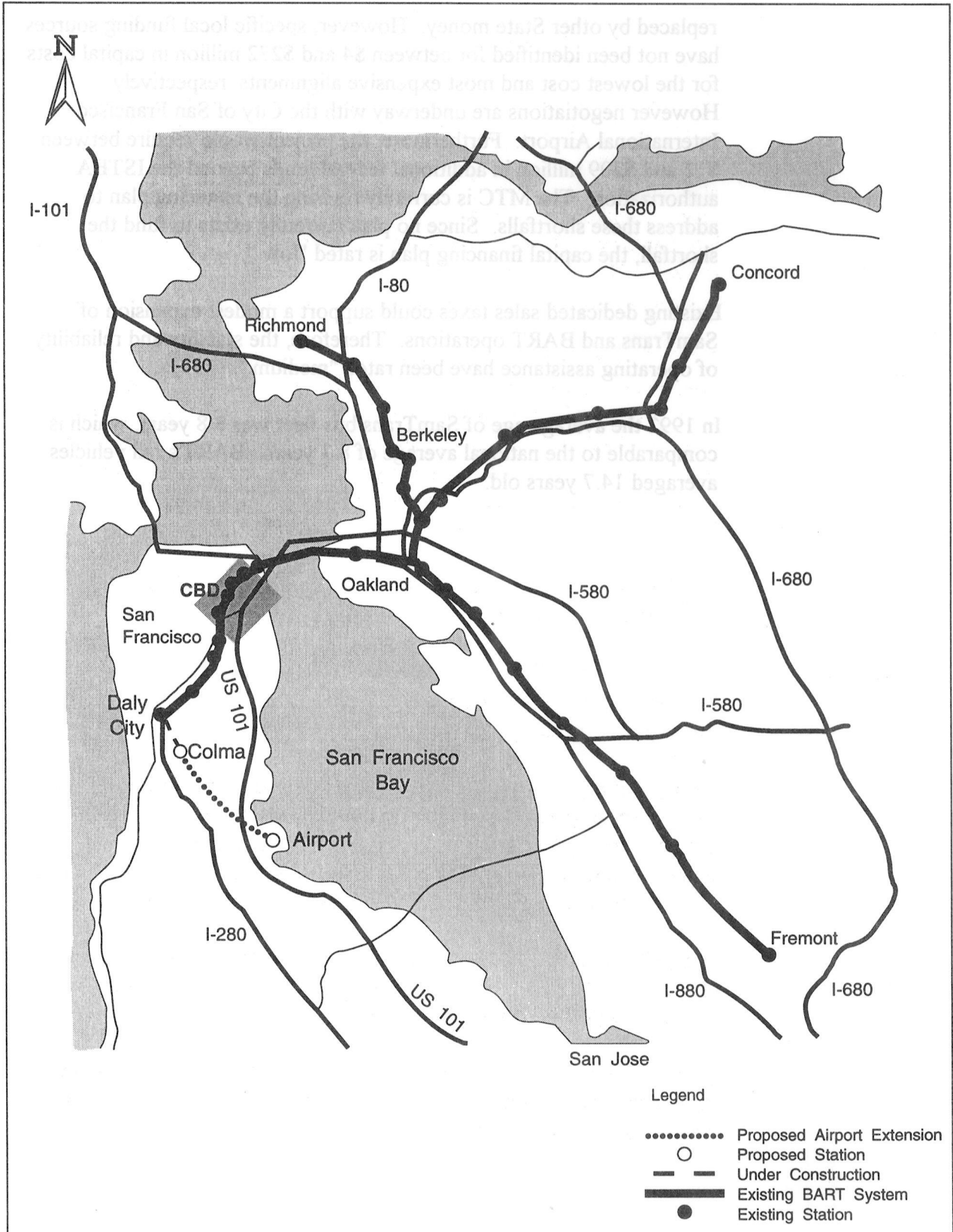
replaced by other State money. However, specific local funding sources have not been identified for between \$4 and \$272 million in capital costs for the lowest cost and most expensive alignments, respectively. However negotiations are underway with the City of San Francisco International Airport. Furthermore, the project would require between \$12 and \$209 million in additional federal funds beyond the ISTEA authorization. The MTC is currently revising the financing plan to address these shortfalls. Since no plan currently exists to fund the shortfall, the capital financing plan is rated "low."

Existing dedicated sales taxes could support a modest expansion of SamTrans and BART operations. Therefore, the stability and reliability of operating assistance have been rated "medium."

In 1992 the average age of SamTrans bus fleet was 8.8 years, which is comparable to the national average of 8.3 years. BART's rail vehicles averaged 14.7 years old.

San Francisco: BART to Airport

Airport Corridor - San Francisco, California



Tren Urbano
San Juan, Puerto Rico
(December 1994)

Description

The Puerto Rico Department of Transportation and Public Works (DTPW) plans to construct an 11.8-mile, 16-station light rail line which would connect the major activity centers in the San Juan region, including Santurce, Hato Rey, Río Piedras and Bayamón. A second phase would extend the rail system east to Carolina and northwest further into Santurce. The estimated capital cost for the first phase of the project is \$966 million. Several possible design changes influenced by the environmental process could increase the capital cost.

Status

DTPW has received a letter of no prejudice to prepare the EIS and preliminary engineering for the Tren Urbano project. This work is currently underway and a preliminary draft EIS is currently under review by FTA. FTA is in the process of approving a grant for this work which will be funded from a \$5 million appropriation for FY 1995. Up to this point, DTPW has funded all environmental and engineering work with local funds..

The Tren Urbano has been selected as one of FTA's turnkey demonstration projects.

Justification

Under the current financing strategy, the project would be exempt from the New Start criteria because the Section 5309 share would be less than one-third of the capital cost.

Mobility Improvements. The number of cars per capita in Puerto Rico has grown to levels comparable to the mainland, but highway lane miles per automobile are far below mainland levels, resulting in extreme highway congestion, especially in San Juan. Travel time savings of over 10,000 hours daily are projected for the Tren Urbano project.

Cost Effectiveness. The cost per new rider is between \$3 and \$4 (1992 dollars) making this one of the most cost effective projects currently seeking Federal discretionary funds.

Environmental Benefits. San Juan is an attainment area for ozone and carbon monoxide. Information on the environmental impacts of this project is being developed in the draft EIS.

Tren Urbano -- San Juan, Puerto Rico

Operating Efficiencies. FTA has no information on the operating efficiencies that would result from the Tren Urbano project. This information will appear in its draft EIS.

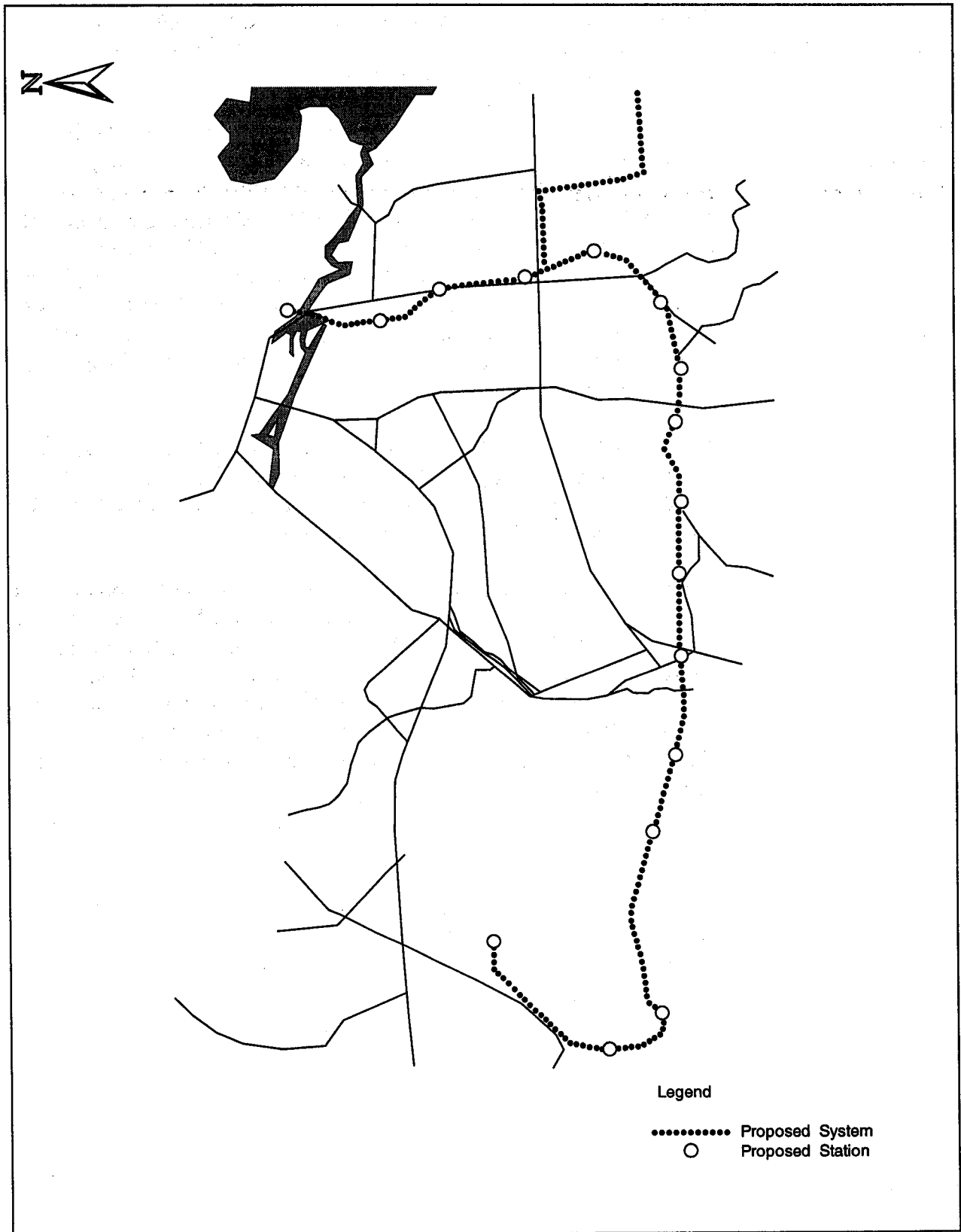
Local Financial Commitment

DTPW's financing plan proposes the use of local highway and Surface Transportation Program flexible funding money to fund 67 percent of the cost of the Tren Urbano project. Section 5309 New Start money would fund the rest. Two unique features of the DTPW financing plan are the use of (a) \$254 million (26 percent) in Certificates of Participation, backed by FHWA formula funds and (b) bonds backed by local highway revenues which would cover 41 percent. The Section 5309 funds would be used to free up local resources for expanded TSM and congestion relief highway projects and to reserve local matching financial capability for future phases of Tren Urbano.

The Tren Urbano financing plan is rated as "medium/high" because the sources of the local funds needed to back the bonds are in place. Some questions have been raised about the ability of these sources to fund all of the programmed highway and transit improvements.

Funding to operate the existing bus system comes from appropriations by the Commonwealth. The Tren Urbano deficits would be covered largely by Highway Authority funds, and the Público (Jitney) operations are privately operated and funded. These funding sources have been adequate in the past and therefore the stability and reliability of funding for operations is rated as "high." In 1992 the average age of the bus fleet for the Metropolitan Bus Authority was 6.2 years, which is better than the national average.

San Juan: Tren Urbano



SYSTEM PLANNING/OTHER

Pedestrian Crossover

Altoona, Pennsylvania

(December 1994)

Description

This proposed project is to construct a pedestrian crossover at 14th Street in Altoona, Pennsylvania.

Status

Section 3035(ddd) of ISTEA directs 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.

This proposal is currently considered to be in the system planning phase of development.

Buckhead People Mover

Atlanta, Georgia

(December 1994)

Description

The Atlanta Regional Commission (ARC) has studied a people mover system in the Buckhead area of Atlanta, Georgia. Buckhead has 60,000 residents, 9 million square feet of office space, 4 million square feet of retail space, and 3,000 hotel rooms, and will have two MARTA rapid rail stations.

Status

Section 3035(s) of ISTEA of 1991 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. Local officials have decided to pursue increased bus service rather than the people-mover alternative.

Greensboro Corridor

Atlanta, Georgia
(December 1994)

Description

The Atlanta Regional Commission (ARC) is studying improved transit service between Greensboro, Georgia, and downtown Atlanta. The corridor is approximately 70 miles long.

Status

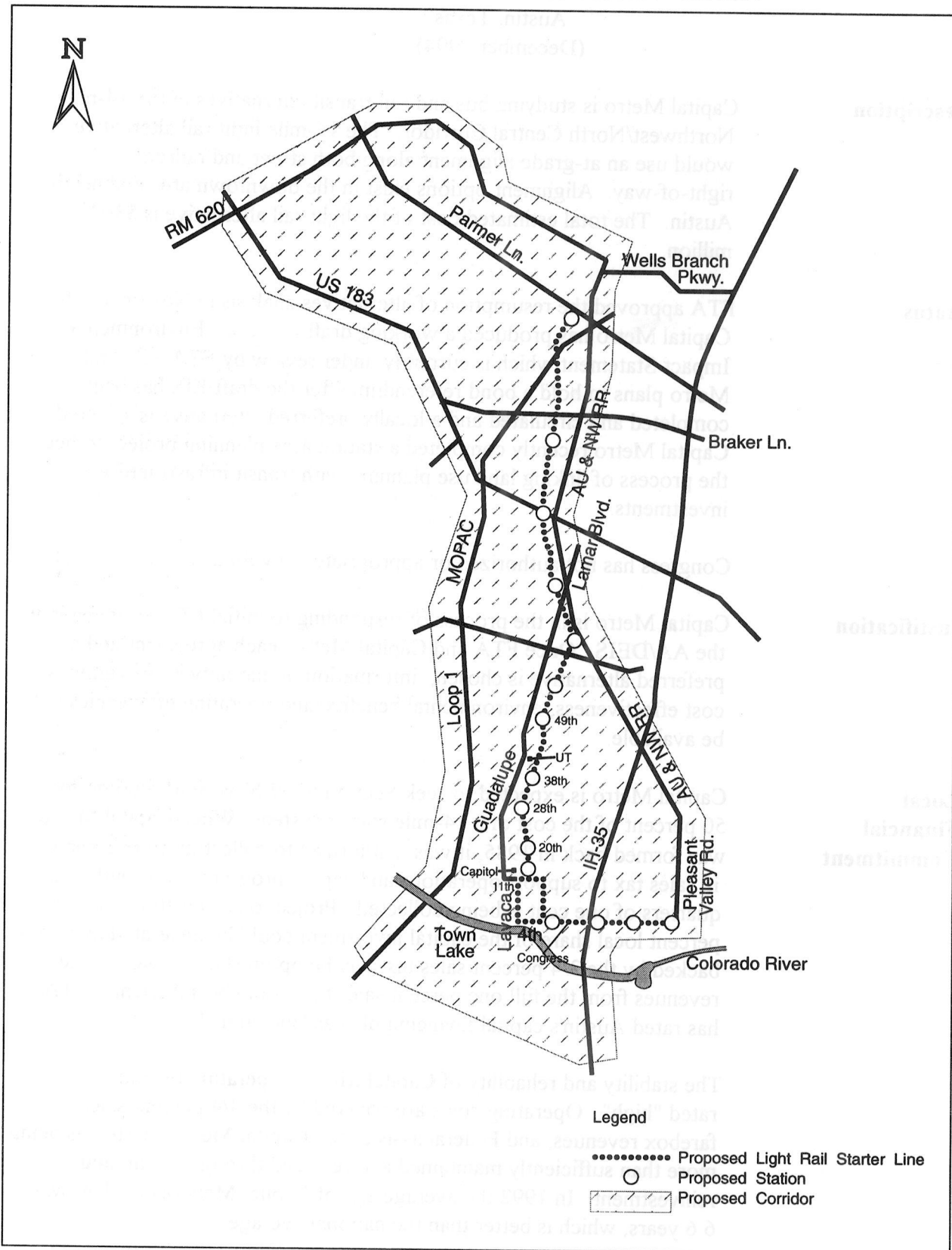
Section 3035(rr) of ISTEA directs FTA to enter into a multiyear grant agreement with ARC for \$0.1 million to study the feasibility of a proposed commuter rail line. No funds have been appropriated for the study. The Georgia Department of Transportation has begun its own study of 12 potential commuter rail corridors around the city of Atlanta.

Austin - Northwest/North Central Corridor

Austin, Texas
(December 1994)

- Description** Capital Metro is studying bus and rail transit alternatives in the 14-mile Northwest/North Central Corridor. The 14-mile light rail alternative would use an at-grade alignment along both street and railroad right-of-way. Alignment options exist in the downtown area and north Austin. The total estimated cost of the light rail alternative is \$363 million.
- Status** FTA approved the resumption of alternatives analysis in November 1992. Capital Metro has produced a working draft of a draft Environmental Impact Statement which is currently under review by FTA. Capital Metro plans to hold a bond referendum after the draft EIS has been completed and circulated and a locally preferred alternative is selected. Capital Metro recently completed a station area planning project to begin the process of linking land use planning with transit infrastructure investments.
- Congress has not authorized or appropriated any funds for this project.
- Justification** Capital Metro is in the process of responding to initial FTA comments on the AA/DEIS. Once FTA and Capital Metro reach agreement and a preferred alternative is chosen, information on mobility improvements, cost effectiveness, environmental benefits, and operating efficiencies will be available.
- Local Financial Commitment** Capital Metro is expected to seek Section 5309 New Start funding for 50 percent of the cost of a 14-mile starter system. When Capital Metro was formed back in 1985, it was authorized to collect up to one percent in sales tax to support operations and capital programs. Presently, three quarters of one cent is being collected. Projections indicating that a 50 percent local share of the capital investment could be generated by bonds backed by the 3/4 percent sales tax may be optimistic. However, the revenues from the full one percent sales tax would be sufficient. FTA has rated Austin's capital financing plan as "medium.."
- The stability and reliability of Capital Metro's operating revenues are rated "high". Operating costs are covered by the 3/4 percent sales tax, farebox revenues, and Federal assistance. Capital Metro's system is being more than sufficiently maintained and replaced through continuing reinvestment. In 1992 the average age of Capital Metro's bus fleet was 6.6 years, which is better than the national average.

Austin: Northwest/North Central Corridor



North Station - South Station Rail Link

Boston, Massachusetts

(December 1994)

Description

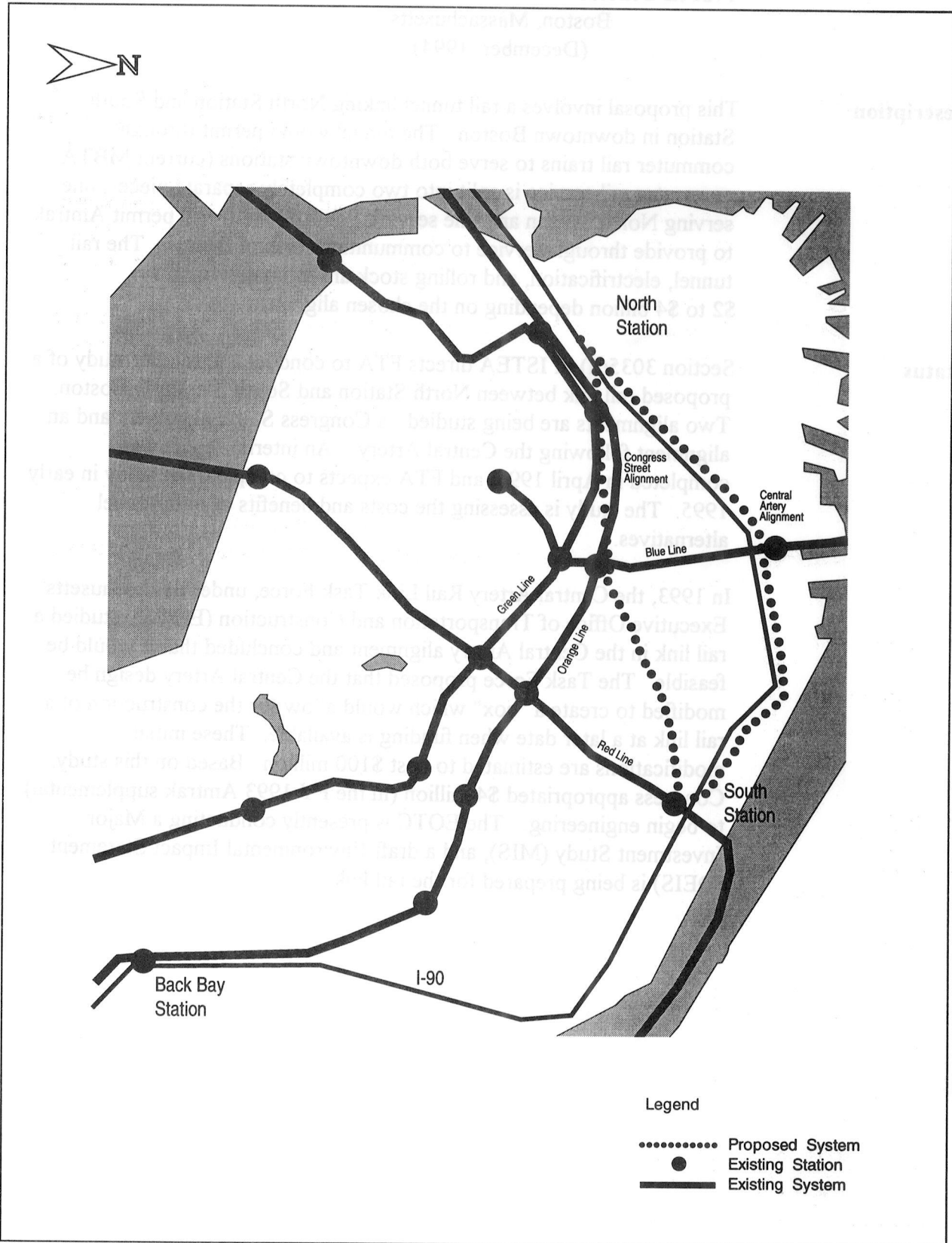
This proposal involves a rail tunnel linking North Station and South Station in downtown Boston. The tunnel would permit through commuter rail trains to serve both downtown stations (current MBTA commuter rail service is split into two completely separate pieces, one serving North Station and one serving South Station) and permit Amtrak to provide through-service to communities north of Boston. The rail tunnel, electrification, and rolling stock are estimated to cost \$2 to \$4 billion depending on the chosen alignment.

Status

Section 3035(ii) of ISTEA directs FTA to conduct a feasibility study of a proposed rail link between North Station and South Station in Boston. Two alignments are being studied: a Congress Street alignment and an alignment following the Central Artery. An interim report was completed in April 1993, and FTA expects to complete the study in early 1995. The study is assessing 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 EOTC is presently conducting a Major Investment Study (MIS), and a draft Environmental Impact Statement (DEIS) is being prepared for the rail link.

Boston: North-South Station Rail Link



Urban Ring
Boston, Massachusetts
(December 1994)

Description

The Massachusetts Bay Transportation Authority (MBTA) is planning to conduct a Major Investment Study of transit options 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. Feasibility studies were conducted in 1989 and 1993 and will serve as the basis for the Major Investment Study. A key element of this study will be land use and development planning in the circumferential corridor. Initial cost estimates range from \$20 million for the bus alternative to \$1.4 billion for the full build alternative.

Status

A Major Investment Study will begin in FY 1995 and is expected to be completed by the end of FY 1996. The study will lead to the selection of a preferred alternative and a financing plan, and should produce the information FTA needs to evaluate the project as a potential candidate for discretionary funds.

Through FY 1995, Congress has appropriated \$1.09 million for this study.

Charlotte Priority Corridor

Charlotte, North Carolina

(December 1994)

Description

The City of Charlotte has completed a study of the potential merits of light rail and other transit alternatives in several corridors. The study examined alternative bus and rail technologies for each of 8 different corridors in a radial pattern from the Charlotte central business district.

Status

Section 3035(r) of ISTEA directs 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 work on a system planning study which recommends proceeding with more detailed planning analysis in three corridors. The recommended corridors are the Airport, Pineville, and Mathews corridors. The next planning step would be a major investment study in one or more corridors to evaluate alternatives for addressing current and future transportation problems.

Cincinnati Northeast Corridor

Cincinnati, Ohio
(December 1994)

Description

The corridor extends from the Cincinnati/Northern Kentucky International Airport through downtown Cincinnati to 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. It is anticipated that in addition to studying the No Build and TSM alternatives, light rail, busway, HOV lanes, and a highway alternative will be analyzed.

The capital cost of the rail alternative, developed during system level planning, is \$806 million.

Status

In FY 1995, Congress appropriated \$1.19 million for the local MPO, Ohio-Kentucky-Indiana Regional Council of Governments (OKI), to begin a Major Investment Study (MIS) for this project.

The FY94 funding of \$1.35 million has been approved and an RFP has been issued. In addition, a Letter of No Prejudice was issued in March 1994 to allow OKI to proceed with the public involvement task and the travel demand model/peer adequacy review. OKI is ready to initiate more detailed corridor level planning.

This phase of the study is expected to be completed in June 1997.

Highland Hills Corridor

Cleveland, Ohio
(December 1994)

- 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 directs 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.

Northeast Ohio Corridor
Cleveland, Ohio
(November 1994)

Description This proposal involves commuter rail service to connect urban and suburban areas of northeastern Ohio.

Status This proposal is currently considered to be in the system planning phase of development.

Section 3035(w) of ISTEA directs FTA to sign a multiyear grant agreement with the Northeast Ohio Areawide Coordinating Agency in the amount of \$1.6 million for a feasibility study. The Northeast Ohio Areawide Coordinating Agency has received a grant for \$800,000 and has begun work on Phase 1 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 will select potential commuter rail corridors in the Cleveland, Ohio for further study. The first phase of study is expected to be completed in mid-1996.

If additional funds are made available, phase II of the study will complete the feasibility analysis by assessing economic and environmental implications of a commuter rail system, preliminary design, and integration with existing transit services, as well as analysis of other transportation modes available to meet anticipated travel demand.

Red Line Relocation, Dual Hub Corridor

Cleveland, Ohio

(December 1994)

Description

The Dual Hub corridor connects two major employment centers, downtown Cleveland and University Circle, which are about 6 miles apart. Cleveland's existing Red Line just touches the edges of these employment centers. Between them, the Red Line follows an old industrial railroad alignment well south of the busiest transit corridor on the eastside of downtown. The LRT-like Red Line and the Shaker Heights LRT lines serve only a single station in downtown. This study is considering alternatives for relocating the eastside Red Line farther north and connecting in the Shaker Heights lines so that all lines serve the major employment sites at University Circle, then follow the busiest eastside bus route to downtown with multiple stations in the heart of downtown.

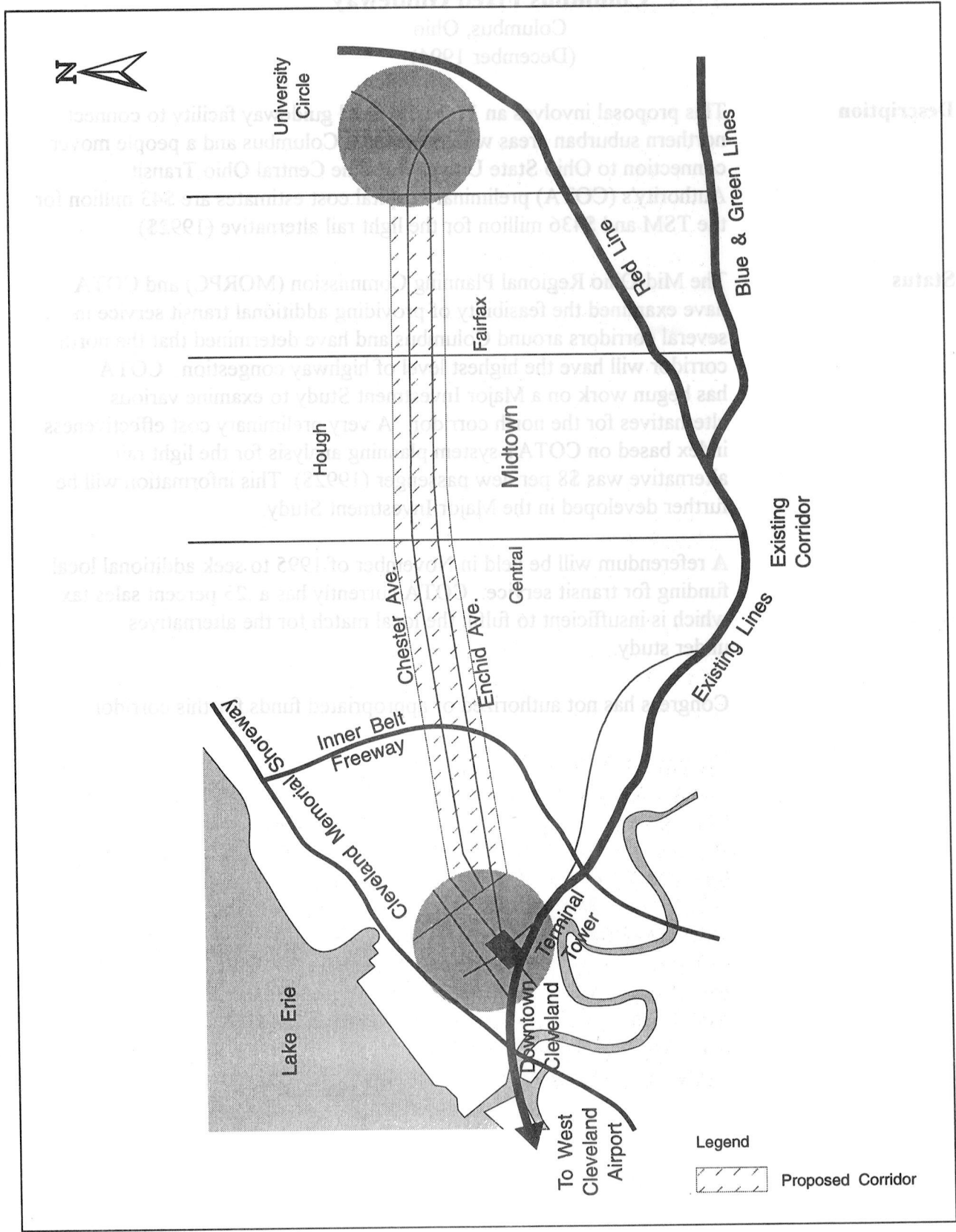
The alternative considered most likely to be selected as the locally preferred alternative follows Euclid Avenue. It would be in subway downtown and on the street outside of downtown. The latest capital cost estimates are \$365 to \$749 million (1994 dollars).

Status

Section 3035(t) of ISTEA directs FTA to negotiate and sign a multiyear grant agreement with GCRTA to complete the alternatives analysis. Through FY 1995, Congress has appropriated \$11.3 million in New Start funds for the project.

The Greater Cleveland Regional Transit Authority (GCRTA) is using a tiered approach to project decisionmaking. A draft EIS was prepared to help narrow the large number of rail alignment alternatives, and now, in the second phase of the alternatives analysis, GCRTA is improving its travel demand models, ridership estimates, and cost estimates. This new information will be documented and made public in a supplemental draft EIS evaluating the No-Build, the best TSM alternative, and the rail alternatives surviving the evaluation of the original draft EIS. GCRTA expects to complete and publicly distribute the supplemental draft EIS in March 1995. Following the reviews of the document by the public and other agencies, GCRTA and the Northeast Ohio Areawide Coordinating Agency (the Cleveland MPO) will select a locally preferred alternative.

Cleveland: Red Line Extension, Dual Hub Corridor



Columbus Fixed Guideway

Columbus, Ohio
(December 1994)

Description

This proposal involves an 11.7 mile fixed guideway facility to connect northern suburban areas with downtown Columbus and a people mover connection to Ohio State University. The Central Ohio Transit Authority's (COTA) preliminary capital cost estimates are \$43 million for the TSM and \$436 million for the light rail alternative (1992\$).

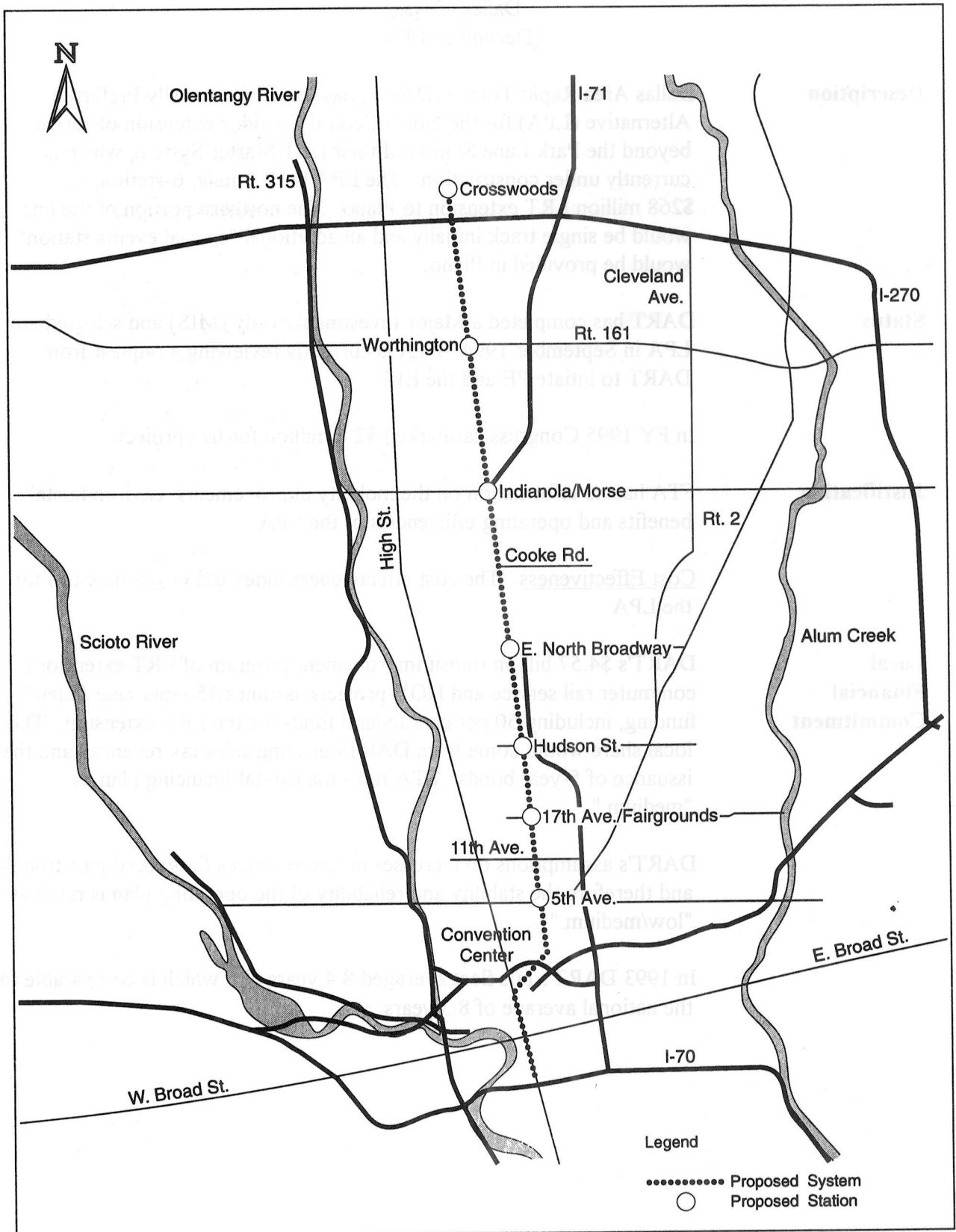
Status

The Mid-Ohio Regional Planning Commission (MORPC) and COTA have examined the feasibility of providing additional transit service in several corridors around Columbus and have determined that the north corridor will have the highest level of highway congestion. COTA has begun work on a Major Investment Study to examine various alternatives for the north corridor. A very preliminary cost effectiveness index based on COTA's system planning analysis for the light rail alternative was \$8 per new passenger (1992\$). This information will be further developed in the Major Investment Study.

A referendum will be held in November of 1995 to seek additional local funding for transit service. COTA currently has a .25 percent sales tax which is insufficient to fulfill the local match for the alternatives under study.

Congress has not authorized or appropriated funds for this corridor.

Columbus: Fixed Guideway

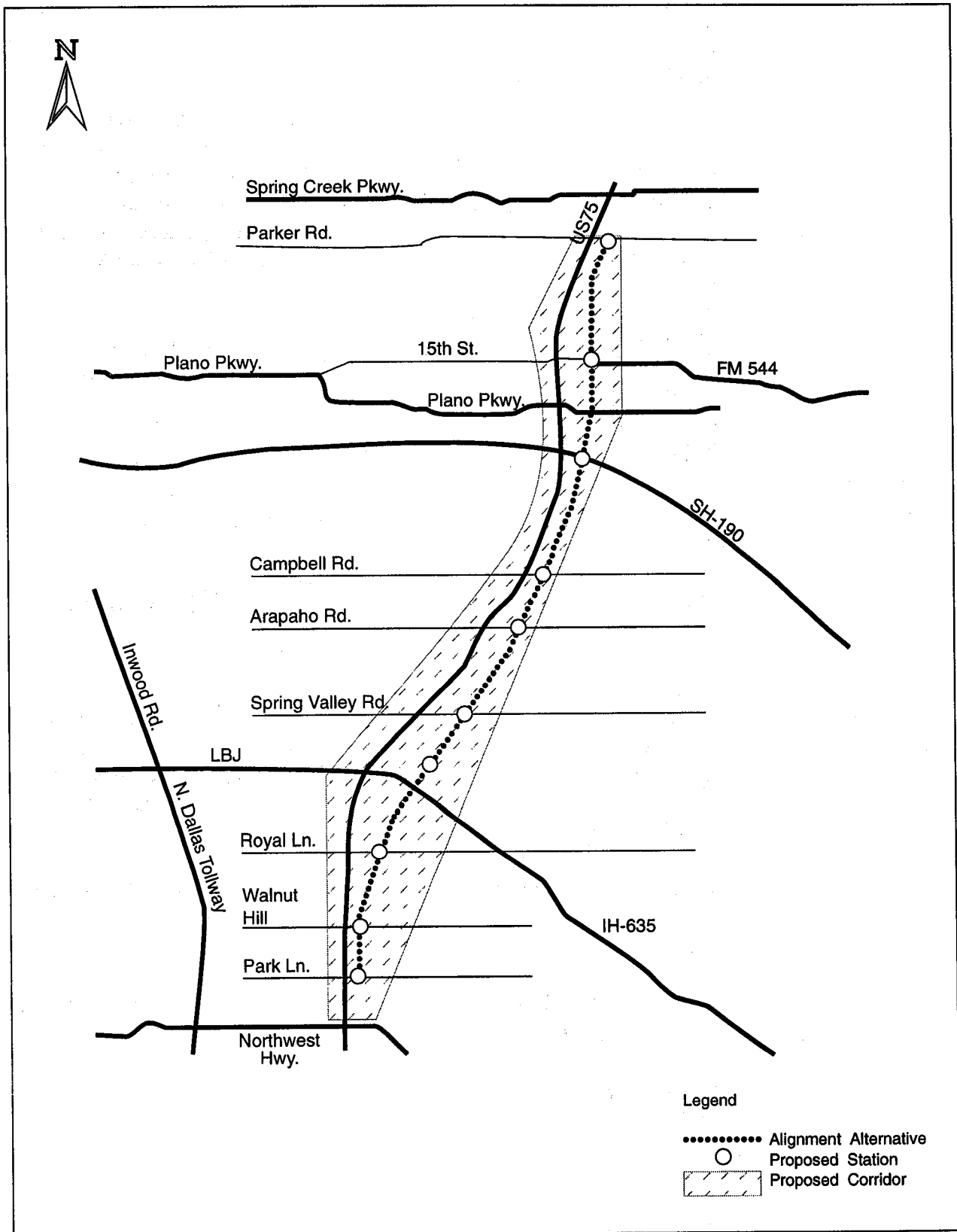


North Central Corridor

Dallas, Texas
(December 1994)

Description	Dallas Area Rapid Transit (DART) has selected a Locally Preferred Alternative (LPA) for the North Central Corridor extension of service beyond the Park Lane Station of their LRT Starter System, which is currently under construction. The LPA is 12.3-mile, 6-station, \$268 million LRT extension to Plano. The northern portion of the line would be single track initially and an additional "special events station" would be provided in Plano.
Status	DART has completed a Major Investment Study (MIS) and selected an LPA in September 1994. FTA is currently reviewing a request from DART to initiate PE and the EIS. In FY 1995 Congress earmarked \$2.5 million for this project.
Justification	FTA has no information on the mobility improvements, environmental benefits and operating efficiencies of the LPA. <u>Cost Effectiveness.</u> The cost effectiveness index is \$11 per new trip for the LPA.
Local Financial Commitment	DART's \$4.57 billion transit improvement program of LRT extensions, commuter rail service and HOV projects assumes 35.9 per cent federal funding, including 50 per cent federal funds for the LRT extension. The local share would come from DART's existing sales tax revenues and the issuance of 5-year bonds. FTA rates the capital financing plan as "medium." DART's assumptions on increases in fare revenues far exceed past trends and therefore the stability and reliability of the operating plan is rated as "low/medium." In 1993 DART's bus fleet averaged 8.4 years old, which is comparable to the national average of 8.3 years.

Dallas: North Central Corridor



Woodward Corridor

Detroit, MI
(December 1994)

Description

The Woodward Corridor extends for a distance of about 14 miles northwest from the Detroit CBD. The area has been advanced as a possible light rail corridor, employing the rapid transit mode of "busways" as a concept preliminary to light rail. There is no current cost estimate or ridership forecast. In the early 1980's, when planning for this proposal was suspended, a LRT project for the corridor had a construction cost estimate of \$1.4 billion.

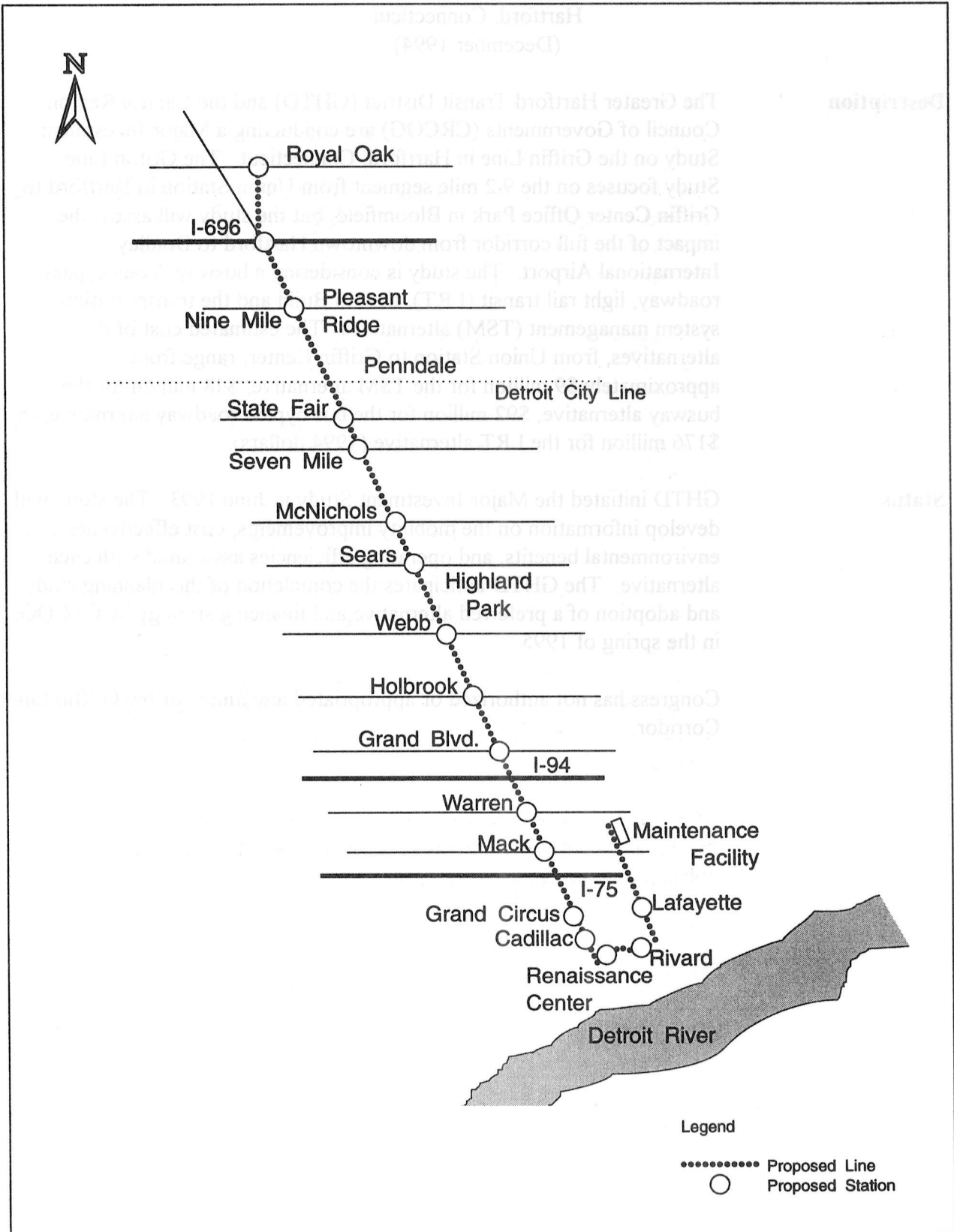
Status

Section 3035(m) of ISTEA directs FTA to enter into a multiyear agreement with the City of Detroit in the amount of \$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. Congress has appropriated \$10 million for these studies.

In the 1970's and early 1980's, Detroit conducted alternatives analysis and nearly completed preliminary engineering for LRT in the Woodward Corridor. The project became inactive in 1985 due to a lack of funding. 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 has 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.

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.

Detroit: Woodward Corridor



Griffin Line Corridor
Hartford, Connecticut
(December 1994)

Description

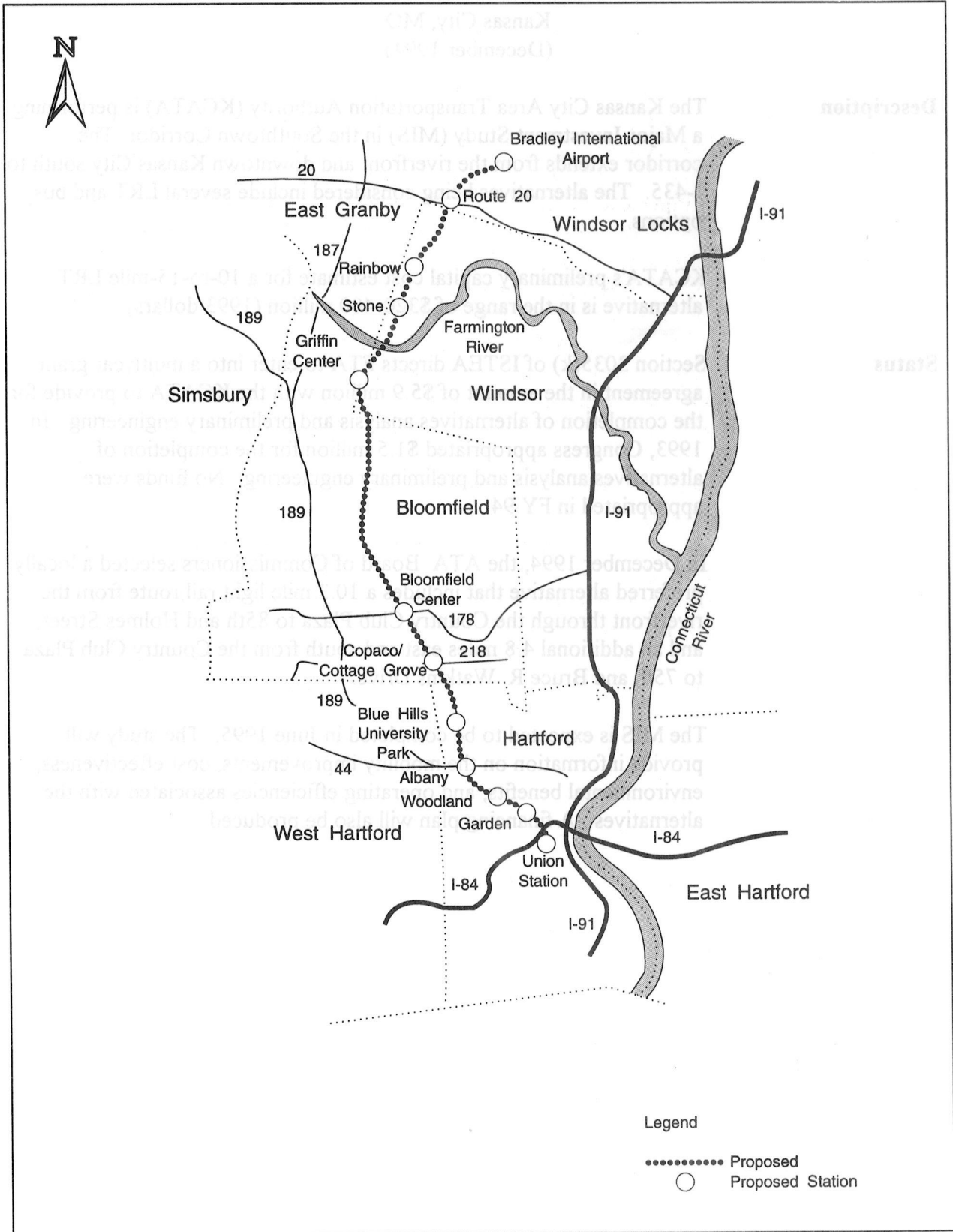
The Greater Hartford Transit District (GHTD) and the Capitol Region Council of Governments (CRCOG) are conducting a Major Investment Study on the Griffin Line in Hartford, Connecticut. The Griffin Line Study focuses on the 9.2 mile segment from Union Station in Hartford to Griffin Center Office Park in Bloomfield, but the study will assess the impact of the full corridor from downtown Hartford to Bradley International Airport. The study is considering a busway, a bus bypass roadway, light rail transit (LRT), the No Build and the transportation system management (TSM) alternatives. The estimated cost of the alternatives, from Union Station to Griffin Center, range from approximately \$9 million for the TSM alternative, \$48 million for the busway alternative, \$92 million for the bus bypass roadway alternative, to \$176 million for the LRT alternative (1994 dollars).

Status

GHTD initiated the Major Investment Study in June 1993. The study will develop information on the mobility improvements, cost effectiveness, environmental benefits, and operating efficiencies associated with each alternative. The GHTD anticipates the completion of this planning study and adoption of a preferred alternative and financing strategy by CRCOG in the spring of 1995.

Congress has not authorized or appropriated any funds for the Griffin Line Corridor.

Hartford: Griffin Line Corridor



Southtown Corridor

Kansas City, MO
(December 1994)

Description

The Kansas City Area Transportation Authority (KCATA) is performing a Major Investment Study (MIS) in the Southtown Corridor. The corridor extends from the riverfront and downtown Kansas City south to I-435. The alternatives being considered include several LRT and bus options.

KCATA's preliminary capital cost estimate for a 10-to-15-mile LRT alternative is in the range of \$320-400 million (1993 dollars).

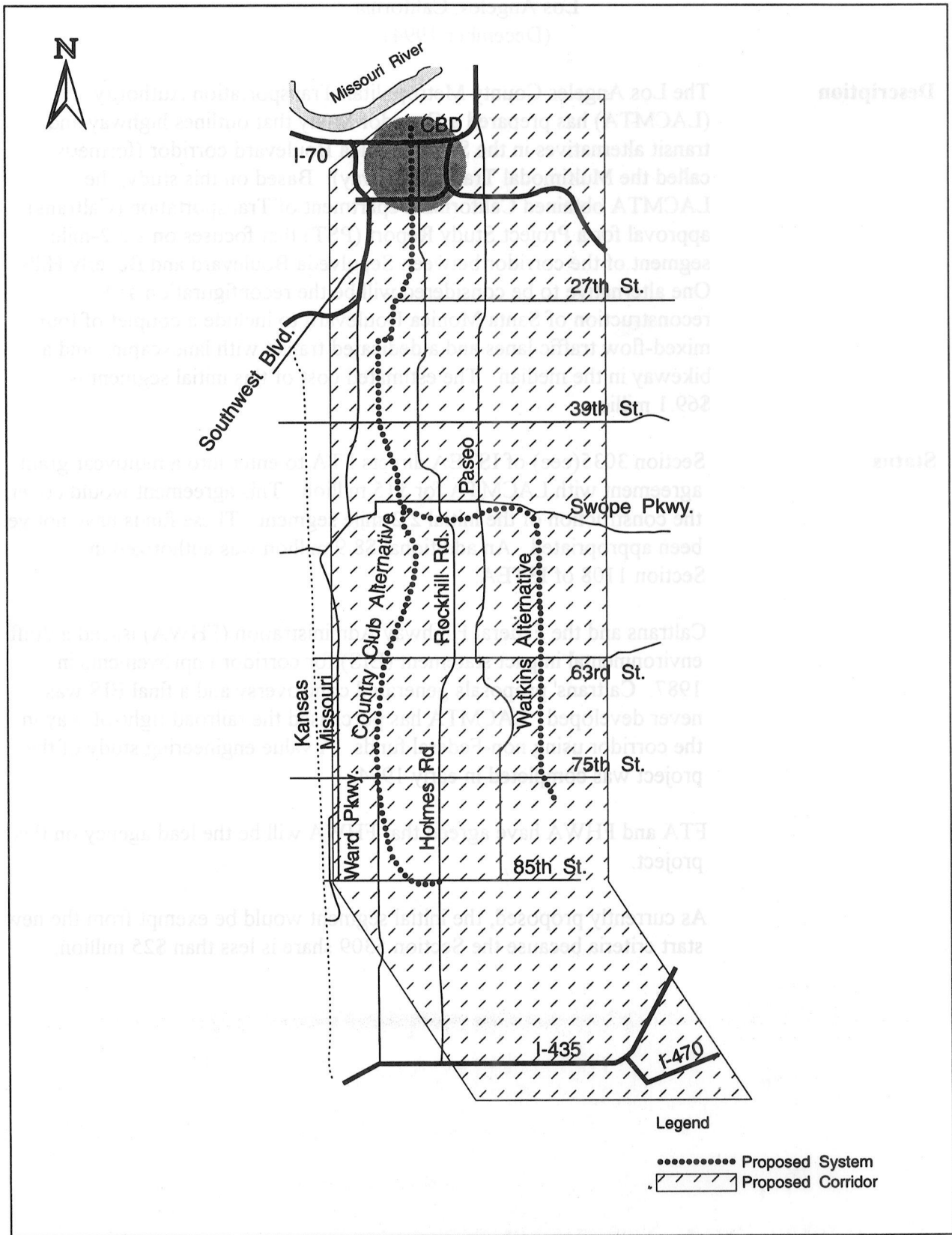
Status

Section 3035(k) of ISTEA directs FTA to enter into a multiyear grant agreement in the amount of \$5.9 million with the KCATA to provide for the completion of alternatives analysis and preliminary engineering. In 1993, Congress appropriated \$1.5 million for the completion of alternatives analysis and preliminary engineering. No funds were appropriated in FY 94.

In December 1994, the ATA Board of Commissioners selected a locally preferred alternative that includes a 10.3 mile light rail route from the riverfront through the Country Club Plaza to 85th and Holmes Street, and an additional 4.8 miles east and south from the Country Club Plaza to 75th and Bruce R. Watkins Drive.

The MIS is expected to be completed in June 1995. The study will provide information on the mobility improvements, cost effectiveness, environmental benefits, and operating efficiencies associated with the alternatives. A financing plan will also be produced.

Kansas City: Southtown Corridor



Santa Monica Boulevard Transit Parkway

Los Angeles, California

(December 1994)

Description

The Los Angeles County Metropolitan Transportation Authority (LACMTA) has prepared a Corridor Study that outlines highway and transit alternatives in the Santa Monica Boulevard corridor (formerly called the Multimodal Transit Parkway). Based on this study, the LACMTA obtained California Department of Transportation (Caltrans) approval for a Project Study Report (PST) that focuses on a 2.2-mile segment of the corridor between Sepulveda Boulevard and Beverly Hills. One alternative to be considered will be the reconfiguration and reconstruction of Santa Monica Boulevard to include a couplet of four mixed-flow traffic lanes and a dedicated transit with landscaping and a bikeway in the median. The estimated cost of this initial segment is \$69.1 million.

Status

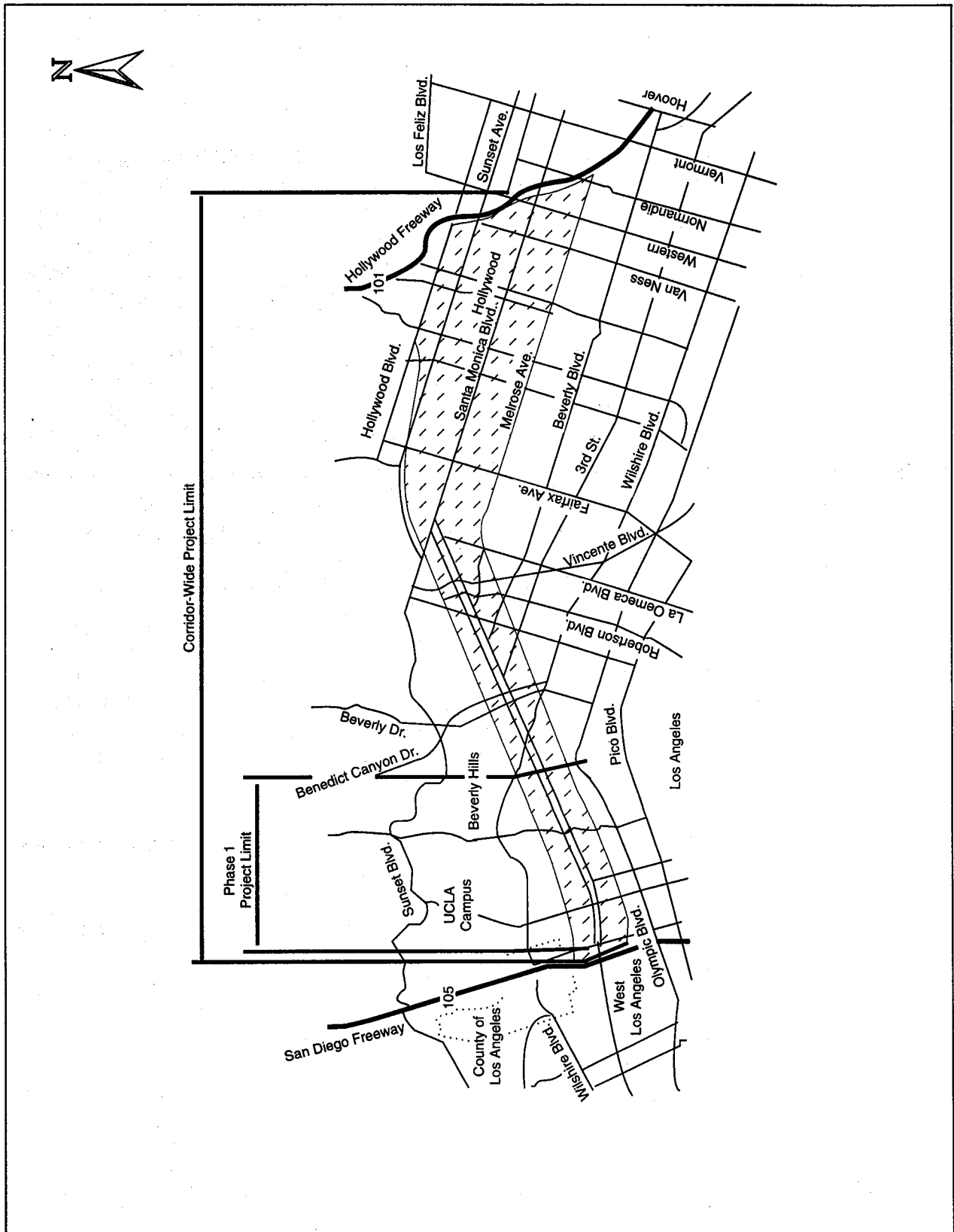
Section 3035(eee) of ISTEA directs FTA to enter into a multiyear grant agreement with LACMTA for \$15 million. This agreement would cover the construction of the initial 2.2-mile segment. These funds have not yet been appropriated. An additional \$8.9 million was authorized in Section 1108 of ISTEA.

Caltrans and the Federal Highway Administration (FHWA) issued a draft environmental impact statement (EIS) for corridor improvements in 1987. Caltrans' proposals generated controversy and a final EIS was never developed. LACMTA has purchased the railroad right-of-way in the corridor using non-Federal funds. A value engineering study of the project was completed in early 1994.

FTA and FHWA have agreed that FHWA will be the lead agency on this project.

As currently proposed, the initial segment would be exempt from the new start criteria because the Section 5309 share is less than \$25 million.

Los Angeles: Santa Monica Boulevard Transit Parkway



LOSSAN Rail Corridor Improvement Project
Los Angeles, Orange, and San Diego Counties, California
(December 1994)

Description

LOSSAN projects, which are designed to improve commuter and intercity rail service, are largely locally funded and are spread throughout southern California. Local officials have identified three elements of the project for which they will seek Federal funds, including grade separations in Los Angeles, Orange and San Diego Counties with a total cost of \$31.8 million.

Status

Amtrak currently operates nine daily round trips between Los Angeles and San Diego, four between Los Angeles and Santa Barbara and three between Oceanside and Los Angeles for the Orange County Transportation Authority (OCTA).

OCTA plans to add a tenth daily round trip per year, at a cost of \$121.8 million, provided by State and local sources. Service between Oceanside and San Diego also will begin next year, at a cost of \$70 million, provided by non-Federal sources. The right-of-way between Fullerton and San Diego is owned by Orange and San Diego Counties.

Two grade crossing construction projects comprise the FTA application received on September 16, 1994. The Federal share is \$10,000,000. The local share is \$2,996,250.

Section 3035(g) of ISTEA directs FTA to enter into a multiyear grant agreement with the Los Angeles-San Diego Rail Corridor Agency to provide for track and safety improvements to the corridor. ISTEA authorized \$20 million in Section 5309 new start funds for the project, and \$10 million was appropriated in FY 1992. No Section 5309 money has been appropriated in since then.

In anticipation of additional appropriations, the Agency has identified a third major grade separation project for Section 5309 funding.

Justification

As currently proposed, the project would be exempt from the new start criteria because the Section 5309 share is less than \$25 million.

LOSSAN Rail Corridor Improvement Project -- California

Mobility Enhancements. Local agencies expect that commuter rail ridership will increase from 3500 daily trips to over 20,000 upon implementation of the Southern California Commuter Rail Regional System Plan. The grade separation projects will improve travel time by allowing speed restrictions to be lifted at these hazardous grade crossings.

Cost Effectiveness. Calculation of a cost effectiveness index is not required for this project.

Environmental Benefits. Metropolitan Los Angeles is an "extreme" nonattainment area for ozone and a "serious" nonattainment area for carbon monoxide.

Operating Efficiencies. The projects will allow for the construction of additional tracks and higher speeds which should improve the operating efficiency of the current service.

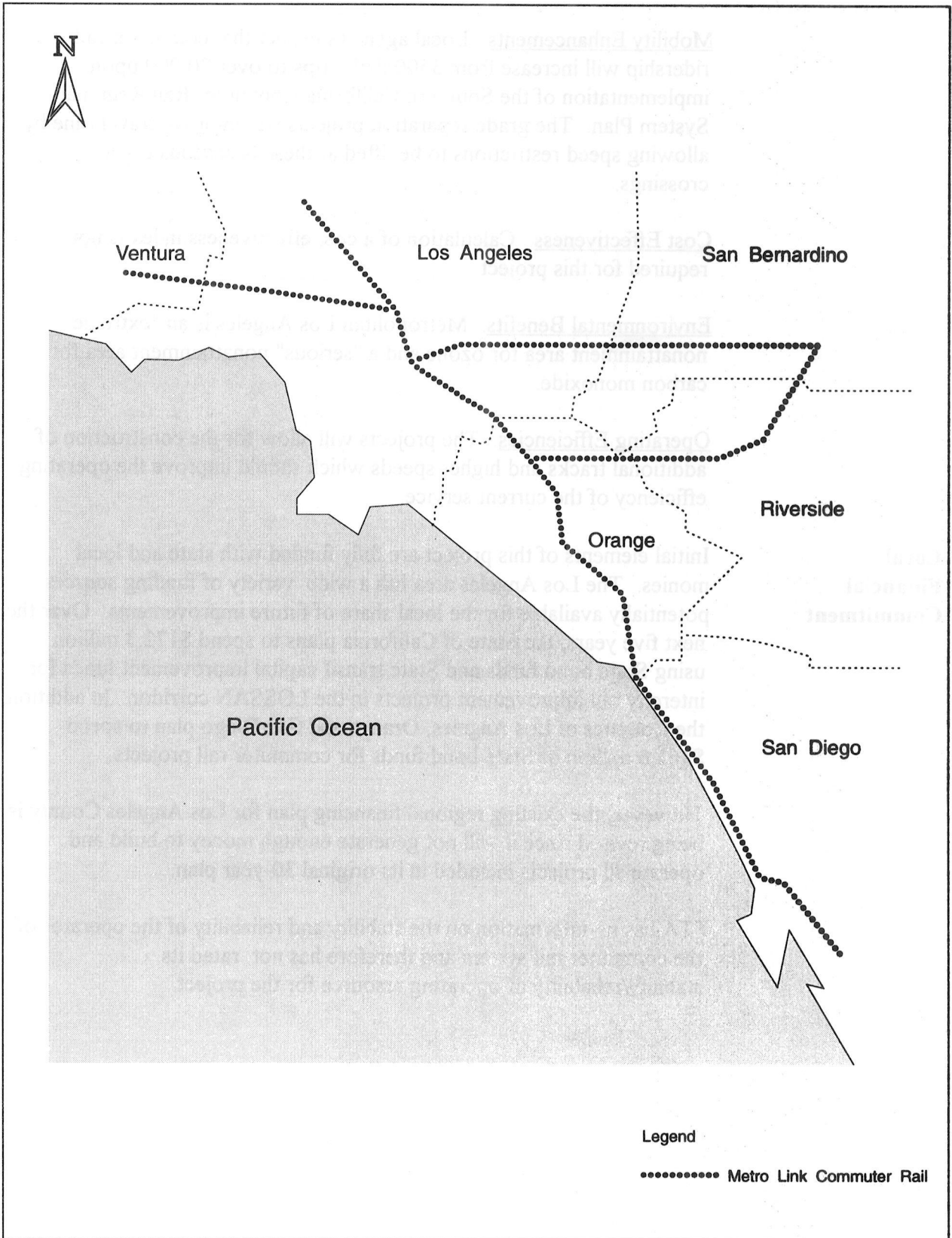
Local Financial Commitment

Initial elements of this project are fully funded with state and local monies. The Los Angeles area has a wide variety of funding sources potentially available for the local share of future improvements. Over the next five years, the State of California plans to spend \$172.3 million using State bond funds and State transit capital improvement funds for intercity rail improvement projects in the LOSSAN corridor. In addition, the Counties of Los Angeles, Orange and San Diego plan to spend \$161.6 million of State bond funds for commuter rail projects.

However, the existing regional financing plan for Los Angeles County is being revised since it will not generate enough money to build and operate all projects included in its original 30-year plan.

FTA has no information on the stability and reliability of the operator of the commuter rail system and therefore has not rated its stability/reliability of operating resource for the project.

Los Angeles: LOSSAN Rail Corridor Improvement Project



West Central Corridor
Los Angeles, California
(December 1994)

Description

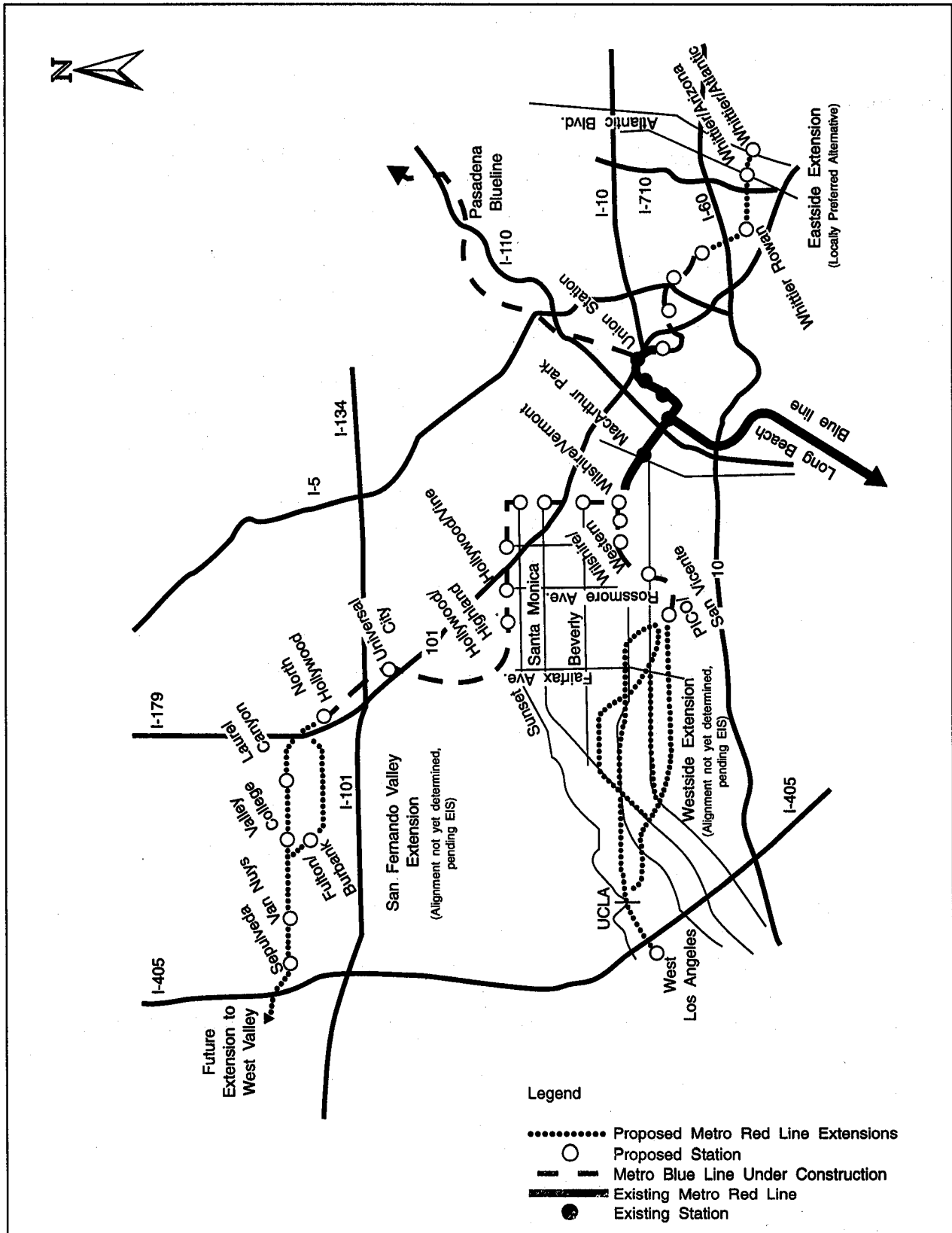
The West Central Corridor Extension project is one of several proposed extensions to the Los Angeles Metro Rail System. The corridor extends from the proposed Pico/San Vicente station on the Red Line to Westwood near the University of California (UCLA) campus, a distance of about 7 miles. The project, which is currently assumed to be entirely in subway, is estimated to cost about \$3.0 billion (escalated dollars).

Status

FTA approved the Los Angeles County Metropolitan Transportation Authority's (LACMTA) request to initiate alternatives analysis in July 1991. The study is currently on hold until the alignment of the Mid Cities segment of the Red Line, which connects to the existing and under construction portion of its line, is determined.

Congress has not authorized or appropriated any funds for this project.

Los Angeles: West Central Corridor



Waldorf Corridor

Southern Maryland

(December 1994)

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 in mid-1995. At that time, local and State officials will make a decision on how to proceed.

Section 3035(nn)(2) of ISTEA directs FTA to enter into a full funding grant agreement 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 statewide, including the purchase of rolling stock and station improvements and expansions. 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. In fiscal years 1993, 1994, and 1995, Congress appropriated a total of \$57.5 million for statewide MARC service extensions and other improvements.

East-West Corridor

Miami, Florida
(November 1994)

Description

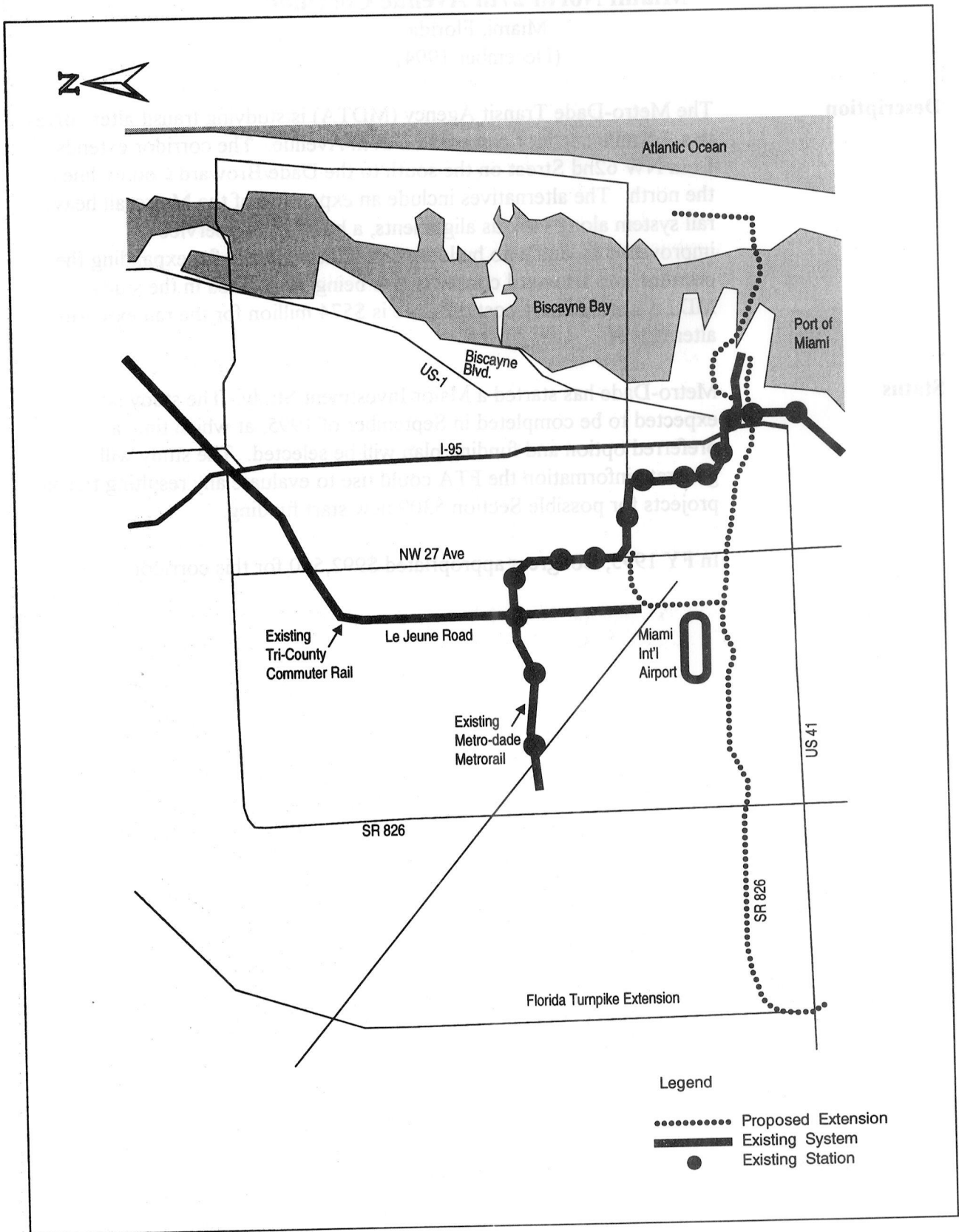
The Florida Department of Transportation (FDOT) is studying a variety of new facilities for linking the western side of Dade County near Florida International University (FIU) to the airport, downtown Miami, the seaport, and Miami Beach. The facilities include a multimodal terminal, an airport to seaport fixed guideway transit facility, and State Route 836/SR112 improvements. A variety of technology and alignment options are being considered. Preliminary capital cost estimates of the Miami Intermodal Center and the build alternatives range from \$1.3 to \$3.3 billion (1994\$).

Status

A Memorandum of Understanding has been signed by FHWA, FTA, FAA, the Coast Guard, and MARAD to assist in the completion of the project planning phase. The Federal Highway Administration is the lead Federal agency with FTA serving as a cooperating agency. The current schedule anticipates a draft EIS in the spring of 1995, following which a preferred alternative will be selected. The ongoing study will generate information that FTA could use to rate any resulting transit projects for possible Section 5309 New Start funding.

Congress has not authorized or appropriated funds for the corridor. The Florida DOT and FHWA have contributed \$8.5 million for the study.

Miami: East-West Corridor



Legend

- Proposed Extension
- Existing System
- Existing Station

Miami North 27th Avenue Corridor

Miami, Florida
(December 1994)

Description

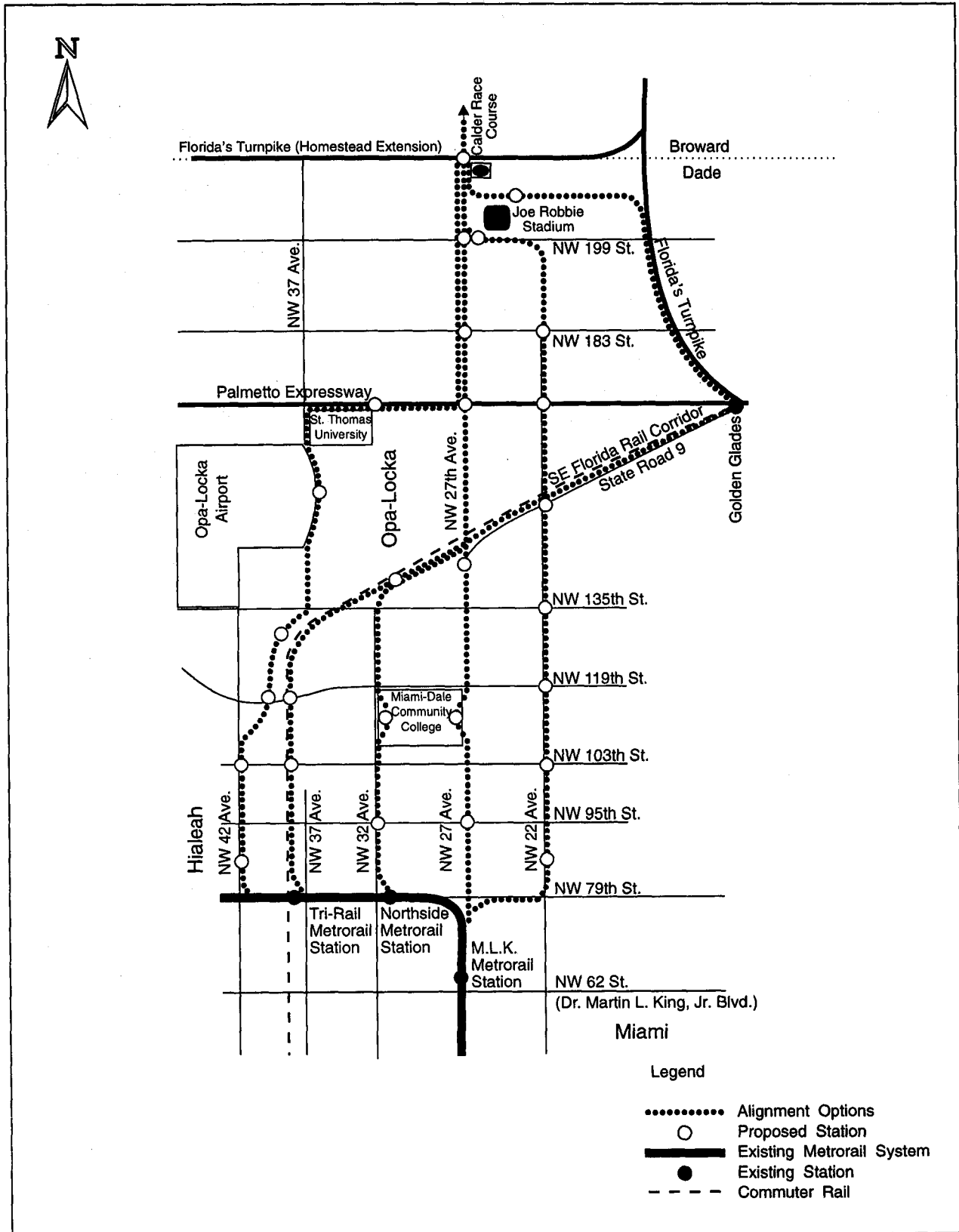
The Metro-Dade Transit Agency (MDTA) is studying transit alternatives in a 9.5 mile corridor centered on 27th Avenue. The corridor extends from NW 62nd Street on the south to the Dade/Broward County line on the north. The alternatives include an expansion of the Metrorail heavy rail system along various alignments, a busway, bus service improvements, and a no build option. The potential for expanding the corridor into Broward county is also being considered in the study. MDTA's preliminary cost estimate is \$574 million for the rail extension alternatives.

Status

Metro-Dade has started a Major Investment Study. The study is expected to be completed in September of 1995, at which time a preferred option and funding plan will be selected. The study will generate information the FTA could use to evaluate any resulting transit projects for possible Section 5309 new start funding.

In FY 1995, Congress appropriated \$992,500 for this corridor.

Miami: North 27th Avenue Corridor



East-West Corridor

Milwaukee, Wisconsin

(December 1994)

Description

The Wisconsin Department of Transportation (WisDOT) is evaluating alternatives in a corridor which extends from Glendale and the University of Wisconsin-Milwaukee (UW-M), southwest through the CBD, the near north side of Milwaukee, and western suburbs to the city of Waukesha.

The Major Investment Study (MIS) is evaluating various LRT alignments and termini, a busway alternative, special lanes for buses and carpools, highway modernization, TSM, and a No Build alternative. Several combination alternatives employing different technologies in different parts of the corridor are also under consideration.

The estimated transit construction cost (1992 dollars) of special lanes along I-94 and LRT is \$875 million.

Status

Section 3035(oo) of ISTEA directs 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 alternative identified in the alternatives analysis. In FY 1994, Congress has appropriated \$3 million in reprogrammed FY 93 funds for this project.

WisDOT began an alternatives analysis (AA) in the Central Milwaukee East-West Corridor in 1991. In 1994, the AA was converted to a MIS, which includes analysis of both transit and highway elements. The MIS is expected to be completed in Summer 1995, at which time a preferred alternative will be chosen.

A special lanes/LRT alternative is included in the Southeastern Wisconsin Regional Planning Commission's long-range plan. The remainder of this profile provides information on that alternative.

Justification

Mobility Improvements. Transit ridership is projected to be in the range of 190,800 for fixed guideway alternatives versus 178,590 for the TSM alternative, or an increase of about 6.8 percent. Comparison of trip times for four destination sites show that more than half of the zones in the corridor result in weighted travel time savings of more than 15 minutes. For shorter trips, the travel times show little or no change.

Cost Effectiveness. The preliminary cost effectiveness index is \$16.

East-West Corridor -- Milwaukee, Wisconsin

Environmental Benefits. Milwaukee is a "severe" nonattainment area for ozone and an attainment area for carbon monoxide.

Operating Efficiencies. FTA has no information on the operating efficiencies that would result from a major investment in this corridor.

**Local
Financial
Commitment**

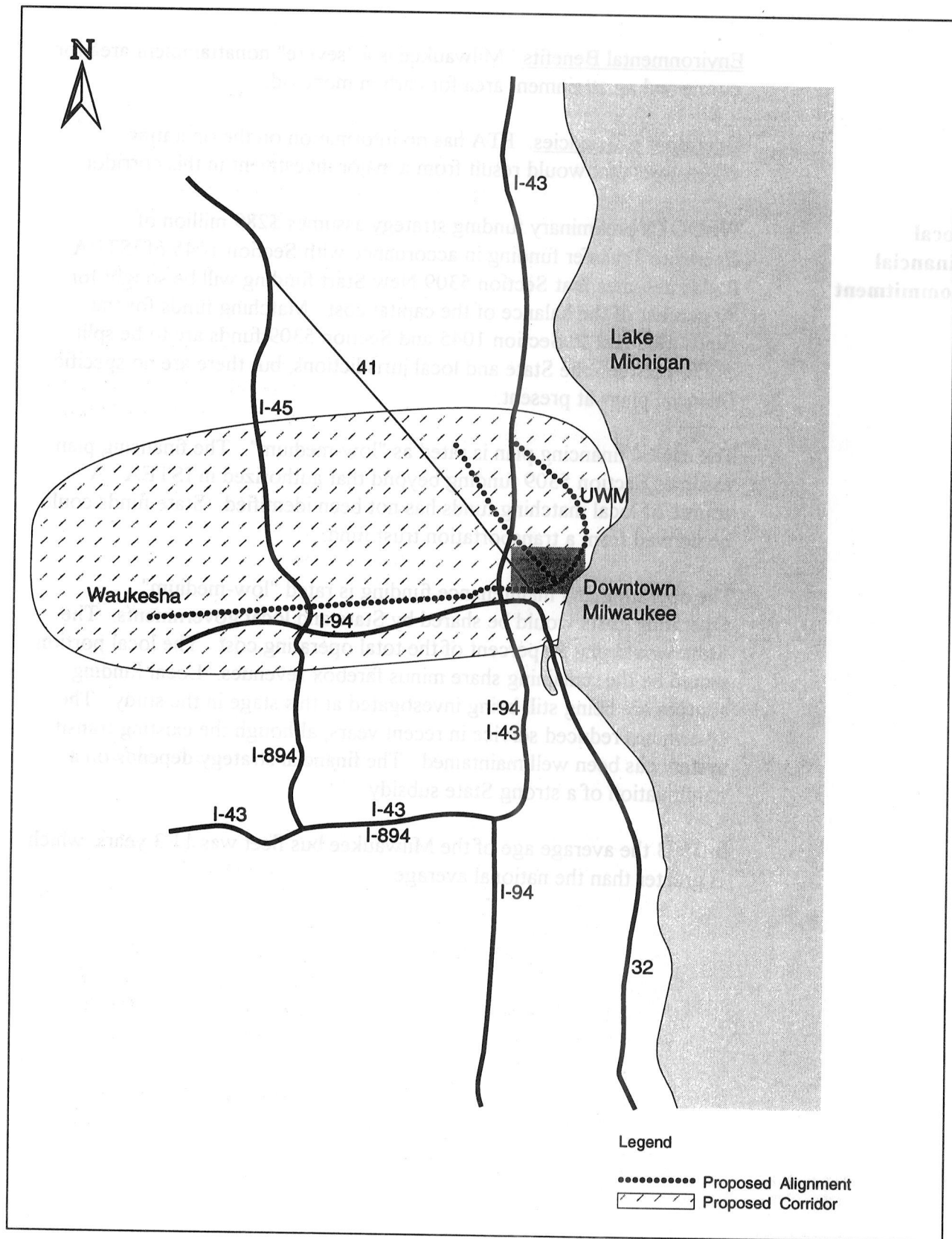
WisDOT's preliminary funding strategy assumes \$289 million of Interstate Transfer funding in accordance with Section 1045 of ISTEA. It also assumes that Section 5309 New Start funding will be sought for 80 percent of the balance of the capital cost. Matching funds for the funds pursuant to Section 1045 and Section 5309 funds are to be split 50/50 between the State and local jurisdictions, but there are no specific financial plans at present.

The capital financing plan is rated as "low-medium". The financing plan assumes Section 5309 funding beyond that authorized in ISTEA. A source of local matching funds has not been identified. State funds could be derived from a transportation trust fund.

The operating and maintenance funding is rated "low-medium". Operating costs would be shared by State and local governments. The State would pay 50 percent of the total operating cost. The local portion would be the remaining share minus farebox revenues. Local funding sources are being still being investigated at this stage in the study. The system has reduced service in recent years, although the existing transit system has been well maintained. The financial strategy depends on a continuation of a strong State subsidy.

In 1993 the average age of the Milwaukee bus fleet was 11.3 years, which is greater than the national average.

Milwaukee: East-West Corridor



Central Corridor
Minneapolis-St. Paul, Minnesota
(December 1994)

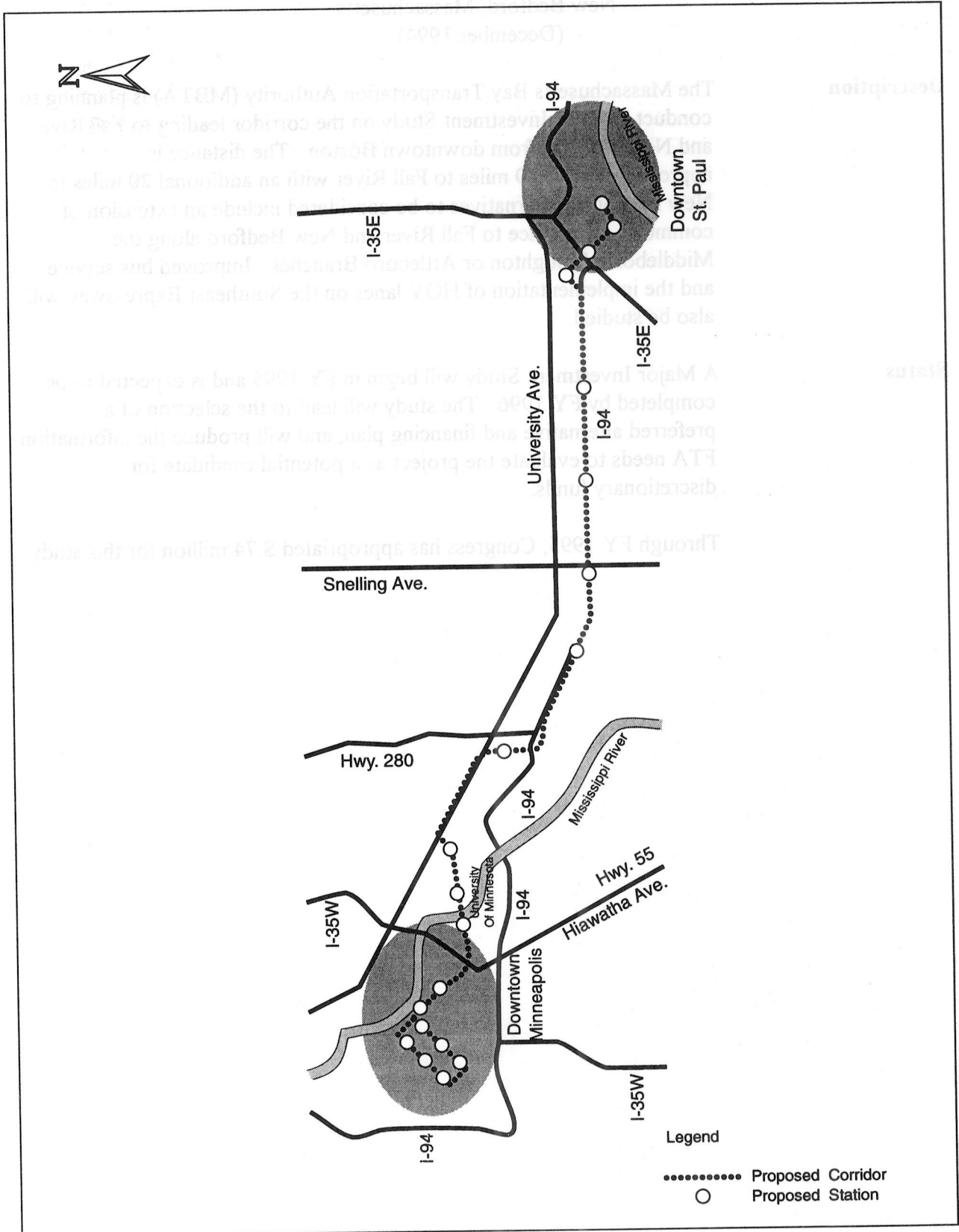
- Description** The Minnesota Department of Transportation (MinnDOT) and the Railroad Authorities of Hennepin and Ramsey Counties are studying light rail and bus alternatives between Minneapolis and St. Paul. The alternatives would serve the two downtowns and the University of Minnesota, and would be located within downtown street, 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 EIS was published in December 1993, and local agencies are currently in the process of selecting a locally preferred alternative (LPA) and financing plan, which would complete the Major Investment Study for the project.
- Congress appropriated \$2 million in Section 5303 money in FY 1991 for planning, \$2.8 million in Section 5309 funds in FY 1994 and \$5 million in 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 are 4300 hours for the busway alternative and 4700 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 was 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 this proposed project 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.

Central Corridor -- Minneapolis-St. Paul, Minnesota

**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 per cent and 80 per cent of the capital cost of the project will come from Section 5309. FTA will await the selection of an LPA and development of a financing plan before rating the Twin Cities' local financial commitment. In 1993 the average age of the buses in the Twin Cities was only 5.7 years, far better than the national average.

Minneapolis - St. Paul: Central Corridor



New Bedford/Fall River Corridor

New Bedford, Massachusetts

(December 1994)

Description

The Massachusetts Bay Transportation Authority (MBTA) is planning to conduct a Major Investment Study on the corridor leading to Fall River and New Bedford from downtown Boston. The distance is approximately 25-30 miles to Fall River with an additional 20 miles to New Bedford. Alternatives to be considered include an extension of commuter rail service to Fall River and New Bedford along the Middleboro, Stoughton or Attleboro Branches. Improved bus service and the implementation of HOV lanes on the Southeast Expressway will also be studied.

Status

A Major Investment Study will begin in FY 1995 and is expected to be completed by FY 1996. The study will lead to the selection of a preferred alternative and financing plan, and will produce the information FTA needs to evaluate the project as a potential candidate for discretionary funds.

Through FY 1995, Congress has appropriated \$.74 million for this study.

Canal Street Corridor

New Orleans, Louisiana

(December 1994)

Description

The Regional Transit Authority (RTA) has initiated alternatives analysis to evaluate transit alternatives on the 4.9-mile Canal Street Corridor. The light rail alternatives would follow the current Canal Cemeteries bus route from the Mississippi River to City Park Avenue. An additional leg of the route would connect Canal Street with the Union Passenger Terminal and possibly a parking area for proposed riverboat casinos. A very preliminary estimate of the capital cost of the light rail alternative is about \$135 million.

Status

Alternatives analysis was initiated in September 1992 and a consultant was selected in the spring of 1993. Completion of the MIS/DEIS and selection of the locally preferred alternative could occur in the middle of 1995.

Section 3035(fff) of ISTEA directs 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 for the proposed project. Since FY 1994 Congress has earmarked \$13.5 million for this project.

Justification

Mobility Improvements. Daily ridership on the Canal Street bus line is 22,000. It is a route that experiences a large amount of transfers from interconnecting routes as well as from outer parish travelers. The current bus route is heavily impacted during peak hours with an unpredictable number of riders, resulting in high incidence of overcrowded vehicles and people left at the stop to wait for the next vehicle. The study is evaluating bus and rail alternatives which would better accommodate this peak demand. Information on travel time savings is not yet available.

Cost Effectiveness. Preliminary cost effectiveness indices are in the \$7 to \$9 per new trip range. The RTA is refining the underlying cost and ridership forecasts as part of the ongoing MIS.

Environmental Benefits. The New Orleans metropolitan area has not violated the ozone standard in the last several years, making it a transitional nonattainment area for ozone. The area is in attainment of the carbon monoxide standard. The MIS will generate information on the extent to which a transit investment would reduce emissions.

Canal Street Corridor -- New Orleans, Louisiana

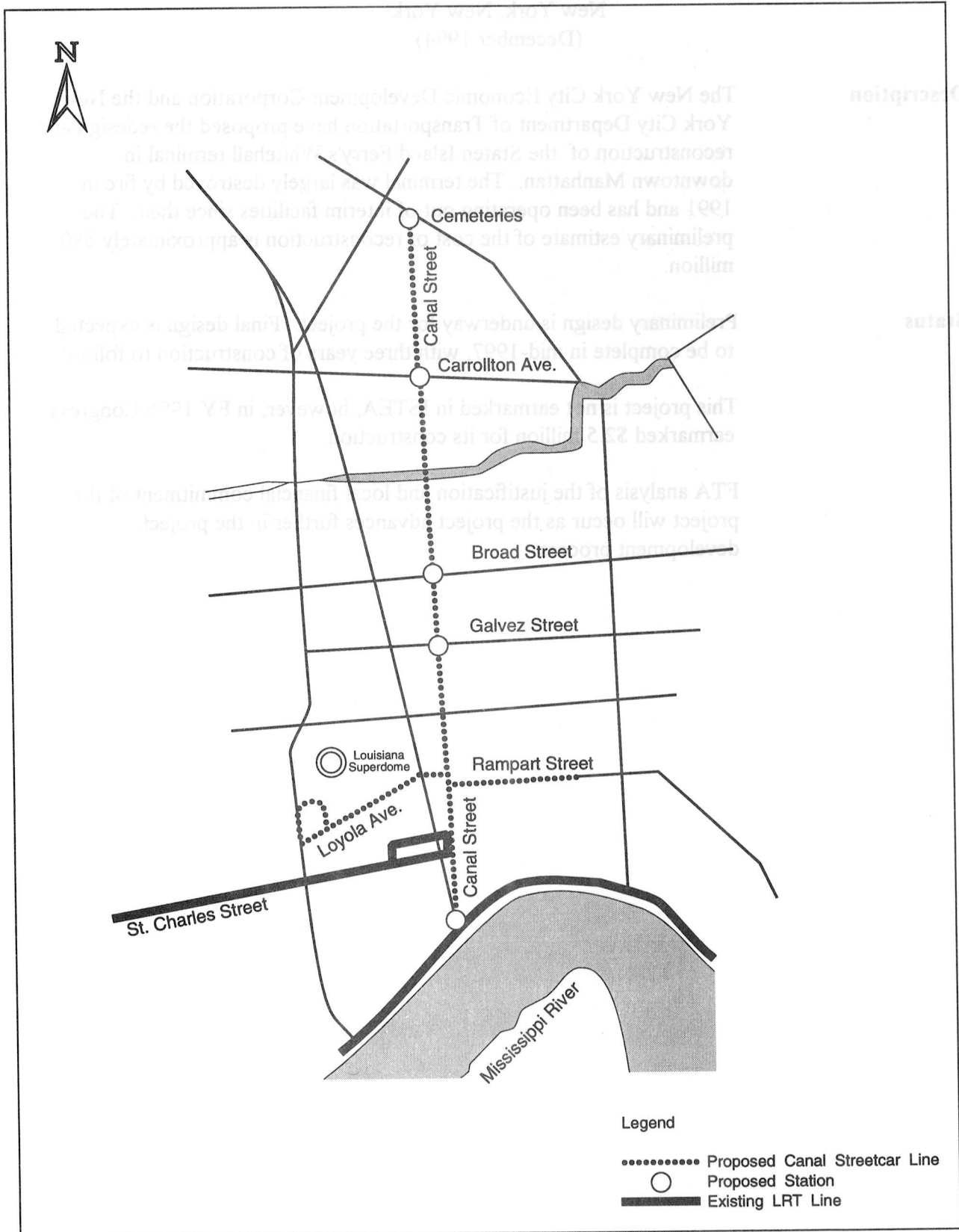
Operating efficiencies. FTA has no information on the operating efficiencies that would result from a major investment in the corridor. This information will be developed in the current study.

Local Financial Commitment

RTA is expected to seek Section 5309 funding for 80 percent of the cost of the 4.9-mile light rail alternative. The local share would consist of a \$1.2 million grant from the City of New Orleans' Economic Development Trust Fund. This local appropriation was approved in November 1992. The State of Louisiana has pledged \$3.2 million per year for six years once the project begins construction. The capital financial plan is rated "high" since the local share is in place.

In terms of stability and reliability of operating revenues a "medium" rating has been given. RTA's operating revenues are supported by a city sales tax, fare revenues, and a small portion of Federal and State assistance. In 1992 the average age of RTA's bus fleet was 9.8 years, which is slightly above the national average.

New Orleans: Canal Street Corridor



Whitehall Ferry Terminal

New York, New York

(December 1994)

Description

The New York City Economic Development Corporation and the New York City Department of Transportation 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 has been operating out of interim facilities since then. The preliminary estimate of the cost of reconstruction is approximately \$80 million.

Status

Preliminary design is underway for the project. Final design is expected to be complete in mid-1997, with three years of construction to follow.

This project is not earmarked in ISTEA, however, in FY 1995 Congress earmarked \$2.5 million for its construction.

FTA analysis of the justification and local financial commitment of the project will occur as the project advances further in the project development process.

Staten Island-Midtown Manhattan Ferry Service

New York, New York

(December 1994)

Description

The New York City Department of Transportation (NYCDOT) has proposed construction of terminals and initiating 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.

Status

Section 3035(d) of ISTEA directs 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. FTA has received a grant application to modify an existing ferry slip on Staten Island. FTA expects to approve the grant application once the project is ready for construction.

NYCDOT has selected an operator of this service. The operator has agreed to procure all vessels at its own expenses and to provide the ferry service without operating subsidies. NYCDOT will provide a landing facility at the St. George Ferry Terminal on Staten Island by upgrading an unused slip using FTA funds. NYCDOT and the Port Authority of New York and New Jersey have initiated the process of hiring a design consultant for this work. Ferry service is scheduled to begin in June of 1996.

Justification

Since the proposed Section 5309 share is less than \$25 million, this proposal is not subject to the new start criteria in Section 5309(e)(2)-(7) of the Federal Transit Act, no information on this project's justification is included here.

Local Financial Commitment

FTA does not have any information on the sources of State/local funding for the capital expenses of the project. 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.

In 1992 the average age of ferry boats operated by the New York City DOT was 16.4 years. Several of the older ferries are in need of replacement.

Norfolk-Virginia Beach Corridor

Norfolk, Virginia
(December 1994)

Description

Tidewater Regional Transit (TRT) is studying a 10 mile corridor from Pembroke Mall/Columbus Center in Virginia Beach to downtown Norfolk and the Norfolk Naval Base. Alternatives being considered include light rail, TSM, and no-build. A previous system planning study estimated the cost of the light rail alternative to be \$125 million (1991\$) for a 17-mile line, mostly in existing railroad right-of-way.

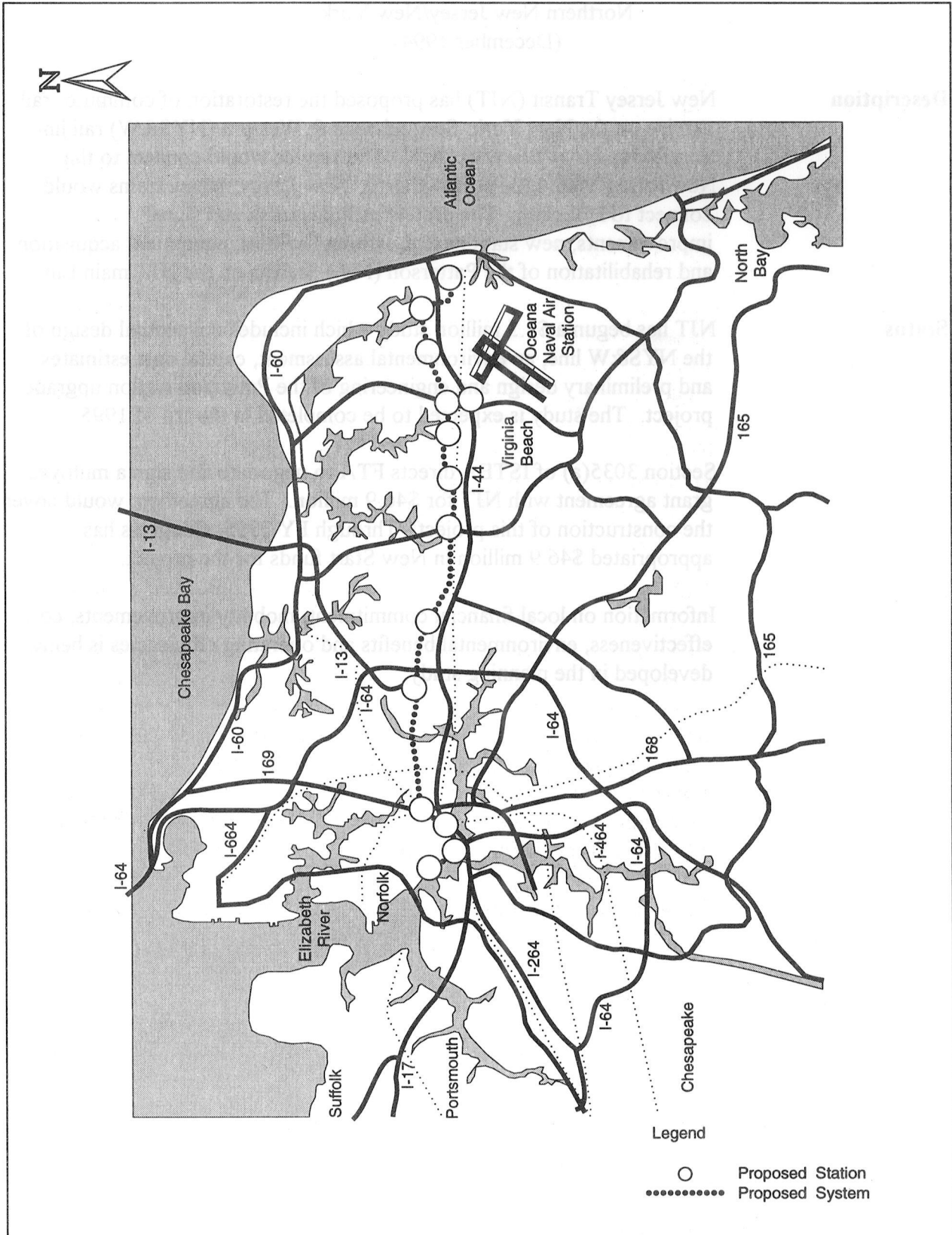
Status

TRT has completed several system planning studies which examined the feasibility of providing additional transit service in several corridors around Norfolk, Virginia Beach, Portsmouth, and Hampton, Virginia (collectively known as South Hampton Roads). The studies indicate that the corridor between Pembroke Mall, Downtown Norfolk, and the Norfolk Naval Base will have the highest level of congestion. The system planning study produced preliminary cost-effectiveness indices range from \$19 to \$35 for several 18 mile light rail alternatives from Norfolk to Virginia Beach.

TRT has selected a consultant and is beginning a Major Investment Study (MIS). The MIS will generate updated information on the mobility improvements, cost effectiveness, environmental benefits, and operating efficiencies associated with each alternative. The study is expected to be completed in the fall of 1995, at which time a preferred alternative and funding plan will be selected. It is expected that the shorter segment under consideration in the MIS may be more cost-effectiveness than lengthier options. Potential economic development opportunities along the alignment and mobility for transit dependent populations are important issues in the corridor.

Congress has not authorized or appropriated funds for this corridor.

Norfolk: Virginia Beach Corridor



Hawthorne-Warwick Corridor

Northern New Jersey/New York

(December 1994)

Description

New Jersey Transit (NJT) has proposed the restoration of commuter rail service on the New York, Susquehanna & Western (NYS&W) rail line, possibly as far as Warwick, N.Y. The service would connect to the New Jersey Main Line at Hawthorne, New Jersey, where trains would connect to Hoboken. The project includes track and signal improvements, new stations and parking facilities, equipment acquisition and rehabilitation of the Patterson (N.J.) Station on the NJT main Line.

Status

NJT has begun a \$1.5 million study which includes conceptual design of the NYS&W line, an environmental assessment, capital cost estimates and preliminary design and engineering of the Patterson station upgrade project. The study is expected to be completed in the fall of 1995.

Section 3035(a) of ISTEA directs FTA to negotiate and sign a multiyear grant agreement with NJT for \$46.9 million. The agreement would cover the construction of this project. Through FY 1995, Congress has appropriated \$46.9 million in New Start funds for the project.

Information on local financial commitment, mobility improvements, cost effectiveness, environmental benefits and operating efficiencies is being developed in the planning study.

Lakewood-Freehold-Matawan or Jamesburg Corridor

Northern New Jersey
(December 1994)

Description New Jersey is considering the restoration of diesel commuter rail service between Lakewood and Newark by connecting into the Northeast Corridor or the North Jersey Coast Line, with intermediate service to Freehold and/or Jamesburg. Approximately 25 to 40 miles of new service is being examined.

Status Section 3035(p) of ISTEA directs 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 1993 and 1994 a total of \$7.8 million was appropriated. In FY 1993, a \$1.8 million grant was awarded to begin a major investment study (MIS) and preparation of a draft EIS.

The MIS is investigating new diesel commuter rail services and other alternatives. The MIS is expected to be completed by the summer of 1995. A preferred alternative would then be selected and a draft EIS prepared in the following year.

Information on the local financial commitment, mobility improvements, cost effectiveness, environmental benefits and operating efficiencies is being developed in the MIS.

West Shore Corridor
Northern New Jersey/New York
(December 1994)

Description

New Jersey Transit (NJT) has proposed initiating diesel commuter rail service between Hoboken, New Jersey and either West Nyack, New York or West Haverstraw, New York along the former West Shore rail line (now known as Conrail's River Line). Approximately 29 to 38 miles of new service is being examined.

Status

In the fall of 1993, a planning study proposed commuter rail service from Hoboken and the Secaucus Transfer station to West Nyack, N.Y. Rockland County, New York officials suggested that the line be extended farther north to West Haverstraw. A draft EIS and additional planning work is scheduled to be initiated in early 1995. This study will result in the selection of a preferred alternative and a financing plan. The study will also produce information FTA can use to evaluate the resulting project.

This proposal is not mentioned in ISTEA. Congress appropriated \$4 million in FY 1995.

Cross County Metro Corridor
Philadelphia, Pennsylvania
(December 1994)

Description

The Southeastern Pennsylvania Transportation Authority (SEPTA) is studying transportation options in the Cross County corridor. The corridor extends approximately 67 miles from Parkesburg in Chester County to Trenton, New Jersey, along CONRAIL's existing "Trenton Cut-off" freight line. In 1990 the SEPTA initiated this study to examine the potential for a circumferential public transit service in the growing suburban counties of Philadelphia. One of the alternatives, a light rail system, would share the same CONRAIL right-of-way for 40 miles, and utilize trackage of the R5 service between Downingtown and Glenloch (13 miles).

Status

Section 3035(yy) of ISTEA directs 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 proposal. To date, Congress has appropriated \$1.2 million for preliminary engineering and design.

The FY 1991 Appropriations Conference Report directed FTA to provide \$200,000 of planning funds for a feasibility study of the proposal. In the spring of 1994, SEPTA completed the Cross County Metro Feasibility Study, a system planning study of alternative technologies and alignments in the corridor. The alternatives range in cost from \$12 million for an improved bus alternative to \$476 million for a busway along existing rail road right-of-way. The study indicates that due to the number of station stops and transfers, new riders may not realize much travel time savings. However, existing users of public transportation in the corridor would realize some travel speed improvements.

Potential local funding options for the capital and operating expenses associated with the proposed alternatives will be explored in a major investment study, the next phase of planning. SEPTA has applied for the funds to begin the Major Investment Study, which will lead to the selection of a preferred alternative and will produce the information FTA needs to evaluate the project as a candidate for new starts funding.

Northeast Philadelphia Corridor

Philadelphia, Pennsylvania

(December 1994)

Description

The Southeastern Pennsylvania Transportation Authority (SEPTA) is considering new transit service parallel to I-95 and SEPTA's existing R-3 and R-7 regional rail lines. 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 and transit improvements as components of the I-95 corridor reconstruction.

Status

Section 3035(qq) of ISTEA directs FTA to enter into a multiyear grant agreement with SEPTA for \$0.4 million to provide for a study of the feasibility of instituting commuter rail service in the corridor. Congress has not appropriated funds for the proposed study.

The proposal is currently considered to be in the system planning phase of development. A draft scope of work was prepared by SEPTA, in consultation with the City Planning Commission, with the goal of combining and coordinating the related study efforts into a single systems planning study. Because funding has not been appropriated, the study proposed in ISTEA has stalled while the City Planning Commission transit study and the PennDOT I-95 corridor planning study are continuing.

The Philadelphia City Planning Commission has retained a consultant to perform a related technical study (Northeast Philadelphia Rapid Transit Extension Study) for estimating ridership, costs and impacts of alternative rail modes and alignments to serve the Route 1 corridor in Northeast Philadelphia. The primary goal of the study is to assess the feasibility of a major rapid transit extension and to gauge public opinion in the Northeast as to the projects merits and impacts. This study will be completed in early 1995.

Stage II Light Rail Rehabilitation

Pittsburgh, Pennsylvania

(December 1994)

Description

During the 1980s, 12 miles of the 25-mile rail system in Pittsburgh were reconstructed to light rail standards under the Stage I Light Rail Transit project. The Stage II system consists of the Overbrook, Library and Drake trolley lines, which comprise the remaining 13 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 over 2,000 park and ride spaces.

The estimated cost for this project is \$397 million (escalated dollars). The estimated daily ridership is 25,157 for 2005.

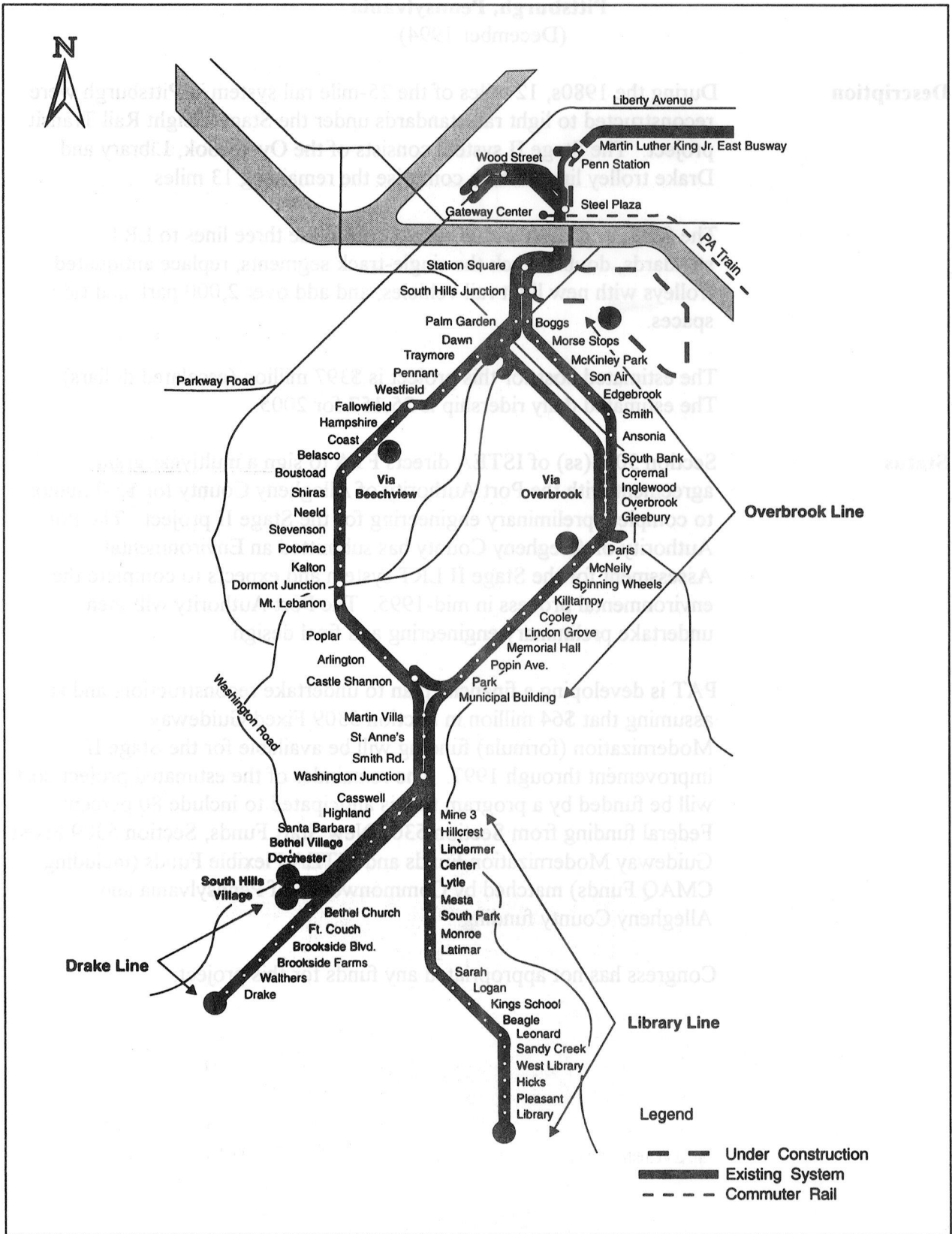
Status

Section 3035(ss) of ISTEA directs FTA to sign a multiyear grant agreement with the Port Authority of Allegheny County for \$5.0 million to complete preliminary engineering for the Stage II project. The Port Authority of Allegheny County has submitted an Environmental Assessment for the Stage II LRT system and expects to complete the environmental process in mid-1995. The Port Authority will then undertake preliminary engineering and final design.

PAT is developing a financial plan to undertake reconstruction, and is assuming that \$64 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 anticipated 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.

Congress has not appropriated any funds for this project.

Pittsburgh: Stage 2 Light Rail Rehabilitation



South/North Corridor

Portland, Oregon and Vancouver, Washington
(December 1994)

Description

The Metropolitan Service District (Metro) is studying transportation alternatives for the South/North Corridor, which extends from Clackamas Regional Center area, Oregon in the south, through the downtowns of Portland, Oregon and Vancouver, Washington, to a north terminus in the vicinity of Hazel Dell, Washington. The corridor is approximately 25 miles long.

The preliminary cost of an LRT alternative from Clackamas Regional Center area and 99th Street in Hazel Dell is estimated to be \$2.8 billion. Metro predicts that the LRT alternative would carry 60,000 rides per average weekday.

Status

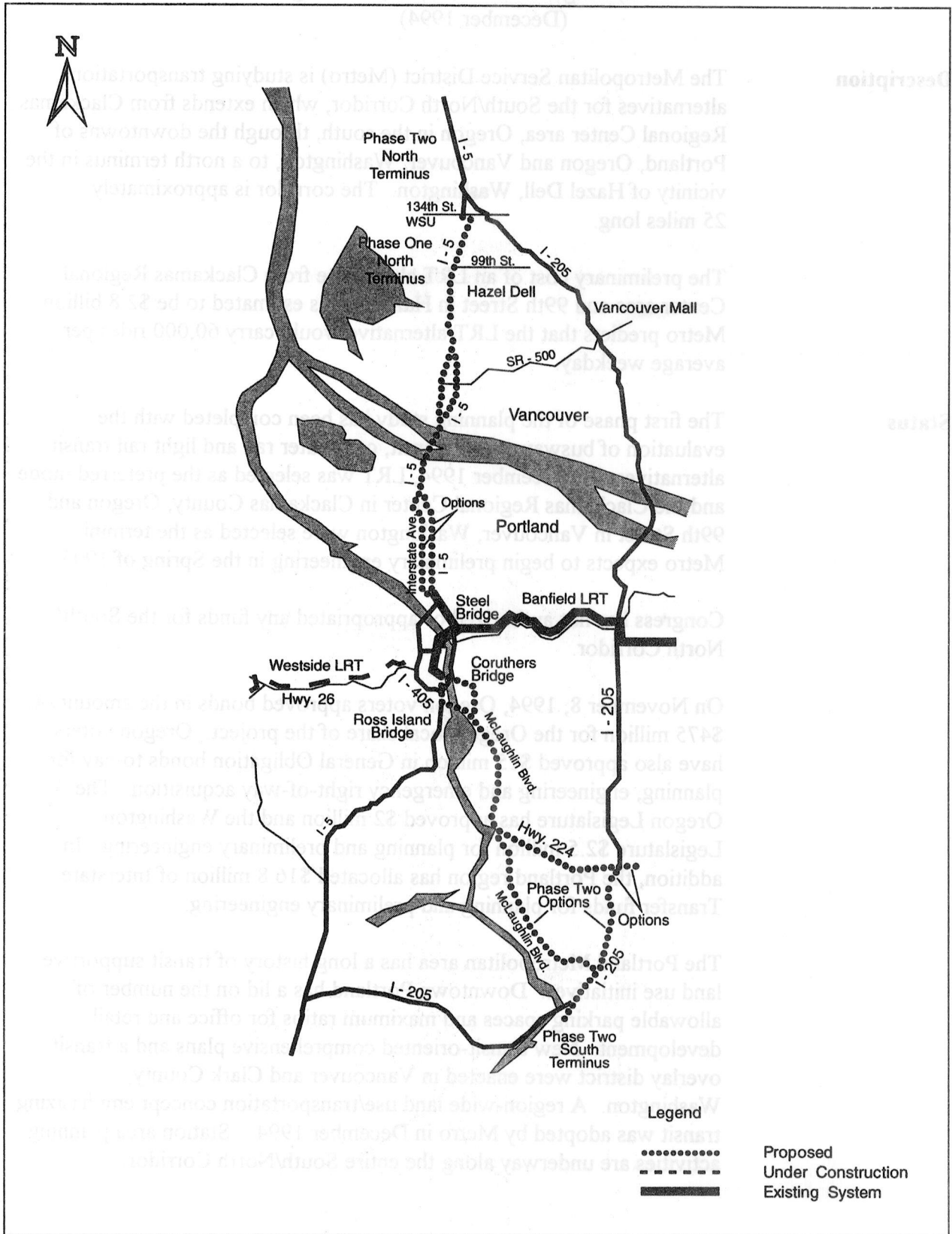
The first phase of the planning study has been completed with the evaluation of busways, river transit, commuter rail and light rail transit alternatives. In December 1994, LRT was selected as the preferred mode and the Clackamas Regional Center in Clackamas County, Oregon and 99th Street in Vancouver, Washington were selected as the termini. Metro expects to begin preliminary engineering in the Spring of 1995.

Congress has not authorized or appropriated any funds for the South/North Corridor.

On November 8, 1994, Oregon voters approved bonds in the amount of \$475 million for the Oregon local share of the project. Oregon voters have also approved \$15 million in General Obligation bonds to pay for planning, engineering and emergency right-of-way acquisition. The Oregon Legislature has approved \$2 million and the Washington Legislature \$2.5 million for planning and preliminary engineering. In addition, the Portland region has allocated \$16.8 million of Interstate Transfer funds for planning and preliminary engineering.

The Portland Metropolitan area has a long history of transit supportive land use initiatives. Downtown Portland has a lid on the number of allowable parking spaces and maximum ratios for office and retail development. New transit-oriented comprehensive plans and a transit overlay district were enacted in Vancouver and Clark County, Washington. A region-wide land use/transportation concept emphasizing transit was adopted by Metro in December 1994. Station area planning activities are underway along the entire South/North Corridor.

Portland: South/North Corridor



South Corridor
Sacramento, California
(December 1994)

Description The Sacramento Regional Transit District (RT) is proposing an 11.3-mile, \$530 million, LRT line on the Union Pacific Railroad right-of-way. This line would operate between downtown Sacramento and Calvine/Auberry and is forecast to carry 32,000 passengers per day in the year 2010.

Status Section 3035(xx) of ISTEA directs FTA to enter into a multiyear grant agreement with the Sacramento Regional Transit District for \$26 million to provide for the completion of alternatives analysis, preliminary engineering, and final design. Of that amount, a total of \$2 million was appropriated in FY 1993 and FY 1994.

Alternatives Analysis was completed in September 1994, and the RT is expected to select its preferred alternative in January 1995. RT is in the process of developing a financing plan for the implementation and operation of the rail project.

Justification Information on the justification of the project is taken from the draft EIS prepared during alternatives analysis. RT has agreed to prepare new ridership and cost-effectiveness forecasts during preliminary engineering.

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, resulting in substantial deterioration in the levels of service on the two north-south freeways in the corridor. The LRT line would alleviate these conditions by attracting as many as 40,000 new daily riders to transit, saving 2,600 daily hours of transit travel time, and reducing daily automobile person trip ends in the CBD by 6,651 over the TSM alternative.

Cost Effectiveness. Based on available forecasts, the cost effectiveness index for the LPA could be as low as \$1.57 per new rider.

Environmental Benefits. Sacramento is a "serious" nonattainment area for ozone and a "moderate" nonattainment area for carbon monoxide. The LRT line would reduce regional VMT by 0.7 percent and carbon monoxide would be reduced by 5.1 pounds per day (1 percent) over the no-build and by 1.9 pounds (0.4 percent) over the TSM.

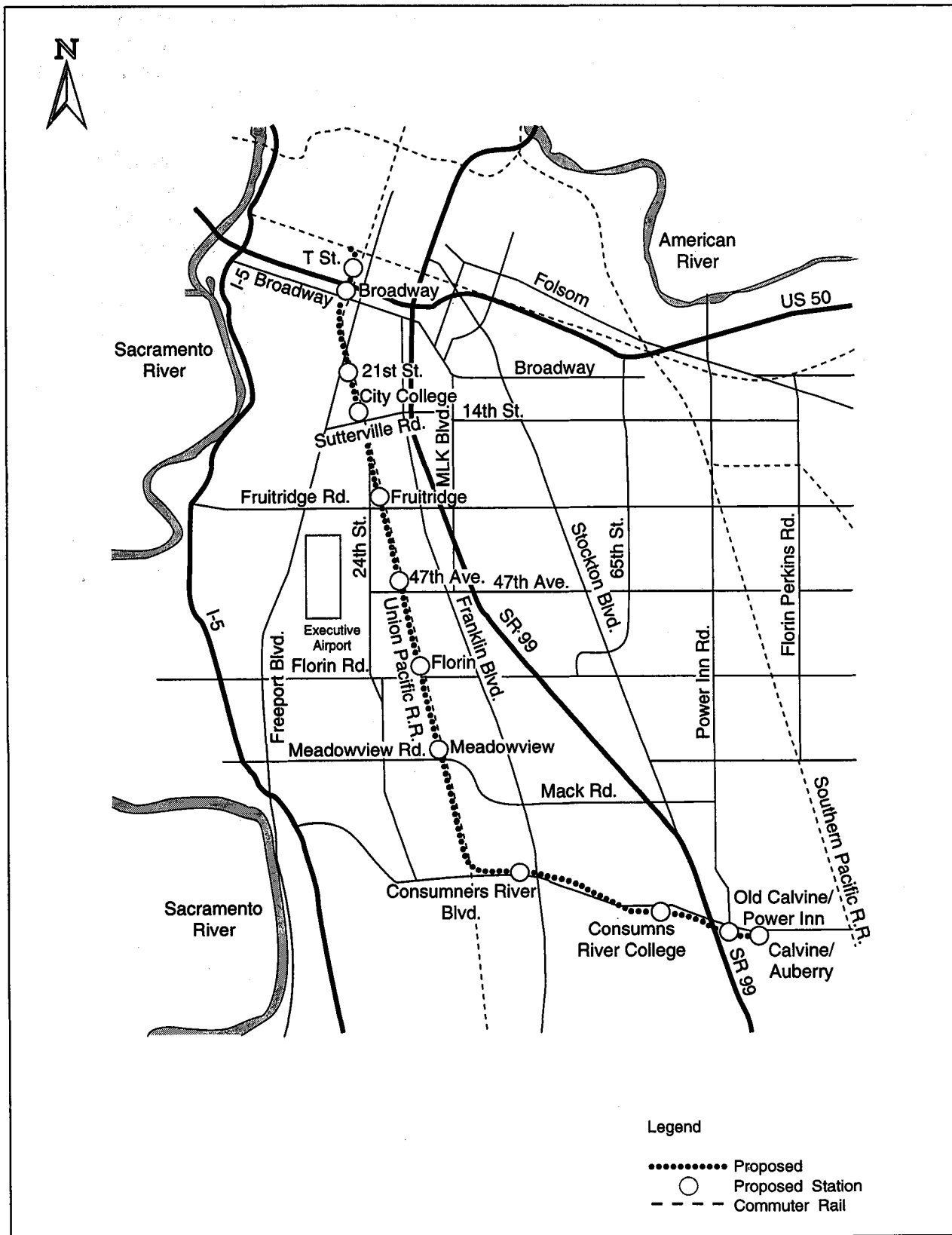
South Corridor -- Sacramento, California

Operating Efficiencies. The operating cost per passenger is forecast to be \$2.87 for the preferred alternative, compared with \$3.22 for the TSM Alternative. The farebox recovery ratio would be 27.3 percent and 23.8 percent for the LRT and TSM alternatives respectively.

**Local
Financial
Commitment**

The preferred alternative cannot be implemented from existing RT revenue sources. RT is currently developing a financial plan which would identify other revenue sources and strategies to implement the project. These strategies might include phased construction, with an initial segment from downtown to Meadowview Road. FTA's analysis of the capital finance plan and the stability and reliability of operating revenues will occur upon receipt of the financing plan.

Sacramento: South Corridor



St. Charles, Missouri Corridor
St. Louis, Missouri Metropolitan Area
(December 1994)

Description

The East West Gateway Coordinating Council (EWGCC) is studying transit alternatives for the 15-mile corridor between Lambert Airport to the City of O'Fallon in St. Charles County, Missouri. The corridor would serve as one of three possible extensions to the St. Louis MetroLink light rail system, which began operations July 31, 1993. Alternative modes being considered include light rail, busway, TSM, and No Build. Four LRT alignments have been proposed for study.

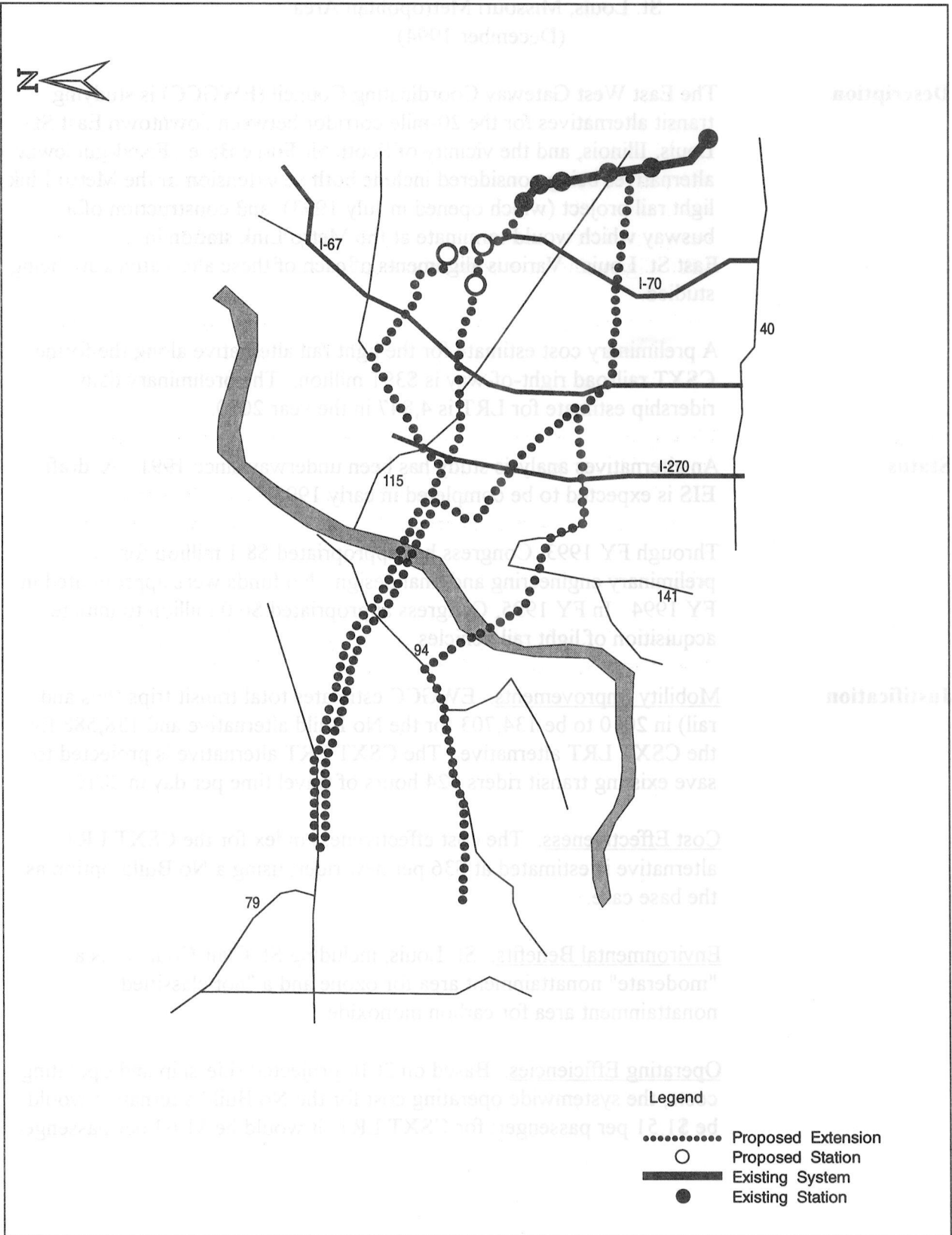
Preliminary cost estimates developed during system planning determined capital costs to be in the range of \$218-270 million (1989 dollars) for LRT alternative.

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 Spring 1995, when a preferred alternative and financing plan will be adopted.

Through FY 1993, Congress has appropriated \$0.5 million for the alternatives analysis. No funds were appropriated in FY 1994.

St. Louis: St. Charles, Missouri Corridor



St. Clair County, Illinois Corridor
St. Louis, Missouri Metropolitan Area
(December 1994)

Description

The East West Gateway Coordinating Council (EWGCC) is studying transit alternatives for the 20-mile corridor between downtown East St. Louis, Illinois, and the vicinity of Scott Air Force Base. Fixed-guideway alternatives being considered include both an extension of the Metro Link light rail project (which opened in July 1993) and construction of a busway which would terminate at the Metro Link station in East St. Louis. Various alignments of each of these alternatives are being studied.

A preliminary cost estimate for the light rail alternative along the former CSXT railroad right-of-way is \$391 million. The preliminary daily ridership estimate for LRT is 4,847 in the year 2010.

Status

An alternatives analysis study has been underway since 1991. A draft EIS is expected to be completed in early 1995.

Through FY 1993, Congress has appropriated \$8.1 million for preliminary engineering and final design. No funds were appropriated in FY 1994. In FY 1995, Congress appropriated \$6.0 million to initiate acquisition of light rail vehicles.

Justification

Mobility Improvements. EWGCC estimates total transit trips (bus and rail) in 2010 to be 134,703 for the No Build alternative and 138,588 for the CSXT LRT alternative. The CSXT LRT alternative is projected to save existing transit riders 824 hours of travel time per day in 2010.

Cost Effectiveness. The cost effectiveness index for the CSXT LRT alternative is estimated at \$36 per new rider, using a No Build option as the base case.

Environmental Benefits. St. Louis, including St. Clair County, is a "moderate" nonattainment area for ozone and a "not classified" nonattainment area for carbon monoxide.

Operating Efficiencies. Based on 2010 projected ridership and operating costs, the systemwide operating cost for the No Build alternative would be \$1.51 per passenger; for CSXT LRT, it would be \$1.63 per passenger.

St. Clair Corridor -- St. Louis, Missouri

**Local
Financial
Commitment**

The Federal share of the capital cost is assumed to be 80 percent. Possible sources of local funds include State of Illinois long-term general obligation bonds and a dedicated sales tax at the county level for transit usage.

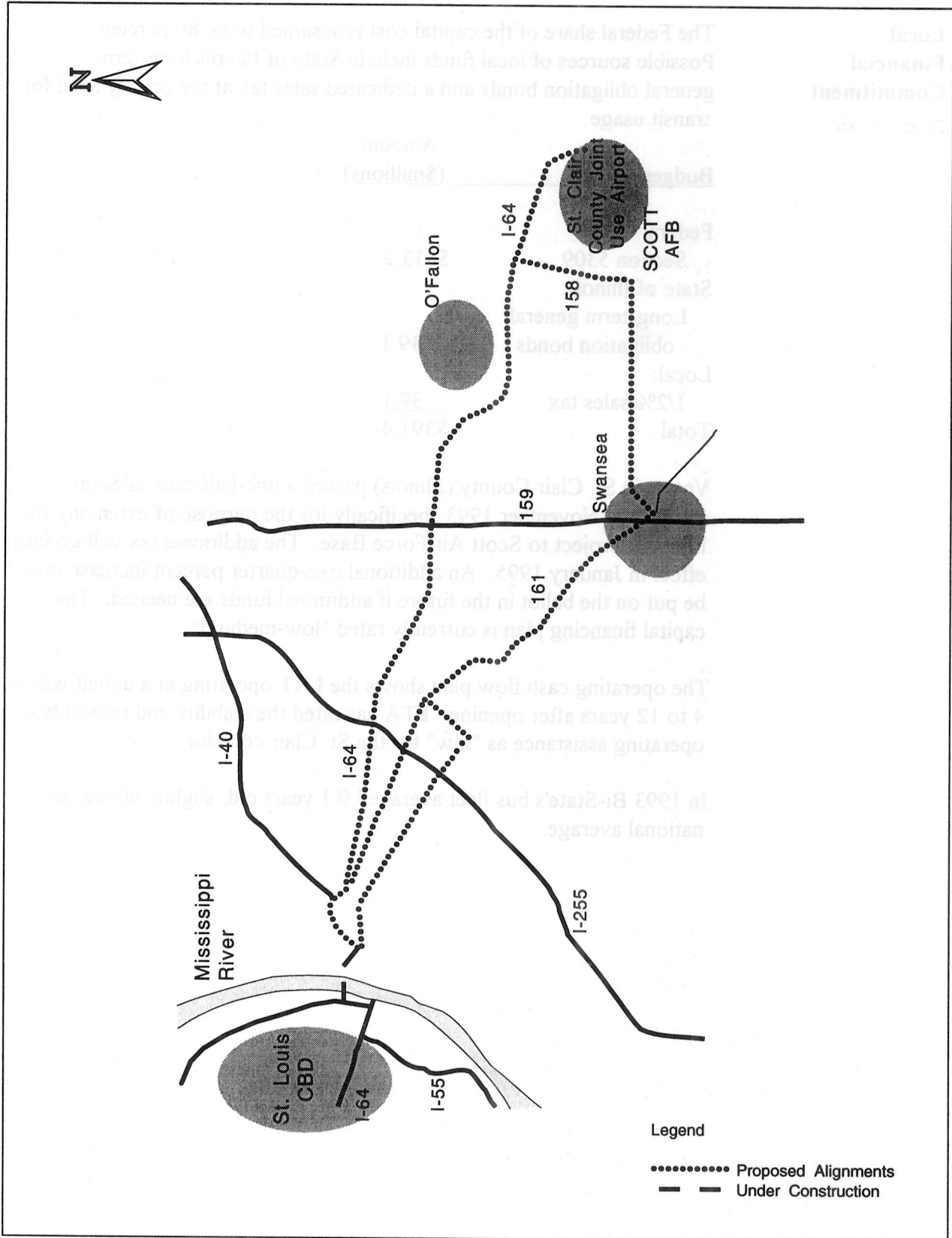
<u>Budget Source</u>	<u>Amount (\$millions)</u>
Federal:	
Section 5309	\$313.2
State of Illinois:	
Long-term general obligation bonds	39.1
Local:	
1/2% sales tax	<u>39.1</u>
Total	\$391.4

Voters in St. Clair County (Illinois) passed a one-half cent sales tax increase in November 1993 specifically for the purpose of extending the light rail project to Scott Air Force Base. The additional tax will go into effect in January 1995. An additional one-quarter percent increase may be put on the ballot in the future if additional funds are needed. The capital financing plan is currently rated "low-medium".

The operating cash flow plan shows the LRT operating at a deficit within 4 to 12 years after opening. FTA has rated the stability and reliability of operating assistance as "low" for the St. Clair corridor.

In 1993 Bi-State's bus fleet averaged 9.1 years old, slightly above the national average.

St. Louis: St. Clair County, Illinois Corridor



Cross-County Corridor
St. Louis, Missouri Metropolitan Area
(December 1994)

Description

The East West Gateway Coordinating Council (EWGCC) and the Missouri Highway and Transportation Department are jointly studying alternatives for the 18-mile corridor between Lambert Airport and Mehlville in southeast St. Louis County. 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. The LRT alternative would serve as one of three possible extensions to the St. Louis MetroLink light rail system, which began operations July 31, 1993.

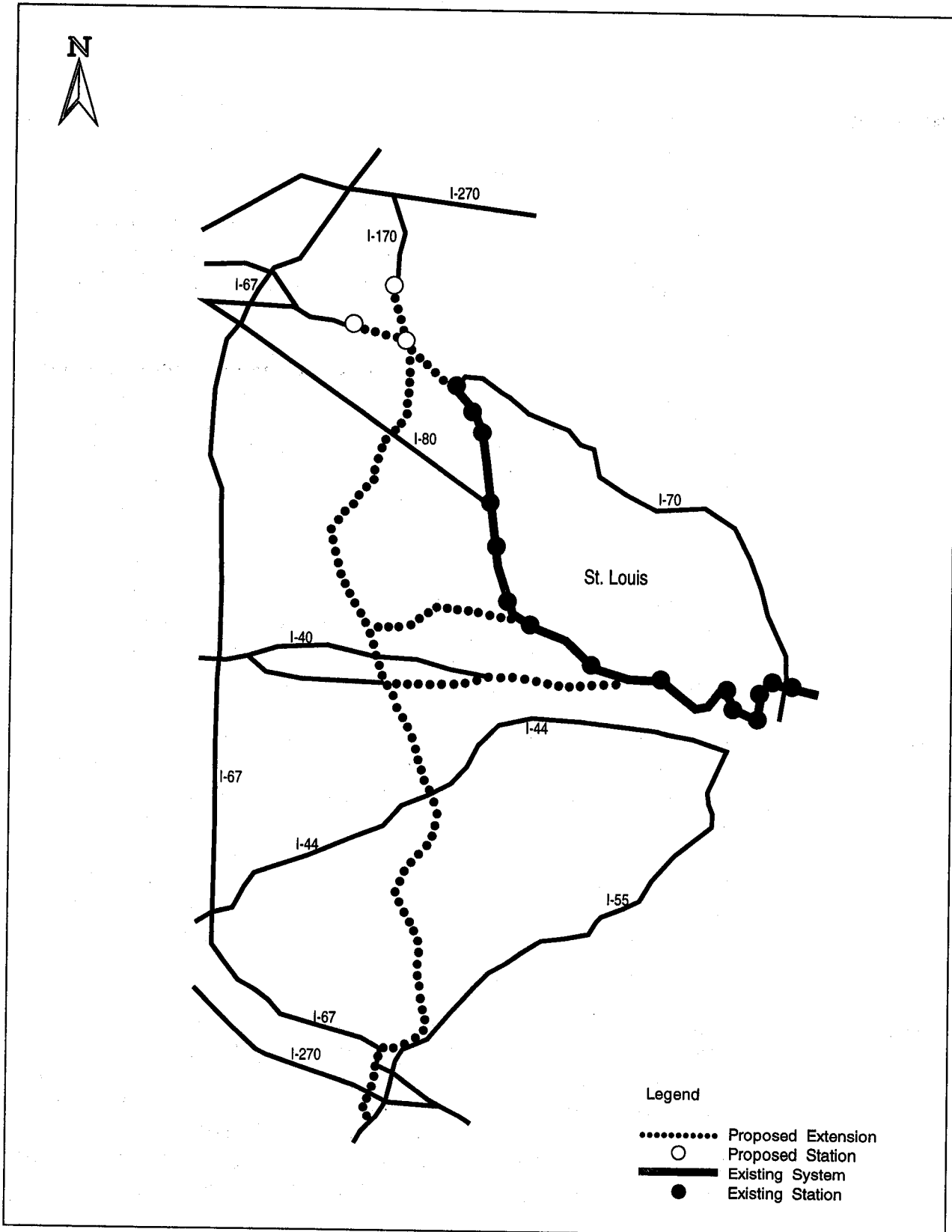
Preliminary cost estimates developed during system planning determined capital costs to be in the range of \$269-307 million (1989 dollars) for LRT.

Status

FTA approved initiation of alternatives analysis in September 1993. The study will produce information on the mobility improvements, cost effectiveness, environmental benefits, and operating efficiencies associated with each alternative. The alternatives analysis phase is expected to be completed in Summer 1997, when a preferred alternative and financing plan will be adopted.

Through FY 1993, Congress has appropriated \$0.5 million for alternatives analysis. No funds were appropriated in FY 94.

St. Louis: Cross-County Corridor



Mid-Coast Corridor

San Diego, California

(December 1994)

Description

The Metropolitan Transit Development Board (MTDB) is studying several transit technologies, alignments and termini within the Mid-Coast Corridor. The corridor extends about 10 miles along I-5 near the Pacific Ocean from I-8 near Old Town, north to the vicinity of the University of California San Diego and the University Towne Centre shopping mall. The alternatives being considered are a transportation system management (TSM) alternative consisting of express bus improvements and park and ride lots; a TSM/Commuter Rail alternative consisting of all projects from the TSM alternative, plus two additional commuter rail stations, one located in the University Towne Centre area, the other at Balboa Avenue and Interstate 5; a Commuter Rail Tunnel alternative which consists of a 2-mile tunnel with underground stations at the University Towne Centre; a high occupancy vehicle (HOV) lane alternative on I-5; and a light rail transit (LRT) alternative with two alignment options, which would be an extension of the Old Town Line.

The capital costs of the alternatives are estimated to be \$61 million for the TSM alternative, \$74.8 million for the TSM/Commuter Rail Stations alternative, \$315.8 million for the Commuter Rail tunnel alternative, \$167.2 million for the HOV alternative and \$354.5 million for the Genessee Avenue LRT alternative (1992 dollars).

Status

Section 3035(u) of ISTEA directs FTA to sign a multiyear grant agreement with the MTDB providing \$27 million for the completion of alternatives analysis and the final EIS and to purchase right-of-way. Through FY 1995, Congress appropriated \$4.1 million for this corridor.

FTA approved the initiation of alternatives analysis in October 1989. The study is approaching the final stages and a draft EIS is expected to be completed in early 1995. This will be followed by selection of a locally preferred alternative.

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. MTDB estimates that the LRT alternatives would reduce total travel time by 2,257-2,684 hours per day, while the HOV alternative would reduce total travel time by 3,940 hours, the Commuter Rail Tunnel alternative would reduce total travel time by 1051 hours and the

Mid-Coast Corridor -- San Diego, California

TSM/Commuter Rail Stations alternative would increase total travel time by 620 hours (all compared with the TSM alternative).

Cost Effectiveness. MTDB has calculated cost-effectiveness indices of \$6 for the TSM/Commuter Rail alternative, \$75 for the Commuter Rail Tunnel alternative, \$28 for the HOV alternative (based on transit trips) and \$3 for the HOV alternative (based on transit and carpool trips), \$10 for the LRT I-5 alternative and \$11 for the LRT Genessee alternative (2005 ridership, 1992 dollars).

Environmental Benefits. The San Diego region is a "serious" nonattainment area for ozone and a "moderate" nonattainment area for carbon monoxide. MTDB estimates that the alternatives would reduce regional vehicle miles traveled by almost 0.2 percent.

Operating Efficiencies. San Diego's operating cost per passenger on a systemwide basis for the year 2005 is projected to be \$3.00 for the No-Build alternative, \$3.08 for the TSM, \$3.09 for the TSM/Commuter Rail and TSM/Commuter Rail Tunnel alternatives, \$3.10 for the HOV alternative and about \$3.04 for both LRT alternatives.

Local Financial Commitment

MTDB is expected to seek 80 percent Section 5309 New Start funding for a Mid-Coast Corridor project. If the project is viewed as part of MTDB's overall fixed guideway construction program, the Federal share is expected to be less than one-third. MTDB is advancing several LRT projects without Federal funding. These include an LRT line from downtown to Old Town, a West Mission Valley Line, and an extension of the East Line to Santee.

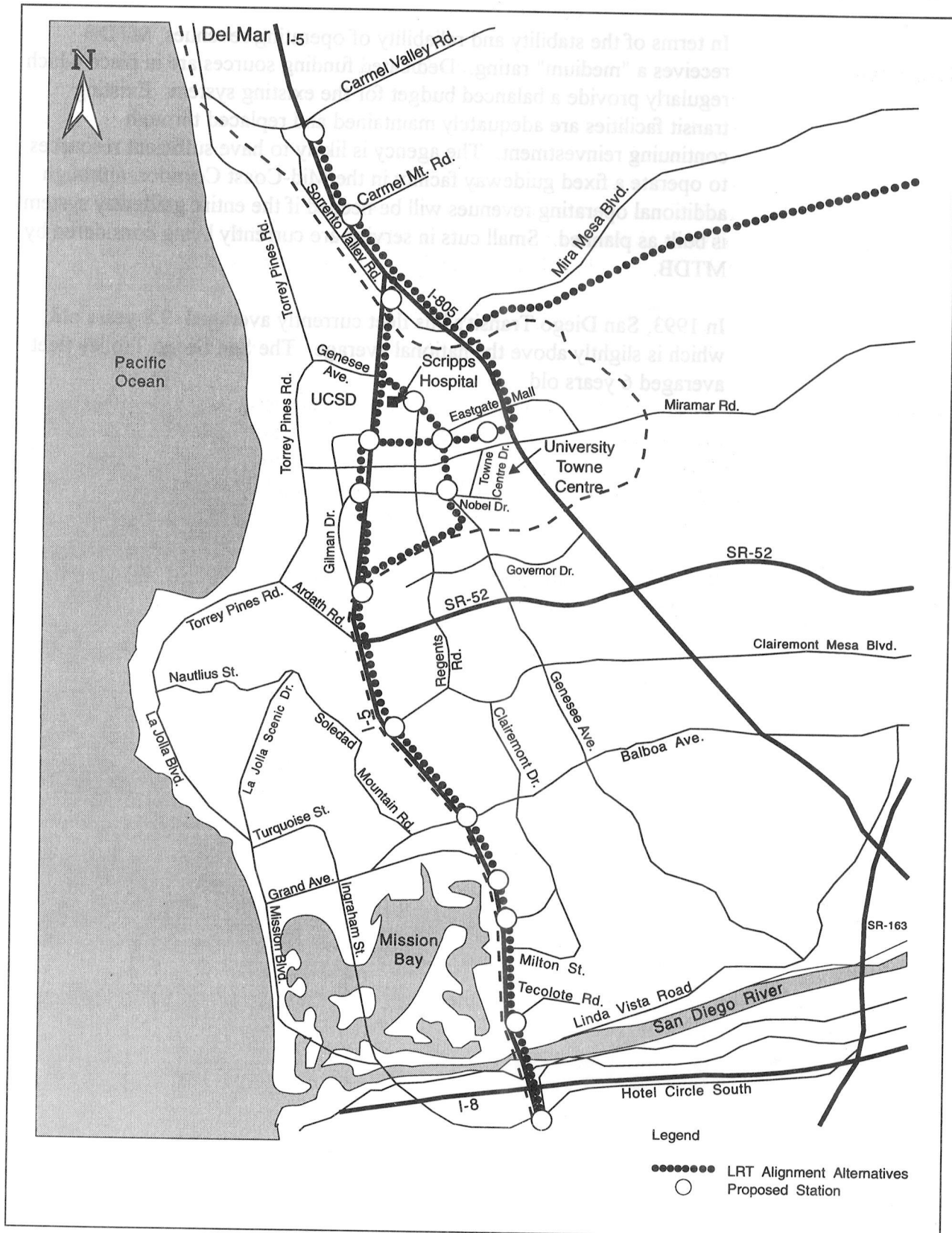
MTDB's capital financing plan is rated "high." In 1987 San Diego voters approved a 1/2 cent local sales tax dedicated to transportation. One-third of the revenues, or \$750 million over 20 years, is earmarked for capital improvements to public transit, and a major share of this is for LRT extensions. Other funds are expected to come from the City of San Diego. On March 25, 1993, the MTDB Board of Directors approved a capital funding plan which includes the Mid-Coast and Mission Valley East projects. This plan calls for Federal assistance of \$400 million, or 33 percent, toward a total rail improvement program of \$1.2 billion. The transit agency is in reasonably sound financial condition.

Mid-Coast Corridor -- San Diego, California

In terms of the stability and reliability of operating revenues, MTDB receives a "medium" rating. Dedicated funding sources are in place which regularly provide a balanced budget for the existing system. Existing transit facilities are adequately maintained and replaced through continuing reinvestment. The agency is likely to have sufficient resources to operate a fixed guideway facility in the Mid-Coast Corridor, although additional operating revenues will be needed if the entire guideway system is built as planned. Small cuts in service are currently being considered by MTDB.

In 1993, San Diego Transit's bus fleet currently averaged 9.8 years old, which is slightly above the national average. The San Diego Trolley fleet averaged 6 years old.

San Diego: Mid Coast Corridor



Mission Valley East Corridor

San Diego, California

(December 1994)

Description

San Diego is considering several transportation options in the Mission Valley East corridor. The corridor is approximately 5.5 miles long, following I-8 from Interstate 15 to near Baltimore Drive in La Mesa. The alternatives being considered are the No Build, a "Best Bus" alternative, and LRT with alignment variations at San Diego State University. The LRT alternatives would be an extension of the future, locally funded Mission Valley West Line (which extends from Old Town to Interstate 15). The total length of the corridor is approximately 12 miles.

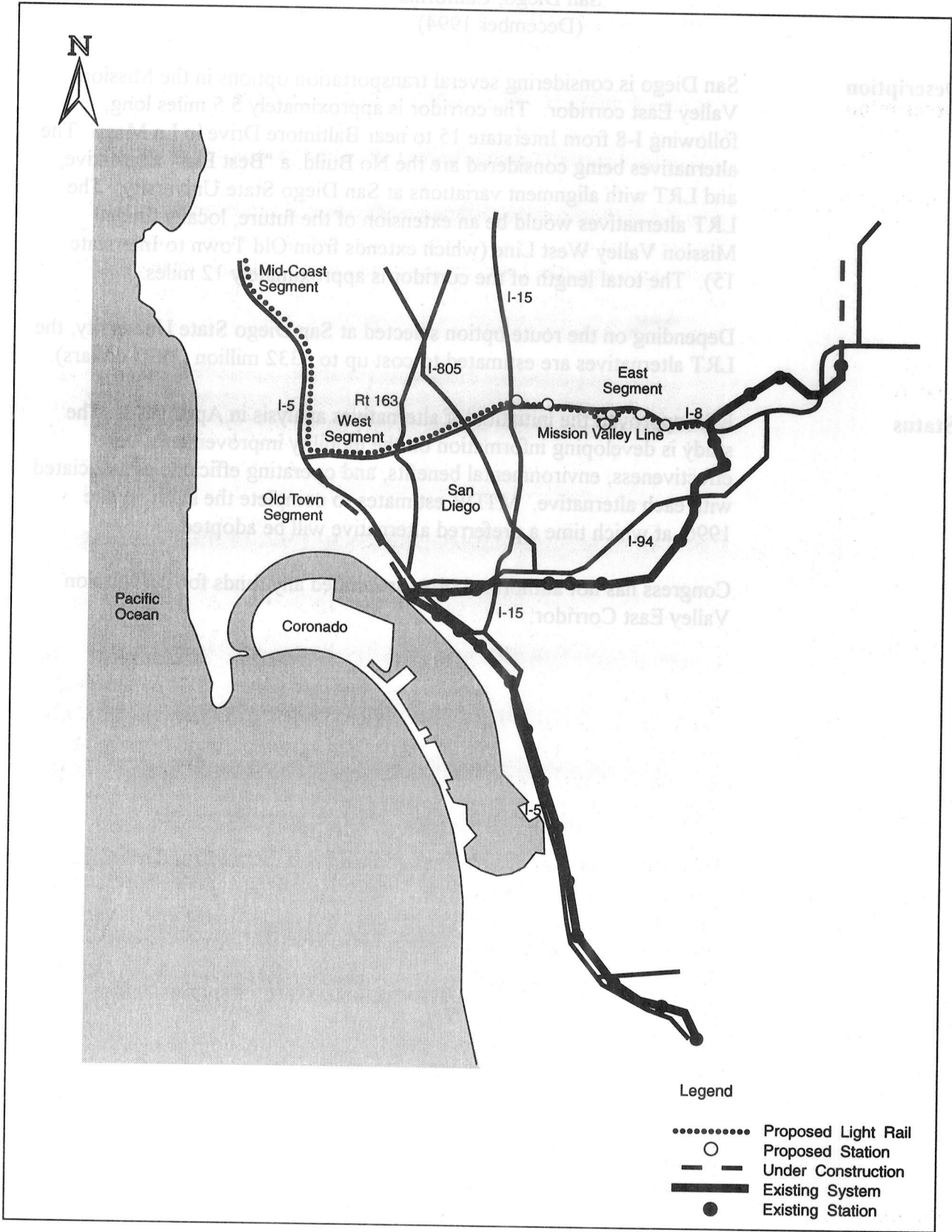
Depending on the route option selected at San Diego State University, the LRT alternatives are estimated to cost up to \$332 million (1993 dollars).

Status

FTA approved the initiation of alternatives analysis in April 1993. The study is developing information on the mobility improvements, cost effectiveness, environmental benefits, and operating efficiencies associated with each alternative. MTDB estimates to complete the study in late 1996, at which time a preferred alternative will be adopted.

Congress has not authorized or appropriated any funds for the Mission Valley East Corridor.

San Diego: Mission Valley East Corridor



Phase I System Plan
Central Puget Sound (Seattle), Washington
(December 1994)

Description

The three-county, Central Puget Sound Regional Transit Authority (RTA) Board has adopted a master plan for transit in the Seattle area. Phase I includes a 71-mile LRT system from Tacoma north through Seattle to 164th Street (Lynnwood) and from Seattle east to Redmond (Overlake), 80-miles of commuter rail service from Everett, through Seattle to Lakewood (see Seattle Commuter Rail profile), bus or rail improvements in the I-405 corridor, and eight regional bus lines. Phase I of the regional rail and bus plan would cost \$6.7 billion (1995 \$) and take 16 years to implement.

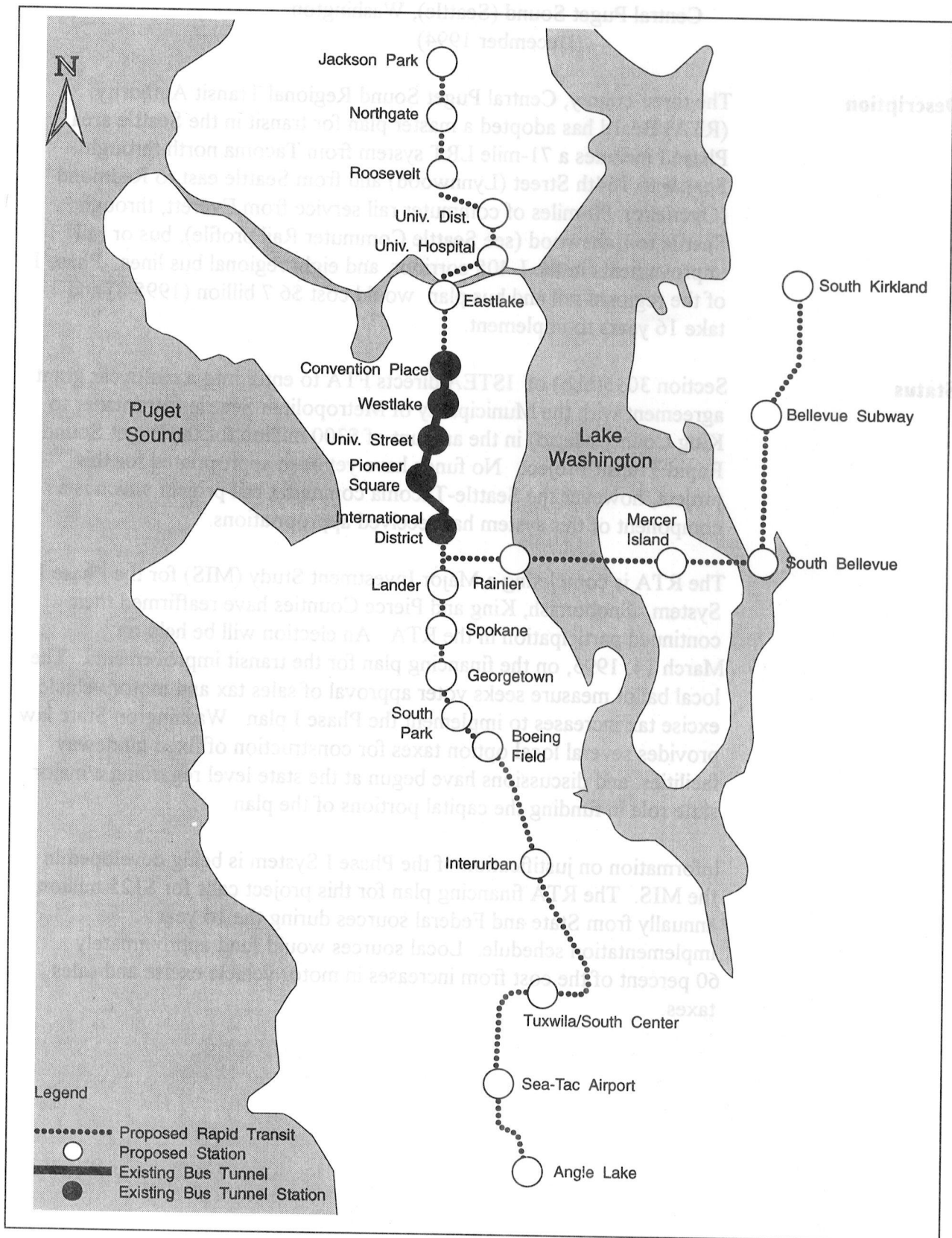
Status

Section 3035(bbb) of ISTEA directs FTA to enter into a multiyear grant agreement with the Municipality of Metropolitan Seattle (forerunner to King County Metro) in the amount of \$300 million for the Puget Sound Rapid Transit Project. No funds have yet been appropriated for this project, however the Seattle-Tacoma commuter rail project which is a component of this system has received appropriations.

The RTA is completing a Major Investment Study (MIS) for the Phase I System. Snohomish, King and Pierce Counties have reaffirmed their continued participation in the RTA. An election will be held on March 14, 1995, on the financing plan for the transit improvements. The local ballot measure seeks voter approval of sales tax and motor vehicle excise tax increases to implement the Phase I plan. Washington State law provides several local option taxes for construction of fixed guideway facilities, and discussions have begun at the state level regarding a major state role in funding the capital portions of the plan.

Information on justification of the Phase I System is being developed in the MIS. The RTA financing plan for this project calls for \$125 million annually from State and Federal sources during the 16 year implementation schedule. Local sources would fund approximately 60 percent of the cost from increases in motor vehicle excise and sales taxes.

Seattle: Phase 1 System



Seattle-Tacoma Commuter Rail
Central Puget Sound (Seattle), Washington
(December 1994)

Description

The three county Central Puget Sound Regional Transit Authority (RTA) Board has adopted a master plan for transit which includes commuter rail service between Seattle and Tacoma as well as additional commuter rail, LRT and bus service. The Seattle-Tacoma service would operate along the approximately 40 miles of track between the two cities. In addition to Seattle and Tacoma, service would be provided to Tukwila, Kent, Auburn, Sumner, Puyallup and Renton. Total capital cost of the project is \$367 million (1995 dollars), including track up-grades, stations, parking facilities and rolling stock.

Status

Section 3035(ccc) of ISTEA directs FTA to negotiate and sign a \$25 million, multiyear grant agreement with the Municipality of Metropolitan Seattle (forerunner to King County Metro) for the Seattle-Tacoma Commuter Rail Project. In FYs 1992, 1993, and 1995, a total of \$22.64 million was appropriated for the project.

The commuter rail project is part of the Phase I System of the transportation master plan, a \$6.7 billion, 16-year program of rapid transit, commuter rail, bus and TSM improvements adopted by the RTA Board. King, Snohomish and Pierce Counties have reaffirmed their continued participation in the RTA and an election will be held on March 14, 1995 on the local taxes necessary to finance the plan. The local ballot measure seeks voter approval of sales tax and motor vehicle excise tax increases to implement the Phase I plan. Washington State law provides several local option taxes for construction of fixed guideway facilities, and discussions have begun at the state level regarding a major state role in funding the capital portions of the plan.

The project is included in the adopted regional plan which is currently in the Major Investment Study (MIS) phase. The RTA has prepared an environmental assessment which is under review by FTA, and is developing alternative strategies for implementing the project.

RTA has stated that it intends to request only \$25 million from FTA for this project. So long as the Section 5309 New Start share remains below this level, the new start criteria in Section 5309(e)(2)-(7) will not apply. Information on the justification of project is being developed in the MIS.

Burlington - Gloucester Corridor

Southern New Jersey

(December 1994)

Description	<p>New Jersey Transit, in cooperation with the Delaware River Port Authority (and its subsidiary, the Port Authority Transit Corporation (PATCO)) and the Delaware Valley Regional Planning Commission, are studying 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 are being 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. Very preliminary cost estimates indicate that capital costs for the longest heavy rail alternatives could be between \$1.135 billion and \$1.490 billion (1991 dollars).</p>
Status	<p>A Major Investment Study (MIS) is underway and is expected to be completed in the summer of 1995. The study will generate information on the costs and benefits of the alternatives and will lead to the selection of a locally preferred alternative and a financing plan. A draft EIS will be prepared the following year.</p> <p>This project is not mentioned in ISTEAs. In FY 1995, \$1.5 million was earmarked for the project.</p>
Justification	<p>Information on mobility improvements, cost effectiveness, environmental impacts and operating efficiencies will be developed in the MIS.</p>
Local Financial Commitment	<p>NJ Transit and the Delaware River Port Authority are possible funding participants. A financial plan will be developed along with the selection of the locally preferred alternative. It is noteworthy that PATCO has the highest fare recovery ratio of any rail system in the country and also has bridge toll revenues to cover its deficit.</p> <p>The average age of PATCO's rail vehicles is 19.8 years old.</p>

Tampa to Lakeland Corridor

Tampa, Florida
(December 1994)

Description

The Tampa Commuter Rail Authority is considering the establishment of transit service in a 32 mile corridor between Lakeland and Tampa, Florida. One alternative is commuter rail on an existing freight rail line. The commuter rail alternative is estimated to cost approximately \$30 million and to attract 1200 riders per day in the opening year.

Status

The Tampa Commuter Rail Authority was established after a number of previous studies recommended that a transit system may help relieve traffic on I-4 between Lakeland and Tampa, Florida. The Tampa Commuter Rail Authority will be completing a Major Investment Study to develop information on cost effectiveness, ridership, environmental impacts, mobility improvements, and other impacts and benefits of transit alternatives in the corridor. The study is expected to be completed in mid-1996. The study will generate information the FTA could use to evaluate any resulting transit project for possible Section 5309 New Start funding.

In FY 95, Congress appropriated \$500,000 for this corridor.

North Bay Ferry
Vallejo, California
(December 1994)

Description

The City of Vallejo has proposed a demonstration program of capital improvements to the ferry service between Vallejo and San Francisco. The project consists of the purchase of two high speed ferries to replace conventional vessels on the service. The new service will provide an attractive transit alternative to the I-80 corridor which is one of the most congested segments of Interstate highway in the nation.

Status

Section 3035(c) of ISTEA directs FTA to negotiate and sign a multiyear grant agreement with the City of Vallejo for \$8 million in FY 1992 and \$9 million in FY 1993 for capital improvements to the ferry system. In FY 1992, \$8 million was appropriated, but no funds have been were appropriated since then.

Environmental and Section 5333(b) issues have been resolved and the funding application is currently under review by FTA.

The City of Vallejo hopes to approve technical specifications for two high speed ferry boats and related "bid" documents by the end of January 1995. Once all approvals are complete, one of the high speed ferries will be purchased with Section 5307 money and the other with the appropriated Section 5309 funds. Local share for the capital is provided from Proposition 116 funds.

The project is not subject to the new starts criteria in Section 5309(e)(2)-(7) because the Section 5309 share is less than \$25 million. Therefore FTA has not prepared a detailed evaluation of the project based on mobility improvements, cost effectiveness, environmental benefits and operating efficiencies.

The ferry system operating deficit will be funded from existing sources.

Burlington to Charlotte Corridor

Burlington, Vermont

(December 1994)

Description

The Vermont Agency on Transportation (VAOT) is making transportation improvements in the 12-mile corridor between Burlington and Charlotte. The options being examined include widening Shelburne Road (U.S. 7) from 4 to 6 lanes, hourly commuter rail service on the Vermont Railway right-of-way, and express bus service serving the same stations and park and ride locations as the rail option.

The commuter rail alternative would require upgrades to the Vermont Railway including track, signal and drainage improvements. The terminus in Charlotte would be located near F-5/Ferry Road. In Burlington, the terminus would be near the newly developed Main Street Landing/Union Station site. Intermediate station stops would be located in Shelburne and South Burlington. The VAOT estimates the cost of the commuter rail alternative to be \$7.7 million.

Status

A Major Investment Study (MIS) is nearing completion and a public hearing on the preferred alternative will be held at that time. The study includes a financing plan which identifies a capital local match and funding for ongoing passenger operations. The MIS identifies a cost per passenger of \$7.33. FTA will review this upon completion of the study.

Discretionary funds have not yet been authorized or appropriated for this corridor.

Dulles Corridor

Washington, D.C. Metropolitan Area
(December 1994)

Description

The Washington Metropolitan Area is studying several transportation options in the Dulles corridor. The corridor extends from the West Falls Church Metrorail Station to Dulles International Airport and continuing into Loudoun County. Currently, shuttle bus service is provided from this station to the airport on an exclusive airport access highway at a fare of \$7.00 one way. There is also a significant level of local and express bus service in the corridor. The alternatives being considered are variations rail technologies, a no-build and a TSM alternative. A rail alternative to the airport is estimated to have a capital cost of approximately \$1 billion.

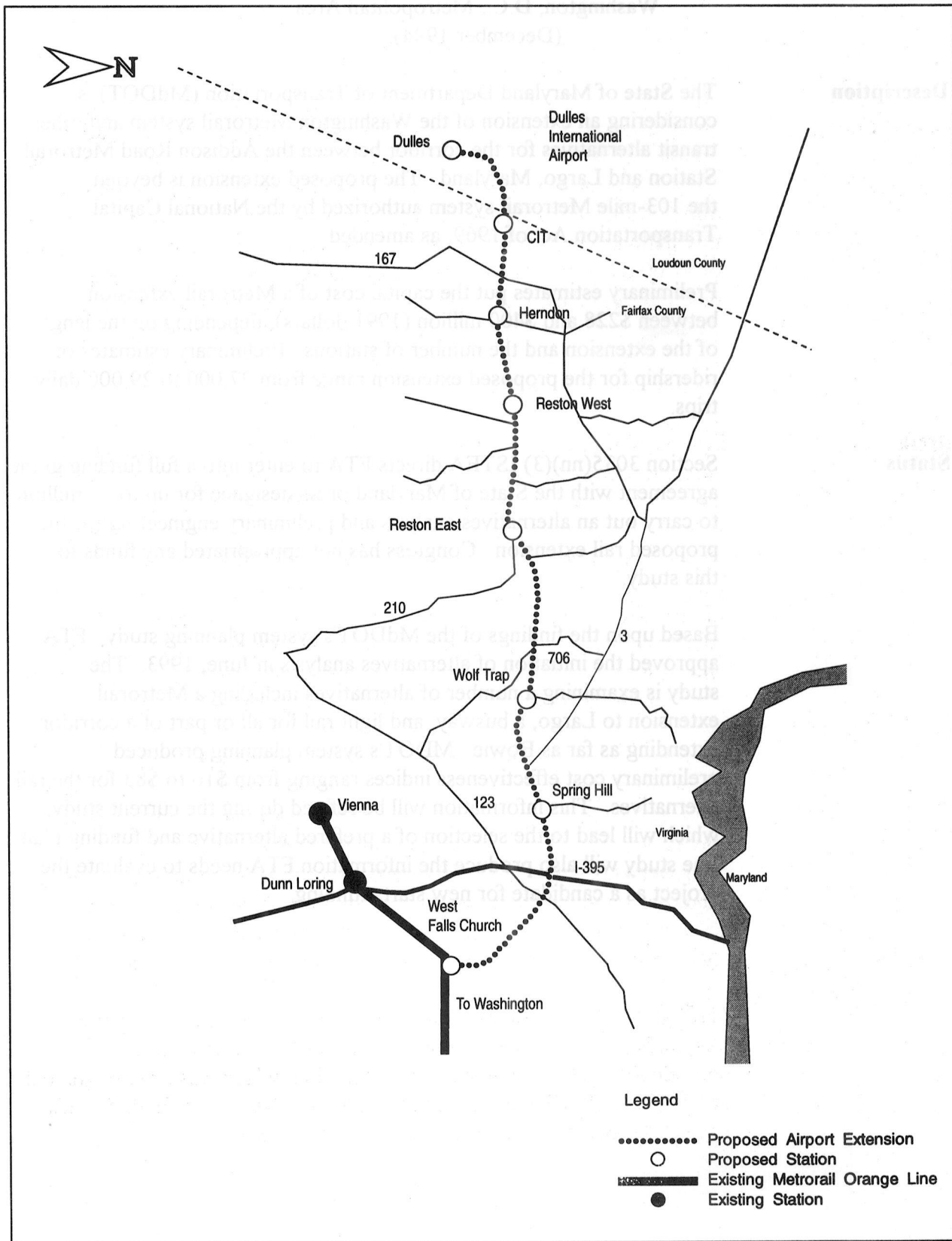
Status

Section 3035(aaa) of ISTEA directs FTA to enter into a multiyear grant agreement with the State of Virginia in the amount of \$6 million for completion of alternatives analysis and preliminary engineering. No funds have yet been appropriated for this study. However, the Virginia Department of Rail and Public Transportation (VDRPT) has begun a Major Investment Study (MIS) using state funds. The MIS will generate information on the mobility improvements, cost-effectiveness, environmental benefits, and operating efficiencies associated with each alternative. The study is expected to be completed in December 1995, at which time a preferred alternative and funding plan will be selected.

Studies of transit alternatives have previously been performed with FTA sponsorship. Based on these studies, Fairfax County is implementing a bus system consisting of park-and-ride lots, bus stations, and express bus routes on planned, but not yet implemented, HOV lanes. These improvements, coupled with increased bus service if sufficient operating funds can be found for it, would help develop a transit market in the corridor. In addition, the park-and-ride lots would preserve critical rights-of-way for stations on any eventual rail line in the corridor.

Through FY 1995, Congress has earmarked \$16 million in discretionary bus funds for the Dulles corridor bus program and Herndon area park and ride lots. This supplements \$18.4 million, which was already granted in FY 1991. ISTEA authorized \$6 million in New Start funds for this project, however no money has been appropriated.

Washington: Dulles Corridor



Largo Corridor
Washington, D.C., Metropolitan Area
(December 1994)

Description

The State of Maryland Department of Transportation (MdDOT) is considering an extension of the Washington Metrorail system and other transit alternatives for the corridor between the Addison Road Metrorail Station and Largo, Maryland. The proposed extension is beyond the 103-mile Metrorail system authorized by the National Capital Transportation Act of 1969, as amended.

Preliminary estimates put the capital cost of a Metrorail extension between \$228 and \$400 million (1991 dollars), depending on the length of the extension and the number of stations. Preliminary estimates of ridership for the proposed extension range from 27,000 to 29,000 daily trips.

Status

Section 3035(nn)(3) ISTEA directs FTA to enter into a full funding grant agreement with the State of Maryland or its designee for up to \$5 million to carry out an alternatives analysis and preliminary engineering for the proposed rail extension. Congress has not appropriated any funds for this study.

Based upon the findings of the MdDOT's system planning study, FTA approved the initiation of alternatives analysis in June, 1993. The study is examining a number of alternatives including a Metrorail extension to Largo, a busway, and light rail for all or part of a corridor extending as far as Bowie. MDOT's system planning produced preliminary cost effectiveness indices ranging from \$16 to \$83 for the rail alternatives. This information will be refined during the current study, which will lead to the selection of a preferred alternative and funding plan. The study will also produce the information FTA needs to evaluate the project as a candidate for new starts funding.

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 for contingent 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 adequate local 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 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 strategy 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 lacks a preliminary funding strategy that would be adequate to successfully undertake a major investment alternative. If a plan or strategy exists, a "low" rating may also be given where the region has previously demonstrated an unwillingness to adopt new transit funding sources with the capacity that would be required to implement a new start.

TABLE A2: 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.

Preliminary Engineering (cont'd)	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; 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.

