

Appendix B

Additional Studies and Projects Authorized in TEA-21

As of November 2002

Prepared by:
Office of Planning
Federal Transit Administration
U.S. Department of Transportation

Authorizations for Final Design and Construction

Alvarado Transportation Center Albuquerque, New Mexico

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

Greater Albuquerque Mass Transit Project Albuquerque, New Mexico

The City of Albuquerque Transit Department is conducting an Alternative Analysis (AA) study for the Central Avenue Corridor (CAC). This corridor connects the downtown area with the University of New Mexico and several activity centers. The CAC was one of the corridors recommended in the Middle Rio Grande Connections (MRGC) Report for further study, and is identified in the Comprehensive Plan as a “transit” corridor. The AA will recommend a rapid transit technology (e.g., bus rapid transit or light rail transit), and a specific alignment for development. Recommendations for a Locally Preferred Alternative will be made in October 2002.

High Capacity Corridor Light Rail Albuquerque, New Mexico

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

Athens-Atlanta Commuter Rail Athens-Gwinnett-Atlanta, Georgia

The Georgia Department of Transportation, Georgia Rail Passenger Authority, and the Georgia Regional Transportation Authority are jointly implementing commuter rail from Athens to Gwinnett County to Atlanta (a distance of 72 miles), using an existing CSX freight rail line, with minor use of Norfolk Southern lines at either end. Following public outreach, comprehensive Alternatives Analysis, and selection of the Locally Preferred Alternative by the State agencies in

June 2002, an Environmental Assessment is being conducted, with publication and public hearings expected in early 2003. Six trains will operate in the morning from Cedars Road in Gwinnett County, covering the 40 miles to the Atlanta Multimodal Passenger Terminal in one hour. Six intermediate stations will be served, including one at Emory University/Centers for Disease Control and Prevention, which will be connected by shuttle buses, and one at the major Mid-Town redevelopment at Atlantic Station. Two of the commuter trains will operate from Athens serving an additional two intermediate stations. Service will be reversed in the evening. Total capital costs are estimated at \$378 million (2000 dollars). A total of 9,000 rides per day are forecast in 2025, equivalent to two general-purpose highway lanes in each direction at the peak period of demand. The State is currently working with CSX on a comprehensive identification of necessary future capacity improvements in the Atlanta area as a precursor to access and operations discussions.

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

The Georgia Regional Transportation Authority, with financing from the Georgia Department of Transportation, is conducting the North Subarea Study. High growth in office, commercial, and residential development has occurred within the corridor with additional significant growth already planned. This study is considering immediate improvements in the Georgia Route 400 corridor as well an evaluation of land use and mobility improvements in the northern area of Atlanta. Projects being evaluated for short-term implementation include operating express buses on the shoulders of Georgia Route 400. A proposed 14-mile corridor extending from the Metropolitan Atlanta Rapid Transit Authority's North Springs Station to the McGinnis Ferry Parkway, along the Georgia Route 400 Corridor, is also being considered in the land use and mobility components of the study.

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

The Georgia Department of Transportation, Georgia Rail Passenger Authority, and the Georgia Regional Transportation Authority are jointly implementing commuter rail from Macon to Griffin to Atlanta on an existing 102-mile Norfolk Southern freight rail line, including express buses on Interstate 75 from Locust Grove to Atlanta. Following public outreach, comprehensive Alternatives Analysis, selection of the Locally Preferred Alternative (LPA) by the State agencies in June 2001, and the preparation of an Environmental Assessment, the FTA issued a Finding of No Significant Impact for the LPA in November 2001. Six trains would operate in the morning from Griffin, covering the 40 miles to the Atlanta Multi-Modal Passenger Terminal (MMPT) in one hour. Seven intermediate stations would be served, two of which would connect to Atlanta's Hartsfield International Airport via shuttles and the Metropolitan Atlanta Rapid Transit Authority's (MARTA) heavy rail system. Two commuter trains would operate from Macon serving an additional three intermediate stations. The MMPT, located in downtown Atlanta, with direct connections to the central Five Points MARTA station, would also serve as the terminus for the express buses operating from four stations adjacent to I-75. Service would be reversed in the evening. Total capital costs for the commuter rail line are estimated at \$326 million (2002 dollars). Additional bus services are estimated at \$48 million. A total of 10,400

riders per day are forecast in 2025, equivalent to 10 percent of the peak hour / peak direction traffic on adjacent highways. The State is currently negotiating access and operations with Norfolk Southern, assisting in the protection of station sites vulnerable to development, and prioritizing at-grade crossings for increased protection, closure, or grade separation. It is currently envisioned that the project would be funded with National Highway System resources.

**Marietta-Lawrenceville Corridor and Interstate I-285 Transit Corridor
Atlanta, Georgia**

The Atlanta Regional Commission (ARC) has completed a feasibility study designed to identify potential transportation solutions to mobility issues in the northern portion of the Atlanta metropolitan region. A primary focus of the study was to identify alternative modes of travel to the single occupant vehicle for east-west inter-county connectivity. The unique study area addressed cross-radial travel patterns, potentially connecting two existing heavy rail corridors and one planned light rail transit (LRT) corridor. The study approach involved four counties, eight municipalities, four State and Federal agencies, numerous business organizations and civic groups, and the general public. Based on the study's Phase I findings, the ARC adopted a Policy Plan identifying conceptual strategies for the major east-west travel corridors within the study area, including a priority fixed guideway transit corridor for further study within the northern portion of the Interstate 285 corridor. The Phase II analysis refined and evaluated concepts for LRT and/or Bus Rapid Transit along the I-285 corridor for potential inclusion in the upcoming update of the region's Long-Range Transportation Plan. The ARC, in conjunction with a coalition of community improvement districts, is now undertaking an Alternatives Analysis/Draft Environmental Impact Statement on the potential transit corridor and potential technologies identified as a part of the Phase II project. This effort is currently scheduled for completion at the end of 2003.

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

The Metropolitan Atlanta Rapid Transit Authority (MARTA) is examining potential transit solutions to alleviate traffic congestion throughout south DeKalb County. The proposed area, located south of MARTA's existing East Line, is currently experiencing rapid growth in residential development. The result has been heavy traffic congestion on all major streets and highways. A portion of the proposed study area was included in the previous South DeKalb-Lindbergh Corridor Alternatives Analysis study. MARTA has been studying the feasibility of implementing improved transit alternatives along the Interstate 20 Corridor that traverses the southern portion of DeKalb County. MARTA is now proceeding with an Alternatives Analysis study of the I-20 Corridor eastward from the Atlanta Central Business District to the Lithonia/Stonecrest Mall area of south DeKalb, a distance of approximately 18 miles. Through FY 2002, Congress has appropriated \$3.63 million in Section 5309 New Starts funds for this effort.

**Central LRT Extension to Glen Burnie
Baltimore, Maryland**

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

**MARC – Commuter Rail Improvements (MARC Maintenance Facility)
Baltimore, Maryland-Washington, D.C.**

The Maryland Transit Administration of the Maryland Department of Transportation has undertaken Preliminary Engineering and FTA has issued a Categorical Exclusion for advance acquisition of real property for the Maryland Area Rail Commuter (MARC) maintenance facility [at Mt. Clare in southwest Baltimore City. Two properties have been acquired.](#) The new facility would provide a centralized storage [and](#) maintenance facility for MARC coaches and locomotives. Currently, maintenance activities are performed in multiple facilities owned and operated by Amtrak and CSX Transportation in the Baltimore and Washington metropolitan area.

**Metropolitan Rail Corridor
Baltimore, Maryland**

The Maryland Transit Administration of the Maryland Department of Transportation is currently studying transit improvements for the Baltimore metropolitan region resulting from the Maryland Comprehensive [Transit Plan](#) adopted in 2000. A regional system plan [was recommended in March 2002. An Alternatives Analysis study is underway for two “priority” projects: an east-west rail line through downtown Baltimore from the Social Security Building to Fells Point, and an extension of the heavy rail line to the northeast from the Johns Hopkins Medical Campus to Morgan State University.](#) Through FY 2002, Congress has appropriated \$1.48 million in Section 5309 New Starts funds for this effort.

**People Mover (Central Downtown Study)
Baltimore, Maryland**

The City of Baltimore completed a feasibility study in November 2001 that examined transportation alternatives available for improving transit service within downtown Baltimore. Four alternative alignments and technologies have been defined and reported, including the potential costs and benefits of each, for use by regional policy makers in developing strategies for improving downtown transit service. The City of Baltimore will continue to work with the Maryland Transit Administration and other regional agencies to implement downtown transit service improvements. Through FY 2002, Congress has appropriated \$0.49 million in Section 5309 New Starts funds for this effort.

Cross County Light Rail Bergen County, New Jersey

The Bergen County, New Jersey, Cross County Light Rail Transit (LRT) line was recommended as one of three new rail lines under the West Shore Region Major Investment Study/Draft Environmental Impact Statement project. The proposed Cross County LRT, also known as the Bergen-Passaic LRT Line, is anticipated to share the right-of-way of the New York, Susquehanna and Western Railroad southeast from Maywood (possibly Hawthorn or Paterson) New Jersey, through the City of Hackensack with a terminus at the Vince Lombardi park-and-ride lot, a distance of approximately seven miles. A second track and passing sidings for the LRT would be constructed in the right-of-way and would be separate from the current freight service. Potential stations include Maywood/Rochelle Park, Hackensack (Prospect Avenue), Hackensack (Main Street) and Bogota. A Draft Environmental Impact Statement is scheduled for completion in 2003.

Transit Corridor Birmingham, Alabama

The Birmingham Metropolitan Planning Organization (MPO) completed a Regional Transit Feasibility Analysis as part of the Strategic Regional Multimodal Mobility Plan in November 1999. The overall plan includes a congestion management system element and a feasibility determination for regional transportation and transit improvements for the Birmingham Metropolitan Planning Area of Jefferson and Shelby Counties. In the Phase I regional transportation and investment planning process, the transportation alternatives that were identified included highway improvements, high-occupancy vehicle (HOV) lanes, improved fixed-route transit service, circulator and feeder bus service, express bus service operating from park-and-ride lots on HOV lanes and light rail transit. The conclusions from the Phase I effort included, among other findings, the need to address long-term dedicated public transit funding and land development policies. The Birmingham MPO, representing local municipal and county governments, in cooperation with the Birmingham-Jefferson County Transit Authority, started Phase II in September 2001, which will identify the Locally Preferred Alternative in five corridors in accordance with FTA's regulations for Major Transit Capital Investment Projects. Phase II is scheduled for completion in FY 2003. Phase III – Preliminary Engineering/Draft Environmental Impact Statement is scheduled to follow in FY 2004. Through FY 2002, Congress has appropriated \$10.86 million in Section 5309 New Starts funds for this effort.

Airport Intermodal Transit Connector Boston, Massachusetts

The Massachusetts Port Authority (Massport), in coordination with the Massachusetts Bay Transportation Authority (MBTA), conducted a Major Investment Study/Draft Environmental Impact Statement (MIS/DEIS) on transportation improvements to enhance the intermodal connection between Logan International Airport and the Boston regional transit system and ease airport roadway constraints and curb congestion. The study included bus as well as people mover alternatives. During the MIS process, Massport determined that improvements to the bus system at Logan International Airport and the addition of bus service to South Station would be

more cost-effective than a people mover. Massport suspended work on the MIS/DEIS and further developed the bus alternative now known as the Airport Intermodal Transit Connector (AITC) under an Environmental Assessment (EA). The project involves two routes: one connecting South Station in Boston to the airport via the South Boston Piers Transitway and the new Ted Williams Tunnel (Central Artery) and the second connecting the MBTA's Blue Line to airport terminals. Massport plans to operate dual mode buses (electric trolley/diesel) on the South Station to the Logan International Airport route and will continue to operate alternative fueled buses on the Blue Line/Terminals route. FTA has approved the EA for the AITC and Massport is now prepared to move ahead with the project, which is programmed in the Massachusetts State Transportation Improvement Program (TIP) and Boston TIP. FTA has approved a \$12.6 million Letter of No Prejudice request from Massport to incur costs for the procurement of eight low-floor buses to provide service from Logan International Airport to MBTA's South Station. An inter-agency agreement between the MBTA and Massport has been signed authorizing the MBTA to proceed with the purchase of the eight buses on behalf of Massport. Massport has allocated \$13 million in capital funds for its share of the procurement.

North Shore Corridor Project Boston, Massachusetts

The Massachusetts Bay Transportation Authority (MBTA) has previously conducted a series of feasibility studies for improvements to the North Shore transportation system. These studies evaluated extensions of the Blue Line; improved commuter rail and express bus services; and the connection of the Blue Line and North Shore commuter rail service in Revere, Massachusetts. Area officials now intend to further evaluate these alternatives. A scoping meeting was held on March 27, 2002 for a Draft Environmental Impact Statement (DEIS). The DEIS will build on previous work and focus on operational impacts to the MBTA system, ridership analysis, capital and operating costs, community impacts, environmental impacts and cost/benefit analyses. This project is in the local Metropolitan Planning Organization's Unified Planning Work Program, but is not in the Boston area Long-Range Transportation Plan. Through FY 2002, Congress has appropriated \$2.98 million in Section 5309 New Starts funds for this effort.

North-South Rail Link Boston, Massachusetts

The Massachusetts Bay Transportation Authority (MBTA) is conducting an Alternatives Analysis Study/Draft Environmental Impact Statement (AA/DEIS) to examine transit options in the corridor between North Station and South Station in downtown Boston. The alternatives under consideration include a bus shuttle system as a Transportation Systems Management option and various configurations of a rail tunnel. The tunnel would be constructed under the Central Artery alignment and would permit through commuter rail transit to serve both downtown stations. Currently, MBTA commuter rail service is split into two completely separate services, one serving the North Station and the other serving the South Station. The project is included in the "future projects" section of the Boston area long range transportation plan, but is not in the financially constrained plan. The AA/DEIS is scheduled for completion in Fall 2002. Through FY 2002, Congress has appropriated \$0.49 million in Section 5309 New Starts funds for this effort.

Urban Ring Boston, Massachusetts

The Massachusetts Bay Transportation Authority (MBTA) conducted a Major Investment Study (MIS) to examine transportation alternatives to improve circumferential mass transit in a corridor surrounding the Boston central core. The proposed corridor, known as the Urban Ring, generally follows a previously proposed inner belt highway alignment, and includes regional trip generators, beginning at the University of Massachusetts' Boston Campus at the southeast end and terminating at Logan International Airport at the northeast end. The corridor also includes many major public, private, and institutional activity centers located in Boston, Cambridge, Chelsea, Everett, Somerville, and Brookline. The alternatives under consideration include rail service, various combinations of rail and bus service to new station stops on the existing radial system and enhanced bus service. These alternatives would connect with existing commuter rail and transit lines. After completion of the necessary environmental review and permitting process, the project could be incrementally implemented over a fifteen (15) year period -- pending availability of funds. Three phases are proposed: Phase (I): enhanced crosstown and express bus service during the first five years; Phase (II): adding commuter rail connections and bus rapid transit (BRT) service during the next five years; and Phase (III): incorporating new light or heavy rail service by the 15th year. On October 3, 2001, the MBTA held a scoping meeting to initiate the Draft Environmental Impact Statement for Phase II – BRT service. This project is in the local Metropolitan Planning Organization's Unified Planning Work Program, and is included in the "future projects" section of the Boston area long range transportation plan, but is not in the region's financially constrained plan. Through FY 2002, Congress has appropriated \$5.29 million in Section 5309 New Starts funds for this effort.

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

The METRO Regional Transit Authority (METRO), in cooperation with local Metropolitan Planning Organizations (MPO), regional transit authorities, and the Ohio Department of Transportation (or Coordinating Committee), completed a Major Investment Study to assess the costs and benefits of new passenger rail service, Transportation System Management (TSM), and/or capacity improvements for the Canton-Akron-Cleveland Corridor. The 62-mile corridor follows a path along Interstate 77 (I-77) between Canton and Akron. Between Akron and Cleveland, the corridor widens to include both I-77 and State Route 8 (SR-8). The SR-8 alignment utilizes I-271 and I-480, returning to I-77 then into the Cleveland Central Business District. The corridor frequently experiences traffic congestion and related safety problems on major transportation facilities. Early in 2002, the Coordinating Committee selected the elements of a draft Locally Preferred Investment Strategy (LPIS). Through a series of informational meetings, the public was given an opportunity to comment on the elements of the LPIS. In May 2002, the Coordinating Committee forwarded the LPIS and the results of the public involvement process to the governing boards of the three MPOs involved in the study. The recommendation included an expansion of highway capacity, express bus improvements, and implementation of commuter rail in the corridor. As the recommendations were discussed in each urbanized area, the MPOs' discussions resulted in differing actions. The Cleveland MPO rejected the widening of I-77 from I-480 into downtown Cleveland, but supported the continued planning of commuter

rail. The Akron MPO, supported the increased highway capacity, but rejected commuter rail in the corridor. The Canton MPO accepted the entire recommended LPIS. To date, METRO has purchased and preserved about 43 miles of rail right-of-way for future passenger use. Through FY 2002, Congress has appropriated \$16.38 million in Section 5309 New Starts funds for this effort.

Monobeam Corridor Charleston, South Carolina

The Charleston Area Regional Transportation Authority (CARTA), in cooperation with the City of Charleston and the City of North Charleston, is examining the feasibility of implementing a proposed monobeam transit system from the Airport to the Convention Center. The proposed full-scale monobeam prototype is a three-year \$35 million - \$40 million effort anticipated to be financed largely with private funds. An approximately 1.25-mile prototype would be erected on a site in the Charleston community and is designed to demonstrate the aesthetic, cost and environmental characteristics of the monobeam, as well as its safety and reliability. The prototype could become the first segment of a regional rail transit network. Through FY 2002, Congress has appropriated \$6.13 million in Section 5309 New Starts funds for this effort. CARTA is seeking to extend the availability of the FY 1999 and FY 2000 earmarks that were part of the \$6.13 million, by one more year through an amendment in the FY 2003 appropriations process. CARTA's action follows the revised program of FUTREX, the company that proposed the monobeam, to undertake an airport transportation project in Manila, Philippines, first, as opposed to the Charleston, SC project that Congress intended.

35th Street Station (Comiskey Park Station) Chicago, Illinois

Metra, the commuter rail agency for northeastern Illinois, initiated a review of the relative merits of developing a commuter rail station at 35th Street, located near Comiskey Park in Chicago. The suggested station location would allow commuters to transfer to two Chicago Transit Authority rapid transit lines. Metra's analysis indicated that demand would be comparatively low, although there appeared to be enough favorable factors to continue studying the concept of a new station. Investment issues are also being assessed as a part of the State-funded study being conducted by the Regional Transportation Authority (RTA) of Northeastern Illinois. The study is identifying ways to more fully integrate service and fares of all transit services within the RTA system.

Inner Circumferential Commuter Rail Chicago, Illinois

Metra, the commuter rail agency for northeastern Illinois, has completed the Phase I Feasibility Study for implementing commuter rail service in the corridor between O'Hare and Midway airports. The study determined that the service was physically feasible. Metra and the corridor's municipalities have recently started Phase II, which will include refinement of service and land-use alternatives, travel forecasting, and cost estimation. The Chicago Area Transportation Study

(the local Metropolitan Planning Organization) has not included this effort in its Regional Transportation Plan, although it identifies it as one of twenty corridors for further study.

McCormick Place Busway
Chicago, Illinois

The City of Chicago is proposing to design and construct the Lakefront Busway project. The proposed project consists of a two-lane, two-way bus road to shuttle McCormick Place attendees between the convention center to Randolph Street and hotels to the north. The proposed roadway, which would be separate from general traffic in and adjacent to Grant Park, is anticipated to allow faster trips to and from McCormick Place, and thereby reduce the convention center's transportation costs, and traffic congestion. The Metropolitan Pier and Exposition Authority are funding the project. No Section 5309 New Starts funds are being sought for the project.

Northwest Rail Transit Corridor
Chicago, Illinois

The Regional Transportation Authority (RTA) of Northeastern Illinois is leading a series of transportation investment studies for the Northwest Corridor, an area extending from east of O'Hare International Airport west to the Cook/Kane County line, centered on the Interstate 90 Northwest Tollway. In June of 2000, the RTA completed a Phase I feasibility study that identified the corridor's transportation problems and a list of transit based options to improve mobility. A second level of study (Phase II-Alternatives Analysis), also led by the RTA, will develop detailed alternatives, corridor planning standards and other information necessary for evaluation, recommendation and selection of a Locally Preferred Alternative. Phase II was initiated in early 2002 and is expected to conclude in mid 2003.

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

The Greater Cleveland Regional Transit Authority (GCRTA) has prepared a Major Investment Study/Draft Environmental Impact Statement (MIS/DEIS) to determine transportation operations to provide a direct link between downtown Cleveland, Hopkins International Airport, International Exposition (I-X) Center, and Baldwin-Wallace College in Berea. The proposed Berea Rapid Transit Extension would have extended a light rail line approximately four miles from the GCRTA's Airport Station and was directly aligned with the GCRTA's Red Line rapid transit system. The Northeast Ohio Areawide Coordinating Agency (NOACA) – local metropolitan planning organization – programmed the Berea/I-X Red Line Extension in its Unified Work Program. During the local decision-making process, local communities - through NOACA - requested that the study include additional analysis within the original corridor on two alternatives that had been previously screened out. Those alternatives concentrated on transportation improvements for developments adjacent to the Airport including the I-X Center, air cargo facilities, NASA, and the adjoining industrial parks that have recently been developed in the Airport region. GCRTA is presently completing the additional study of this alternative within the original study corridor and supplementing the DEIS with an Environmental

Assessment. The study and Locally Preferred Alternative process is scheduled for completion in 2003. Through FY 2002, Congress has provided \$2.9 million in Section 5309 New Starts funds for this effort.

**Blue Line Extension
Cleveland, Ohio**

The Greater Cleveland Regional Transit Authority (GCRTA) has conducted a Major Investment Study to examine transportation options in a corridor extending from the terminus of GCRTA's Blue Line at the intersection of Van Aken Boulevard and Warrensville Road in Shaker Heights. Among the alternatives being considered is a potential extension of the Blue Line to an area near the new Harvard Road Interchange of Interstate 271. The interchange was built to serve the 650-acre Chagrin Highlands Development. The master plan for the development would include 3.5 million square feet of office space, 1,000 hotel rooms, 250,000 square feet of retail space, and create 15,000 new jobs over the next twenty years. While the technical study effort is complete, GCRTA continues to work with the community and stakeholders to raise the funds required to proceed into Preliminary Engineering of a potential extension of the Blue line. GCRTA will not enter into the Locally Preferred Alternative selection process until the stakeholders benefiting from the rail extension demonstrate their commitment to the project through a financial contribution to the study effort. GCRTA anticipates this commitment by December 2003. Through FY 2002, Congress has appropriated \$0.8 million in Section 5309 New Starts funds for this effort.

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

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

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

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

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

The Northeast Ohio Areawide Coordinating Agency (NOACA), the local Metropolitan Planning Organization for the Cleveland area, is examining the feasibility of initiating commuter rail service in the Cleveland metropolitan area. Phase I of the Northeast Ohio Rail Feasibility Study was completed by NOACA. Seven corridors were identified in Phase I as being potentially feasible for commuter rail service. Phase II will bring the analysis of commuter rail in northeast Ohio to a conclusion, providing regional decision makers with information necessary to select, program and fund potential commuter rail service. Phase II identified four corridors that would

comprise the preferred commuter rail system for northeast Ohio. These four corridors were then prioritized for possible phased-in implementation in a two-tiered process.

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

The Greater Cleveland Regional Transit Authority (GCRTA) conducted an Alternatives Analysis study (AA) to examine transportation options to the North-South transportation corridor in the eastern portion of Cleveland's Central Business District (CBD). One option being considered includes the possible extension of the existing Waterfront line from its present terminus at 13th Street in the Lakeside Municipal Parking lot south to serve the Cleveland Theater District, an emerging office corridor, Cleveland State University, and the main campus of Cuyahoga Community College creating a downtown rail loop. Historically, Cleveland's CBD has not been well served by its single rail station in downtown Cleveland. Existing and emerging office districts require multiple transfers between transportation modes from the Tower City rail station terminal. The proposed light rail alternatives would interface with the Euclid Corridor Transportation Project (ECTP), the Bus Rapid Transit project presently in Final Design along Euclid Avenue. The technical studies are complete. GCRTA is awaiting the completion of a Lakefront Access Plan, site selection for the new Convention Center, and the completion of Final Design for the ECTP before selecting a Locally Preferred Alternative for the North-South Corridor AA. Through FY 2002, Congress has appropriated \$0.99 million in Section 5309 New Starts funds for this effort.

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

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

**Regional Riverfront Corridor
Dayton, Ohio**

The City of Dayton, in cooperation with the **Greater Dayton Regional Transportation Authority (GDRTA)** has revitalized the area along the Miami River in downtown Dayton. The riverfront corridor revitalization effort includes a landscaped walkway, a plaza for community festivals, fountains, a small boat harbor and the redevelopment of an existing street into a pedestrian way lined with trees, benches and streetlights. In accordance with this effort, the City of Dayton, along with the **GDRTA** relocated the existing infrastructure of an electric trolley for one of

GDRTA's electric trolley bus lines. In addition, the project includes the construction of pedestrian access facilities, bus shelters, benches and signage. **This project has been completed.**

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

The Denver Regional Council of Governments (DRCOG), in cooperation with the Colorado Department of Transportation and the Regional Transit District (RTD), has completed the technical work for an Alternatives Analysis (AA) study to evaluate transportation improvements in its East Corridor, which links downtown Denver via Interstate 70 with Denver International Airport (DIA). The East Corridor AA was coordinated with concurrent AA studies of the region's West and Southeast Corridors. The East Corridor AA recommended a multimodal package of improvements in the corridor including a 23-mile single-track commuter rail line between Denver Union Station and DIA and a one-mile light rail extension from downtown to connect with the commuter rail at East 40th Avenue and 40th Street. With the commuter and light rail improvements, DRCOG estimates an increase of 8,800 daily linked transit trips in the corridor by the year 2020. The capital cost estimate of the commuter and light rail improvements is \$330 million, with annual operating costs estimated at \$31.2 million. DRCOG has officially adopted this locally preferred alternative by including it in the Long-Range Transportation Plan. The RTD Board has authorized the General Manager to begin the environmental review process for the project. RTD anticipates beginning an Environmental Impact Statement in late 2002.

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

The Colorado Department of Transportation, with the cooperation of local stakeholder agencies, will examine transportation options for the entire North Front Range Corridor, which extends 90 miles from the northern suburbs of Denver to the Wyoming border and includes the urbanized areas of Denver, Boulder, Longmont, Greeley and Fort Collins. Commuter rail is one of the alternatives being considered in the study. The North Front Range area demonstrated the highest ridership potential in a statewide commuter rail feasibility study completed in 1996. The feasibility study estimated ridership at 721,500 per year for an 85-mile Denver-Greeley-Ft. Collins line and 416,200 per year for a 74-mile Denver-Boulder-Longmont-Loveland-Ft. Collins line. Both of these segments, as well as shorter lines using the same alignments, are under consideration in the current study. Phase 1 of the study was completed in 1998 and recommended more detailed consideration of commuter rail, high occupancy vehicle lanes and highway improvements. Phase 2 of the study is currently underway. Through FY 2002, Congress has appropriated \$0.5 million in Section 5309 New Starts funds for this effort. These funds lapsed in October 2000.

**Downtown Detroit to Metro Airport Rail Project
Detroit, Michigan**

In late summer 2000, the Southeast Michigan Council of Governments began a study of the feasibility of implementing rail service between downtown Detroit and the Detroit Metropolitan

Airport. The study examined five alternative routes/modes for providing service between the airport and the downtown area, estimated potential ridership, costs and impediments and conclude with a recommendation of which, if any, of the alternatives should be carried into the next phase of analysis. This phase of the study was completed in June 2001. The next phase of the study, which has not yet commenced, will take the alternatives from Phase I and perform further detailed analysis to see if rail service between Detroit and Metro Airport is warranted and, if so, which corridor would represent the best alignment/mode for such a service. The analysis will determine if rail service is worth pursuing further and will include the development of a business plan outlining the potential economic benefits of a proposed system. Through FY 2002, Congress has appropriated \$0.49 million in Section 5309 New Starts funds for this effort.

International Fixed Guideway (El Paso to Juarez) El Paso, Texas

The City of El Paso, Texas is proposing to reestablish a fixed guideway public transportation system between the cities of El Paso, Texas and Juarez, Mexico. The El Paso-Juarez Metroplex has the largest population of any international border region in North America. Until 1974, a rail trolley system linked the downtown areas of both cities. Tremendous growth and increased traffic resulting from the North American Free Trade Agreement (NAFTA) **as well as increased security checks at the international borders in response to national security threats from terrorism have significantly** increased traffic congestion on the region's international bridges. Project sponsors have undertaken an Alternatives Analysis study to establish an alignment, select the preferred technology, identify stations and terminals, and develop an operational framework for the El Paso portion of the proposed system. The appropriate legal and international agreements will be pursued with local, State and Federal officials in Mexico to secure Mexico's financial participation in the capital development and operation of the system. The total capital cost of the proposed project is estimated at \$43.75 million.

Williamsburg-Newport News-Hampton LRT Hampton Roads, Virginia

In September 1996, the cities of Newport News, Williamsburg and Hampton initiated a Major Investment Study (MIS) on a proposed 32-mile corridor along the CSX rail right-of-way. The Hampton Roads Metropolitan Planning Organization (MPO) identified the CSX Corridor, from Williamsburg to Newport News, as a priority transportation corridor for providing long-range alternatives to widening existing roadways. The Hampton Roads MPO determined that an MIS was needed to establish feasible alternatives leading to the development of a multimodal transportation system on the Virginia Peninsula. The CSX Corridor MIS evaluated six alternatives, ranging from a No-Build alternative to a fully automated fixed guideway system. The MIS was completed in December 1997 and recommended Light Rail Transit (LRT) as the Locally Preferred Alternative (LPA). Hampton Roads Transit (HRT) is currently updating the 1997 CSX MIS, which resulted in a LPA consisting of about 33 miles of LRT largely in railroad right-of-way in the Peninsula Corridor between Williamsburg, Newport News and Hampton, Virginia. The Hampton Roads MPO endorsed the Peninsula LRT LPA and included in the region's financially constrained 2021 long range transportation plan. The current Alternatives

Analysis will modify the LPA after examining several extensions and alternative alignments, including: 1) four alignments to Hampton, several of which are designed to serve Coliseum Central which is the commercial center of Hampton; 2) an alignment serving the airport/Oyster Point area which is the office/retail heart of Newport News; and 3) other extensions from the LPA. The selection/confirmation of the LPA will be made early in 2003 and the LPA, including a financing plan, will be submitted to FTA in the Spring 2003. A Draft Environmental Impact Statement is scheduled for completion in early 2004. The 1997 MIS also recommended a number of steps that would both prepare for the eventual introduction of LRT and immediately improve the current public transit system on the Peninsula. This included providing an enhanced bus system, developing transit-supportive land use, and protecting future right-of-way along the CSX Corridor, supporting regional transit initiatives, and developing a stronger funding base for transit in the Hampton Roads area.

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

The City of Hartford and the Greater Hartford Transit District are studying the feasibility of developing a downtown circulator route and transfer points to existing bus radial lines. In addition to improving existing transit service, the Circulator Project is expected to greatly enhance the connectivity of the New Britain – Hartford Busway Project (currently in Preliminary Engineering). Through FY 2002, Congress has appropriated \$1.48 million in Section 5309 New Starts funds for this effort.

Griffin Line Hartford, Connecticut

The Greater Hartford Transit District (GHTD) conducted a Major Investment Study (MIS) to examine transit options within a proposed 16-mile corridor extending from downtown Hartford and several city neighborhoods to suburban towns to the north and on to Bradley International Airport. The MIS resulted in a Light Rail Transit (LRT) option as the Locally Preferred Alternative (LPA) being adopted in July 1995 by the Capitol Regional Council of Governments (CRCOG) – the local Metropolitan Planning Organization. Since that date, the State, CRCOG, GHTD and local officials, after extensive discussions on funding sources and local financial constraint, have determined that the LRT is not a viable alternative. The CRCOG is currently exploring alternatives to meet the travel demands in this corridor. Following the identification of an LPA, a financial plan for the full development of the project will be determined. Through FY 2002, Congress has appropriated \$0.99 million in Section 5309 New Starts funds for this effort.

Old Saybrook-Hartford Rail Extension Hartford, Connecticut

The proposed project involves the reconstruction of the existing rail line between Old Saybrook and Hartford. Future passenger uses, however, remain uncertain. The line is currently inactive except for a short tourist operation near Old Saybrook. At this time, definitive planning efforts have not been undertaken for this effort and it has not been included in Hartford's long range

transportation plan. At this time, it appears that no consensus is emerging to pursue transit improvements within the corridor. Through FY 2002, Congress has appropriated \$0.49 million in Section 5309 New Starts funds for this effort. Note: These funds have lapsed.

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

The Minnesota Department of Transportation will commence a Phase 2 Feasibility Study of commuter rail in the Red Rock Corridor in **February 2003. Its original starting date of early 2002 was postponed due to lack of funding.** The Red Rock Corridor is approximately 30 miles, from Hastings to downtown Minneapolis. At this time, it is anticipated that the 11 miles between downtown Minneapolis and downtown St. Paul would follow a Burlington Northern Santa Fe Railway (BNSF) railroad's alignment and include six stations, including downtown Minneapolis, Northeast Minneapolis, the University of Minnesota, Snelling Avenue, Rice Street, and downtown St. Paul at the St. Paul Union Depot (SPUD). The SPUD would serve as a multi-modal station with connections to local buses, the Midwest Regional Rail Initiative (MWRRI) high-speed rail service, and light rail. The downtown Minneapolis station and the Northeast Minneapolis station would be shared with the proposed Northstar Corridor commuter rail service. The 19 miles from downtown St. Paul to Hastings would travel southeast along Trunk Highway 61 using a set of rails operated by the BNSF and Canadian Pacific Railway. Four additional stops would be made at Lower Afton Road, Newport, Cottage Grove, and Hastings. The Phase 2 Feasibility Study would review and supplement two separate commuter rail feasibility studies conducted by the Red Rock Corridor Commission and the Central Corridor Coordinating Committee. This corridor also shares 19 miles of the 130 miles identified as a part of the MWRRI through the State of Minnesota.

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

The ATP is Houston METRO's plan for advanced high capacity transit in its 1,285 square mile service area. The first component to begin operation will be the locally funded 7.5-mile METRORail light rail project from downtown Houston to Reliant Park. Future projects will flow from ongoing implementation of the METRO Mobility 2025 Plan. Adopted by the Board of Directors in May 2001, this is METRO's long range transit plan for the region. Corridor planning studies are currently underway in those corridors designated for consideration of advanced high capacity transit. The corridor planning studies will define the mode and general alignment of the proposed advanced high capacity transit improvements. Upon completion of the corridor planning studies, METRO will complete a system plan, which will identify proposed improvements for each corridor. Additional project development activities will ensue, consistent with FTA New Starts requirements. Specific mode(s) will be tailored to meet individual corridor travel needs while increasing system connectivity.

Northeast Indianapolis Corridor Indianapolis, Indianapolis

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

Jacksonville - East/Southwest Corridor Jacksonville, Florida

The Jacksonville Transportation Authority is preparing to conduct an Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) for the East/Southwest corridor in the Jacksonville urbanized area. The corridor, prioritized from the Transportation Alternatives Study completed in June 2000, extends north from Clay County through the Argyle/Jacksonville Naval Air Station area and historic Riverside communities in Duval County, and continues east through downtown Jacksonville and through the Arlington and intra-coastal districts. The AA/DEIS will consider all viable modal and alignment transportation alternatives for improving mobility in the selected corridor, prior to the adoption of a Locally Preferred Alternative.

Jacksonville - North/Southeast Corridor Jacksonville, Florida

The Jacksonville Transportation Authority is currently conducting an Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) for the North/Southeast corridor in the Jacksonville urbanized area. The corridor, prioritized from the Transportation Alternatives Study completed in June 2000, extends from the Jacksonville International Airport area through the North Jacksonville District, downtown Jacksonville and through the Southpoint commercial district. The AA/DEIS will consider all viable modal and alignment transportation alternatives for improving mobility in the selected corridor, prior to the adoption of a Locally Preferred Alternative.

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

The East-West Corridor, approximately 12 miles in length, consists of proposed transit rail improvements from the Louis Armstrong International Airport to the New Orleans Central Business District. The project emerged from an Alternatives Analysis study that was completed in 1999. A Notice of Intent to prepare an Environmental Impact Statement (EIS) was published in September 2001. Project scoping was conducted during the fall and winter of 2001-2002 with a Scoping Report issued in April 2002. A draft EIS including detailed environmental evaluation of project impacts for the identified alternatives will be available in January 2003 for review. Current cost estimates range from \$350 million to \$400 million with 13,000 to 15,000 daily riders projected. The project team, local governments and economic development organizations are working together to inventory and evaluate existing land use in the corridor to determine the potential for development in conjunction with proposed station stops on the alternative alignments. Each of the three jurisdictions along the project corridor, the City of New Orleans, Jefferson Parish, and the City of Kenner are currently engaged in updates of their comprehensive plans with emphasis on sustainable growth and transit-oriented development. A comprehensive financial plan to address both capital funding needs as well as annual operating and maintenance costs is being developed. In conjunction with this effort, the project team and local governmental agencies are working together to identify an owner entity organization that will satisfy the multi-jurisdictional aspects of the project.

Southtown Corridor
Kansas City, Missouri

In 1995, the Kansas City Area Transportation Authority (KCATA) completed a Major Investment Study (MIS) that examined transit improvements for a corridor extending from the Missouri River through downtown Kansas City and south to the Country Club Plaza, with extensions further south to 85th Street and east and south to 75th Street along Bruce Watkins Drive. The Locally Preferred Alternative (LPA) resulting from the MIS recommended that a 15.2-mile light rail transit (LRT) line be constructed within the corridor. The LPA was subsequently included in the Mid-America Regional Council's (the local Metropolitan Planning Organization) long range transportation plan. Capital costs were estimated at \$450 million (1994 dollars). KCATA proposed to build the project in phases with an initial 5.6-mile starter segment extending from the Missouri River to the Plaza at approximately 52nd Street. Total capital costs for the starter segment were estimated at \$250 million. The starter segment was projected to average 10,800 daily boardings, including 4,200 new riders, in the year 2010. In October 1995, FTA approved the initiation of Preliminary Engineering (PE) for the Southtown Corridor project. The PE phase progressed slowly as local officials refined the LPA alignment and local financing plans. The project has re-entered the Alternatives Analysis phase of project development in order to re-visit modal (including bus rapid transit) and alignment options for the corridor. Through FY 2002, Congress has appropriated \$7.48 million in Section 5309 New Starts funds for the project.

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

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) – the local Metropolitan Planning Organization - plans to conduct an Alternative Analysis (AA) study to examine the feasibility of extending Chicago-based Metra commuter rail service from Kenosha to Racine and Milwaukee. The study will focus on a proposed 33-mile corridor connecting the central business districts of Kenosha, Racine and Milwaukee in southeastern Wisconsin. SEWRPC has recently completed a feasibility study -- funded entirely with local funds -- that concluded that the extension is feasible. SEWRPC has adopted the project into the region's long range transportation plan. SEWRPC anticipates completion of the AA study in early 2003. The report will be available for public comment. Following receipt of public comments, a final report will be prepared. Through FY 2002, Congress has appropriated \$7.42 million in Section 5309 New Starts funds for this effort.

**Electric Transit
Knoxville, Tennessee**

The City of Knoxville is proposing an innovative program to incorporate multi-modal linkages among and between downtown Knoxville destinations. The Downtown Knoxville Transportation Linkages Study examines the feasibility of connecting numerous destinations in downtown Knoxville with a fixed guideway transit system as well as a Transportation System Management alternative. The proposed program addresses the linkages that will connect these downtown generators with trolleys and pedestrian ways, transfer stations and intermodal parking/transit facilities. Through FY 2002, Congress has appropriated \$1.49 million in Section 5309 New Starts funds for this effort.

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

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

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

The Southern California Regional Rail Authority (SCRRA) is proposing a series of improvements to its commuter rail service within an existing railroad right-of-way. These improvements include the construction of a siding in the Interstate 10 Corridor, an upgrade of siding at Marengo, the double tracking of a line between the existing Pomona and Montclair stations and a siding extension in Fontana. These improvements would result in an increase in train frequencies, a reduction of commuter train delays, and an improvement to the schedules of counter-flow trains on the San Bernardino Line. The San Bernardino Line has the highest ridership of all Metrolink lines. There are currently 30 daily train trips in the corridor serving almost 10,000 daily commuter rail trips. The estimated capital cost for the current project is \$46 million. Through FY 2002, Congress has appropriated \$1.97 million in Section 5309 New Starts funds for this effort.

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

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

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

The Southern California Regional Rail Authority (Metrolink) is proposing a complete reconstruction of a rail line previously purchased by the San Bernardino Associated Governments (SANBAG). The proposed rail line extends from the San Bernardino Metrolink station eastward to Redlands. The first phase extends approximately one mile to the site of a proposed intermodal bus terminal in downtown San Bernardino. Omnitrans is currently attempting to acquire the land adjacent to SANBAG's property and Metrolink will not operate on the line until the facility is completed. If the proposed rail project is completed, it would allow many Metrolink trains to connect directly with the new bus facility and downtown San Bernardino. The proposed project will also provide for the design and construction of a signal system for the first mile. The proposed project is included in the State Transportation

Improvement Plan. Through FY 2002, Congress has appropriated \$1.99 million in Section 5309 New Starts funds for this effort.

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

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

**North Bay Commuter Rail
Marin/Sonoma, California**

The Sonoma Marin Area Rail Transit project is a 75-mile commuter rail corridor serving North Bay residents. The project is completing an Alternatives Analysis Study and will initiate environmental review for the 14-station corridor, including analysis of three ferry terminal sites serving San Francisco. Recent legislation was signed by the Governor creating the new SMART Rail District. Following completion of an environmental review, a funding initiative is anticipated in Fall 2004.

**Memphis Regional Rail Plan
Memphis, Tennessee**

The Memphis Area Transit Authority (MATA) is undertaking an Alternatives Analysis study for a fixed guideway investment in the Downtown-Airport Corridor. The corridor is approximately ten miles in length, connecting the Central Business District and Medical Center with the Memphis International Airport. Intermediate stops would be placed at key residential and employment areas along the route. The project would be fully integrated with the existing Main Street Trolley/Riverfront Loop rail system and the Medical Center Rail Extension (currently under construction). Emphasis is being placed on provision of a direct connection to the airport terminal and convenient access to the main Federal Express sorting facility located nearby. By 2023, the corridor is expected to include about 25 percent of regional employment. A large number of low-income individuals also reside in the corridor. About 33 percent of the residents currently live below the poverty level. Several alternatives are being studied. The Downtown – Airport Corridor is part of the Southeast Corridor, one of three regional corridors included in the Metropolitan Planning Organization's long range transportation plan. The others are the North Corridor and South Corridor. When complete, the regional rail system will comprise about 70 miles of fixed guideway serving the City of Memphis and surrounding areas.

Kendall-Airport Corridor Miami, Florida

The Miami-Dade Transit Agency (MDTA), in cooperation with the Florida Department of Transportation (FDOT), conducted an Alternatives Analysis (AA) study to examine mobility improvements in the Kendall corridor to the Miami Intermodal Center. The corridor spans approximately 15 miles with both east-west and north-south segments. The Kendall segment, from Southwest 147th Avenue to the Dadeland area, is centered along Southwest 88th Street or North Kendall Drive. Bus Rapid Transit (BRT) was selected as the Locally Preferred Alternative, with the westernmost segment of the corridor including exclusive lanes for the proposed BRT, from Southwest 152nd Avenue to the Florida Turnpike. The Airport segment, from the Kendall area to the Miami International Airport (MIA), is centered along two corridors and consists of High Occupancy Vehicle lanes that would be built on the FL Turnpike and the Palmetto Expressway (State Route 826). In addition, exclusive bus ramps are contemplated for the area around North Kendall Drive and SR 874 and the western side of Florida International University. Major trip generators, along with the study area, include the MIA, Mall of Americas, downtown Dadeland, Baptist Hospital and Miami-Dade Community College (Kendall Campus). The Kendall-Airport AA study commenced in April 1998 and was completed in April 2000. The corridor was identified in Miami-Dade's 2025 Long-Range Transportation Plan as requiring premium transit service. Several prior studies have examined the feasibility of transitways in the study area and concluded that transitways were viable options. The Kendall-SR 826 AA study was funded locally by the FDOT and managed by the MDTA.

Northeast Corridor Miami, Florida

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

Palmetto Metrorail Miami, Florida

The Miami-Dade Transit Agency is constructing a 1.4-mile extension of the Metrorail system from its northern terminus (Okeechobee Station) to west of the Palmetto Station (State Road 826). The project includes construction of one at-grade station and an at-grade 700-space park-and-ride facility. The project will facilitate auto access to the northern terminus station with its placement adjacent to the major roadway in the region. The project is estimated to generate

1,900 new transit riders by the year 2015. The estimated total capital cost for the project is \$87.8 million. The 2000 Transportation Improvement Program anticipates that the Federal government would provide 56 percent of the total capital costs, while state and county sources would provide 44 percent. The project is scheduled for completion in March 2003.

Downtown Transit Connector Study Milwaukee, Wisconsin

In April 2000, the Wisconsin Center District (WCD), along with the Metropolitan Milwaukee Association of Commerce, the City of Milwaukee and Milwaukee County, initiated the Milwaukee Downtown Transit Connector Study to examine alternative transit improvements within the downtown Milwaukee area to link downtown attractions with hotels, residential, retail and business districts. The study area includes several Milwaukee neighborhoods such as East Town, West Town, Third Ward, Avenues West, Merri-Park, Story Hill and Brady Street. In 1997, a Major Investment Study/Draft Environmental Impact Statement (MIS/DEIS) for the Milwaukee East-West Corridor Transportation Study was completed with the selection of a Locally Preferred Alternative (LPA) recommending both transit and highway improvements for the area. The LPA was not implemented due to a lack of local consensus on funding options, and financial constraint issues. Accordingly, since much of the information that was prepared in the original MIS/DEIS is applicable to the current Downtown Transit Connector Study, study sponsors are **preparing** a Supplemental DEIS in conjunction with the current effort. A final **draft** Alternatives Analysis (AA) study has been completed. The AA study is being sponsored with non-Section 5309 New Starts funds. A LPA is anticipated in **December 2002**. The WCD is planning to initiate Preliminary Engineering in **2003**.

Monmouth/Ocean/Middlesex Study Monmouth-Ocean-Middlesex, New Jersey

The New Jersey TRANSIT Corporation (NJ TRANSIT) is conducting an Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) to consider transportation improvement options between Lakehurst and Newark, New Jersey. Several alignment possibilities have been examined and the options have been narrowed to diesel-powered commuter rail. An enhanced bus system was adopted by NJ TRANSIT's Board of Directors and is now advancing as an independent initiative. Commuter rail alternatives that will be evaluated in the DEIS include alignments which would connect with Amtrak's Northeast Corridor in Middlesex County and with the North Jersey Coast Line in Monmouth County. Information on the local financial commitment, mobility improvements, cost effectiveness, environmental benefits and operating efficiencies will be developed as part of the DEIS. Through FY 2002, Congress has appropriated \$7.8 million in Section 5309 New Starts funds for this effort.

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

The Transportation Agency for Monterey County (TAMC) is proposing the development and extension of two rail lines to Monterey County. The first component involves the extension of the Caltrain commuter rail service from the San Francisco peninsula, of which four trains now

operate to Gilroy for peak commute trips in the morning and evening. TAMC has chosen two trains for initial service on an existing rail line to Salinas, with stations in Pajaro and Castroville. TAMC is preparing a Project Study Report and the necessary environmental documents to begin service by 2006, identifying all the needed capital improvements, institutional arrangements and an estimation of the projected operating subsidy. The California Traffic Congestion Relief Act is providing \$20 million and Proposition 116 funds are providing \$3 million for this project. A second component includes the implementation of inter-city passenger rail service between San Francisco and Marina/Seaside. Monterey County plans to use \$14 million under the California Rail Initiative for the inter-city service under State Proposition 116 and has secured \$0.45 million for environmental clearance, preliminary design and an economic assessment of the branch line improvements between Castroville and Seaside. An additional \$2.1 million was awarded to Monterey County for grade-crossing improvements under TEA-21. The proposed inter-city passenger rail connection is being planned to connect with other existing rail services in the Bay area, including a connection with the Capital Corridor inter-city service between San Jose and Sacramento (Colfax) and the Altamont Commuter Express between San Jose and Stockton.

**Personal Rapid Transit
Morgantown, West Virginia**

The University of West Virginia is planning an upgrade of the heating and on-board vehicle control system on the Morgantown Personal Rapid Transit system. The system was originally developed as a research and demonstration project during the 1970s. The system consists of 8.2 miles of dedicated guideway with five passenger stations and a fleet of 71 fully automated vehicles. Through FY 2002, Congress has appropriated \$8.2 million in Section 5309 New Starts funds for this effort.

**Nassau Hub
Nassau County, New York**

Nassau County has issued a Request for Proposals to prepare an Alternatives Analysis (AA) study of transportation improvements within a 1.5- by 2-square-mile area, located in central Nassau County within the Town of Hempstead. The Nassau Hub is defined as an area bordered by Hempstead Turnpike (NY-24) to the south, Clinton Road to the west, Old Country Road to the north and Merrick Avenue to the east. The study area boundaries have been expanded to include the northeast portion of the Village of Hempstead, the area surrounding the Minneola railroad station, and Eisenhower Park. The Nassau Hub, in its entirety, contains retail, office, manufacturing, warehousing, a regional active park, a preserve, two colleges, museums and a sports arena. The study will consider a range of alternatives, including light rail transit, a fixed guideway loop, and shuttle buses that would connect existing facilities and new infill development into a pedestrian/transit-friendly environment. Potential circulator transit service would also connect with a Long Island Rail Road (LIRR) commuter rail station. Nassau County will seek assistance from the New York Metropolitan Transportation Council (the local Metropolitan Planning Organization), LIRR, New York State DOT, and Long Island Bus, along with civic groups and the local business and development community. Through FY 2002,

Congress has appropriated \$0.5 million in Section 5309 New Starts funds for this effort. A grant for the AA study was awarded in December 1999.

Newburgh LRT System
Newburgh, New York

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

Waterfront Access
New London, Connecticut

The proposed Waterfront Access project in the City of New London is an extension of the existing waterfront and its intermodal facility. The City is in the process of defining the project. At this time, it appears that no consensus is emerging to pursue transit improvements within the corridor. Through FY 2002, Congress has appropriated \$0.49 million in Section 5309 New Starts funds for this effort. These funds have lapsed.

Trans-Hudson Midtown Corridor
New York/New Jersey Metropolitan Area

The Port Authority of New York and New Jersey, along with the New York Metropolitan Transportation Authority and the New Jersey TRANSIT Corporation (NJ TRANSIT) are conducting an Alternatives Analysis (AA) study to examine the feasibility of establishing new transportation links between regional points and Midtown Manhattan. This effort is known locally as the Access to the Region's Core (ARC) study. A Milestone Summary Report identified a commuter rail solution involving all three of the region's commuter railroads -- NJ TRANSIT, the Long Island Rail Road and Metro-North -- allowing expanded access to New York's Penn Station and Grand Central Terminal. The alternative focuses on a new commuter

rail tunnel under the Hudson River to an expanded Penn Station. Project sponsors anticipate the completion of Phase III of the AA in the fall of 2002 with detailed analysis of variants of this alternative. The analysis is also evaluating capacity expansion strategies at New York's Penn Station in the near term. A Draft Environmental Impact Statement will be initiated upon completion of the AA. Through FY 2002, Congress has appropriated \$4.90 million in Section 5309 New Starts funds for this effort.

8th Avenue Subway Connection New York, New York

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

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

The LaGuardia Airport Subway Access (LASA) Study, previously known as the "Astoria East Elmhurst Extension," is being conducted as part of a cooperative partnership comprised of the City of New York, Queens Borough President's Office, the Port Authority of New York and New Jersey and the New York Metropolitan Transportation Authority (MTA). The purpose of the LASA Study is to determine the physical, operational and capital requirements, environmental impacts and potential mitigation measures associated with the provision of one-seat ride subway service from Lower and Midtown Manhattan to LaGuardia Airport. An Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) is being conducted by the MTA, acting as the lead local agency. The FTA is the lead Federal agency in the planning effort, with the Federal Aviation Administration, Federal Highway Administration and the Federal Railroad Administration, acting as cooperating agencies, as defined by the National Environmental Policy Act. Using an established set of criteria, a list of approximately 20 alternatives is being screened down to a "short list" that will be evaluated in more detail. These alternatives include various branches and/or extensions of the New York City subway system and the Long Island Rail Road, and also include new people mover and guided busway systems.

The DEIS will include the build alternatives that survive the short list evaluation and will then be analyzed for environmental impacts. The AA/DEIS is currently scheduled for completion in late 2003 with the Final EIS scheduled for completion in late 2004. The present LASA Study has been funded with local sources. Beyond the planning and environmental review phase, the MTA has included \$645 million in its FY 2000-FY 2004 Capital Improvement Program (CIP) to complete Preliminary Engineering, final design and construction of key off-airport segments, should a build alternative be selected as the preferred alternative. The CIP also includes a contribution towards the cost of construction of the on-airport segment.

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

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

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

The New York Metropolitan Transportation Authority (MTA) and New York City Transit (NYCT) have completed a Major Investment Study (MIS) to examine the preliminary operating and engineering options for improving the capacity and flexibility of subway services crossing the East River. The study was formerly known as the East River Crossing MIS. The distribution among the subway lines crossing the East River is uneven and some crossings are congested while others have underutilized capacity. One of the major goals of the study was to provide alternatives to current NYCT subway service over the aging Williamsburg and Manhattan bridges. The MIS reviewed approximately 68 strategies and ultimately recommended Manhattan Bridge Alternative 5 (MBA 5) as the preferred alternative to be advanced for further analysis. The full MBA 5 Alternative has an estimated capital cost of approximately \$600 million, and an estimated operating cost of \$0.4 million. The MBA 5 Alternative is comprised of five components. These include: Rutgers Street Tunnel-DeKalb Avenue Track Connection; Lawrence Street-Metro Tech to Jay Street Passenger Transfer; Broadway-Lafayette and Bleecker Street Passenger Transfer; Revise Existing Service Pattern on the D/Q/N lines; and lengthen the No. 3 line trains. The MBA 5 Alternative also recommended adding approximately 12 additional passenger trains per hour. These components are important to NYCT's system improvements. However, the Rutgers Street-DeKalb Avenue Track Connection provides the major benefits of the MBA 5 Alternative and its ability to provide critically needed system flexibility and additional capacity. In addition, it should be noted that while the study has been completed and a recommended alternative identified, the MTA/NYCT is focusing on the engineering of the Broadway-Bleecker Street and Jay Street passenger transfers as distinct components. These activities have been programmed into the MTA's FY 2000 – FY 2004 Capital Improvement Program (CIP). MTA has programmed \$25 million in the agency's CIP for FY 2004 for the construction of the Broadway-Bleecker Street transfer.

Brooklyn-Staten Island Ferry
New York, New York

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

Lower Manhattan Access Alternatives
New York, New York

In November 1997, the New York Metropolitan Transportation Authority (MTA) initiated the Lower Manhattan Access (LMA) Study to examine transportation alternatives that would improve access from the New York City suburbs to Lower Manhattan. An extension of the Second Avenue Subway (SAS) from 63rd Street to Lower Manhattan was one of the five short-list build alternatives developed by the LMA. The study determined that a full-length SAS was the most successful alternative in addressing one of the LMA's goals of improving access from New York's suburbs to Lower Manhattan by allowing suburban commuters to make an easier transfer to a less crowded subway line than they currently have. Adding a new SAS would reduce crowding on the existing Lexington Avenue Line and improve travel capacity and reliability to Lower Manhattan. The LMA study also found that certain Transportation Systems Management approaches that improved pedestrian and intermodal transfers between various commuter railroad terminals, subway stations, and major trip destinations within Lower Manhattan would also serve the area's identified problems and needs.

Manhattan East Side Alternatives
New York, New York

See the profile for the Second Avenue Subway project in Appendix A under projects currently in Preliminary Engineering.

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

The New York City Department of Transportation (NYCDOT) and the New York City Economic Development Corporation will be constructing a ferry terminal at Pier 79 located on Manhattan's West Side. The facility will be a new six-pier, 33,915 square foot, two-story terminal that will serve private ferry routes operating along the Hudson River and the New York

Harbor. The new terminal will replace a three-pier terminal at Pier 78. A Finding of No Significant Impact was provided for the project on September 20, 2001 and construction is scheduled for initiation in November 2002. Some of the dredging work associated with the project was accelerated to Fall 2001 in order to advance temporary docking facilities made necessary by the transportation disruptions resulting from the World Trade Center attack. More than 17,000 customers flow through the facility daily. Total capital costs are estimated at \$47 million. The Federal Transit Administration has awarded \$18.6 million in Section 5309 New Starts and Federal Highway Administration's special projects' funding that were appropriated by Congress through FY 2002 for this effort.

North Shore Railroad New York, New York

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

St. George Ferry Intermodal Terminal New York, New York

The New York City Department of Transportation (NYCDOT) is renovating the St. George Ferry Terminal of its Staten Island Ferry Service. The terminal is located on Staten Island and functions as a termination point for ferry service between Staten Island and Manhattan. The terminal also provides intermodal connections for commuter rail (Metropolitan Transportation Authority (MTA) - Staten Island Railway, MTA/New York City Transit buses, vans, automobiles, bicycles and pedestrians. The facility has not undergone significant improvements since it was built in 1950 and requires a major restoration. Renovation activities will include new entrances, a pedestrian plaza at the concourse level, new stairs, escalators and elevators, parking facilities that conform with the Americans with Disabilities Act of 1990 (ADA), a new pedestrian walkway, and retail stores. Separately funded, but included in the construction effort,

is the renovation of the bus terminal areas of the facility and construction of Slip 7 for private ferry services to Midtown Manhattan. Construction efforts began in October 2001 and are scheduled for completion in June 2004. Total capital costs for the St. George Ferry Terminal reconstruction are currently estimated at \$111 million - slightly above the baseline costs. The Federal Transit Administration has awarded \$2.5 million in Section 5309 New Starts funds for this effort that have been appropriated by Congress through FY 2002. The U.S. Department of Transportation is also providing approximately \$44.9 million in loans under the Transportation Infrastructure, Finance and Innovation Act (TIFIA) program.

Whitehall Intermodal Terminal New York, New York

The New York City Department of Transportation (NYCDOT) is undertaking the reconstruction of the Whitehall Street Intermodal Ferry Terminal. Although NYCDOT is the grantee for the funds, the New York City Economic Development Corporation is the lead agency for design and construction. The terminal, located at the southern tip of Manhattan, was mostly destroyed by fire in 1991 and ferry service has been operating out of interim facilities since then.

Reconstruction of the terminal will include improved connections with the Metropolitan Transportation Authority/New York City Transit's subway and bus system. The Staten Island Ferry System moves over 65,000 riders daily. A Finding of No Significant Impact was approved in September 1999. Reconstruction activities started in January 2000 and the facility is being built in multiple phases. Phase I-A, involving Slip 3, has been open to the public, although the finishing work is not expected to be completed until October 2002. Phase I-C, affecting Pier 2, was initiated during May 2002 and is scheduled to be completed in December 2002. NYCDOT forecasts construction to be completed in September 2003, one month beyond the project's baseline schedule. Construction costs were originally estimated at \$92 million. However, current information reflects an estimate of \$135 million. FTA has awarded \$15.6 million in Section 5309 New Starts funds for this effort that were appropriated by Congress through FY 2002. The U.S. Department of Transportation is also providing approximately \$58.1 million in loans under the Transportation Infrastructure, Finance and Innovation Act (TIFIA) program.

Southeastern North Carolina Corridor North Carolina

The North Carolina Department of Transportation (NCDOT) is proposing to implement high-speed intercity passenger rail service along the Southeast High Speed Rail Corridor (SEHSR) from Washington, D.C. to Charlotte, North Carolina. The SEHSR was one of five national high-speed rail corridors designated under the Intermodal Surface Transportation Efficiency Act of 1991. Nine routes are under consideration, including the existing Amtrak intercity passenger rail line between Charlotte, Greensboro, Raleigh, Selma, Rock Mount and Richmond. The SEHSR corridor is anticipated to connect with this service via the Northeast Corridor in Washington, D.C. and is being planned to interface with rail transit systems currently under development in the urbanized areas of North Carolina. North Carolina and Virginia are coordinating their efforts on the implementation of the SEHSR. The NCDOT has conducted feasibility studies on the SEHSR corridor in North Carolina, including evaluations of travel time savings, ridership forecasts, environmental benefits, operating efficiencies, and environmental impact screenings and other analyses. These studies are summarized in the SEHSR Corridor Status Report (April

1999). In July 1999, NCDOT published a Notice of Intent to prepare a tiered Environmental Impact Statement (EIS) on the SEHSR Corridor from Wash., D.C. to Charlotte, NC. This work is a joint effort between NCDOT, Virginia Department of Rail and Public Transportation, Virginia DOT, Federal Railroad Administration and the Federal Highway Administration. A Final EIS has been published and a Record of Decision is anticipated in October 2002. The study included extensive public involvement and interagency coordination. In 1998, the U.S. DOT extended the SEHSR south from Charlotte through Greenville and Spartanburg, South Carolina to Atlanta and Macon, Georgia and south from Raleigh through Columbia, South Carolina and Savannah, Georgia to Jacksonville, Florida. North Carolina and Virginia have begun to work with Georgia and South Carolina on the development of the fully extended corridor.

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

The Northern Indiana Commuter Transportation District (NICTD) has completed a Major Investment Study (MIS) for the West Lake Corridor to examine the southern extension of the South Shore Line commuter rail service. The MIS built upon an extensive alternate mode study done prior to Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). In the Fall of 2000, the NICTD Board endorsed a two-phased strategy. Phase I is the preferred alignment and terminates in Valparaiso, Indiana. Phase I uses the existing Canadian National alignment from Valparaiso to Airline Junction in Munster. Phase 2 would follow the CSX alignment to Airline Junction. Both alignments would use approximately 4.5 miles of unused former Monon right-of-way purchased under ISTEA and jointly owned by the two towns of Munster and Hammond, Indiana and the NICTD. The right-of-way begins at Airline Junction in Munster, Indiana and ends at Dan Rabin Transit Plaza in downtown Hammond. From this point, the MIS proposed a parallel (northwesterly) route adjacent to the Indiana Harbor Belt to Calumet City, Illinois, a flyover west of Torrence Avenue eventually joining the South Shore right of way north of 130th Street with direct access via Metra's (the commuter rail agency for Northeastern Illinois) Electric to Randolph Street line in Chicago. Phase I, the preferred alignment, is anticipated to cost \$250 million. NICTD is working on a business plan to identify a source of funding for the estimated \$125 million local share. Through FY 2002, Congress has appropriated \$0.49 million in Section 5309 New Starts funds for this effort.

Lackawanna Cut-off Corridor Northern New Jersey/Northeastern Pennsylvania

Morris, Sussex and Warren Counties, all located in New Jersey, in cooperation with the New Jersey Transit Corporation (NJ TRANSIT) is conducting an Alternatives Analysis/Environmental Assessment (AA/EA) to examine the feasibility of re-instituting rail service on the Lackawanna Cut-off Corridor between Scranton, Pennsylvania and Andover, New Jersey. In addition, in 1998, a planning study was undertaken by Lackawanna County, Pennsylvania to preliminarily define the State's portion of the project. Commuter rail was selected as the traveling mode. The potential rail service would connect to the NJ TRANSIT Boonton Line at Port Morris in Roxbury, New Jersey. Trains would operate to Hoboken and connect to Midtown Direct trains traveling to New York's Penn Station. The proposed project

would include track and signal improvements, new stations, parking facilities, train storage yard, and rail equipment acquisition. Information on mobility improvements, environmental benefits, cost effectiveness, operating efficiencies, transit-supportive land use and other factors will be developed as part of the environmental assessment. Through FY 2002, Congress has appropriated \$0.99 million in Section 5309 New Starts funds and \$1.0 million in Section 330 funds for this effort. These funds will be used for conceptual design and completion of the EA.

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

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

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

In 1996, the New Jersey TRANSIT Corporation (NJ TRANSIT) completed a study resulting in a proposal to restore commuter rail service on the New York, Susquehanna Western rail line (NYS&W) as far as Sparta, New Jersey. The service would connect to NJ TRANSIT's Main Line at Hawthorne, New Jersey, where trains would serve the Secaucus Transfer Station and Hoboken. The proposed project would include track and signal improvements, nine new stations, parking facilities and equipment acquisition. In August 1996, a final Environmental Assessment was completed for the NYS&W rail passenger restoration. FTA subsequently issued a Finding of No Significant Impact in September 1996. The total cost for the NYS&W

passenger restoration project is estimated at approximately \$100 million. Another component of the project is the rehabilitation of the Paterson Station on the NJ TRANSIT Main Line to comply with the Americans with Disabilities Act of 1990 (ADA). The rehabilitation consists of a new high-level platform, two new stairways connecting the street level with the new high-level platform, and an ADA compliant elevator and pedestrian plaza. The total cost of the Paterson Station rehabilitation is approximately \$8 million. The U.S. Department of Interior reviewed the Section 4(f) Evaluation for the Paterson Station upgrade as it relates to the ADA and subsequently concurred with NJ TRANSIT in September 1999 that there was no prudent and feasible alternative to the proposed project. A Section 106 Memorandum of Agreement among the New Jersey State Historical Preservation Office, NJ TRANSIT and FTA for the proposed project was executed in January 2000. Later that same month, FTA determined that there was no prudent and feasible alternative to the proposed project. The Paterson Station rehabilitation was completed in 2001. Through FY 2002, Congress has appropriated \$29.73 million in Section 5309 New Starts funds for both the NYS&W passenger restoration and the Paterson Station rehabilitation.

Union Township Station (Raritan Valley) Northern New Jersey

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

West Trenton Line Corridor Northern New Jersey

The New Jersey TRANSIT Corporation (NJ TRANSIT) is conducting planning, conceptual design and an Environmental Assessment (EA) for the restoration of commuter rail service on the West Trenton Line between West Trenton and Newark, New Jersey. The rail service would connect with NJ TRANSIT's Raritan Valley Line in Bridgewater, New Jersey. The proposed project would include the installation of a second track in selected locations, signal improvements, construction of five stations, parking facilities, train storage yard, and rail equipment acquisition. Information on mobility improvements, environmental benefits, cost effectiveness, operating efficiencies, transit-supportive land use and other factors is being developed. The EA is scheduled for completion in 2004. Through FY 2002, Congress has appropriated \$4.46 million in Section 5309 New Starts funds for this effort.

Oakland Airport-BART Corridor

Oakland, California

The Bay Area Rapid Transit District (BART) is working with the Port of Oakland and the City of Oakland on a proposed 3.2-mile transit link between the Oakland Coliseum BART station and the Oakland International Airport. The route would generally follow an alignment along Hegenberger Road. The present non-stop bus service can make the trip in 10-15 minutes (including a five minute wait), but due to traffic congestion, often takes 30 minutes or more. The technology for the connector would be selected to provide the speed and added capacity necessary to serve the rapid growth in air passengers and employees anticipated at the airport in the 21st century. BART is considering automated guideway transit and a state-of-the art bus system with signal preemption and some dedicated right-of-way. The selected system would be designed to make the trip in six-to-seven minutes. The City of Oakland has asked that the intermediate stops be included in the study of alternatives although the cost-constrained budget precludes early implementation of these elements. Planning funds for the proposed project are included in the Regional Transportation Plan and State Transportation Improvement Program. Capital funding for the project is included in Alameda County's Expenditure Plan for Measure B, a county-wide ballot initiative that will provide \$72 million in sales tax revenue for the project, which is budgeted between \$200 - \$230 million. Measure B was passed in November 2000 receiving over 66 percent of the vote. FTA issued a Record of Decision for the project in July 2002.

Central Florida Light Rail Transit Project

Orlando, Florida

The Central Florida Regional Transportation Authority (LYNX), in cooperation with the Florida Department of Transportation and METROPLAN Orlando, is currently preparing a Supplemental Draft Environmental Impact Statement (SDEIS) for the Central Florida Light Rail Transit System project in Seminole County and Orange County. Scheduled for completion in July 2003, the SDEIS is designed to augment the original EIS completed for the initial North/South Corridor project in November 1998. The SDEIS follows studies and public involvement activities to revise the light rail transit alignment in the 20-mile corridor paralleling Interstate 4 (I-4), currently undergoing major reconstruction. The revised locally preferred alignment extends south from Altamonte Springs, Maitland and Eatonville through downtown Orlando, and continues south through the Universal Studios area, diverting from I-4 to a proposed intermodal center near Sea World, International Drive, and a major convention center. Through FY 2002, Congress has appropriated \$53.98 million in New Starts funds for this effort. Of this amount, \$15.47 million were returned following the conclusion of the initial LRT study.

Broad Street Line Extension

Philadelphia, Pennsylvania

The City of Philadelphia has completed an Alternatives Analysis study and selected a Locally Preferred Alternative consisting of an existing subway line extension along U.S Route 1 in Philadelphia. The line would extend the existing Broad Street line in Center City Philadelphia

northeast to the Bucks County line. The project also includes a one-mile spur connecting to the Frankford-Market subway line. Preliminary estimates for the project are approximately \$3 billion. The City of Philadelphia is currently trying to identify funding sources for the Draft Environmental Impact Statement effort as well as local match funds for any future New Starts funding that they may receive.

**Cross County Metro
Philadelphia, Pennsylvania**

The Southeastern Pennsylvania Transportation Authority (SEPTA) is completing an Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) along a proposed 60-mile suburban corridor in a southwest to northeast direction, from Glenloch in Chester County, through Norristown in Montgomery County and terminating in Morrisville, Bucks County. The proposed corridor, almost all of which is located along an existing freight rail right-of-way, is roughly parallel to the U.S. Route 202 Expressway and the Pennsylvania Turnpike. Revision of the AA/DEIS is currently underway. The revision will expand and re-examine the study to include the MetroRail alternative, the Locally Preferred Alternative selected for the Philadelphia - Schuylkill Valley Metro (SVM). If constructed, these two lines would intersect in the Norristown/King of Prussia area. The change in technology could result in cost reductions, as a result of shared vehicle development and procurement of common maintenance facilities. As the AA/DEIS revision has proceeded, several other issues have been identified for evaluation. The increased growth and development in Chester County since the project limits were originally scoped in 1995 has resulted in the need to examine service west of the currently proposed terminus at Glenloch. Also, both Chester County and Tredyffrin Township have requested the Cassatt Road station be relocated. Montgomery County has requested analysis of ridership impacts of its newly-proposed multi-modal transportation center at Lafayette Street and the Pennsylvania Turnpike. Additionally, the ridership modeling will require some further adjustments in light of the corridor's consistently suburban character, compared to the mixed urban/suburban character of the SVM. At Trenton, and from Glenloch to Downingtown, Cross County trains would interface with Amtrak services. As a result, the operational impacts need to be evaluated. The Norfolk Southern (NS) freight railroad, the owner of the Morrisville Line railroad right-of-way encompassing most of the proposed project, will need increased project involvement, including an analysis of potential freight impacts. NS' freight impact analysis would then require subsequent evaluation by SEPTA. Taken altogether, performing this work and publishing the AA/DEIS for public hearings, will extend the project schedule until December 2002. Through FY 2002, Congress has appropriated \$3.17 million in Section 5309 New Starts funds for this effort.

**Lower Merion Township
Philadelphia, Pennsylvania**

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

**Highspeed Rail
Philadelphia-Pittsburgh, Pennsylvania**

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

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

In 1995, the Colorado Department of Transportation (CDOT) completed a feasibility study of rail transit in the 40-mile Aspen to Glenwood Springs Corridor in the Roaring Fork Valley, about 160 miles west of Denver. The study estimated that a valley-wide rail system would cost approximately \$129 million. As a result, the City of Aspen is considering a locally funded light rail transit line in a four-mile segment of the corridor connecting Pitkin County Airport with downtown Aspen. CDOT, meanwhile, is conducting an Alternatives Analysis Study/Draft Environmental Impact Statement (AA/DEIS) to analyze transportation alternatives, alignments, and costs in the remainder of the valley, the 35-mile corridor from Aspen to Glenwood Springs. The AA/DEIS is scheduled for completion in FY 2003. Through FY 2002, Congress has appropriated \$3.95 million in Section 5309 New Starts funds for this effort.

**Airbourne Shuttle System
Pittsburgh, Pennsylvania**

The proposed Pittsburgh Airbourne Shuttle System, put forth by a private sector group, has been dropped in favor of a project to design and construct a low-speed magnetic levitation system. The low speed magnetic levitation research and development program (also called the Urban Maglev Program) was authorized in Section 3015(c) of TEA-21. As part of the Urban Maglev Program, FTA made an award of \$9.71 million in FTA research funds to General Atomics, San Diego, to conduct research and development on low speed magnetic levitation. The Urban Maglev initiative is a cost-share program in which the development team provides 20 percent in non-Federal matching funds. Projects that would be funded under the Urban Maglev program are undertaken in three discrete phases: (1) Evaluation of Proposed System Concept; (2) Prototype Subsystems Development and; (3) System Integration and Deployment Planning. The General Atomics project is a Phase I project that is expected to move into Phase II in early 2003. In addition to General Atomics, the General Atomics/Pittsburgh Maglev team includes the Pennsylvania Department of Transportation, Port Authority of Allegheny County, Western Pennsylvania Maglev Development Corporation, Carnegie Mellon University and several Pittsburgh-based businesses. While no longer pursuing the Pittsburgh Airbourne Shuttle project, the General Atomics Team would like to demonstrate the technology of Urban Maglev at an appropriate site upon successful completion of the technology development. Their current choice is California University of Pennsylvania.

**Portland Marine Highway Program
Portland, Maine**

The proposed project consists of the consolidation of all passenger related operations at one marine terminal. This facility would bring together local commuter ferry traffic, international

ferry traffic, inter-coastal ferry traffic, cruise ship traffic, transient vessel traffic and a variety of local support vessels at one central marine facility. The facility would also provide connections to ground-based transportation, including buses, rail, automobiles and airport shuttles. This project is a joint Maine Department of Transportation and City of Portland venture for the design and construction of both marine and landside improvements that would support the bringing together of the various modes and operations. These improvements are planned on a 17-acre parcel of property located at the mouth of the Fore River in Casco Bay, with connections to the intra-state and rail networks. The expected investment for the first phase of the project is approximately \$16 million, with \$10 million coming from local sources, \$2 million from the Federal Highway Administration and a proposed \$4 million contribution from the Federal Transit Administration. This project is part of a larger statewide plan (Explore Maine) that connects several key attraction areas with various modes of transportation in an effort to reduce the need for automobile-only access to these areas.

South Corridor Portland, Oregon

Metro, the Metropolitan Planning Organization for the Portland region, is completing a Supplemental Draft Environmental Impact Statement (SDEIS) and conceptual engineering for the southern half of the South/North Transit Corridor. The corridor is the region's highest priority transportation project for the next several years. The South Corridor extends southeast approximately 15 miles from the Portland Central Business District (CBD) through southeast Portland neighborhoods to the cities of Milwaukie and Oregon City as well as the Clackamas Regional Center in Clackamas County. The SDEIS is a supplement to the South/North Corridor Light Rail DEIS that was completed in 1998. The SDEIS includes a No-Build alternative as the New Starts Baseline, Bus Rapid Transit (BRT), busway and light rail transit (LRT) alternatives. The No-Build alternative includes significant annual increases in transit service, but with the exceptions of additions to the bus fleet, no transit capital improvements. The BRT alternative relies on operational improvements to improve bus service reliability and travel time. The 11-mile busway alternative would be a primarily grade-separated fixed guideway that would connect the Clackamas Regional Center to Milwaukie and the Portland CBD. Two light rail alignments are included: the six-mile Milwaukie LRT from the Portland CBD to Milwaukie, and the six-mile Interstate 205 light rail extension. The Metro Council is slated to select a Locally Preferred Alternative in January 2003. Tri-Met anticipates requesting approval from FTA to enter into Preliminary Engineering (PE) in January 2003 and submitting application materials to FTA for review prior to that date. The Final EIS, along with PE, would conclude in August 2003.

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

The Rhode Island Department of Transportation (RIDOT) has undertaken the development of an Environmental Assessment for the extension of the existing Providence-to-Boston commuter rail service. Specifically, RIDOT is proposing to extend service approximately 20 miles from Providence to Wickford Junction (North Kingston) along the Amtrak-owned Northeast Corridor. The purpose of the study is to collect all previous environmental studies that were conducted on

the corridor and evaluate additional environmental impacts as necessary. RI DOT anticipates that the Federal Transit Administration would make a final environmental determination in late 2002. This project is being closely coordinated with the Warwick Intermodal Train Station at T.F. Green Airport. Under the Transportation Equity Act for the 21st Century, \$25 million was authorized for the Integrated Intermodal Transportation Project.

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

The Riverside County Transportation Commission (RCTC) plans to extend Metrolink commuter rail service from downtown Riverside to the unincorporated area of Romoland via the San Jacinto Branch Line. The project is comprised of railbed, track, signal and station improvements for the first 19 miles of the San Jacinto Branch Line, between Riverside, Moreno Valley, March Air Reserve Base and Perris. Total capital costs are estimated at \$80 million. RCTC purchased the right of way from the Atchison, Topeka and Santa Fe (ATSF) railroad in 1993 using local and State bond funds. ATSF retained freight operating rights, while its successor railroad, Burlington Northern Santa Fe, operates freight service and maintains the line, by agreement with RCTC. The project is in the Southern California Association of Governments' Regional Transportation Plan. Through FY 2002, Congress appropriated \$0.5 million in Section 5309 New Start funds for the project. RCTC has committed \$23 million of local funds to the project.

**Folsom Extension
Sacramento, California**

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

**Placer County Corridor
Sacramento, California**

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

**Cross County Corridor
St. Louis, Missouri**

The East-West Gateway Coordinating Council (EWGCC) - the local Metropolitan Planning Organization - and the Missouri Highway and Transportation Department (MoDOT) completed a Major Investment Study (MIS) in the Cross County Corridor including St. Louis City and

County. The east-west corridor connects Clayton, Missouri to the existing Metrolink system. The study evaluated transportation alternatives such as light rail transit (LRT), busway, highway improvements, Transportation System Management alternatives and a No-Build alternative. A Locally Preferred Alternative (LPA), which included highway and transit improvements, was selected in September 1997. The transit LPA is a 28.8-mile LRT line that extends Metrolink west in the City of St. Louis through downtown Clayton in St. Louis County, and then south from Clayton beyond the Interstate 55/Interstate 270 interchange in southeast St. Louis County and north from Clayton to beyond the I-170/I-270 interchange in North St. Louis County. Total estimated capital costs range from \$1 billion to \$1.2 billion. The first phase of the Cross County Corridor project is locally funded and is not using Federal funds. Through FY 2002, Congress has appropriated \$3.44 million in Section 5309 New Starts funds for subsequent phases of the Cross County Corridor. Local officials are using the earmarked funds to support additional alternatives analysis in the north (Clayton to beyond the I-170/I-270 interchange in north St. Louis County) and in the south (Clayton beyond I-55/I-270 interchange in southeast St. Louis County) portions of the corridor.

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

The Ramsey County Regional Railroad Authority is examining mobility improvement options in a corridor that generally extends from downtown St. Paul to downtown Minneapolis. The proposed corridor includes connections to the Hiawatha Corridor light rail project (currently under construction) and the proposed Riverview, Northstar and Red Rock corridors. The corridor also connects major local destinations, including the University of Minnesota, State Capitol and St. Paul's Midway area. The study evaluates a range of alternatives and alignments. **A draft Alternatives Analysis/Environmental Impact Statement has been completed. A Locally Preferred Alternative is anticipated in early 2003.** Through FY 2002, Congress has appropriated \$0.98 million in Section 5309 New Starts funds for this effort.

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

The Ramsey County Regional Railroad Authority (RCRRA) has selected a busway alternative as the Locally Preferred Alternative (LPA) for the Riverview Corridor Major Investment Study. The corridor extends from downtown St. Paul along the west bank of the Mississippi River, and connects the Minneapolis-St. Paul International Airport, the Hiawatha Corridor light rail line (currently under construction) and the Mall of America retail complex in Bloomington, Minnesota. The RCRRA has allowed the Metropolitan Council to undertake a Draft Environmental Impact Statement (DEIS) for the Riverview Corridor busway project. **Although a DEIS was completed in 2001, a Final EIS has not been prepared. The Metropolitan Council (the local Metropolitan Planning Organization) adopted a local resolution that chose the busway alternative as the LPA for the Riverview Corridor. However, lack of state funding has rendered this project inactive.** Through FY 2002, Congress has appropriated \$4.61 million in Section 5309 New Starts funds for this effort.

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

The Pinellas County Metropolitan Planning Organization (MPO) initiated a Major Investment Study in 1997 to identify multimodal transportation solutions to mobility issues in multiple corridors. Based on the study's first tier analysis, fixed guideway transit concepts were identified for further evaluation within corridors in the north and central portions of the county, east-west corridors in the mid-portions of the county, and north-south corridors between St. Petersburg and Clearwater. At the conclusion of the Alternative Analysis study, the MPO selected a Locally Preferred Alternative (LPA) in October 2001, including 30.5 miles of elevated guideway and 16.6 miles of at-grade, rubber-tired transit improvements to support the guideway. The MPO is refining the LPA to explore modal technology choices, private sector and community involvement, financing options, and transit-oriented development potential in station areas. Through FY 2002, Congress has appropriated \$2.45 million in Section 5309 New Starts funds for this effort.

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

The proposed project would extend the North/South Light Rail Transit (LRT) line from the Salt Lake City central business district (CBD) approximately six miles to the Salt Lake City International Airport, one of the largest traffic generators in the State of Utah. Eight stations would also be constructed as part of the project. An Alternatives Analysis Study, Final Environmental Impact Statement and Record of Decision, including Preliminary Engineering, were completed as part of the Airport to University LRT extension, and included in the region's Long Range Transportation Plan. The capital cost for the Airport-to-Salt Lake City CBD LRT extension is currently estimated at \$300 million.

Draper to Sandy Light Rail Extension
Salt Lake City, Utah

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

Salt Lake City-Ogden-Provo Commuter Rail

Salt Lake City, Utah

The Wasatch Front Regional Council and the Mountainland Association of Governments, the metropolitan planning organizations (MPOs) that oversee transportation planning for more than 85 percent of the State of Utah's population. The MPOs, in coordination with the Utah Transit Authority and the Utah Department of Transportation, have completed an Inter-Regional Corridor Alternatives Analysis study in a 120-mile corridor from Brigham City to Payson, which encompasses the Ogden/Layton, Salt Lake, and Provo/Orem urbanized areas. The analysis recommended transit improvements in the corridor including a commuter rail line with thirteen potential stations, and was subsequently included in the Long-Range Transportation Plans, for both MPOs. A Draft Environmental Impact Statement for the portion of the corridor from Salt Lake City to Ogden has been initiated and is scheduled for completion in 2003. Discussions are nearing completion with the Union Pacific Railroad regarding the acquisition of railroad right-of-way to implement commuter rail, light rail, or other transportation improvements. Total capital costs to implement commuter rail are estimated at \$681 million, with \$366 million for the Ogden to Salt Lake City element and \$315 million for the Salt Lake City to Provo element. Through FY 2002, Congress has appropriated \$3.9 million in Section 5309 New Starts funds for this effort.

Mid-Jordan Light Rail Extension

Salt Lake City, Utah

The Utah Transit Authority (UTA) and the Wasatch Front Regional Council (WFRC), in cooperation with the cities of Midvale, South Jordan and West Jordan and the Kennecott Development Company, completed a feasibility study to examine the options of extending the North/South Light Rail Transit line approximately five miles through the cities of Midvale and West Jordan. The study concluded that extending the project was feasible. The project proposed construction on existing Union Pacific railroad right-of-way, of which discussions are underway with UTA regarding acquisition. The proposed LRT would be constructed at-grade and would have five stations with bus transfer facilities and park-and-ride lots. A Draft Environmental Impact Statement was initiated in cooperation with WFRC, UTA and the cities of Midvale, South Jordan and West Jordan and the Kennecott Development Company, and is scheduled for completion in December 2002. The project is included in the region's Long-Range Transportation Plan. New ridership for the LRT extension is projected at 9,300 in the year 2030. Total capital costs are estimated at \$174 million for the initial operating segment to Bangerter Highway, with an additional \$98.1 million for the segment from Bangerter Highway to the "Sunrise" planned community.

Caltrain Extension to Hollister

San Francisco-San Jose, California

The Council of San Benito County Governments is proposing an extension of Caltrain service approximately 13 miles south from the current terminus in Gilroy, along an existing rail line, to the City of Hollister, located in the southeast portion of the San Francisco Bay region. Hollister is the population center for San Benito County, the fastest growing county in California over the

past five years. Hollister has grown in response to the increasing demand for affordable housing for Silicon Valley workers. Further planning, regional consensus building, and public involvement are needed to determine the specific technology and frequency of rail service for the proposed corridor. Total capital costs for upgrading the existing freight rail line are estimated at \$15 million. Through FY 2002, Congress has appropriated \$0.99 million in Section 5309 New Starts funds for this effort.

**Regional Transit Corridor
San Joaquin, California**

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

**Santa Cruz Fixed Guideway
Santa Cruz, California**

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

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

The City of Santa Fe, in conjunction with Santa Fe County, and in cooperation with the Santa Fe Southern Railway and the New Mexico State Highway and Transportation Department, is proposing to acquire the Santa Fe Southern Railway between the city-owned rail yard and the Lamy rail yard, or approximately 18.1 miles of rail line. The proposed project would lead to the future provision of commuter rail service between Santa Fe and an urbanizing area south of the city. The proposed undertaking resulted from a commuter rail demonstration project that established a need for providing public transportation services in the Santa Fe/El Dorado commuter corridor. Project sponsors anticipate that the project would provide important connections between El Dorado and other urbanizing areas south of the city, to educational institutions, employment centers and retail hubs in the city, including historic downtown Santa Fe. The Interstate 25/Old Las Vegas Highway corridor is a highly congested corridor leading

into and out of Santa Fe. The project is aimed at meeting the area's long-range goals of reducing sprawl, concentrating future growth in areas served by existing transportation infrastructure and maintaining Santa Fe's air quality. The project is identified in the City General Plan, the County Growth Management Plan, the Santa Fe Metropolitan Planning Organization's (MPO) Long-Range Transportation Plan and the MPO's Transportation Improvement Program. The project is also listed in the New Mexico State Transportation Improvement Program. Through FY 2002, Congress has appropriated \$4.42 million in Section 5309 New Starts funds for this effort. These funds have been awarded to the City of Santa Fe and negotiations are currently underway for the acquisition of the Santa Fe Southern Railway.

Laurel Line Intermodal Corridor Scranton, Pennsylvania

Lackawanna County is proposing the restoration of historic trolley passenger service on an old interurban trolley line between Scranton and Wilkes-Barre with major destination points at Montage, Wilkes-Barre/Scranton International Airport and Wilkes-Barre, a total distance of approximately 16 miles. The proposed corridor is located along a right-of-way (ROW) that largely parallels Interstate 81 from Scranton to the vicinity of the Scranton Airport. Luzerne County owns approximately 11 miles of the ROW, while Lackawanna County owns the remaining five miles. Currently, there is light, but active freight service along most of the route. The first 1.5 miles of track from Scranton/Steamtown are now electrified. Lackawanna County will be seeking bids for design of the electrification of the next portion of track in the near future. Lackawanna County is not seeking Section 5309 New Starts funds for this effort at this time.

SEATAC – Personal Rapid Transit Seatac, Washington

The City of SeaTac, Washington in cooperation with other local agencies, has conducted a Major Investment Study (MIS) to examine several options to improve the mobility of the City's commercial core, which includes the activity centers located around the International Boulevard area and the City of SeaTac International Airport. The MIS, completed in July 1997, resulted in a Locally Preferred Transportation Strategy recommending a Personal Rapid Transit (PRT) System. The total estimated capital cost for Phase I of the PRT system was estimated at \$307.5 million. Phase I of the proposed project includes the acquisition of 210 PRT vehicles, operating along 12.1 miles of "one-way" guideway and serving a forecasted ridership of 24,000 patrons, utilizing 21 PRT stations. The City of SeaTac has incorporated the proposed PRT system into its Municipal Comprehensive and Transportation Plans. The City is also proposing that the project be included in the Regional Plan for Seattle. Since the primary beneficiaries of the proposed PRT system are local businesses, a "Partnership Franchise" between the public and private entities was recommended as part of the implementation approach. The proposed project is included in the Puget Sound Regional Council's Long-Range Transportation Plan. Through FY 2002, Congress has provided \$0.6 million in Section 5309 New Starts funds for this effort.

**Washington State Ferries Marine Highway System
(Southworth Highspeed Ferry)
Seattle, Washington**

The Washington State Department of Transportation - Washington State Ferries (WSF), in cooperation with local jurisdictions and transit agencies, is initiating a program of infrastructure investments throughout the region's ferry system. These include development of key intermodal facilities and the procurement of passenger-only and passenger/auto ferries serving heavily commuter-oriented corridors in a six county region. Ridership on these corridors accounts for 86 percent of all ferry passengers. The proposed projects will support multimodal connections between the ferry system and Sound Transit's Sounder commuter rail system as well as express bus service provided by King County Metro, Kitsap Transit and Community Transit. Carpool/vanpool programs will be supported through the development of priority parking spaces at terminals and priority load/unload for those modes traveling on passenger/auto ferries. Projects planned for the Southworth - Seattle-Bremerton corridor and the Southworth-Vashon-Fauntleroy corridor will support new and existing passenger-only and passenger/auto ferry service with bus connections to/from the terminals. New passenger-only ferry service with associated vessel acquisition and terminal development is also planned for the Kingston-Seattle corridor providing a direct route to Seattle for autoless ferry travel. The development of the Bainbridge Multimodal Terminal will support the Bainbridge Island-Seattle Corridor - the most heavily traveled commuter route on the WSF system. The development of the Mukilteo Multimodal Terminal serving the Clinton-Mukilteo corridor will provide seamless connections between ferry, commuter rail and local/regional bus routes. The development of the Edmonds Crossing Transportation Center serving the Kingston-Edmonds corridor will also provide seamless connections between ferry, commuter rail and local/regional bus routes. Vessel and terminal improvements on the Port Townsend-Keystone corridor will improve connections on service linking Island and Jefferson counties. Seattle Terminal improvements include the redevelopment of the existing terminal, passenger-only terminal development, and Pier 48 acquisition for future service expansion. Improvements at the Anacortes Multimodal Terminal will support passenger/auto ferry service to/from the San Juan Islands and British Columbia. WSF is the largest ferry system in the United States, serving eight counties within Washington and the Province of British Columbia in Canada. The existing system has 10 routes and 20 terminals that are served by 29 vessels. In FY 2002, WSF carried over 11 million vehicles and 26 million people - the second largest transit system in the State.

**Micro Rail Trolley System
Sioux City, Iowa**

The City of Sioux is examining the feasibility of implementing a Micro Rail Trolley system in a corridor that includes the city's downtown Central Business District. An Alternatives Analysis study is underway and is scheduled for completion in 2002. Through FY 2002, Congress has appropriated \$1.93 million in Section 5309 New Starts funds for this effort.

South Valley Corridor Spokane, Washington

The Spokane Regional Transportation Council (SRTC), the Metropolitan Planning Organization for the Spokane region, completed a Major Investment Study (MIS) in 1997 that examined a range of high capacity transportation alternatives within the South Valley Corridor. The corridor is approximately 16 miles in length, running from the Spokane Central Business District east to the City of Liberty Lake, near the Idaho border. The corridor connects the downtown Spokane business district with the Riverpoint Higher Education Park, the County Fair and Expo Center and residential and employment areas in the City of Spokane, the City of Spokane Valley, and the City of Liberty Lake. Trips within the corridor are projected to nearly double between the years 2000 and 2025 based on current population and employment forecasts. The Spokane area has been classified as a “serious” non-attainment area for carbon monoxide. The 1997 MIS considered three alternatives including: high capacity vehicle lanes, express busways, and light rail transit (LRT). Based on the results of the MIS and input from a public information program, LRT was selected as the preferred alternative. SRTC’s Metropolitan Transportation Plan for the Spokane area, updated and adopted in November of 1999, includes the LRT. The Spokane Transit Authority (STA) is managing the conceptual engineering phase. A conceptual design for a dual-track electrified system was completed in 2001 with an estimated cost of \$585 million (escalated dollars). Lower cost alternatives were studied in 2002 that included single and shared track options as well as the use of Diesel Multiple Unit vehicles. As a result, the project has transitioned from an Environmental Assessment to a Draft Environmental Impact Statement (DEIS) in order to refine the definition of the preferred alternative. The DEIS will be available for release in early 2003. STA is planning to submit a New Starts application in January 2003 followed by a request to enter Preliminary Engineering in March 2003. Through FY 2002, Congress has appropriated \$6.92 million in Section 5309 New Starts funds for the project. Of this amount, as of September 30, 2002, FTA has released \$4.79 million of these funds for this effort.

Altamont Commuter Rail Stockton, California

The San Joaquin Regional Rail Commission (SJRRC), the Alameda Congestion Management Agency, and the Santa Clara Valley Transportation Authority have proposed to implement a commuter rail system along an existing Union-Pacific Railroad right-of-way operating between San Joaquin, Alameda and Santa Clara counties. A Joint Powers Board comprised of members from each of the three agencies was also created to operate the proposed Altamont Commuter Express. The SJRRC would be the managing agency for the initial 36-month term of an agreement executed between the three agencies. In addition to identifying potential sources for capital and operating funds, the member agencies will define the methods for allocating future costs and the shares of future capital improvement contributions from the member agencies. Through FY 2002, Congress has appropriated \$6.91 million in Section 5309 New Starts funds for this effort.

Toledo – Regional Core Circulator
Toledo, Ohio

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

Dulles Corridor Rail
Washington, D.C. Metropolitan Area

The Virginia Department of Rail and Public Transportation (VDRPT), in cooperation with the Washington Metropolitan Area Transit Authority (WMATA), proposes to implement a 23.5-mile rapid transit system in the Dulles Corridor of Northern Virginia. Metrorail-like rail was designated the Locally Preferred Alternative (LPA) as a result of a Major Investment Study (MIS) completed in 1997, but was deferred for development of local funding. A 1999 supplement to the MIS resulted in the selection of a lower cost bus rapid transit (BRT) as an interim step to rail implementation. FTA approved the BRT project's initiation of Preliminary Engineering and NEPA in March 2000. As a result of public comment on the Draft Environmental Impact Statement, that examined multiples of phased implementation actions of the BRT and rail alternatives in the corridor and was published in July 2002, the rail only alternative for the full corridor is being recommended based on local consensus. Formal actions to endorse this alternative are scheduled for the WMATA Board and the Virginia Commonwealth Transportation Board in November and December 2002, respectively. Adoption of the updated LPA in the fiscally constrained Long-Range Transportation plan is anticipated by the Metropolitan Washington Council of Governments in Summer 2003. Subsequent to local approvals, VDRPT will request FTA approval to initiate Preliminary Engineering for the rail project and to cease development of the BRT project. The rail project is estimated to cost \$3.3 billion (escalated dollars), with a 50 percent Federal New Starts share, and is planned for operation by 2010. Through FY 2002, Congress has appropriated \$115.68 million in Section 5309 New Starts funds for the Dulles Corridor Rapid Transit Project.

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

The District of Columbia, in cooperation with the Washington Metropolitan Area Transit Authority, is planning to conduct an Alternatives Analysis study for a fixed guideway transit system operating from Georgetown to Ft. Lincoln New Town in Washington, D.C. The proposed corridor extends approximately 6.5 miles from Georgetown via M Street in northwest,

to the new Washington Convention Center at Mt. Vernon Square (currently under construction) and then continues along the New York Avenue corridor to Ft. Lincoln near South Dakota Avenue in northeast Washington, D.C. The proposed rail line would support existing and planned housing and economic development at the new Convention Center, New York Avenue and Ft. Lincoln areas as well as provide alternative transit to Georgetown's commercial and residential areas. The proposed alignment would provide east-west crosstown rail transit service north of existing Metrorail lines in downtown Washington, D.C. and would identify potential connections to existing Metrorail service in the vicinity of Mt. Vernon Square and New York Avenue. The study will also consider alternative alignments, station locations, terminal locations and alternative modes of transit operation.

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

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

Washington-Richmond Corridor Improvements Washington, DC Metropolitan Area

Due to increased congestion throughout the Washington, D.C. metropolitan region, the Virginia Railway Express (VRE) is proposing to expand commuter rail service to include the entire Washington, D.C.-Richmond, Virginia corridor. VRE currently operates commuter rail service between Washington, D.C. and Fredericksburg, Virginia. The Virginia Department of Rail and Public Transportation (VDRPT) initiated the Washington, D.C.-Richmond, VA - Rail Corridor Study to identify specific improvements required to increase the maximum speed of passenger trains and to reduce the running time between Washington, D.C. and Richmond, VA, thus making it feasible for commuter rail service. The Commonwealth's Corridor Study, completed in April 1996, recommended a six-phase rail improvement program along the existing CSX right-of-way. The improvements include, but are not limited to, straightening certain curve tracks, adding new signals, rail-crossing safety measures, constructing new track in several areas of the existing right-of-way, incrementally adding a third track, and purchasing new rolling stock and passenger facilities. Through FY 2002, Congress has appropriated \$12.07 million in Section 5309 New Starts funds for this effort. In addition to the Commonwealth's initiative, the Federal Railroad Administration completed a congressionally requested study of the Washington-Richmond corridor in May 1999. The study, developed in coordination with VDRPT, VRE and other regional transportation agencies, focused on the capital requirements for commuter rail

service and intercity passenger rail service along the corridor. This study, along with the 1996 Corridor Study referenced above, have prompted follow-up discussions between VRE, VDRPT, and CSX regarding high priority projects needed to implement the first stage of increased train service, culminating in the negotiation/execution of a Memorandum of Understanding (MOU) and an engineering agreement spelling out how the improvements are to be accomplished. State funds in the amount of \$65.9 million have been appropriated to pay for these and several second phase improvements. As a result, there is an agreed-upon plan for increasing passenger train traffic on the line from 32 trains per day to 40 trains per day.

Delaware Transit Corporation Commuter Rail Improvements Wilmington, Delaware

The Delaware Transit Corporation (DTC)/Delaware Department of Transportation (DelDOT) intend to increase capacity (including adding a third track) on a segment of the Northeast high-speed corridor from Wilmington to Newark, Delaware. Currently, the number of tracks in this segment decrease from three to two, thus creating choke points that require commuter trains to frequently stand on sidings when high-speed operations conflict with commuter operations. Due to this conflict, Amtrak limits the number of commuter trains per day to nine round trips. This restriction prevents the operation of badly needed commuter service. DTC/DelDOT intend to build a third track and related capacity improvements that will shorten travel time and increase the frequency of service in this congested segment. For these same reasons, DTC/DelDOT also intend to purchase six commuter rail cars. In April 2002, DTC and Amtrak began Preliminary Engineering for capacity improvements. It is anticipated that this effort will be completed by January 2003. This project will use funds originally intended for the Wilmington Trolley Project in the amount of \$5.75 million. A request for future funding can be expected for Final Design, construction, and additional commuter rail cars.