

# **Projects with Full Funding Grant Agreements**

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## **North Springs (North Line Extension)**

**Atlanta, Georgia**

(November 2002)

### **Description**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has constructed a 2.3-mile, two-station heavy rail extension of the North Line from north of the Dunwoody Station to North Springs. The extension connects the North Line segment from Buckhead to Dunwoody, which opened in June 1996. The North Line Extension will serve the rapidly growing area north of Atlanta, including Perimeter Center and north Fulton County. The project includes 56 vehicles and a parking deck at each new station. Daily ridership on the rail extension in 2005 is estimated at 33,000 riders, including 11,000 new riders.

The total project cost under the amended Full Funding Grant Agreement (FFGA) is \$463.18 million. The Section 5309 New Starts funding share for this project is \$370.54 million.

### **Status**

On April 11, 1991, the Final Environmental Impact Statement was completed and the Record of Decision was issued on August 6, 1991. In December 1994, MARTA and the Federal Transit Administration (FTA) entered into an FFGA for the extension from Dunwoody through North Springs.

Section 3030(d)(2) of TEA-21 further authorized FTA to amend the 1994 FFGA for project scope changes, including the purchase of the 28 additional rapid rail cars from amounts authorized by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The expanded scope requirements are needed to address the increases of estimated service levels and station parking enhancements as well as right-of-way impacts stemming from the proposed widening of the adjacent GA 400 limited access highway. The 1994 FFGA was amended on March 2, 2000, with a Section 5309 New Starts funding commitment of \$370.54 million and a revenue operations date of December 31, 2000. Revenue operations began in December 2000. Vehicle delivery is underway and should be completed by December 2002 with the delivery of the 56<sup>th</sup> rail car.

TEA-21 Section 3030(a)(3) authorizes the Atlanta-North Line Extension for Final Design and construction. Through FY 2002, a total of \$354.34 million in Section 5309 New Starts funds has been provided to the project (\$335.97 million in Congressional appropriations and \$18.37 million in prior year de-obligated funds).

<b>Reported in Year of Expenditure Dollars</b>		
<b><u>Source of Funds</u></b>	<b><u>Total Funding (million)</u></b>	<b><u>Appropriations to Date</u></b>
<b>Federal:</b> Section 5309 New Starts FFGA Commitment	\$370.54	\$354.34 million appropriated through FY 2002*
<b>Local:</b> Regional Sales Tax	\$ 92.64	
<b>TOTAL</b>	<b>\$463.18</b>	

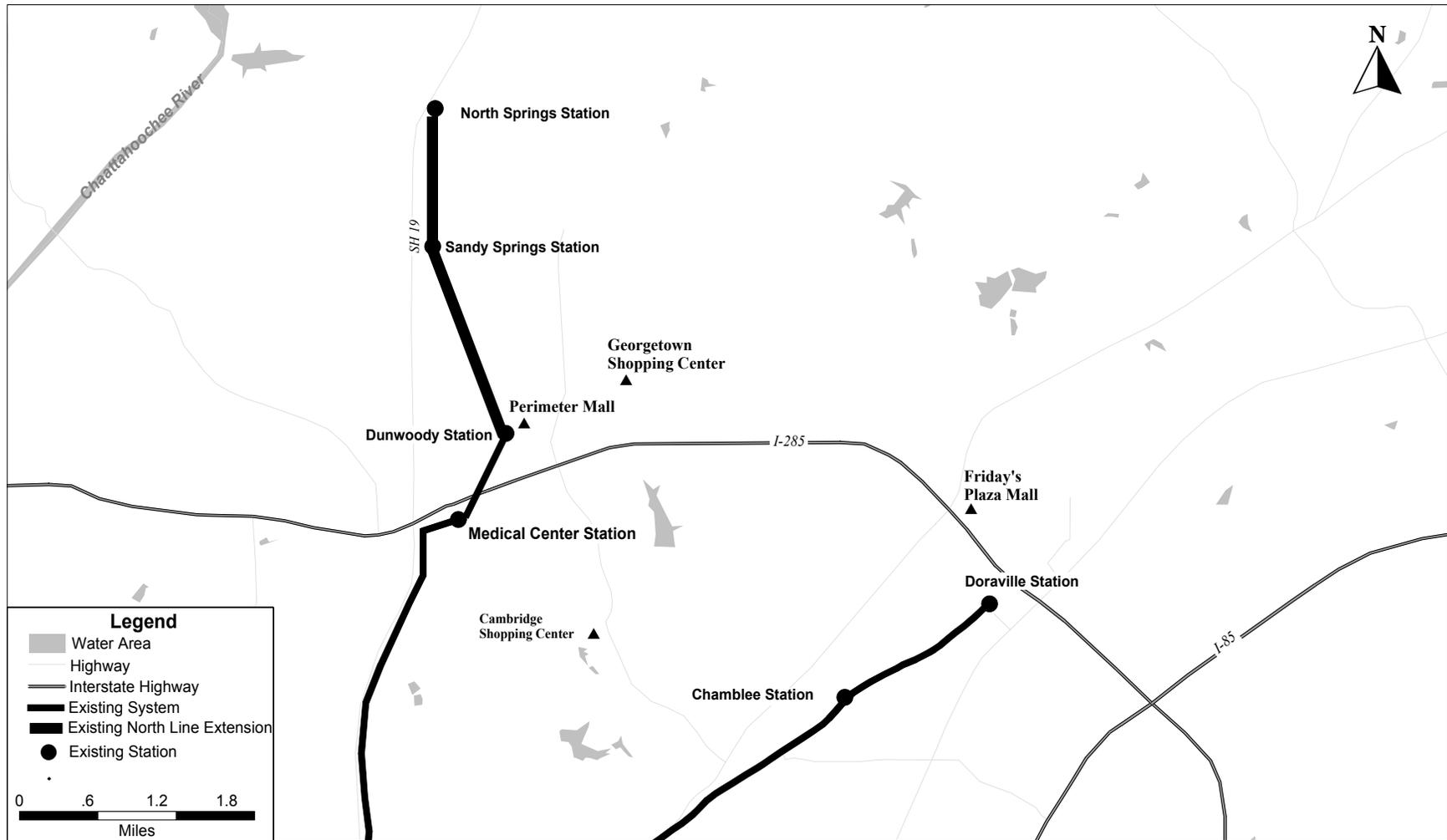
**NOTE:** Total may not add due to rounding.

Section 3030(d)(2) of TEA-21 authorizes FTA funding for project scope changes. These changes are reflected in a scope amendment to the North Line Extension FFGA. The cost of the enhancements is included in the funding totals displayed above.

\*The appropriations to date reported above include \$18.37 million in prior year de-obligated funds that are not included in the FFGA commitment.

# North Springs (North Line Extension)

Atlanta, Georgia





# **Central LRT Double Track**

## **Baltimore, Maryland**

(November 2002)

### **Description**

The Maryland Mass Transit Administration (MTA) is upgrading 9.4 miles of designated areas of the Baltimore Central Light Rail Line (CLRL). The scope of the project includes double tracking eight sections of the existing 29-mile Baltimore CLRL between Warren Road and Cromwell/Glen Burnie Station. Although no new stations are required, the addition of a second track will require construction of a second platform at four existing stations. The project includes two new bridges over the Middle Branch River and Kloman Avenue, crossing improvements, installation of a bi-directional signal system, catenary and other equipment and systems.

Once the project is complete and traffic signal pre-emption on Howard Street is installed, the project will reduce headways from 17 minutes to eight minutes in the peak period, and to 12 minutes in the off-peak, and also improve operational reliability. In 2020, average weekday boardings are estimated at 44,000, with an estimated 6,800 daily new riders.

The total project cost under the Full Funding Grant Agreement (FFGA) for these improvements is \$153.70 million. The Section 5309 New Starts funding share is \$120 million.

### **Status**

In February 1999, the Federal Transit Administration (FTA) approved Maryland MTA's request to enter Preliminary Engineering (PE). The project was divided into two segments to facilitate environmental review. An Environmental Assessment for the southern segment, Cromwell Station to Hamburg Street, was completed with FTA's issuance of a Finding of No Significant Impact (FONSI) in July 2000. FTA approved entry into Final Design (FD) for the southern segment in August 2000. The PE/environmental review phase for the northern segment, 28<sup>th</sup> Street to Warren Road, was completed with FTA's issuance of a FONSI in November 2000. FTA approved the northern segment of the CLRL to enter into FD in January 2001. In July 2001, FTA and MTA entered into an FFGA with a revenue operations date scheduled for December 31, 2006. Construction started in March 2002 and is currently 15 percent complete.

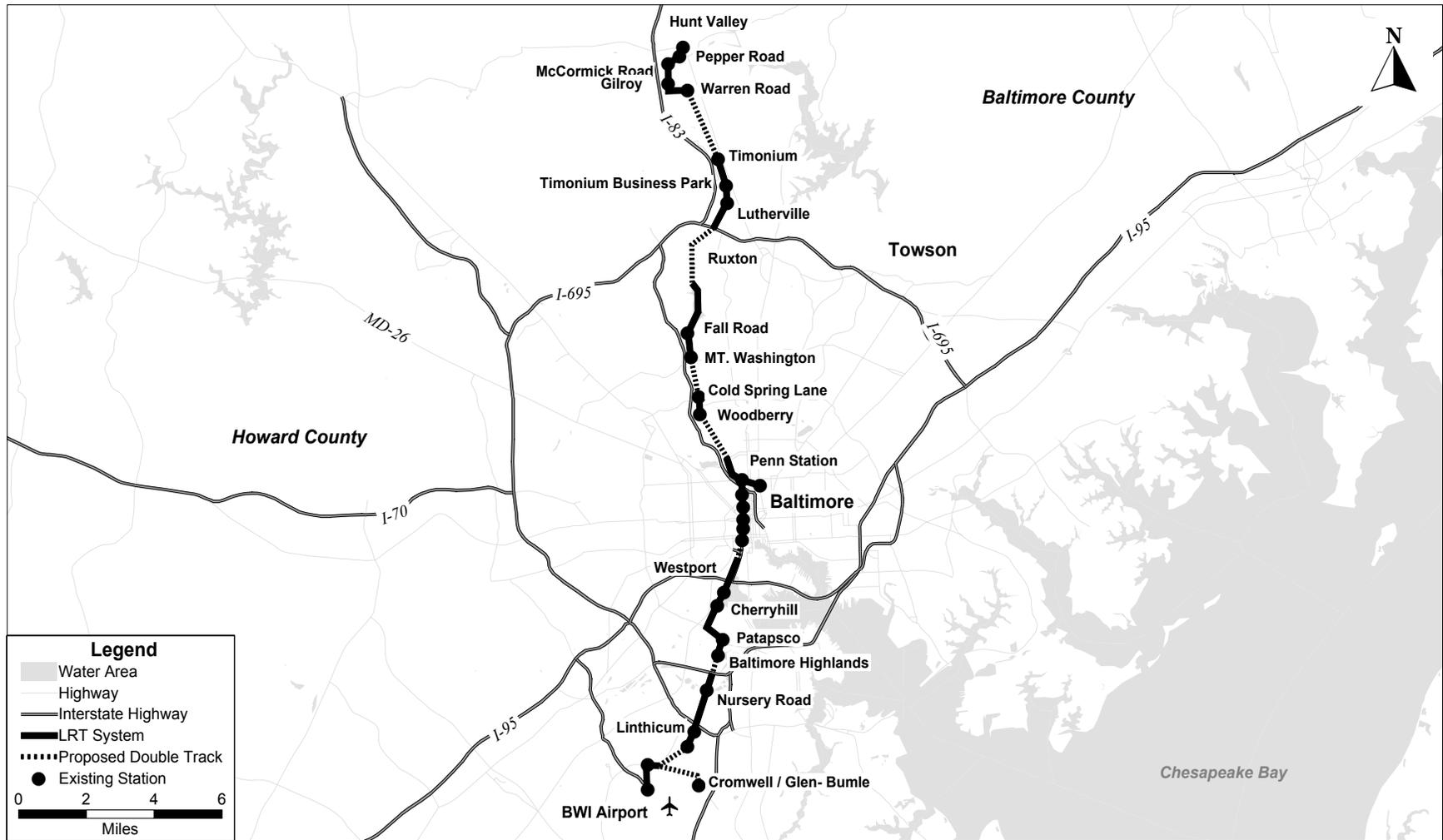
TEA-21 Section 3030(a)(42) authorizes the "Maryland-Light Rail Double Track" for final design and construction. Section 3030(g)(1) specifies that the "Baltimore-Washington Transportation Improvement Program" projects be funded at an 80 percent Federal share, comparing the aggregate expenditure of State and local funds, including highway funds, provided by the State of Maryland for all phases of the Central Corridor Light Rail project. Through FY 2002, Congress has appropriated \$21.49 million in Section 5309 New Starts funds to the project.

<b>Reported in Year of Expenditure Dollars</b>		
<b><u>Source of Funds</u></b>	<b><u>Total Funding (million)</u></b>	<b><u>Appropriations to Date</u></b>
<b>Federal:</b>		
Section 5309 New Starts FFGA Commitment	\$120.00	\$21.49 million through FY 2002
Section 5307 Urbanized Area Formula Funds	\$ 3.00	
<b>State:</b>		
Maryland Transportation Trust Fund	\$ 30.70	
<b>TOTAL</b>	<b>\$153.70</b>	

NOTE: Total may not add due to rounding.

# Central LRT Double-Track

Baltimore, Maryland





# **South Boston Piers Transitway - Phase I**

## **Boston, Massachusetts**

(November 2002)

### **Description**

The Massachusetts Bay Transportation Authority (MBTA) is constructing an underground bus rapid transitway connecting the MBTA's existing transit system with the South Boston Piers area. The initial phase is a one-mile tunnel segment with three stations (South Station, Federal Courthouse/Fan Pier, and the World Trade Center). The project also includes the procurement of 32 dual-mode hybrid diesel-electric buses. Daily ridership for the transitway in 2010 is estimated to range from 22,000 trips in the lower-growth scenario to 34,100 trips in the higher growth scenario.

The total project cost under the existing Full Funding Grant Agreement (FFGA) is \$413.40 million, with a Section 5309 New Starts funding share of \$330.73 million.

### **Status**

The MBTA completed the Alternatives Analysis process and selected a Locally Preferred Alternative in February 1993. The Final Environmental Impact Statement was published in December 1993. Preliminary Engineering was completed on October 31, 2000. The Federal Transit Administration (FTA) approved the project entry into Final Design in June 1993. In November 1994, FTA signed an FFGA with the MBTA with a Revenue Operations Date scheduled for December 31, 2000. In June 1999, MBTA provided a revised cost update to address cost escalation and project schedule delays. FTA has requested MBTA to submit a revised FFGA. MBTA has prepared and submitted to FTA a Recovery Plan to amend the original FFGA. The current estimated project cost is \$601 million reflecting an increase of \$187 million over the original total project cost.

The project is 74 percent complete with a projected revenue operations date of December 2004. However, MBTA plans to commence interim revenue services in December 2003 with electric trolley buses.

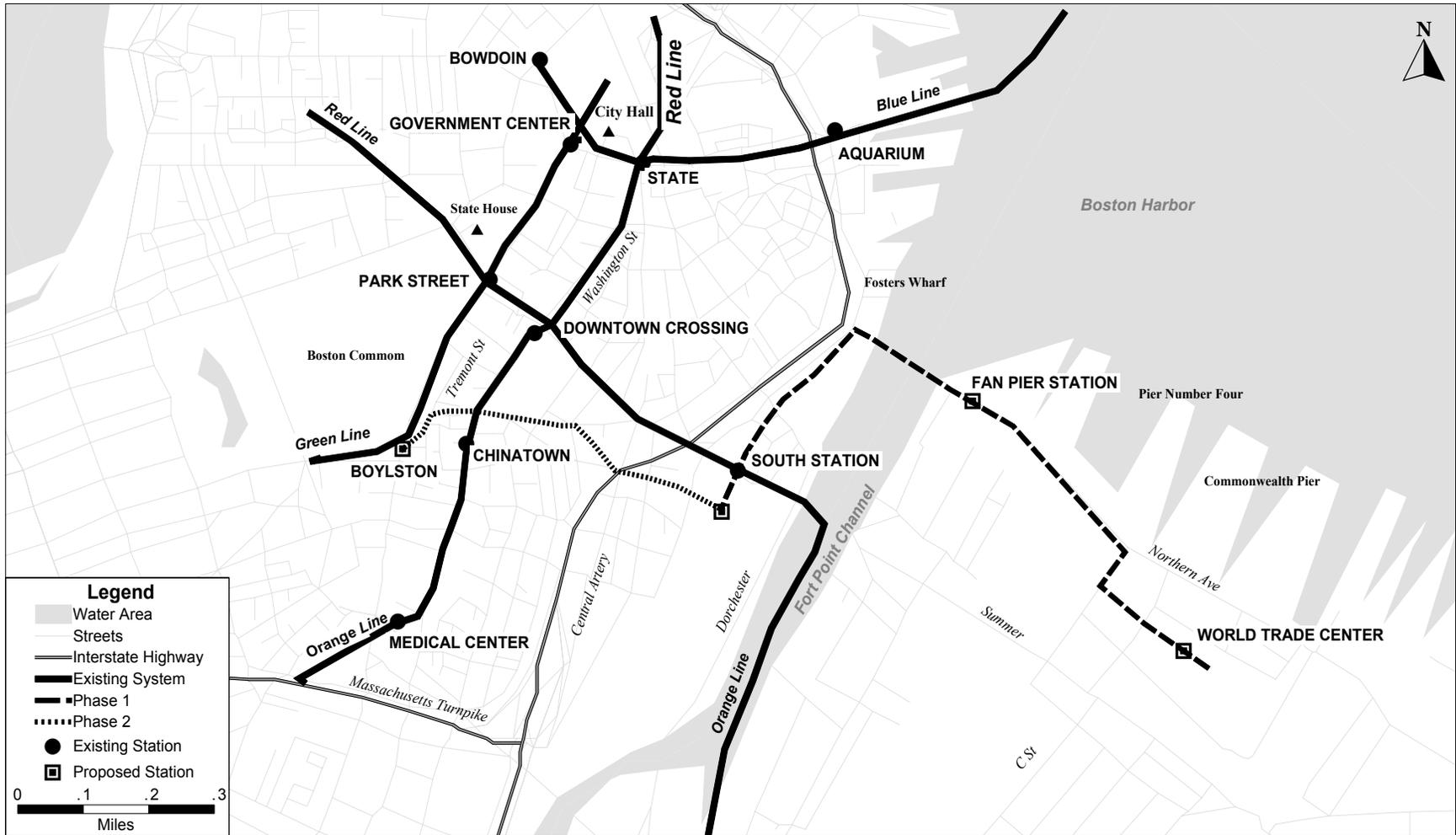
Through FY 2002, Congress has appropriated \$330.05 million in Section 5309 New Starts funds for the South Boston Piers Transitway. The revised FFGA is under development.

<b>Reported in Year of Expenditure Dollars</b>		
<u>Source of Funds</u>	<u>Total Funding (million)</u>	<u>Appropriations to Date</u>
<b>Federal:</b>		
Section 5309 New Starts FFGA Commitment	\$330.73	\$330.05 million appropriated through FY 2002
Section 5307 Urbanized Area Formula Funds	\$150.07	
<b>State:</b>		
Bond Funds	\$120.20	
<b>TOTAL</b>	<b>\$601.00</b>	

NOTE: Total may not add due to rounding.

# South Boston Piers Transitway Phase

Boston, Massachusetts





# **Douglas Branch Reconstruction**

**Chicago, Illinois**

(November 2002)

## **Description**

The Chicago Transit Authority (CTA) is reconstructing 6.6-miles of the existing Douglas Branch of CTA's heavy rail Blue Line. The line extends from a point just west of downtown Chicago to its terminus at Cermak Avenue. The project includes reconstruction and rehabilitation of eleven stations and aerial structures, upgrading power distribution and signal systems, and reconstruction of the 54th Street maintenance yard. The line currently has approximately 27,000 average weekday boardings serving one of the most economically distressed areas in Chicago. The project is expected to serve 6,000 daily new riders in 2020.

The total project cost under the Full Funding Grant Amendment (FFGA) for this project is \$482.50 million. The Section 5309 New Starts funding share is \$320.10 million.

## **Status**

In December 1997, the Chicago Area Transportation Study (CATS) and the local Metropolitan Planning Organization included the Douglas Branch Reconstruction Project in the region's financially-constrained long range transportation plan. CTA completed Preliminary Engineering in December 1999. The Federal Transit Administration (FTA) issued a Finding of No Significant Impact on an Environmental Assessment in April 2000 and approved the project into Final Design in January 2001. FTA and CTA entered into an FFGA on January 17, 2001 with a revenue operations date scheduled for January 31, 2005. Construction started in 2001 and is currently 32 percent complete.

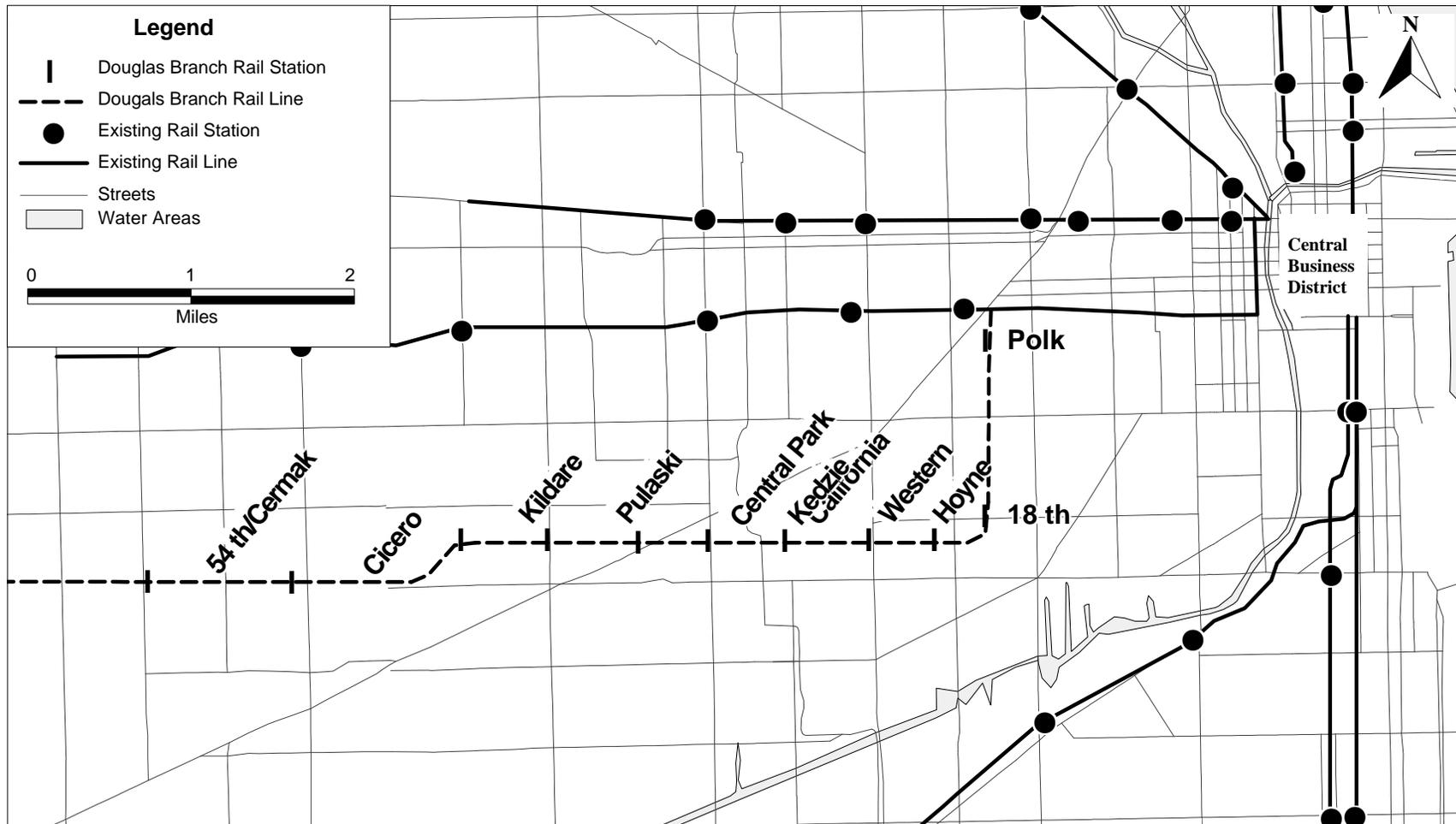
Section 3030(a)(106) of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) authorizes the "Douglas Branch [CTA]" for final design and construction. Through FY 2002, Congress has appropriated \$52.20 million in Section 5309 New Starts funds for the project.

<b>Reported in Year of Expenditure Dollars</b>		
<b><u>Source of Funds</u></b>	<b><u>Total Funding (million)</u></b>	<b><u>Appropriations to Date</u></b>
<b>Federal:</b>		
Section 5309 New Starts FFGA Commitment	\$320.10	\$52.20 million appropriated through FY 2002
Section 5309 Fixed Guideway Modernization	\$ 8.46	
Section 5307 Urbanized Area Formula	\$ 55.22	
<b>State:</b>		
Illinois DOT	\$ 41.30	
<b>Local:</b>		
Bonds	\$ 57.50	
<b>TOTAL</b>	<b>\$482.50</b>	

**NOTE:** Total may not add due to rounding.

# Douglas Branch Reconstruction

Chicago, Illinois





# **North Central Corridor Commuter Rail**

## **Chicago, Illinois**

(November 2002)

### **Description**

Metra, the commuter rail division of the Regional Transportation Authority (RTA) of Northeastern Illinois, is constructing 16.3 miles of a second mainline track and a 2.3-mile stretch of third track along the existing 55-mile North Central Service (NCS) commuter rail line to accommodate increased service and operating speeds. The project includes the construction of five new stations, parking facilities, and the purchase of two new diesel locomotives.

The corridor extends from downtown Chicago to Antioch on the Illinois-Wisconsin border, traversing suburban Cook and Lake counties. The additional trackage, new stations and related improvements will allow Metra to increase its NCS from five roundtrips to a maximum of 11 roundtrips per day. The project will bring new service to the communities of Franklin Park, Schiller Park, Rosemont and Grayslake. The improved NCS line will have 8,400 average weekday boardings in 2020.

Total project cost under the Full Funding Grant Agreement (FFGA) for the NCS Corridor improvements is \$225.52 million. The Section 5309 New Starts funding share is \$135.32 million.

### **Status**

In April 1997, Metra initiated a Major Investment Study (MIS) for the North Central Corridor. The MIS was completed in August 1998. In December 1998, FTA approved Metra's request to initiate the Preliminary Engineering/environmental review process on the NCS project. Metra completed an environmental assessment for the project in April 2000. FTA issued a Finding of No Significant Impact in May 2000. FTA approved the NCS project into Final Design in October 2000. Metra and FTA entered into an FFGA on November 5, 2001 with a revenue operations date scheduled for December 2006. Construction started in 2002 and is currently 14.8 percent complete.

TEA-21 Section 3030(a)(10) authorizes the "North Central Upgrade – Commuter Rail [Metra]" for Final Design and construction. Through FY 2002, Congress has appropriated \$51.26 million in Section 5309 New Starts funds for this project.

<b>Reported in Year of Expenditure Dollars</b>		
<b><u>Source of Funds</u></b>	<b><u>Total Funding (million)</u></b>	<b><u>Appropriations to Date</u></b>
<b>Federal:</b>		
Section 5309 New Starts FFGA Commitment	\$135.32	\$51.26 million appropriated through FY 2002
Section 5309 Fixed Guideway Modernization	\$ 23.80	
<b>State:</b>		
Illinois DOT Bonds	\$ 3.40	
<b>Local:</b>		
Metra	\$ 16.10	
Municipality Contributions	\$ 12.00	
SCIP Bonds	\$ 34.90	
<b>TOTAL</b>	<b>\$225.52</b>	

NOTE: Totals may not add due to rounding.





# **Southwest Corridor Commuter Rail**

## **Chicago, Illinois**

(November 2002)

### **Description**

Metra, the commuter rail division of the Regional Transportation Authority (RTA) of Northeastern Illinois, is constructing an additional 12 miles of trackage within an existing 33 mile corridor connecting Union Station in downtown Chicago to 179th Street in Orland Park, Illinois. The project will extend commuter rail service from Orland Park southwest to Manhattan, Illinois. The project includes construction of 3.3 miles of a second mainline track, three additional stations, parking facilities and multiple improvements to tracks, signals and stations. In addition, several railroad bridges will be rehabilitated, an existing rail yard will be expanded, a new rail yard layover facility will be constructed, and three locomotives will be purchased. The additional trackage, new stations and related improvements, will enable Metra to operate 30 trains per day (15 inbound and 15 outbound trains) along the Southwest Corridor. Metra estimates 13,800 average weekday boardings, including 7,600 daily new riders in 2020.

Total project cost under the Full Funding Grant Agreement (FFGA) for the Southwest Corridor (SWC) is \$198.12 million. The Section 5309 New Starts funding share for the project is \$103.02 million.

### **Status**

In April 1997, Metra initiated a Major Investment Study (MIS) for the SWC. The MIS was completed in August 1998. In December 1998, the Federal Transit Administration (FTA) approved Metra's request to initiate the Preliminary Engineering and environmental review process on the SWC project. Metra completed an Environmental Assessment (EA) for the project in September 2000 and FTA issued a Finding of No Significant Impact on the EA in October 2000. FTA approved the SWC project entry into Final Design in January 2001. Metra and FTA entered into an FFGA on November 5, 2001, with a revenue operations date scheduled for December 2006. Construction started in 2002 and is currently 10 percent complete. Through FY 2002, Congress has appropriated \$38.50 million in Section 5309 New Starts funds to this project.

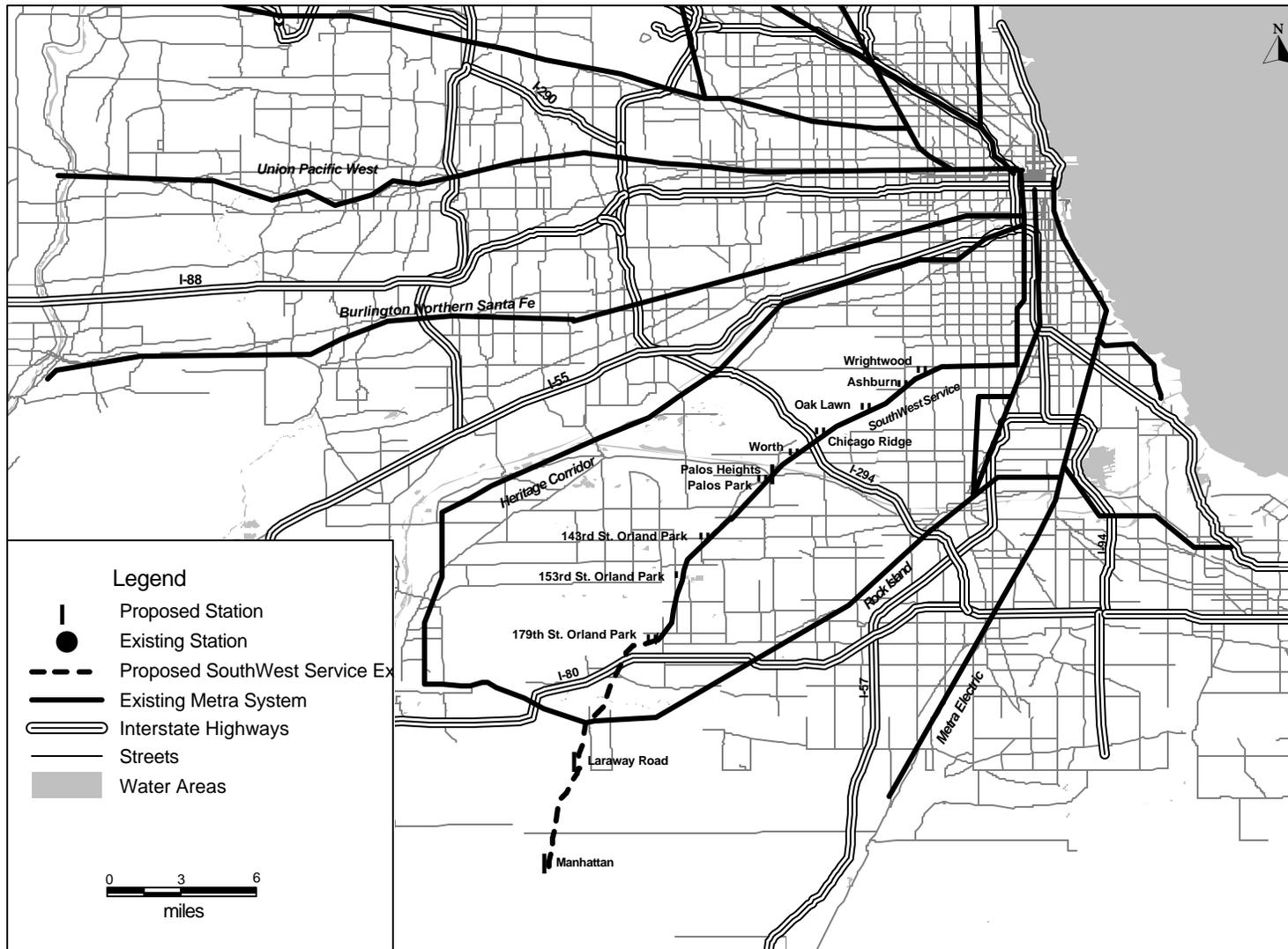
TEA-21 Section 3030(a)(43) authorizes the "Southwest Extension [Metra]" for Final Design and construction.

<b>Reported in Year of Expenditure Dollars</b>		
<u>Source of Funds</u>	<u>Total Funding (million)</u>	<u>Appropriations to Date</u>
<b>Federal:</b>		
Section 5309 New Starts FFGA Commitment	\$103.02	\$38.50 million appropriated through FY 2002
Section 5309 Fixed Guideway Modernization	\$ 29.90	
Section 5307 Urbanized Area Formula	\$ 4.40	
<b>State:</b>		
Illinois DOT Bonds	\$ 3.30	
<b>Local:</b>		
Metra	\$ 18.20	
Municipality Contributions	\$ 8.60	
SCIP Bonds	\$ 30.70	
<b>TOTAL</b>	<b>\$198.12</b>	

NOTE: Totals may not add due to rounding.

# South West Service Corridor Commuter Rail

## Chicago, Illinois





# **Union-Pacific West Line Extension**

## **Chicago, Illinois**

(November 2002)

### **Description**

Metra, the commuter rail division of the Regional Transportation Authority of Northeastern Illinois, is constructing 8.5-mile extension to the existing 35-mile Union-Pacific West Line (once known as the Central Kane Corridor). Metra's Union-Pacific West (UPW) Line currently operates 59 weekday trains (29 outbound, 30 inbound) and 34 weekend trains (20 roundtrip trains on Saturdays and 14 roundtrip trains on Sundays) over the Union-Pacific Railroad from the Chicago Passenger Terminal in the central business district (CBD) to Geneva, Illinois (Kane County). The project would extend the line approximately 8.5 miles west from Geneva to Elburn, Illinois. The project also includes multiple improvements to track and signals, construction of two new stations, parking facilities, the purchase of two diesel locomotives, and the construction of a new overnight train storage yard. The additional trackage, new stations, and related improvements will enable Metra to accommodate additional trains, increase operating speeds and bring new commuter rail service to the communities of LaFox and Elburn, Illinois. Metra estimates that 3,900 average weekday boardings will occur on the UPW line in 2020.

Total capital cost for the UPW extension is estimated at \$134.56 million (escalated dollars). The Section 5309 New Starts funding share is \$80.76 million.

### **Status**

In April 1997, Metra initiated a Major Investment Study (MIS) for the Central Kane Corridor (CKC). The purpose of the MIS was to analyze the ability and cost effectiveness of various alternative investment strategies to serve the growing need for travel from the CKC to the Chicago CBD. The MIS was completed in August 1998. Based on the results of the MIS, Metra selected a Locally Preferred Alternative (LPA) that would implement an extension of commuter rail service from Geneva to Elburn, Illinois. The LPA was included in the Chicago Area Transportation Study's (local Metropolitan Planning Organization) 2020 Long-Range Transportation Plan and Transportation Improvement Program in November 1997. In December 1998, FTA approved Metra's request to initiate the Preliminary Engineering and environmental review process on the UPW extension project. Metra completed an Environmental Assessment (EA) for the project in June 2000. FTA issued a Finding of No Significant Impact on the EA in August 2000. FTA approved the UPW project into Final Design in January 2001. Metra and FTA entered into a Full Funding Grant Agreement on November 5, 2001. Construction was scheduled to begin in 2002. Revenue operations are scheduled for December 2006.

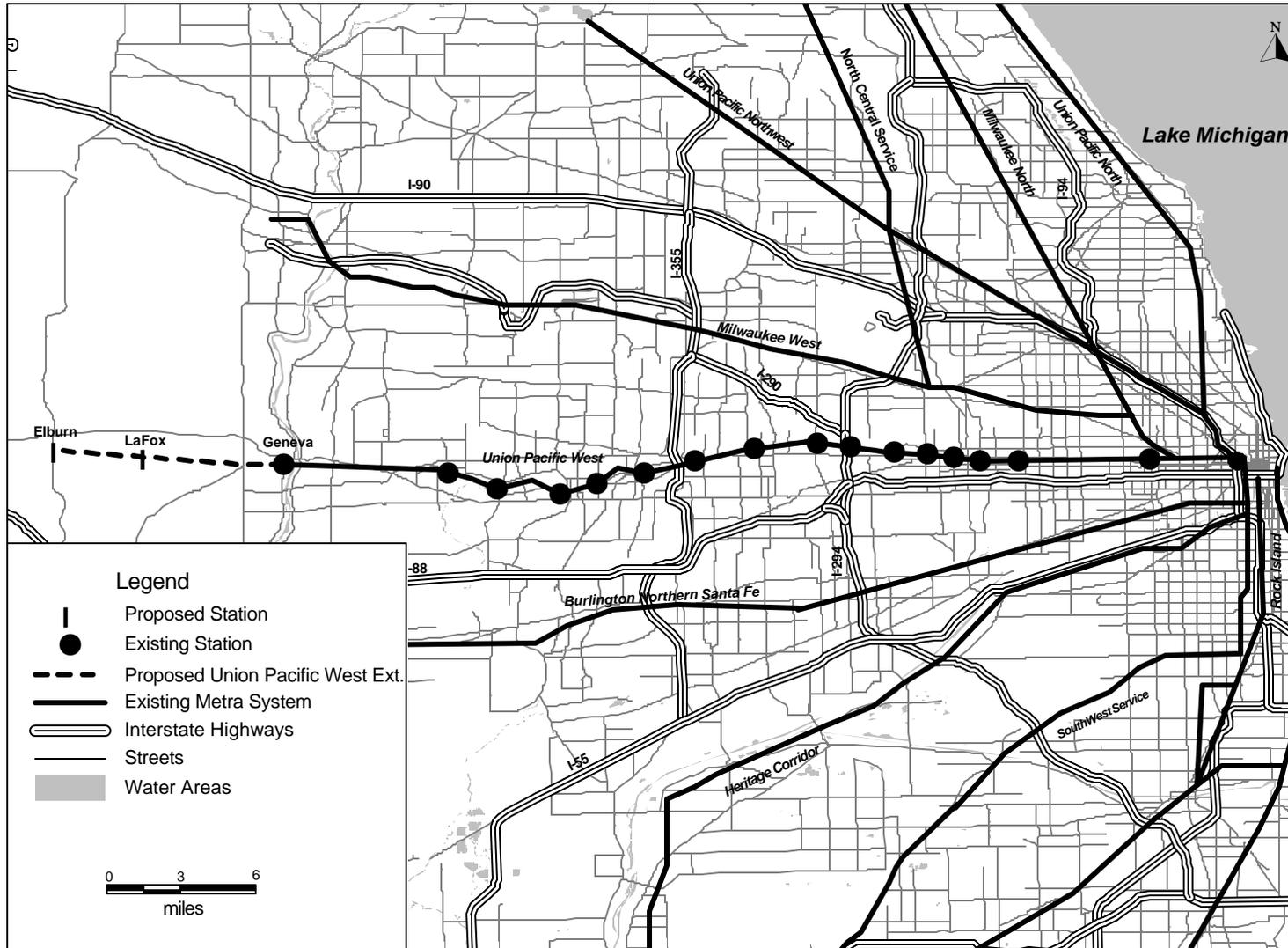
TEA-21 Section 3030(a)(13) authorizes the "West Line Extension" for Final Design and construction. Through FY 2002, Congress has appropriated \$32.84 million in Section 5309 New Starts funds to the project.

<b>Reported in Year of Expenditure Dollars</b>		
<b><u>Source of Funds</u></b>	<b><u>Total Funding (million)</u></b>	<b><u>Appropriations to Date</u></b>
<b>Federal:</b>		
Section 5309 New Starts FFGA Commitment	\$ 80.76	<b>\$32.84 million appropriated through FY 2002</b>
Section 5309 Fixed Guideway Modernization	\$ 12.90	
<b>State:</b>		
Illinois DOT Bonds	\$ 22.50	
<b>Local:</b>		
Metra	\$ 17.30	
Municipality Contributions	\$ 0.60	
SCIP Bonds	\$ 0.50	
<b>TOTAL</b>	<b>\$134.56</b>	

**NOTE:** Totals may not add due to rounding.

# Union-Pacific West Line Extension

## Chicago, Illinois





# **North Central LRT Extension**

## **Dallas, Texas**

(November 2002)

### **Description**

The Dallas Area Rapid Transit (DART) is constructing the North Central Corridor Light Rail Transit (LRT) extension. The light rail will extend 12.5 miles from the current northern terminus at the Park Lane Station to the new terminal in Plano and have three sections (NC-3, NC-4, and NC-5), nine stations, four of which are aerial structures, 21 new LRT vehicles, an LRT vehicle acceptance facility, an expansion to the existing service and inspection facility, and a maintenance facility. DART estimates that over 17,000 daily riders will use the extension in 2010.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$517.20 million. The Section 5309 New Starts funding share for this project is \$333 million.

### **Status**

The Federal Transit Administration (FTA) approved entry into Preliminary Engineering in July 1994. The Record of Decision was issued in June 1997. Entry into Final Design was approved in June 1997. FTA entered into an FFGA with DART for the North Central extension project on October 6, 1999, with a revenue operations date scheduled for December 31, 2003. Sections NC-3 and NC-4 were opened for revenue operations on July 1, 2002. Section NC-5 is under construction and expected to open for revenue service in December 2002.

Favorable bid conditions have allowed DART to realize \$80 million in cost savings on this project. DART has requested an amendment to the FFGA to use the savings to add to the scope of work the construction of an additional station and parking spaces and the purchase of 20 additional railcars.

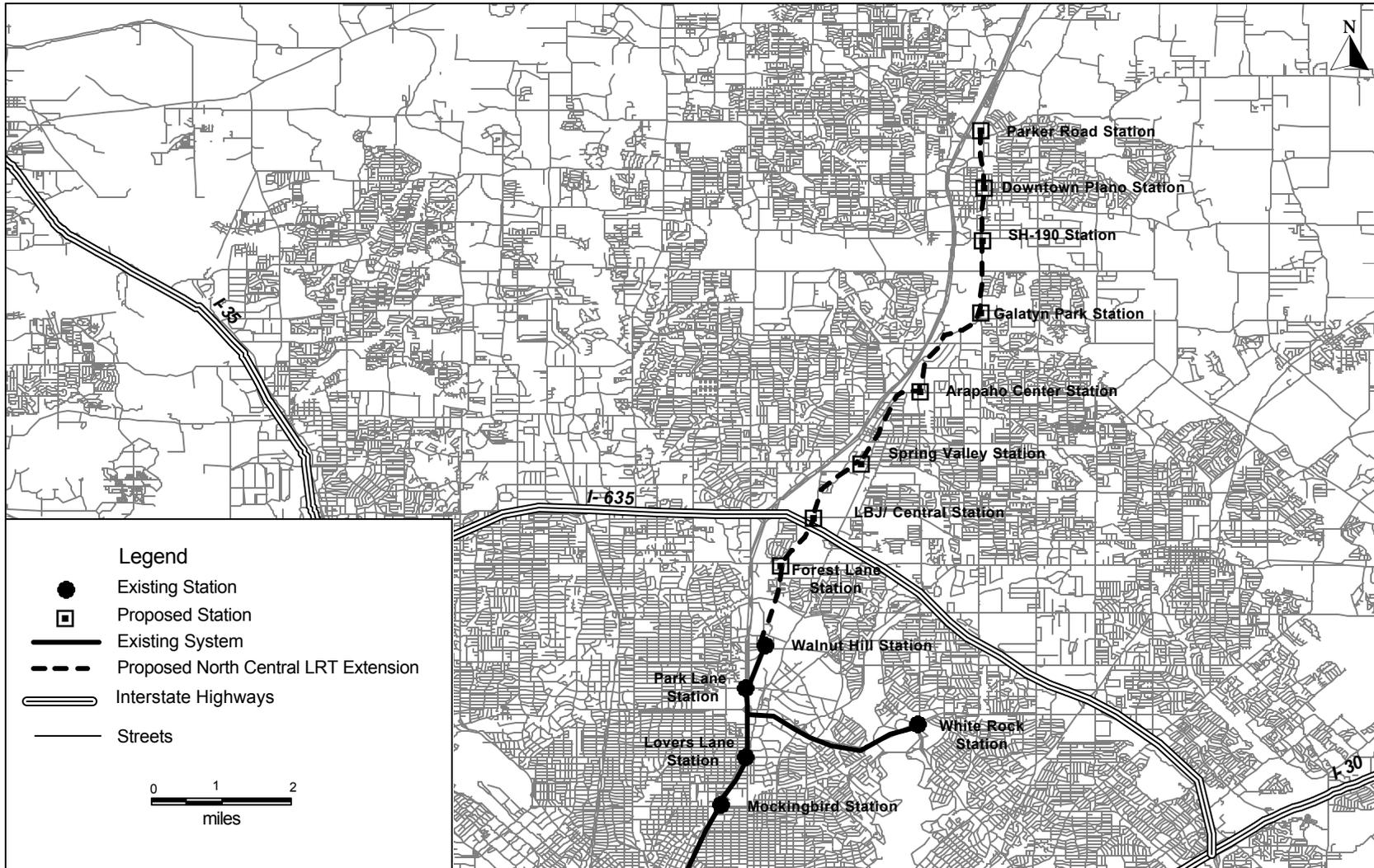
TEA-21 Section 3030(a)(20) authorizes the North Central Extension for Final Design and construction. Through FY 2002, Congress has appropriated \$230.91 million in Section 5309 New Starts funds to the project.

<b>Reported in Year of Expenditure Dollars</b>		
<u>Source of Funds</u>	<u>Total Funding (million)</u>	<u>Appropriations to Date</u>
<b>Federal:</b> Section 5309 New Starts FFGA Commitment	\$333.00	\$230.91 million appropriated through FY 2002
<b>Local:</b> 1% local sales tax	\$184.20	
<b>TOTAL</b>	<b>\$517.20</b>	

NOTE: Total may not add due to rounding.

# North Central LRT Extension

Dallas, Texas





# **Southeast Corridor LRT Transportation Expansion Project**

## **Denver, Colorado**

(November 2002)

### **Description**

The Regional Transportation District (RTD) and the Colorado Department of Transportation (CDOT) are constructing the Southeast Corridor project (known locally as T-REX), a 19.12-mile double track Light Rail Transit (LRT) system extending from the existing LRT station at I-25 and Broadway in Denver along I-25 to Lincoln Avenue and I-25 in Douglas County, with an LRT spur line along I-225 to Parker Road in Arapahoe County. The project includes 13 new stations, 34 light rail vehicles, 12 park-and-ride lots, a maintenance facility and system upgrades. The double track system will operate in an exclusive, grade-separated right-of-way and connect with the existing 5.3-mile Central Corridor LRT in downtown Denver at the existing Broadway station. At I-25 and Broadway, the Southeast Corridor LRT will also connect with RTD's 8.7-mile Southwest Corridor LRT. Ridership is estimated at 38,100 average weekday boardings in 2020.

The total project cost under the Full Funding Grant Agreement (FFGA) for this project is \$879.27 million. The Section 5309 New Starts funding share for this project is \$525 million.

### **Status**

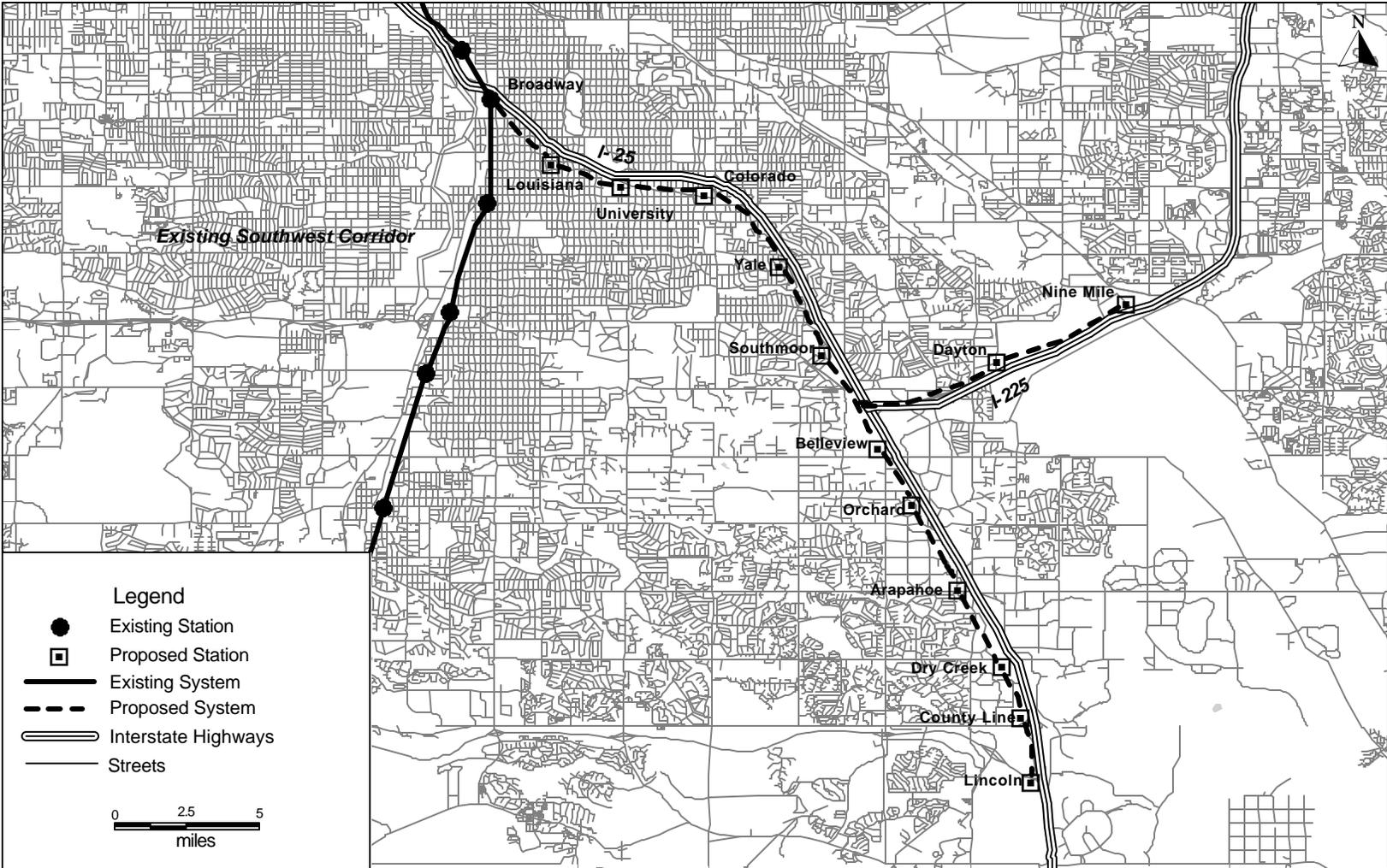
CDOT, in cooperation with the Denver Regional Council of Governments and the RTD, completed a Major Investment Study on the Southeast Corridor in July 1997. In February 1998, the Federal Transit Administration (FTA) approved the project into Preliminary Engineering. The FTA and the Federal Highway Administration issued a Final Environmental Impact Statement for the project in December 1999 and a Record of Decision in March 2000. In May 2000, FTA approved the project into Final Design. RTD and FTA entered into an FFGA on November 17, 2000 with a revenue operations date scheduled for June 30, 2008. RTD is constructing T-REX through a design-build contract that was awarded in June 2001. Construction started in September 2001 and is currently 23 percent complete. The vehicle contract was awarded in July 2002.

TEA-21 Section 3030(a)(23) authorized the Denver Southeast LRT for Final Design and construction. Through FY 2002, Congress has appropriated \$60.86 million in Section 5309 New Starts funds to the project.

<b>Reported in Year of Expenditure Dollars</b>		
<u>Source of Funds</u>	<u>Total Funding (million)</u>	<u>Appropriations to Date</u>
<b>Federal:</b> Section 5309 New Starts FFGA Commitment	\$525.00	\$60.86 million appropriated through FY 2002
<b>Local:</b> Sales Tax Revenue-Based Bond Proceeds	\$354.27	
<b>TOTAL</b>	<b>\$879.27</b>	

**NOTE:** Total may not add due to rounding.

# Southeast Corridor LRT Transportation Expansion Project Denver, Colorado



Federal Transit Administration, 2002



# **Tri-Rail Commuter Rail Upgrades, Segment 5**

## **Ft. Lauderdale, West Palm Beach and Miami, Florida**

(November 2002)

### **Description**

The Tri-County Commuter Rail Authority (Tri-Rail) is upgrading the existing 71.7-mile regional transportation system that connects Palm Beach, Broward and Miami-Dade counties in South Florida. The project includes double tracking, vehicle procurement, a new northern maintenance and layover facility, grade crossing improvements, station and parking construction, and upgrading signals and train control systems. These improvements will significantly enhance the service reliability of the commuter rail owned by the Florida Department of Transportation (FDOT) and will allow Tri-Rail to operate 20-minute headways during peak commuter hours, as opposed to the current one-hour headways.

Segment 5 of the project is approximately 44.3 miles and covers the remaining double tracking and other improvements to the corridor not covered by Segments 1 through 4. The project includes upgrading five bridges and construction of 12 new bridges to accommodate the second mainline track, modification and renovation of 10 existing stations, closure of one station and construction of one station, demolition of the existing Palm Beach County northern layover facility and construction of a new northern maintenance and layover facility, upgrading existing signal system and automated grade crossing protection at 72 crossings, and acquisition of five diesel locomotives and two cab control coaches. Tri-Rail estimates that 42,100 average weekday boardings will occur in 2015.

The Segment 5 total project cost under the Full Funding Grant Agreement (FFGA) is \$327 million. The Section 5309 New Starts funding share for this project is \$110.50 million.

### **Status**

Environmental requirements for the Tri-County Commuter Rail improvements were finalized August 17, 1999. FTA issued a Finding of No Significant Impact (FONSI) on November 5, 1999.

Tri-Rail entered into an FFGA for the Segment 5 project on May 16, 2000 with a revenue operating date scheduled for March 31, 2005. A design build contract for Segment 5 was awarded in August 2001. Construction commenced in July 2002 and is currently 14 percent complete.

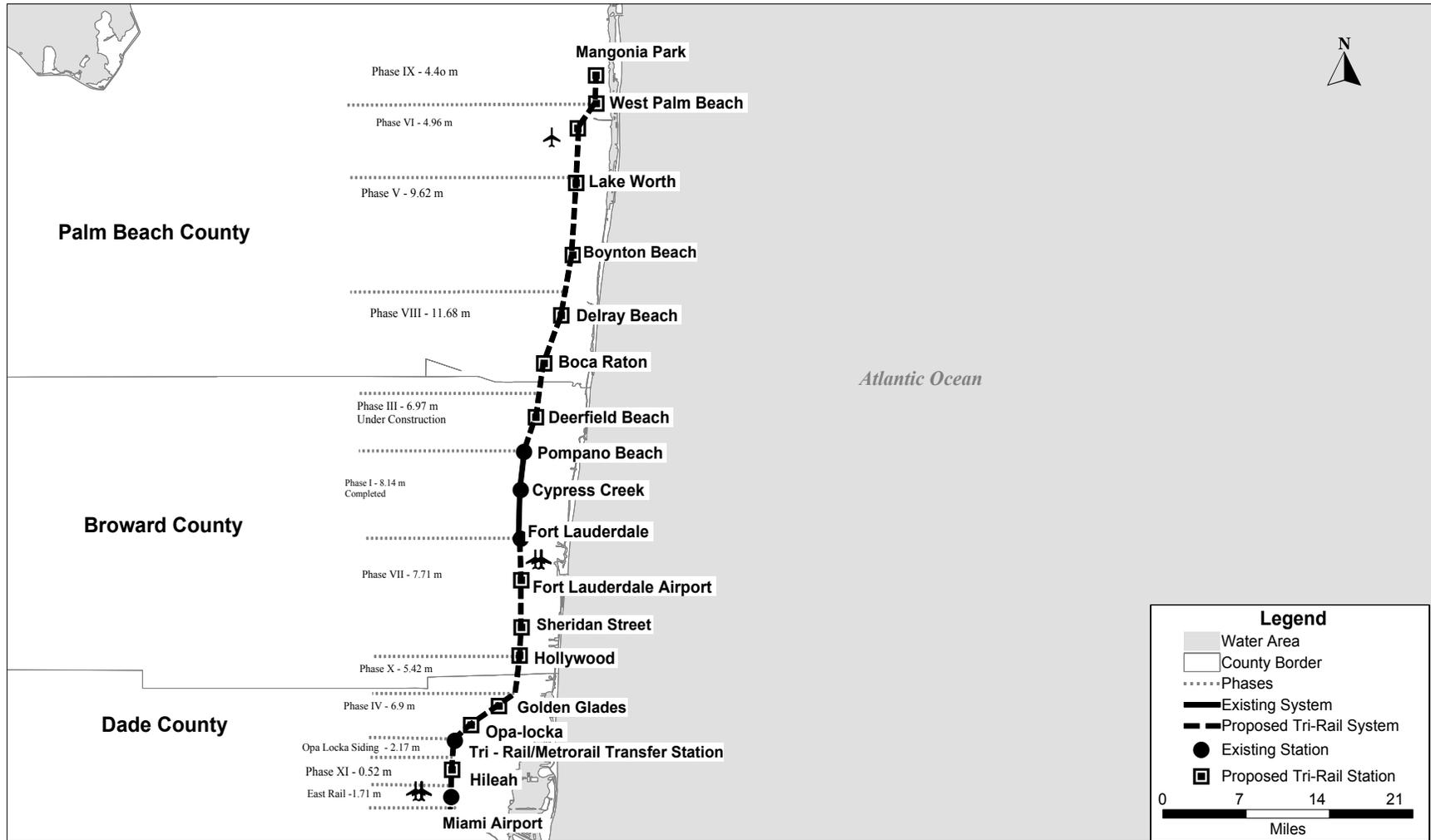
TEA-21 Section 3030(a)(27) authorizes the Ft. Lauderdale-West Palm Beach-Miami Tri-County Commuter Rail for final design and construction. Through FY 2002, Congress has appropriated \$106.65 million in Section 5309 New Starts funds to the Segment 5 Project, including \$54.25 million in prior year funds appropriated to Segments 1 through 4 of the Double Track Corridor Improvement Program, which are not encompassed under the current FFGA.

<b>Reported in Year of Expenditure Dollars</b>		
<b><u>Source of Funds</u></b>	<b><u>Total Funding (million)</u></b>	<b><u>Appropriations to Date</u></b>
<b>Federal:</b>		
Section 5309 New Starts FFGA Commitment	\$110.50	\$52.4 million appropriated through FY 2002 for Segment 5 and \$54.25 million appropriated through FY 2002 for Segments 1 through 4. Total appropriations for the Double Track Corridor Improvement Program are \$106.65 million.
Section 5307 Urbanized Area Formula Funds	\$ 14.90	
Section 5309 Fixed Guideway Modernization	\$ 19.30	
Flexible Funds	\$ 57.20	
<b>State:</b>		
FDOT Transportation Trust Fund	\$ 69.90	
<b>Local:</b>		
Private Sector	\$ 55.20	
<b>TOTAL</b>	<b>\$327.00</b>	

NOTE: Total may not add due to rounding.

# Tri-Rail Commuter Rail Upgrades

Ft. Lauderdale, West Palm Beach, and Miami, Florida





# **MOS-3 Extensions of Metro Rail (North Hollywood Extension)**

## **Los Angeles, California**

(November 2002)

### **Description**

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

The North Hollywood Extension is a 6.3-mile, three-station subway, extending from the Hollywood branch of MOS-2 to North Hollywood in the San Fernando Valley. The North Hollywood extension began revenue services in June 2000.

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

The total project cost for the North Hollywood Extension under the Full Funding Grant Agreement (FFGA) is \$1,310.82 million. The Section 5309 New Starts funding share is \$681.04 million.

### **Status**

The Los Angeles County Metropolitan Transit Agency (LACMTA) and the Federal Transit Administration (FTA) signed a Full Funding Grant Agreement (FFGA) for MOS-3 in May 1993, which provided \$1.23 billion in Section 5309 New Starts funds for the three extensions of MOS-3. The FFGA was subsequently amended on December 28, 1994, to provide an additional \$186.49 million for a total commitment of \$1,416.49 million in Section 5309 New Starts funding.

In January 1997, after delays in the project, FTA requested that the LACMTA submit a recovery plan to demonstrate its ability to complete MOS-2 and MOS-3, while maintaining and operating the existing bus system. A revised and restated FFGA for the North Hollywood extension (Phase I-A) of MOS-3 was signed on June 9, 1997 at a total project cost of \$1,310.82 million, with a Section 5309 New Starts funding share of \$681.04 million.

On January 14, 1998, the LACMTA Board of Directors voted to suspend and demobilize rail construction activities on all rail projects other than the MOS-2 and MOS-3 North Hollywood

extensions that were already under construction. The MTA subsequently submitted the recovery plan to FTA on May 15, 1998. FTA accepted the recovery plan on July 2, 1998.

In 1998, the MTA undertook a Regional Transit Alternatives Analysis (RTAA) Study to analyze and evaluate feasible alternatives for the Eastside and Mid-City corridors. The RTAA addressed system investment priorities, allocation of resources to operate existing transit services at a reliable standard, assessment and management of financial risk, countywide bus service expansion, and a process for finalizing corridor investments. On November 9, 1998, the LACMTA Board reviewed the RTAA and directed staff to reprogram State and local resources that were previously allocated to the Eastside and Mid-City Extensions to the implementation of RTAA recommendations, including the LACMTA Accelerated Bus Procurement Plan.

The LACMTA conducted further studies of transit investment options for the Eastside and Mid-City corridor projects and subsequently requested FTA's concurrence to initiate Preliminary Engineering (PE) on both corridors. In October 2000, FTA authorized the LACMTA to begin PE on the Eastside LRT corridor. Final Design on the Eastside LRT corridor was approved in October 2002. FTA approved the Mid-City Exposition corridor project entry into PE in January 2002. Complete profiles for these projects are included in the Preliminary Engineering section, Appendix A of this report.

TEA-21 Section 3030(a)(38) authorized Los Angeles MOS-3 for Final Design and construction. Through FY 2002, Congress has appropriated \$738.29 million in Section 5309 New Starts funds for the North Hollywood segment of MOS-3 that includes an additional \$76.48 million appropriated for the original Mid-City and Eastside subway alignments, and \$11.86 million appropriated in FY 1999 and FY 2000 for further studies of alternatives in the corridors. In FY 2001 and FY 2002, Congress provided an additional \$1.98 million and \$7.42 million for studies in the Mid-City and Eastside Corridors.

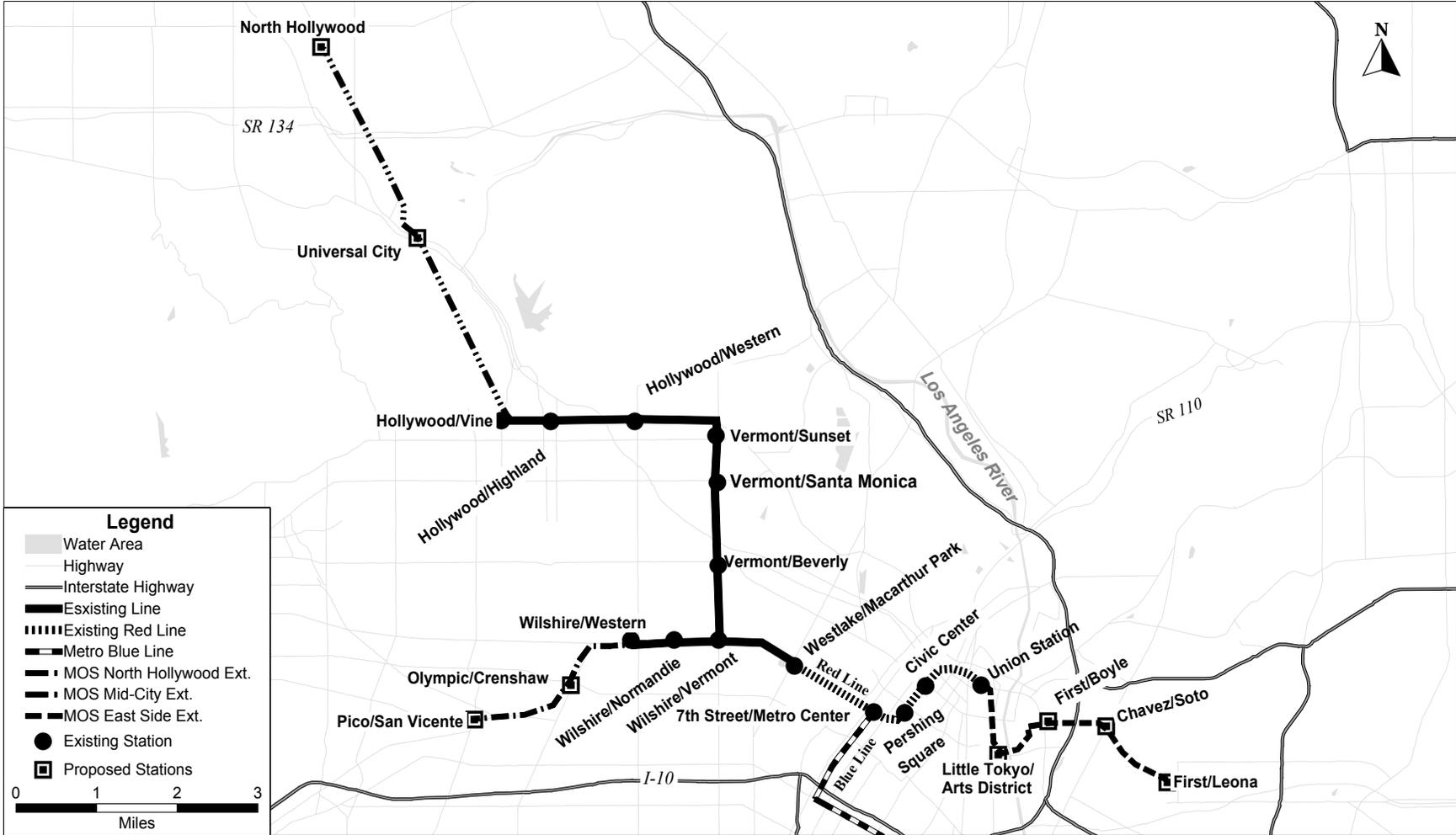
<b>Reported in Year of Expenditure Dollars</b>		
<b><u>Source of Funds</u></b>	<b><u>Total Funding (million)</u></b>	<b><u>Appropriations to Date</u></b>
<b>Federal:</b>		
Section 5309 New Starts FFGA Commitment	\$ 681.04	\$738.29 million appropriated through FY 2002*
Flexible Funds	\$ 245.60	
<b>Local:</b>	\$ 384.18	
<b>TOTAL</b>	<b>\$1,310.82</b>	

**NOTE:** Total may not add due to rounding.

\* The total MOS-3 appropriations to date of \$738.3 million includes \$640.5 million for North Hollywood, \$76.5 million in Section 5309 New Starts funds for the suspended Mid-City and Eastside subway segments of MOS-3, and \$21.3 million appropriated through 2002 for further studies of alternatives for the Mid-City and Eastside corridors.

# MOS-3 Extensions of Metro Rail (North Hollywood)

Los Angeles, California



Federal Transit Administration, 2002



# **Medical Center Extension**

## **Memphis, Tennessee**

(November 2002)

### **Description**

The Memphis Area Transit Authority (MATA), in cooperation with the City of Memphis, is constructing a 2.0-mile light rail transit (LRT) extension to the Main Street Trolley/Riverfront Loop village rail system. The project includes six stations, renovation of three historic trolley vehicles, and purchase of one new replica vehicle to supplement the existing fleet, right-of-way acquisition, and the construction of a park-and-ride facility. The Memphis Medical Center Extension will expand the central business district (CBD) rail circulation system to serve the Medical Center area east of the CBD. The project is the last segment of the downtown rail circulation system as well as the first segment of a regional light rail line. The rail vehicles will operate on street level in mixed traffic and will connect with the Main Street Trolley, sharing a lane with automobile traffic on Madison Avenue between Main Street and Cleveland Street. At the eastern terminus, near Cleveland Street, a bus transfer point and a small park-and-ride lot will be constructed to accommodate transfers with buses and cars. At the western terminus, existing stations on Main Street near Madison Avenue will be utilized for transfers to/from the Main Street Trolley/Riverfront Loop system. The line is designed to accommodate light rail vehicles, but vintage rail cars will be utilized until a proposed regional LRT line is implemented and a fleet of modern LRT vehicles is acquired.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$74.58 million. The Section 5309 New Starts funding share for the project is \$59.67 million.

### **Status**

A Major Investment Study/Environmental Assessment (MIS/EA), resulting in the selection of a trolley service extension as the Locally Preferred Alternative, was completed in June 1997. The project was approved entry into Preliminary Engineering on April 9, 1998. A Supplemental EA was prepared to document proposed changes to the preferred alternative. FTA issued a Finding of No Significant Impact for the Medical Center Rail Extension on April 7, 2000. The project was approved into Final Design (FD) on May 2, 2000. MATA and FTA entered into an FFGA in December 2000 with a revenue operations date scheduled for March 16, 2004.

MATA completed FD in July 2001. Utility relocation work began in April 2001 at the Danny Thomas Boulevard and I-240 bridges. Construction commenced in July 2001 and is currently 38 percent complete.

TEA-21 Section 3030(a)(43) authorizes the Memphis Medical Center Extension for final design and construction. Through FY 2002, Congress has appropriated \$35.31 million in Section 5309 New Starts funds to the project. This total includes \$0.50 million in prior year funds that are not included in the FFGA commitment.

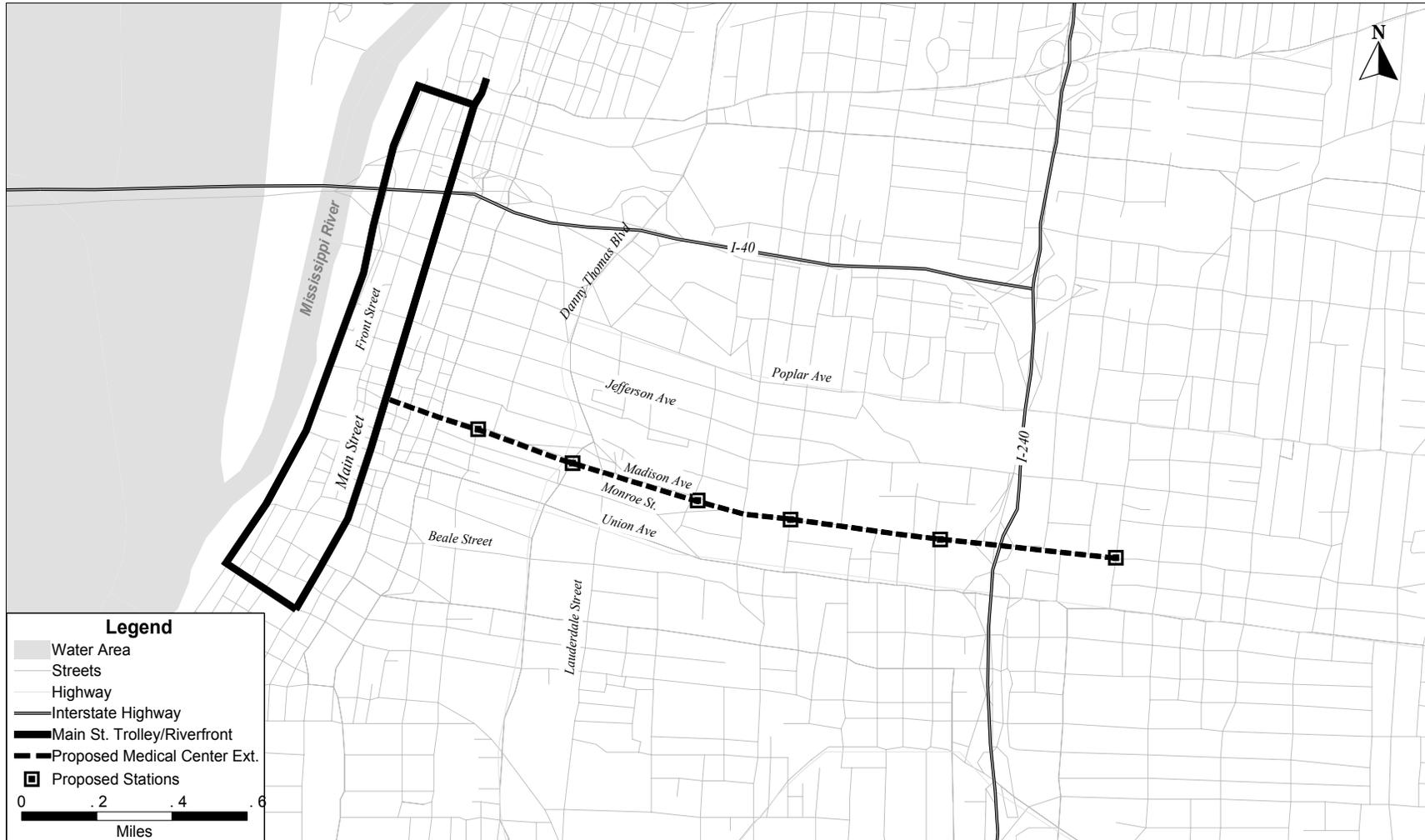
<b>Reported in Year of Expenditure Dollars</b>		
<b><u>Source of Funds</u></b>	<b><u>Total Funding (million)</u></b>	<b><u>Appropriations to Date</u></b>
<b>Federal:</b> Section 5309 New Starts FFGA Commitment	\$59.67	\$35.31 million appropriated through FY 2002 *
<b>State:</b> Tennessee DOT	\$ 7.46	
<b>Local:</b> City of Memphis	\$ 7.46	
<b>TOTAL</b>	<b>\$74.58</b>	

**NOTE:** Total may not add due to rounding.

\* The appropriations to date reported above include \$0.5 million in prior year Section 5309 New Starts funds that are not included in the FFGA commitment.

# Medical Center Extension

Memphis, Tennessee





# **Hiawatha Corridor LRT**

## **Minneapolis-St. Paul, Minnesota**

(November 2002)

### **Description**

Metro Transit and the Metropolitan Council (local Metropolitan Planning Organization), in cooperation with the Minnesota Department of Transportation (MnDOT), Hennepin County and the Metropolitan Airports Commission (MAC), are constructing an 11.6-mile Light Rail Transit (LRT) line within the Hiawatha Corridor. The LRT line will operate on the Hiawatha Avenue/Trunk Highway 55 Corridor linking downtown Minneapolis, the Minneapolis-St. Paul (MSP) International Airport, and the Mall of America (MOA) in Bloomington.

The project includes a 1.5-mile tunnel under the MSP airport runways and taxiways, 26 light rail vehicles, and a total of 17 stations, with 12 stations on the Hiawatha Corridor, three stations in Bloomington and a station serving the Mall of America. The project expects to serve 24,800 average weekday boardings by 2020.

The total project cost under Full Funding Grant Agreement (FFGA) is \$675.42 million. The Section 5309 New Starts funding share for this project is \$334.28 million.

### **Status**

A Final Environmental Impact Statement (FEIS), including a Record of Decision (ROD) for the Hiawatha Avenue Corridor, was completed in February 1985. The Federal Transit Administration (FTA) approved Metro Transit to initiate Preliminary Engineering in January 1999. In August 1999, Metro Transit completed a re-evaluation of the 1985 FEIS. In April 2000, FTA issued a ROD on the re-evaluation of the 1985 FEIS. In the same month, the Federal Aviation Administration also issued a Finding of No Significant Impact on the Environmental Assessment for the project. FTA approved the Hiawatha Corridor project's entry into Final Design in April 2000. FTA and the Metropolitan Council entered into a FFGA in January 2001, with a revenue operations date scheduled for December 2004. This design-build project is under construction and is approximately 55 percent complete.

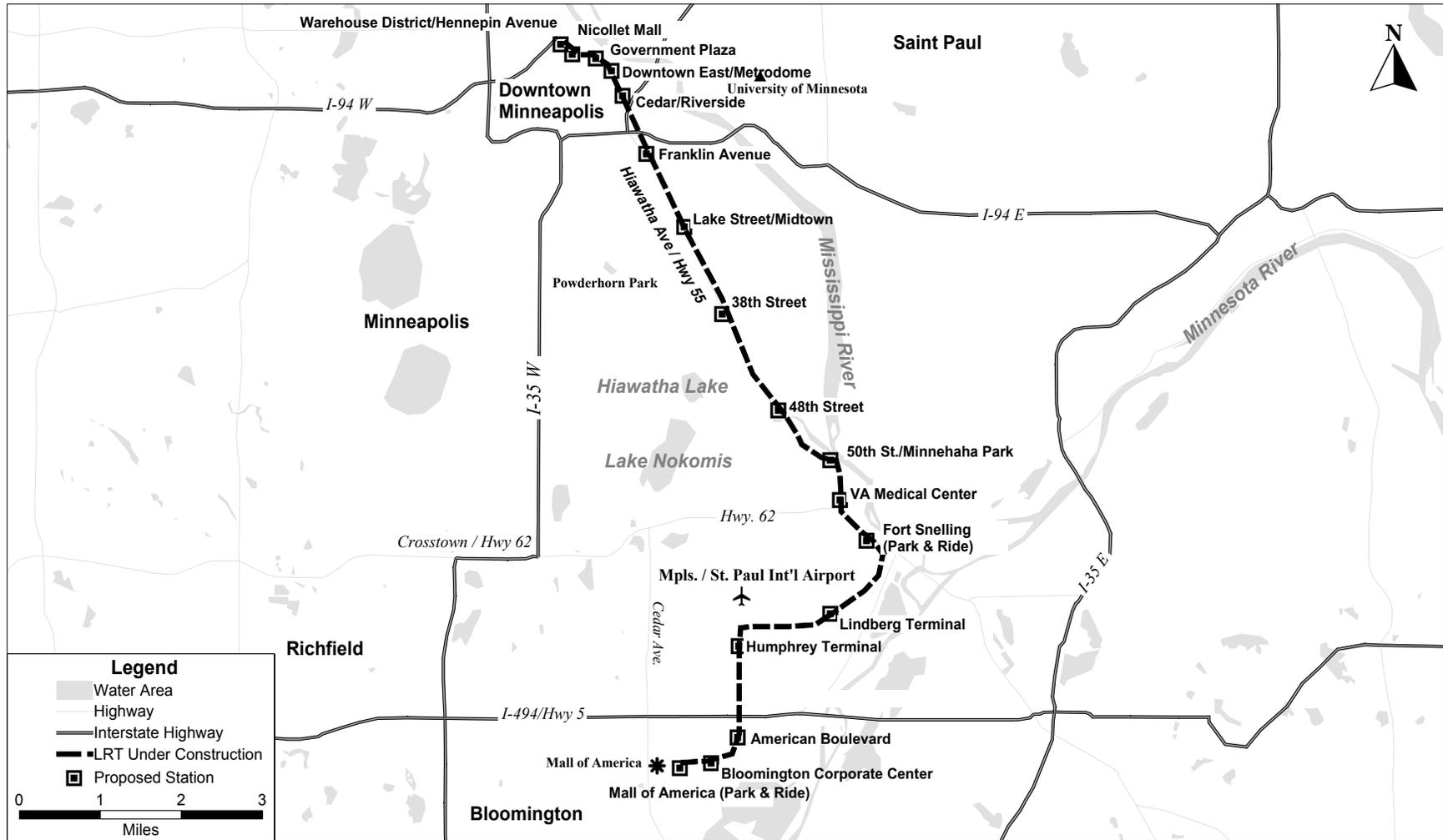
Section 3030(a)(91) of TEA-21 authorizes the "Twin Cities – Transitway Corridors" for Final Design and construction. Through FY 2002, Congress has appropriated \$168.36 million in Section 5309 New Starts funds for the "Twin Cities Transitways" project, which includes the Hiawatha Corridor light rail project.

<b>Reported in Year of Expenditure Dollars</b>		
<b><u>Source of Funds</u></b>	<b><u>Total Funding (million)</u></b>	<b><u>Appropriations to Date</u></b>
<b>Federal:</b>		
Section 5309 New Starts FFGA Commitment	\$334.30	\$168.36 million appropriated through FY 2002
Flexible Funds	\$ 49.50	
<b>State:</b>		
Minnesota Legislature	\$120.10	
<b>Local:</b>		
Hennepin County Regional Rail Authority	\$ 84.20	
<b>Subtotal (Federal Project):</b>	<b>\$588.10</b>	
Metropolitan Airports Commission	\$ 87.00	
<b>TOTAL</b>	<b>\$675.40</b>	

NOTE: Total may not add due to rounding.

# Hiawatha Corridor LRT

Minneapolis- St. Paul, Minnesota





# **Hudson-Bergen LRT (MOS-1)**

## **Northern New Jersey**

(November 2002)

### **Description**

The New Jersey Transit Corporation (NJ TRANSIT) has built a 9.3-mile, 16-station, parking, maintenance and storage facilities as part of initial Minimum Operating Segment (MOS-1) of a 20.1-mile light rail transit (LRT) line. The project also includes procurement of 29 light rail vehicles. MOS-1 connects the Hoboken Terminal to 34th Street in Bayonne and Westside Avenue in Jersey City and is expected to carry 27,000 riders per day by 2010. The LRT line runs principally along the Hudson River waterfront in Hudson and Bergen Counties.

The Hudson-Bergen full rail system is an approximately 20.1-mile long, 30-station, at-grade LRT line from the Vince Lombardi Park-and-Ride lot in Bergen County to Bayonne. The system will pass through Port Imperial in Weehawken, Hoboken and Jersey City. The outer ends will provide 8,800 park-and-ride spaces. The core of the system will serve the high-density commercial and residential centers in Jersey City and Hoboken and connect to ferries, PATH and NJ TRANSIT commuter rail lines. The proposed 20.1-mile system is expected to cost over \$2 billion and carry 94,500 riders per day.

The total project cost of MOS-1 under the amended Full Funding Grant Agreement (FFGA) was \$992.14 million. The Section 5309 New Starts funding share for the project is \$604.09 million.

### **Status**

In February 1993, NJ TRANSIT initially selected as its Locally preferred alternative, a 26-station at-grade LRT line from the Vince Lombardi Park-and-Ride lot through Hoboken and Jersey City to Route 440 in Southwest Jersey City. A Final Environmental Impact Statement for the full project was completed in the summer of 1996. In October 1996, the Federal Transit Administration (FTA) issued a Record of Decision for the full project. In that same month, FTA signed an FFGA to support the construction of the 9.3-mile MOS-1 with a revenue operations date scheduled for September 2002. An Environmental Assessment was completed on the impacts resulting from an alignment change and submitted to the FTA in August 1998. FTA issued a Finding of No Significant Impact on the proposed alignment shift in June 1999.

NJ TRANSIT is using a Design/Build/Operate/Maintain (DBOM) delivery method to implement the project. A DBOM contract was signed in October 1996, and construction started in December 1996. Revenue operations for the segment to Exchange Place (Phase A) began in April 2000. In November 2000, NJ TRANSIT began limited revenue service. In April 2001, full revenue service began from one mile north of the Exchange Place Station to the three additional stations at Harborside Financial Center, Harsimus Cove and Pavonia-Newport. Full service to the Hoboken Terminal began in September 2002.

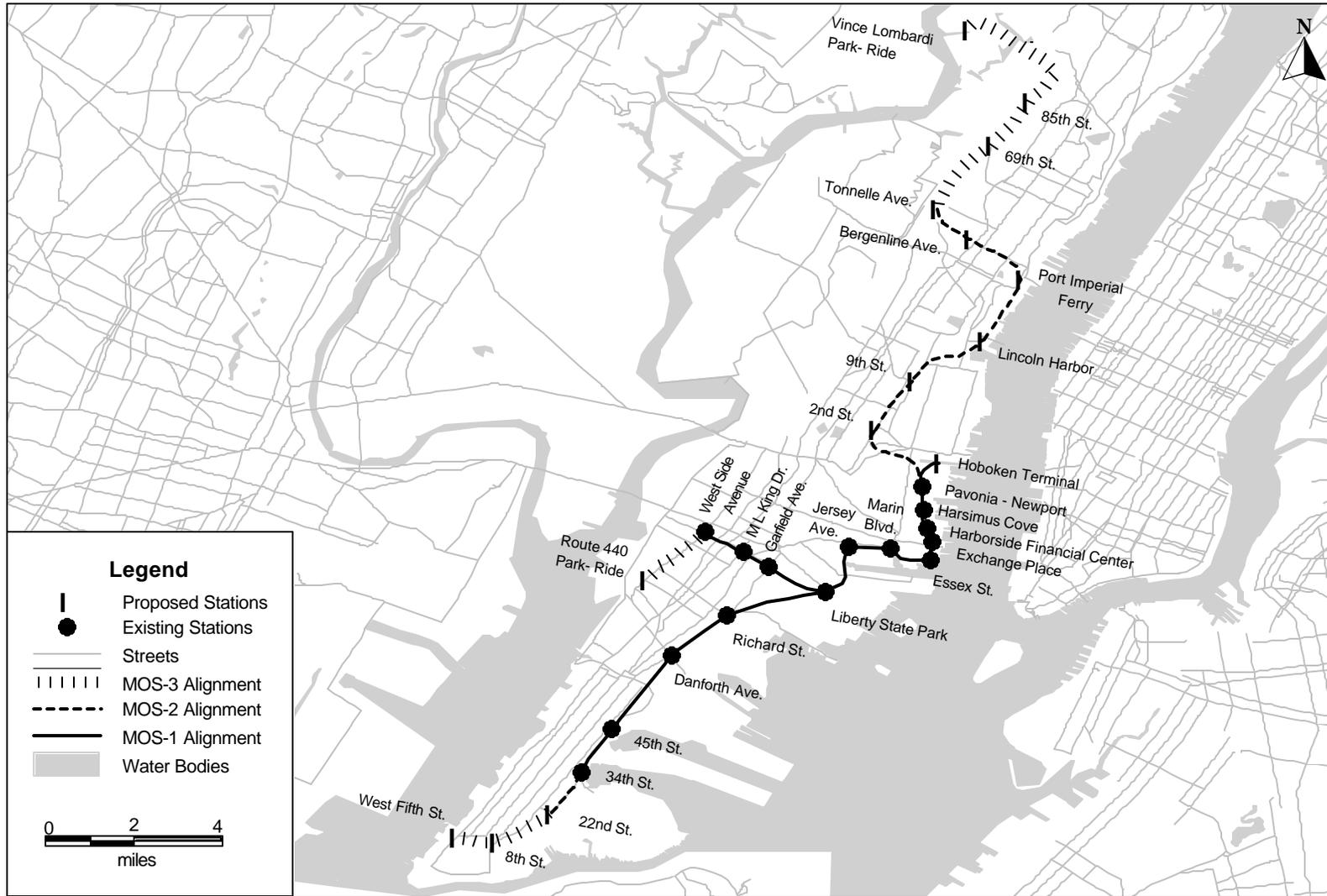
Through FY 2002, Congress has appropriated \$584.89 million in Section 5309 New Starts funds for the project.

<b>Reported in Year of Expenditure Dollars</b>		
<b><u>Source of Funds</u></b>	<b><u>Total Funding (million)</u></b>	<b><u>Appropriations to Date</u></b>
<b>Federal:</b>		
Section 5309 New Starts FFGA Commitment	\$604.09	\$584.89 million appropriated through FY 2002
Section 5307 Urbanized Area Formula Funds	\$281.65	
<b>Local:</b>	\$135.14	
<b>TOTAL</b>	<b>\$992.14</b>	

**NOTE:** Total may not add due to rounding.

# Hudson - Bergen LRT (MOS-1)

## Northern New Jersey





# **Hudson-Bergen LRT (MOS-2)**

## **Northern New Jersey**

(November 2002)

### **Description**

The New Jersey Transit Corporation (NJ TRANSIT) is constructing a second Minimum Operable Segment (MOS-2) for the Hudson-Bergen Waterfront Light Rail Transit System (HBLRTS). The MOS-2 extension includes 5.1 miles from Hoboken Terminal to the Tonnelle Avenue Park-and-Ride lot in North Bergen and one mile south from 34th Street to 22nd Street in Bayonne, and seven stations. MOS-2 is anticipated to carry 34,900 average weekday boardings in 2010.

The Hudson-Bergen full rail system is approximately 20.1-mile long, 30-station, at-grade LRT line from the Vince Lombardi Park-and-Ride lot in Bergen County to Bayonne. The system will pass through Port Imperial in Weehawken, Hoboken and Jersey City. The outer ends will provide 8,800 park-and-ride spaces. The core of the system will serve the high-density commercial and residential centers in Jersey City and Hoboken and connect to ferries, PATH and NJ TRANSIT commuter rail lines. The proposed 20.1-mile system is expected to cost over \$2 billion and carry 94,500 riders per day.

The total cost of MOS-2 under the Full Funding Grant Agreement (FFGA) is \$1,215.40 million. The Section 5309 New Starts funding share for the project is \$500 million.

### **Status**

The Final Environmental Impact Statement (FEIS) for the full Hudson-Bergen Waterfront LRT was issued in August 1996. An Environmental Assessment (EA) was completed on a re-alignment and was submitted to the Federal Transit Administration (FTA) in August 1998. FTA issued a Finding of No Significant Impact on the EA in June 1999.

In November 2000, FTA executed an FFGA with NJ TRANSIT supporting the 6.1-mile extension with a Revenue Operations Date scheduled in 2005. MOS-2, like the completed initial Minimum Operable Segment (MOS-1), is a design/build/operate/maintain project (DBOM). Construction on MOS-2 began in September 2000 under a Letter of No Prejudice. Local financing through the State of New Jersey and is currently 35 percent complete.

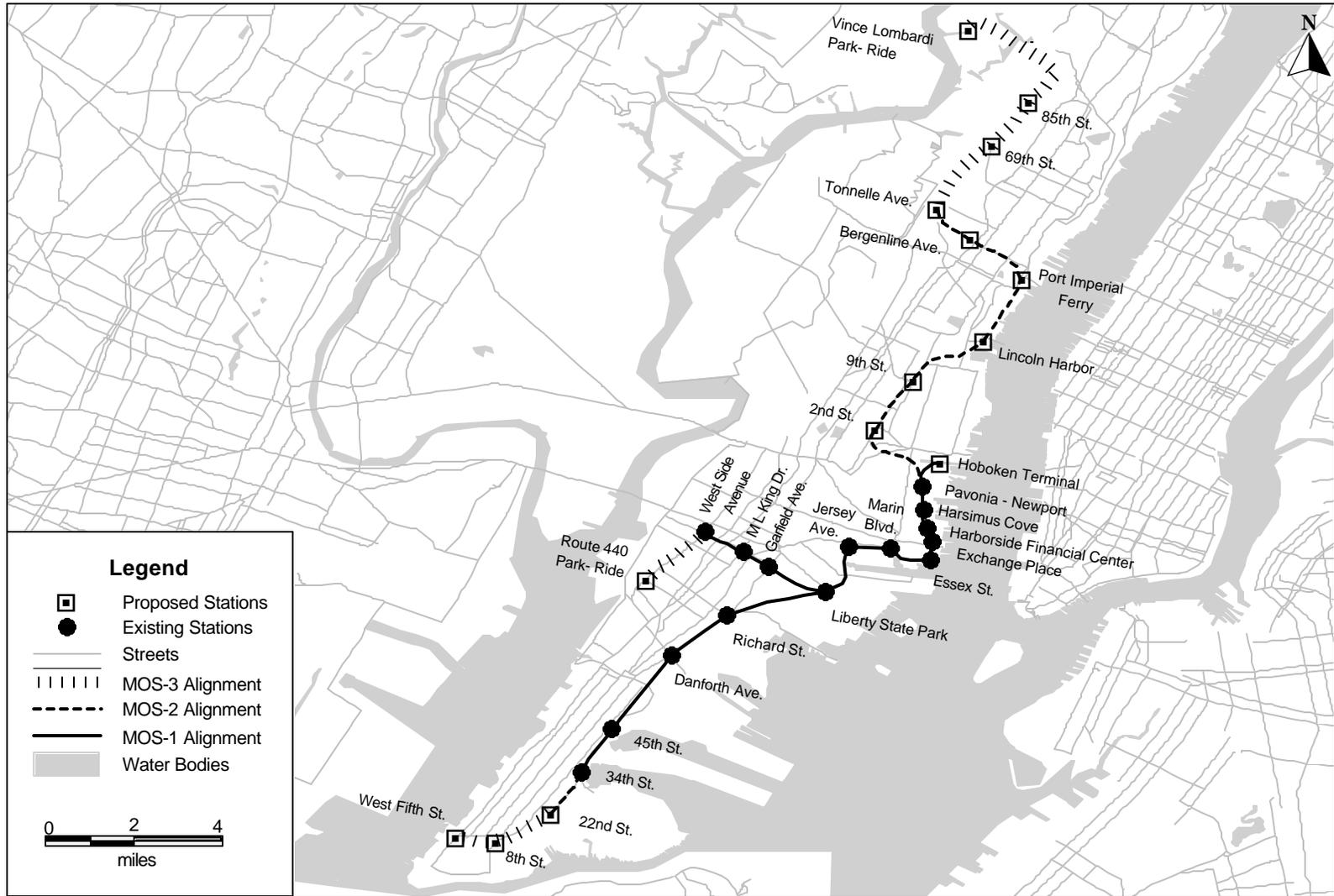
The first Federal payment under the FFGA is scheduled for FY 2003.

<b>Reported in Year of Expenditure Dollars</b>		
<u>Source of Funds</u>	<u>Total Funding (million)</u>	<u>Appropriations to Date</u>
<b>Federal:</b>		
Section 5309 New Starts FFGA Commitment	\$500.00	No funds appropriated through FY 2002
Section 5307 Urbanized Area Formula Funds	\$153.70	
<b>State:</b>		
New Jersey Transportation Trust Fund	\$530.40	
Port Authority of NY & NJ and Utility Reimbursements	\$31.30	
<b>TOTAL</b>	<b>\$1,215.40</b>	

NOTE: Total may not add due to rounding.

# Hudson - Bergen LRT (MOS-2)

## Northern New Jersey





# **Newark Rail Link (MOS-1)**

## **Northern New Jersey**

(November 2002)

### **Description**

The New Jersey Transit Corporation (NJ TRANSIT) is constructing a one-mile, five station initial Minimum Operable Segment (MOS-1) of a proposed 8.8-mile, 16-station light rail transit (LRT) system between downtown Newark and downtown Elizabeth, New Jersey. The project also includes procurement of six vehicles. MOS-1 will function as an extension of the existing 4.3-mile Newark City Subway light rail line, running from Broad Street to Newark Penn Station. MOS-1 will serve 13,300 average weekday boardings by 2015.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$207.7 million (escalated dollars). The Section 5309 New Starts funding share for the project is \$141.95 million.

NJ TRANSIT estimates that the entire 8.8-mile project will have a total project cost of \$694 million (1995 dollars) and will carry 24,900 average weekday boardings by 2015.

### **Status**

The Newark-Elizabeth Rail Link (NERL) is being advanced in three stages: MOS-1, a one-mile connection between the Broad Street Station and Newark Penn Station; MOS-2, a one-mile LRT line from Newark Penn Station to Camp Street in downtown Newark; and MOS-3, a seven-mile LRT line from downtown Newark to the City of Elizabeth, including a station serving Newark International Airport. A Draft Environmental Impact Statement (DEIS) covering all three stages of the full build alternative was completed in January 1997. A Final EIS addressed only the initial MOS and was completed in October 1998. FTA signed the Record of Decision for MOS-1 in November 1998. In August 2000, FTA and NJ TRANSIT executed an FFGA supporting the NERL MOS-1 project with a revenue operations date scheduled for June 2005. Final Design is approximately 90 percent complete. Construction has started with property acquisition and contract procurement.

TEA-21 Section 3030(a)(57) authorizes the New Jersey Urban Core Project, which consists of eight separate elements, including the Newark-Elizabeth Rail Link, for Final Design and construction. Through FY 2002, Congress has appropriated \$59.39 million in Section 5309 New Starts funds for the project.

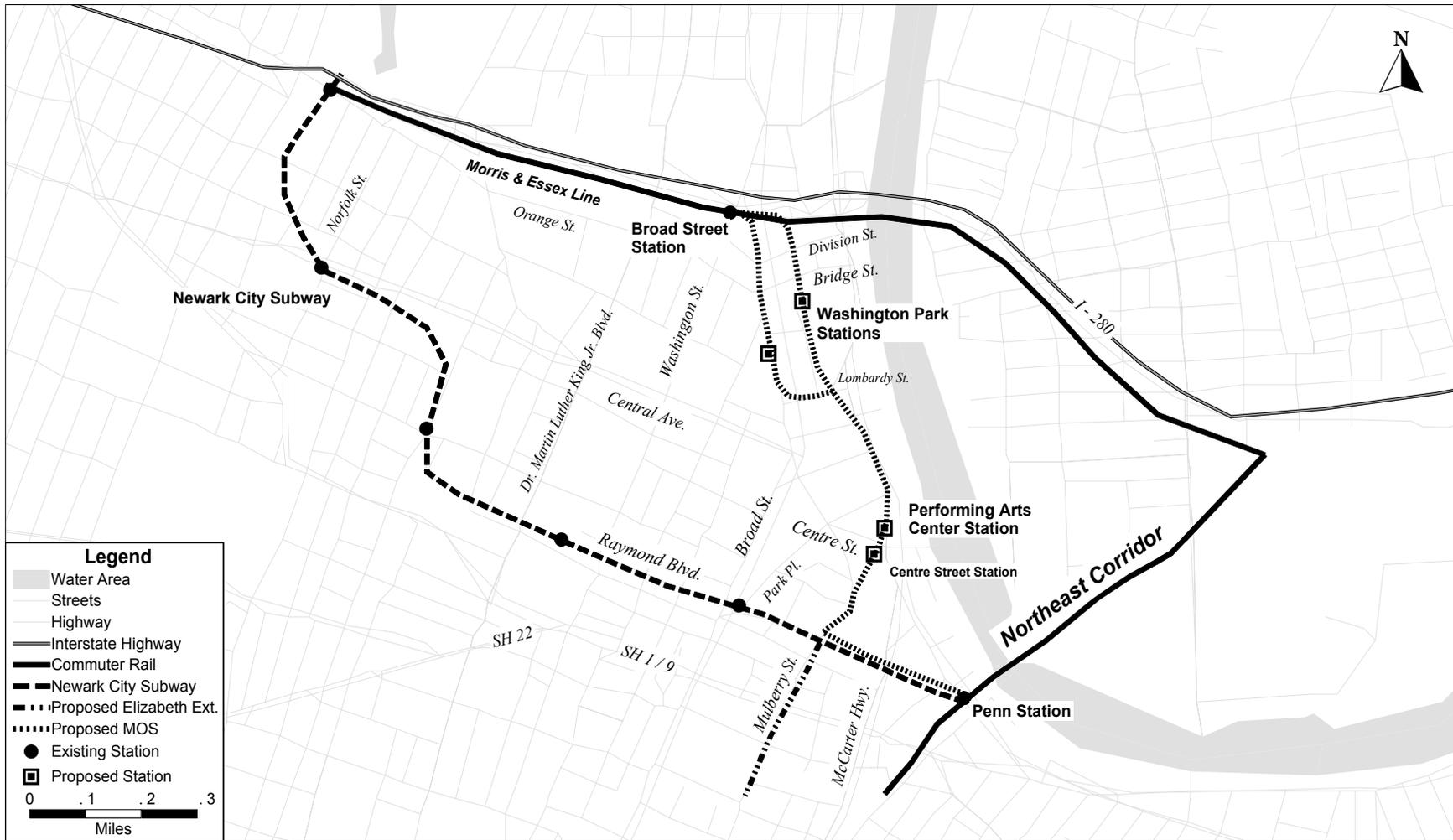
<b>Reported in Year of Expenditure Dollars</b>		
<b><u>Source of Funds</u></b>	<b><u>Total Funding (million)</u></b>	<b><u>Appropriations to Date</u></b>
<b>Federal:</b>		
Section 5309 New Starts FFGA Commitment	\$141.95	\$59.39 million appropriated through FY 2002 *
Section 5307 Urbanized Area Formula Funds	\$ 25.30	
<b>State:</b>		
Transportation Trust Fund	\$ 39.80	
Port Authority of NY & NJ	\$ 0.70	
<b>TOTAL</b>	<b>\$207.75</b>	

**NOTE:** Total may not add due to rounding.

\* Includes \$2.97 million in Section 5309 New Starts funds provided in the FY 2001 Omnibus Consolidated Appropriations Act.

# Newark Rail Link (MOS-1)

Northern New Jersey





# **Stage II LRT Priority Reconstruction Program**

## **Pittsburgh, Pennsylvania**

(November 2002)

### **Description**

The Port Authority of Allegheny County (PAAC) is upgrading 25 miles of the Pittsburgh light rail system to modern light rail standards. The Stage I Light Rail Transit (LRT) project resulted in the reconstruction of a 13-mile segment to light rail standards during the 1980s. The Stage II LRT project includes reconstruction and double tracking of the remaining 12 miles of the system consisting of the Overbrook, Library, and Drake trolley lines construction of approximately 2,200 park and ride spaces, and purchase of 28 new light rail vehicles.

The modified New Starts project, the Stage II LRT Priority Program, includes reconstruction of the Overbrook Line and a portion of the Library Line and the addition of 2,200 park-and-ride spaces and 28 light rail vehicles. The remainder of the Stage II LRT program will be built as funds become available.

The total project cost under the Full Funding Grant Agreement (FFGA) for the Stage II LRT Priority Program is \$386.46 million. The Section 5309 New Starts funding share is \$100.20 million.

### **Status**

The Federal Transit Administration (FTA) issued a Finding of No Significant Impact for the project in February 1996 and approved the project entry into Preliminary Engineering. FTA approved the project entry into Final Design in February of 1996. A Letter of No Prejudice was approved in January 2000. FTA and PAAC entered into an FFGA in January 2001, with a revenue operations date scheduled for June 2, 2004. Construction started in 2001, and the project is currently 55 percent complete.

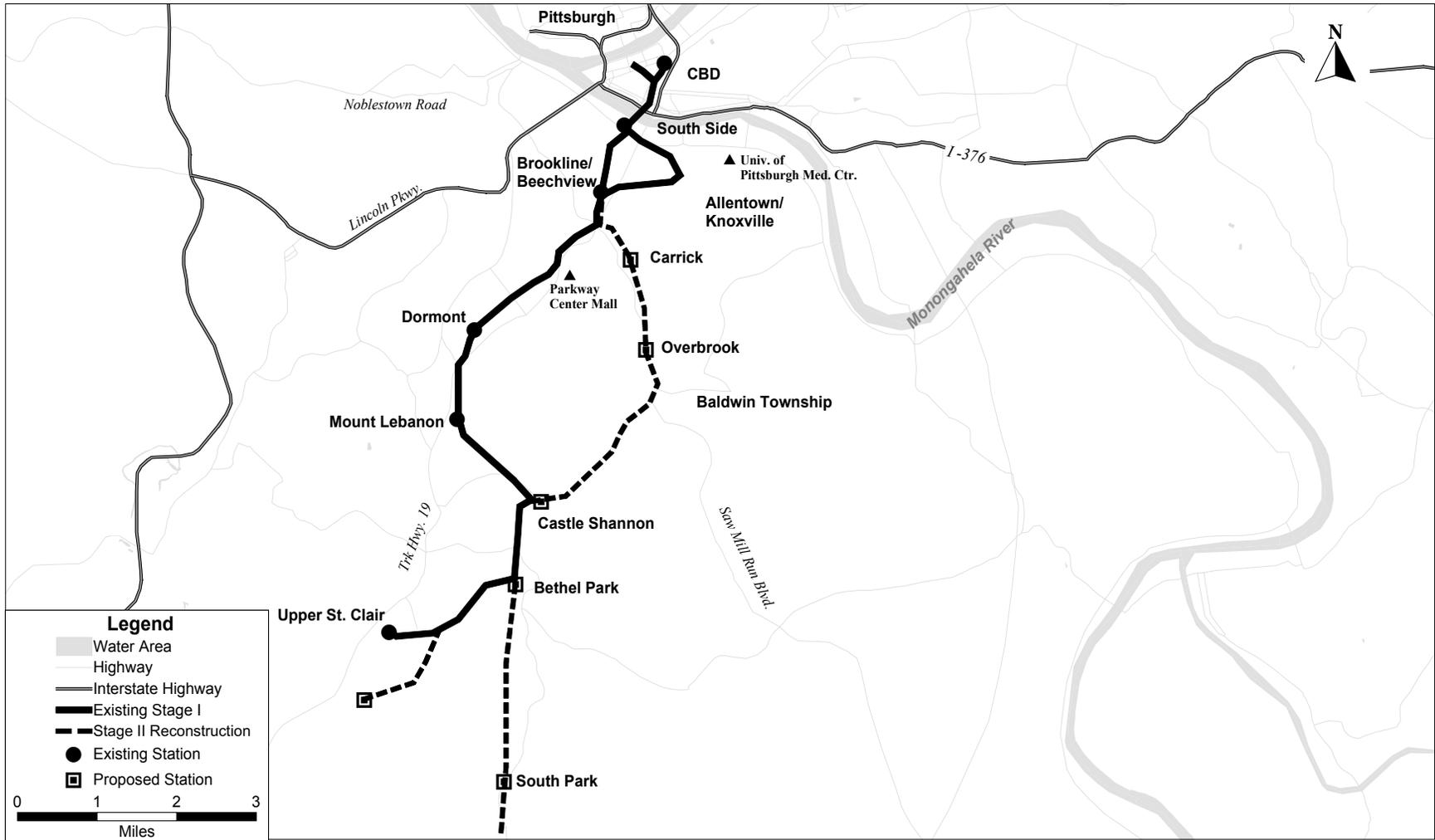
TEA-21 Section 3030(a)(98) authorizes the "Pittsburgh – Stage II Light Rail" for Final Design and construction. Through FY 2002, Congress has appropriated \$41.53 million in Section 5309 New Starts funds to the project.

<b>Reported in Year of Expenditure Dollars</b>		
<u>Source of Funds</u>	<u>Total Funding (million)</u>	<u>Appropriations to Date</u>
<b>Federal:</b>		
Section 5309 New Starts FFGA Commitment	\$100.20	\$41.53 million appropriated through FY 2002
Section 5309 Fixed Guideway Modernization	\$129.89	
Flexible Funds	\$ 3.88	STP
<b>State:</b>		
Commonwealth of Pennsylvania – State Bonds	\$ 48.74	
<b>Local:</b>		
PAAC – Act 26 Bonds	\$ 93.99	
Allegheny County – Capital Improvement Bonds	\$ 9.75	
<b>TOTAL</b>	<b>\$386.46</b>	

NOTE: Total may not add due to rounding.

# Stage II LRT Reconstruction

Pittsburgh, Pennsylvania





# **Interstate MAX LRT Extension**

## **Portland, Oregon**

(November 2002)

### **Description**

The Tri-County Metropolitan Transportation District of Oregon (Tri-Met) is constructing a 5.8-mile extension of its Light Rail Transit (LRT) system known locally as the Interstate Metropolitan Area Express (Interstate MAX). The Interstate MAX line is extending existing LRT service northward from the Rose Quarter and the Oregon Convention Center in downtown Portland to North Portland neighborhoods, medical facilities, the Portland International Raceway, and the Metropolitan Exposition Center. The project includes ten stations, 17 LRT vehicles, two park and ride facilities, and expansion of the vehicle storage and maintenance at Ruby Junction Yard/Junction/Shops. The project is expected to serve 18,100 average weekday boardings in 2020, including 8,400 new riders.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$350 million. The 5309 New Starts funding share for the project is \$257.50 million.

### **Status**

The Federal Transit Administration (FTA) approved entry into Preliminary Engineering for the 12-mile South-North LRT in April 1996. In February 1998, a Draft Environmental Impact Statement (DEIS) was completed for the project. A supplemental DEIS for the north portion was completed in April 1999 as a result of a failed 1998 General Bond Measure. The Final EIS on the Interstate MAX project was completed in October 1999, and FTA issued a Record of Decision for the project in January 2000. FTA approved the project into Final Design in February 2000. Tri-Met and FTA entered into an FFGA on September 22, 2000, with a revenue operations date scheduled for September 3, 2004. Construction started in June 2001 and is approximately 70 percent complete.

TEA-21 Section 3030(a)(66) authorizes the north portion of the Portland South-North Corridor LRT (Interstate MAX) for final design and construction. Through FY 2002, Congress has appropriated \$63.36 million in Section 5309 New Starts funds for the project. This total includes \$7.43 million in prior year funds that are not included in the FFGA commitment.

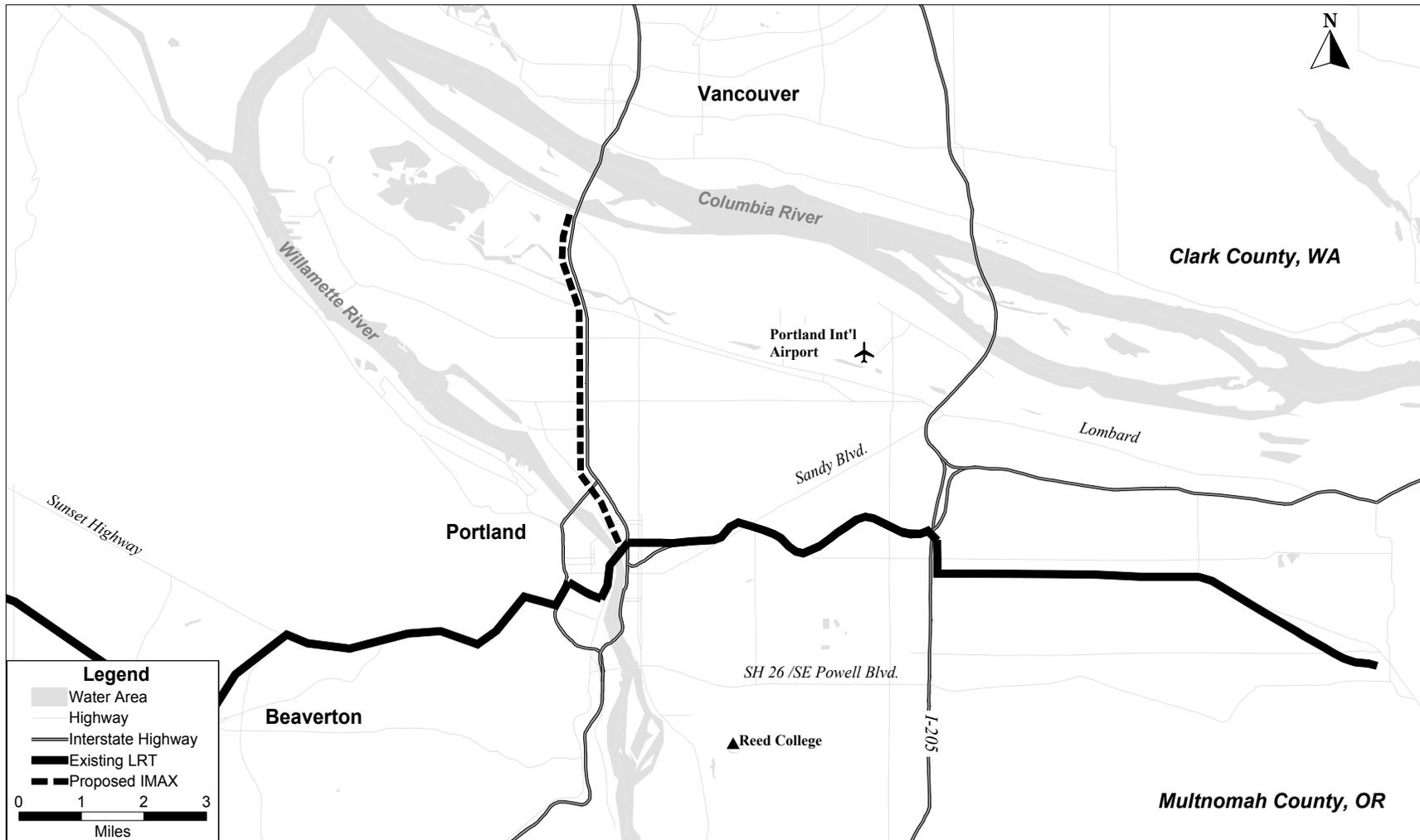
<b>Reported in Year of Expenditure Dollars</b>		
<b><u>Source of Funds</u></b>	<b><u>Total Funding (million)</u></b>	<b><u>Appropriations to Date</u></b>
<b>Federal:</b>		
Section 5309 New Starts FFGA Commitment	\$257.50	\$70.79 million appropriated through FY 2002 *
Flexible Funds	\$ 24.00	STP/CMAQ
<b>Local:</b>		
City of Portland	\$ 30.00	
Tri-Met Revenue Bonds	\$ 38.50	
<b>TOTAL</b>	<b>\$350.00</b>	

**NOTE:** Total may not add due to rounding.

\* The appropriations to date reported above include \$7.4 million in prior year Section 5309 New Starts funds that are not included in the FFGA commitment.

# Interstate MAX LRT Extension

Portland, Oregon





# **Metrolink St. Clair Extension**

## **St. Louis, Missouri Metropolitan Area**

(November 2002)

### **Description**

The Bi-State Development Agency (BSDA) has completed a 17.4-mile Minimum Operable Segment (MOS) Light Rail Transit (LRT) extension from the existing MetroLink line (opened in July 1993) in East St. Louis, Illinois, to Southwestern Illinois College (SWIC) in St. Clair County, Illinois. The project included eight new stations and modifications to the existing station at 5th Street/Missouri, seven park-and-ride lots, 20 new light rail vehicles, and a new vehicle maintenance facility in East St. Louis, Illinois. The MetroLink St. Clair extension was opened for revenue operations in May 2001. The daily ridership of 13,502 was projected for 2010. The current ridership is 14,083 average riders per day.

The MOS extension is part of a 26-mile LRT line from downtown East St. Louis, Illinois through SWIC (formerly known as Belleville Area College) and Scott Air Force Base to the Mid America Airport in St. Clair County.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$339.20 million. The Section 5309 New Starts share funding for the project is \$243.93 million.

### **Status**

The East-West Gateway Coordinating Council (local Metropolitan Planning Organization) completed a Major Investment Study and Draft Environmental Impact Statement (DEIS) for the project in 1995. A Preliminary Engineering and Final EIS for the full 26-mile project were completed in August 1996 and a Record of Decision was issued in September 1996. FTA approved the project into Final Design in October 1996. An FFGA was awarded on October 17, 1996 with a revenue operations date scheduled for September 30, 2001. The FFGA authorized BSDA to design and construct the MOS with provisions for extending the system should funding become available at a later date. The MOS was opened for revenue operations in May 2001. The Final Design has been completed for two additional segments of the entire 26-mile LRT corridor. Phase IIB extends the line 3.5 miles from SWIC to Scott Air Force Base, and Phase IIC extends the system 5.4 miles to Mid America Airport. Phase IIB is locally funded and is currently under construction.

Through FY 2002, Congress has appropriated \$240.56 million in Section 5309 New Starts funds for the FFGA-covered MOS portion of the project. An additional \$8.5 million in Section 5309 New Starts funds were previously appropriated, but not included in the FFGA scope.

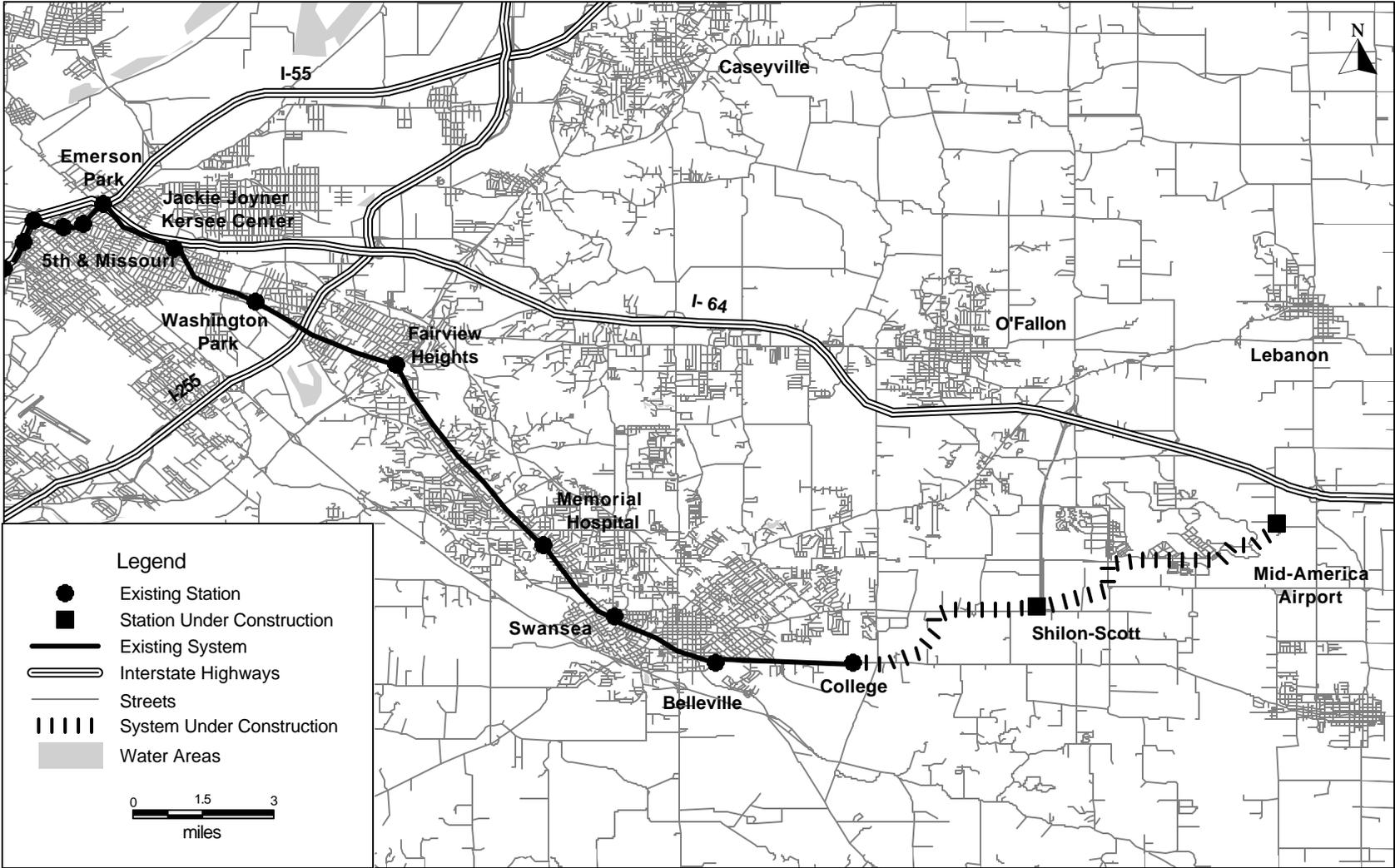
<b>Reported in 1996 Dollars</b>		
<u>Source of Funds</u>	<u>Total Funding (million)</u>	<u>Appropriations to Date</u>
<b>Federal:</b> Section 5309 New Starts FFGA Commitment	\$243.93	\$240.04 million appropriated through FY 2002*
<b>Local:</b> ¾ % Sales Tax	\$95.27	
<b>TOTAL</b>	<b>\$339.20</b>	

**NOTE:** Total may not add due to rounding.

\*An additional \$8.5 million in Section 5309 New Starts funds was appropriated to the project in prior years, but was not included in the FFGA scope. This brings the total amount appropriated to the Metrolink St. Clair Extension to \$249.04 million.

# Metrolink St. Clair Extension

## St. Louis, Missouri



Federal Transit Administration, 2002



# **CBD to University LRT**

## **Salt Lake City, Utah**

(November 2002)

### **Description**

The Utah Transit Authority (UTA) has completed a 2.5-mile double-track Light Rail Transit (LRT) extension from the North/South LRT line in downtown Salt Lake City to Rice-Eccles Stadium on the University of Utah campus. The University LRT line includes four new stations and five light rail vehicles (LRV). LRVs currently operate primarily at-grade on tracks laid in existing city streets and on property owned by Salt Lake City, the Utah Department of Transportation and the University of Utah. The University LRT Line has significantly improved access to jobs, educational opportunities, health care and housing throughout the 400 South Corridor. UTA estimated ridership at 4,360 boardings per average weekday in January 2002. The current ridership is 7,700 boardings per average weekday.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$118.50 million. The Section 5309 New Starts funding share for this project is \$84.60 million.

### **Status**

A Major Investment Study/Draft Environmental Impact Statement (MIS/DEIS) was completed in July 1997 on the 10.9-mile West-East Corridor. The Federal Transit Administration (FTA) approved the project into Preliminary Engineering in January 1998. FTA approved the Airport to University–West/East Final EIS in March 1999. In December 1999, the FEIS was revised to provide for an initial line between downtown Salt Lake City and Rice-Eccles Stadium on the University of Utah campus. FTA issued a Record of Decision for the Airport to University–West/East LRT in December 1999. In March 2000, FTA approved the project into Final Design. FTA signed an FFGA in August 2000 with a revenue operations date scheduled for November 15, 2002. The University LRT line was opened for revenue operations in December 2001.

TEA-21 Section 3030(a)(72) authorizes the Salt Lake City – Light Rail (Airport to University of Utah) for final design and construction. Through FY 2002, Congress has appropriated \$15.84 million in Section 5309 New Starts funds for the project, with an additional \$4.96 million appropriated to the project, but was not included in the scope of the FFGA.

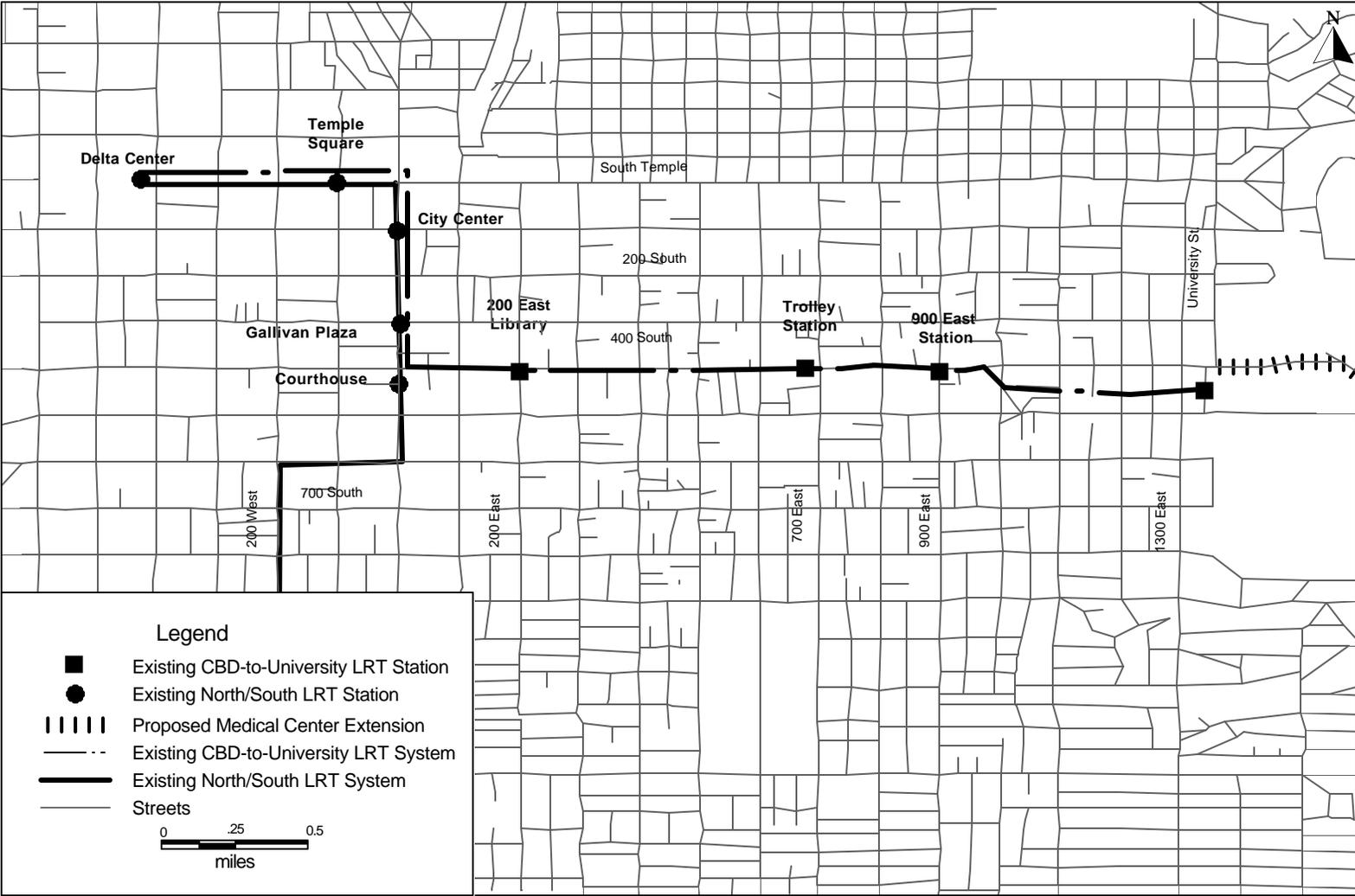
<b>Reported in Year of Expenditure Dollars</b>		
<u>Source of Funds</u>	<u>Total Funding (million)</u>	<u>Appropriations to Date</u>
<b>Federal:</b>		
Section 5309 New Starts FFGA Commitment	\$84.60	\$15.84 million appropriated through FY 2002 *
Formula Funds	\$11.90	CMAQ
<b>State/Local:</b>		
Sales Tax Revenues	\$21.70	
Donated Right-of-Way	\$0.30	
<b>TOTAL</b>	<b>\$118.50</b>	

**NOTE:** Total may not add due to rounding.

\* An additional \$4.96 million was appropriated for the project in prior years, but was not included in the FFGA scope. This amount brings the total amount appropriated to \$20.8 million.

# CBD-to-University LRT

## Salt Lake City, Utah



Federal Transit Administration, 2002



# **Medical Center Extension LRT**

## **Salt Lake City, Utah**

(November 2002)

### **Description**

The Utah Transit Authority (UTA) is constructing 1.5 miles of double track to extend the existing University Light Rail Transit (LRT) line at Rice-Eccles Stadium to the University of Utah Health Science Complex (Medical Center). The Medical Center LRT project includes three new stations (Huntsman Center, Wasatch Drive, and Medical Center), seven light rail vehicles, and one shared park and ride. The Medical Center LRT line connects the University LRT line, which connects to the existing North/South LRT corridor.

The light rail vehicles will operate primarily at-grade on tracks laid on existing streets and on property owned by the Utah Department of Transportation and the University of Utah. Light rail vehicles will have signal priority similar to that used throughout downtown Salt Lake City on the North/South and University lines. Ridership is estimated at 4,100 average weekday boardings in 2020, including 3,400 new riders.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$89.40 million. The Section 5309 New Starts funding share for this project is \$53.63 million.

### **Status**

A Major Investment Study (MIS) and Draft Environmental Impact Statement (DEIS) were conducted and identified the need for future major transportation investments in the Airport to Medical Center corridor. The DEIS, released July 1997, selected light rail transit (LRT) as the Locally Preferred Alternative. In January 1998, the Federal Transit Administration (FTA) approved the project entry into Preliminary Engineering (PE). In September 1998, the Wasatch Front Regional Council released their Long-Range Transportation Plan, which recommended improvements throughout the region. The Final Environmental Impact Statement (FEIS) re-evaluated the environmental impacts and necessary mitigation measures identified in the DEIS. FTA signed the Airport to University LRT FEIS in March 1999. A Record of Decision for the Airport to Medical Center LRT was completed in December 1999.

In September 2001, FTA approved the project into Final Design. On May 17, 2002, FTA signed an FFGA to implement the extension to the University Medical Center LRT with a revenue operations date scheduled for December 2004.

Construction started in May 2002 using a design-build method and is currently 22 percent complete. Final Design was completed in June 2002. An order for seven light rail vehicles was issued in June 2002 with complete delivery scheduled for November 2003.

Through FY 2002, Congress has appropriated \$2.97 million in Section 5309 New Starts funds for the project, with an additional \$4.96 million appropriated to the project, but not included in the scope of the FFGA.

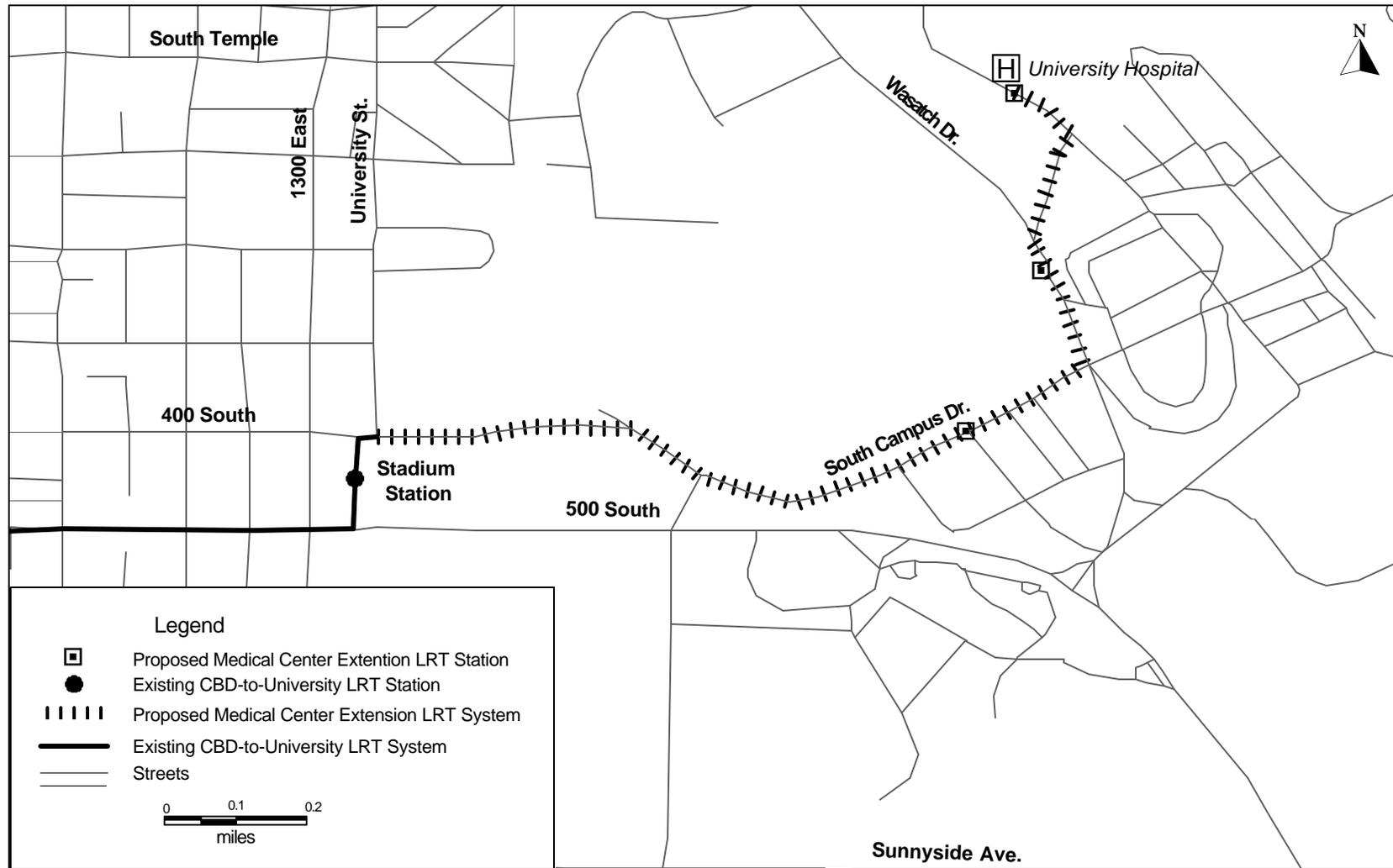
<b>Reported in Year of Expenditure Dollars</b>		
<u>Source of Funds</u>	<u>Total Funding (million)</u>	<u>Appropriations to Date</u>
<b>Federal:</b>		
Section 5309 New Starts FFGA Commitment	\$53.63	\$2.97 million appropriated through FY 2002 *
<b>Local:</b>	\$35.76	
<b>TOTAL</b>	<b>\$89.39</b>	

**NOTE:** Total may not add due to rounding.

\* An additional \$4.96 million was appropriated for the project in prior years, but was not included in the FFGA commitment.

# Medical Center Extension

## Salt Lake City, Utah





# **North-South LRT**

## **Salt Lake City, Utah**

(November 2002)

### **Description**

The Utah Transit Authority (UTA) has built a 15-mile Light Rail Transit (LRT) line with 16 stations from downtown Salt Lake City along State Street and I-15 to the southern suburban areas. The project includes 28 light rail vehicles, 11 park-and-ride lots, and double tracking of the I-215 bridge. Currently, the North-South LRT line operates at-grade on city streets in downtown Salt Lake City (two miles) and on a railroad right-of-way (13 miles) owned by UTA to the suburban community of Sandy. Although the North-South LRT was estimated to carry 14,000 passengers per day in 2000 (opening year) and 23,000 passengers per day in 2010, current ridership averages 22,000 weekday riders. The line was opened for service on December 6, 1999.

The total cost of this project under the Full Funding Grant Agreement (FFGA) is \$312.49 million. The Section 5309 New Starts funding share for this project is \$237.40 million.

### **Status**

The Federal Transit Administration (FTA) approved the project into Preliminary Engineering in February 1991. FTA issued the Final Environmental Impact Statement (FEIS) for the project in September 1994 and signed the Record of Decision in November 1994. In February 1995, FTA approved the project into Final Design. In August 1995, FTA and UTA entered into an FFGA with a revenue operations date scheduled for December 31, 2000. LRT construction is 99 percent complete. An invitation for bids for the I-215 bridge was issued in September 2002. Construction is scheduled for completion in July 2003.

TEA-21 Section 3030(a)(74) authorized the South LRT for Final Design and construction. Through FY 2002, Congress has appropriated \$243.28 million in Section 5309 New Starts funds to the project. This total includes \$6.60 million in prior years' funds that are not included in the FFGA commitment.

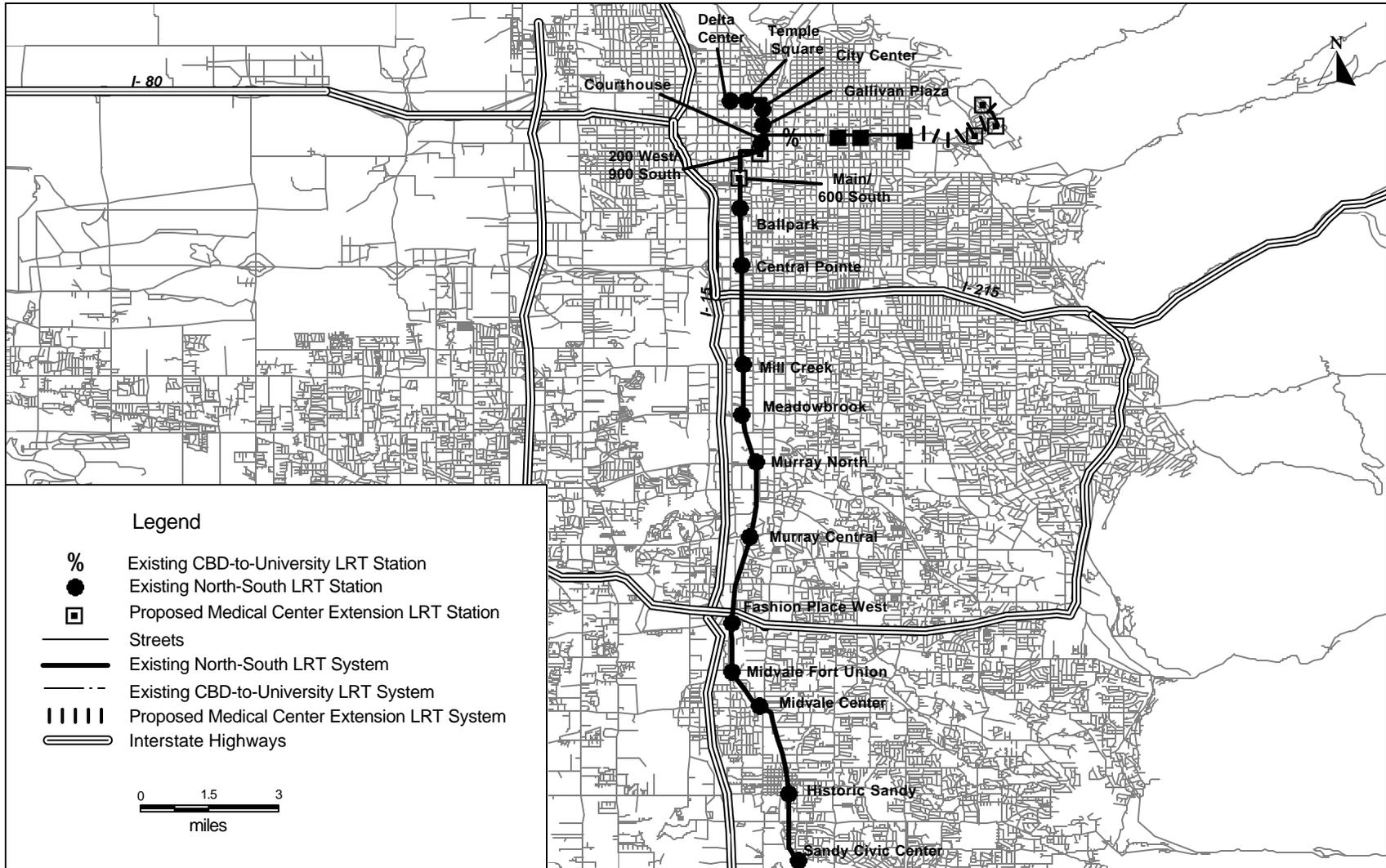
<b>Reported in Year of Expenditure Dollars</b>		
<b><u>Source of Funds</u></b>	<b><u>Total Funding (million)</u></b>	<b><u>Appropriations to Date</u></b>
<b>Federal:</b>		
Section 5309 New Starts FFGA Commitment	\$237.39	\$243.28 million appropriated through FY 2002 *
Section 5309 Bus	\$ 4.00	
<b>Local:</b>	\$ 71.10	
<b>TOTAL</b>	<b>\$312.49</b>	

**NOTE:** Total may not add due to rounding.

\* The appropriations to date reported above include \$6.60 million in prior year Section 5309 New Starts funds that are not included in the FFGA commitment.

# North - South LRT

## Salt Lake City, Utah





# **Mission Valley East LRT Extension**

## **San Diego, California**

(November 2002)

### **Description**

The Metropolitan Transit Development Board (MTDB) is constructing a 5.9-mile Mission Valley East Light Rail Transit (LRT) extension of the agency's Blue Line from its current termini east of I-15 to the City of La Mesa, where it will connect to the existing Orange Line near Baltimore Drive. The project includes four new stations at Grantville, San Diego State University, Alvarado Medical Center, and 70th Street. The project will also serve two existing stations at Mission San Diego and Grossmont Center, and purchase 11 low floor LRT vehicles. The project has elevated, at-grade and tunnel segments, two park-and-ride lots, and a new access road between Waring Road and the Grantville Station. The project is expected to serve approximately 10,800 average weekday boardings in 2015.

The total project cost under the Full Funding Grant Agreement (FFGA) for this extension is \$430.96 million (escalated dollars). The Section 5309 New Starts funding share is \$329.96 million.

### **Status**

A Major Investment Study/Draft Environmental Impact Statement (MIS/DEIS) was completed in May 1997. The Locally Preferred Alternative was selected by MTDB in October 1997, with concurrence from the San Diego Association of Governments (the local Metropolitan Planning Organization). The Federal Transit Administration (FTA) approved the project into Preliminary Engineering (PE) in March 1998. PE was completed in July 1998. The Final EIS was completed and FTA issued a Record of Decision in August 1998. FTA approved the project into Final Design in October 1998. FTA and MTDB entered into an FFGA on June 22, 2000 with a revenue operations date of December 31, 2005. Construction started in November 2000 and is approximately 40 percent complete. Revenue operations are scheduled to begin on December 31, 2005.

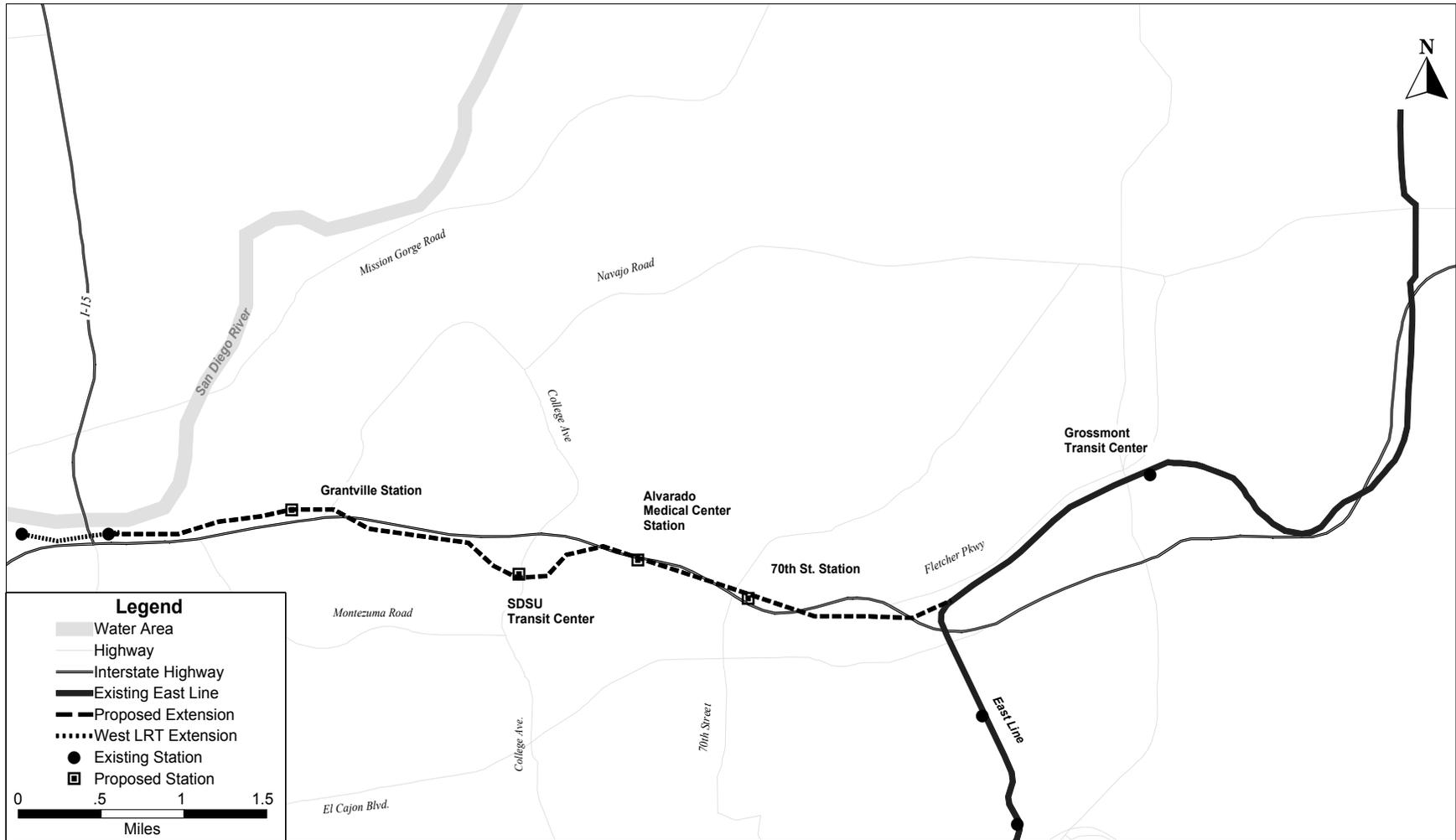
TEA-21 Section 3030(a)(76) authorized the Mission Valley East Corridor for final design and construction. Through FY 2002, Congress has appropriated \$112.72 million in Section 5309 funds to this project.

<b>Reported in Year of Expenditure Dollars</b>		
<b><u>Source of Funds</u></b>	<b><u>Total Funding (million)</u></b>	<b><u>Appropriations to Date</u></b>
<b>Federal:</b>		
Section 5309 New Starts FFGA Commitment	\$329.96	\$112.72 million appropriated through FY 2002
Flexible Funds	\$ 13.70	
<b>State:</b>		
TCI	\$ 4.10	
TSM	\$ 0.80	
STIP	\$ 62.90	
<b>Local:</b>		
Transnet Sales Tax	\$ 19.50	
<b>TOTAL</b>	<b>\$430.96</b>	\$1 million in-kind ROW donation not included in total.

NOTE: Total may not add due to rounding.

# Mission Valley East LRT Extension

San Diego, California





# **BART Extension to San Francisco International Airport**

## **San Francisco, California**

(November 2002)

### **Description**

The Bay Area Rapid Transit (BART) and San Mateo County Transit District (SamTrans) are constructing an 8.7-mile double track, four-station, heavy rail extension from BART's Colma Station through the cities of Colma, South San Francisco, and San Bruno, and along the Caltrain right-of-way to the city of Millbrae. Approximately 1.5 miles north of the Millbrae Avenue intermodal terminal, an east-west aerial "wye" (Y) stub will service the San Francisco International Airport (SFO). The project includes expansion and improvement of several existing maintenance and storage yards. In 2010, average weekday boardings are estimated at 73,800, with an estimated 17,800 daily trips by air travelers and airport employees.

The total project cost under the amended Full Funding Grant Agreement (FFGA) is \$1,470 million. The Section 5309 New Starts funding share is \$750 million.

### **Status**

An Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS)/Draft Environmental Impact Report (DEIR) was completed in 1992, resulting in a Locally Preferred Alternative. New alignments were evaluated in April 1995, BART and SamTrans revised the preferred alternative. The Final EIS was completed in June 1996 and a Record of Decision was issued in August 1996. The Federal Transit Administration (FTA) approved the project into Final Design on September 16, 1996. The original FFGA for the SFO project was signed on June 30, 1997 and the amended FFGA was signed on June 1, 2000. The first BART-SFO contract for site preparation and utility relocation was awarded on July 24, 1997. Contracts for construction of the line, track work, and systems were four design-build contracts awarded in May 1998. The remaining three design-build contracts for the construction of the South San Francisco, San Bruno and Millbrae stations have been awarded. Construction started in July 1997 and is 95 percent complete. Revenue operations are expected to start in early 2003.

TEA-21 Section 3030(a)(79) authorized the BART to SFO project for final design and construction. Through FY 2002, Congress has appropriated \$371.37 million in Section 5309 New Starts funds.

<b>Reported in Year of Expenditure Dollars</b>		
<u>Source of Funds</u>	<u>Total Funding (million)</u>	<u>Appropriations to Date</u>
<b>Federal:</b> Section 5309 New Starts FFGA Commitment	\$ 750.00	\$371.37 million appropriated through FY 2002
<b>State:</b>	\$ 152.00	
<b>Local:</b> San Francisco International Airport	\$ 445.23 \$ 123.00	Includes up to \$77 million for airport systems
<b>Subtotal: (Federal Funding)</b>	<b>\$1,470.23</b>	
<b>Additional Local Funding:</b>	\$ 80.00	
<b>TOTAL</b>	<b>\$1,550.23</b>	

**NOTE:** Totals may not add due to rounding.

# BART Extension to San Francisco Airport

San Francisco, California





# **Tren Urbano**

## **San Juan, Puerto Rico**

(November 2002)

### **Description**

The Puerto Rico Department of Transportation and Public Works (DTPW), through its Highway and Transportation Authority (PRHTA), is constructing a 10.7-mile (17.2 km) double-track guideway between Bayamon Centro and the Sagrado Corazon area of Santurce in San Juan. Approximately 40 percent of the alignment is at or near grade. The remainder, aside from a short below-grade segment in the Centro Medico area, as well as an underground segment through Rio Piedras, is generally elevated above roadway rights-of-way. The project includes 16 stations, 74 vehicles, right-of-way acquisition, and construction of a maintenance/storage facility. The Tren Urbano project is expected to carry 113,300 riders per day in 2010.

The total project cost under the amended Full Funding Grant Agreement (FFGA) is \$1,653.60 million. The 5309 New Starts funding share for this project is \$307.40 million.

### **Status**

In 1993, the Federal Transit Administration (FTA) selected Tren Urbano as one of the Turnkey Demonstration Projects under the Intermodal Surface Transportation Efficiency Act of 1991. The Tren Urbano project is being constructed and will be operated under a turnkey procurement.

The Tren Urbano Phase 1 environmental review process was completed in November 1995 and included 14 stations. A Record of Decision was issued in February 1996. In March 1996, FTA entered into an FFGA providing a Federal commitment of \$307.4 million in Section 5309 New Starts funds out of a total project cost of \$1,250 million.

Subsequent to the signing of the FFGA, three Environmental Assessments (EAs) were prepared which revised the alignment at the Villa Nevarez station and added two new stations in Rio Piedras at the University of Puerto Rico and in Hato Rey at Domenech Street. The FTA issued Findings of No Significant Impact (FONSI) for the three EAs in November 1996, February 1997, and July 1997, respectively.

The FFGA was amended in July 1999 to add the two stations identified in the environmental review process and ten additional railcars with a revenue operations date scheduled for May 2002. The amendment includes \$141.0 million in Section 5307 Urbanized Area funds and \$259.9 million in flexible funds. The revised \$1,653.6 million project cost encompasses the costs for extended project management and construction management services, advanced design development activities, and anticipated costs for claims and contingencies.

The project was also awarded a Transportation Infrastructure Finance and Innovation Act (TIFIA) – part of the TEA-21 loan of \$300 million in recognition of the national and regional significance of the project.

During 1996 and 1997, seven design-build contracts were awarded for different segments of the Tren Urbano Phase 1 system. The Systems Test Track and Turnkey contract, awarded in August 1996, provided for the purchase of rolling stock, design and installation of all system-wide components, construction of one of the civil segments, and operation and maintenance of Tren Urbano Phase 1 for an initial period of five years. FTA has approved an extension of the Revenue Operations Date to June 30, 2004, and is amending the FFGA.

The overall project is approximately 93 percent complete with the guideway approximately 95 percent complete, the track work is approximately 70 percent complete, the systems installation is approximately 30 percent complete, and 30 vehicles have been delivered. To address quality issues, cost escalation and schedule delays, FTA required PRHTA to submit a project recovery plan. PRHTA is currently preparing an amendment to the FFGA to reflect the new budget and revised Revenue Operations Date as well as project financing.

TEA-21 Section 3030(a)(81) authorizes the Tren Urbano project for final design and construction. Through FY 2002, Congress has appropriated \$198.52 million in Section 5309 New Starts funds to the project. This total includes \$4.96 million in prior year funds that are not included in the FFGA commitment.

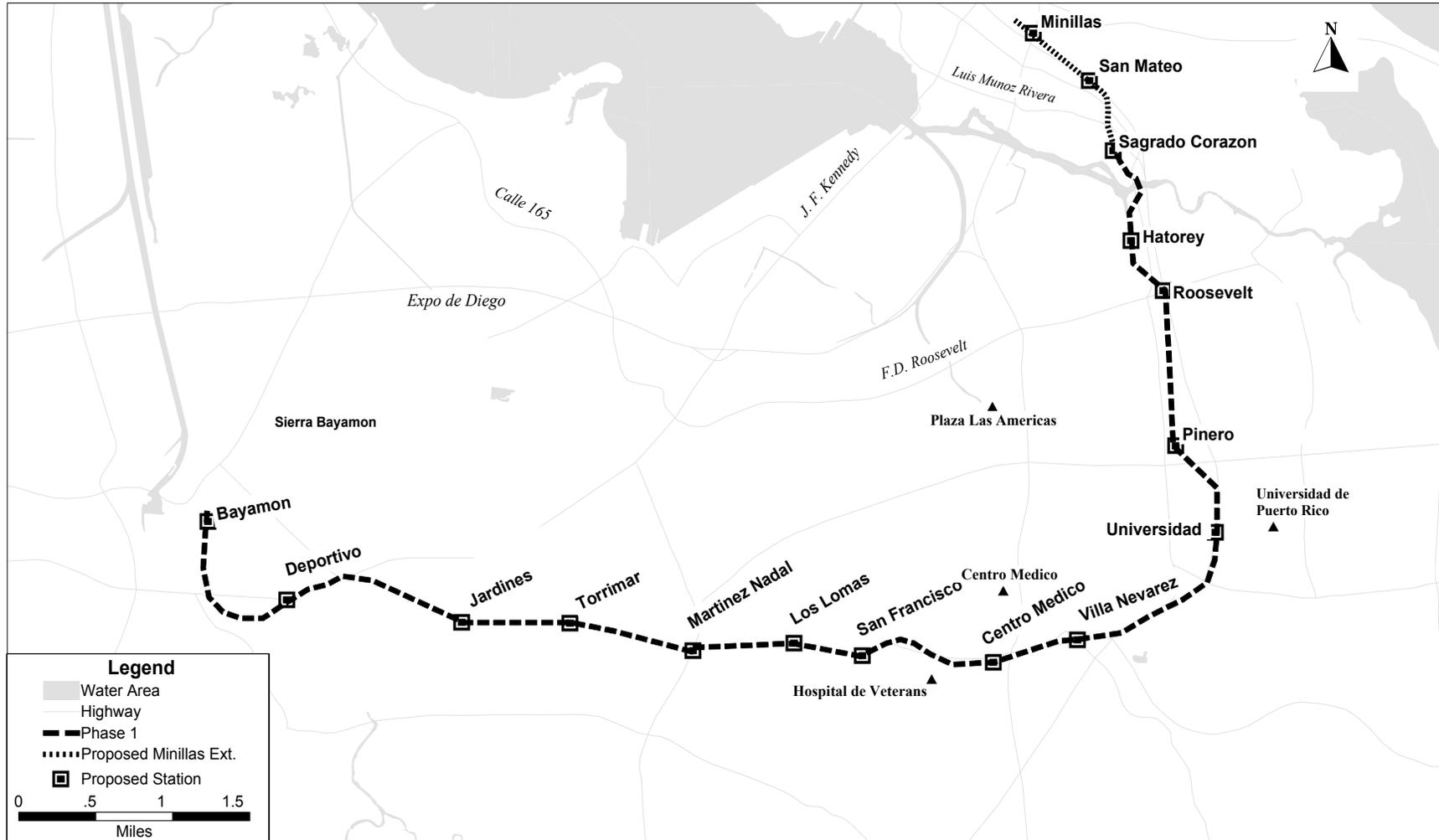
<b>Reported in Year of Expenditure Dollars</b>		
<b><u>Source of Funds</u></b>	<b><u>Total Funding (million)</u></b>	<b><u>Appropriations to Date</u></b>
<b>Federal:</b>		
Section 5309 New Starts FFGA Commitment	\$307.40	\$198.52 million appropriated through FY 2002 *
Section 5307 Urbanized Area Formula Funds	\$141.00	
Flexible Funding	\$259.90	
<b>Local:</b>	\$945.30	
<b>TOTAL</b>	<b>\$1,653.60</b>	

**NOTE:** Total may not add due to rounding.

\* The appropriations to date reported above include \$4.96 million in prior year Section 5309 New Starts funds that are not included in the FFGA commitment.

# Tren Urbano

San Juan, Puerto Rico





# **Largo Metrorail Extension**

## **Washington, D.C. Metropolitan Area**

(November 2002)

### **Description**

The Maryland Mass Transit Administration (MTA) and the Washington Metropolitan Area Transit Authority (WMATA) are joint lead agencies in the construction of a 3.1-mile heavy rail extension of WMATA's Blue Line. The extension will extend the Blue Line from its current terminus at the Addison Road Station to Largo Town Center, located just beyond the Capital Beltway in Prince Georges County, Maryland. The 3.1-mile alignment includes tunnel and surface segments. The project includes two new stations at Summerfield and Largo Town Center and 14 heavy rail vehicles. The stations will provide a total of 2,700 park-and-ride spaces, including "kiss-and-ride" spaces and bus bays. The project will provide direct service to USAir Arena, a former major sports complex that will be redeveloped for entertainment and retail uses. Average weekday boardings are estimated at 20,040, including 15,310 daily new riders by 2020.

Total capital costs are \$433.90 million (escalated dollars), including Final Design and construction. The Section 5309 New Starts funding share for the project is \$260.30 million.

### **Status**

Preliminary Engineering for the Largo Metrorail extension was initiated in February 1996 and completed in June 2000. A Draft Environmental Impact Statement (DEIS) was completed in October 1996. A Final EIS was completed in September 1999. FTA issued a Record of Decision for the Largo Extension in February 2000 and approved the project into Final Design in July 2000. WMATA and FTA entered into a Full Funding Grant Agreement (FFGA) in December 2000 with a revenue operations date scheduled for December 31, 2004. The non-Federal share for the project is provided by the State of Maryland through a funding agreement executed on May 26, 2000.

WMATA is using a design-build contracting method. Construction started in March 2001 and currently is 15 percent complete. The third and final contract was awarded in October 2002 for the stations and parking facilities. In September 2002, Prince George County and the Maryland Department of Transportation authorized an additional \$13.60 million for the project to add a parking structure and day care center at the Largo station. The WMATA Board approved \$9 million from their Transit Infrastructure Investment Fund (TIIF) to be applied to this project on September 19, 2002.

TEA-21 Section 3030(a)(93) authorizes the "Washington, DC – Largo Extension" for Final Design and construction. Through FY 2002, Congress has appropriated \$67.53 million in Section 5309 New Starts funds to the project.

<b>Reported in Year of Expenditure Dollars</b>		
<b><u>Source of Funds</u></b>	<b><u>Total Funding (million)</u></b>	<b><u>Appropriations to Date</u></b>
<b>Federal:</b> Section 5309 New Starts FFGA Commitment	\$260.30	\$67.53 million appropriated through FY 2002 *
<b>State:</b> Maryland Transportation Trust Fund	\$173.60	
<b>TOTAL</b>	<b>\$433.90</b>	

**NOTE:** Total may not add due to rounding.

\* Includes \$5.65 million awarded to Maryland MTA that is not included in the FFGA.

# Largo Metrorail Extension

Washington, DC Metropolitan Area

