

CORRIDOR*one* Rail MOS

Harrisburg, Pennsylvania

(November 2002)

Description

Capital Area Transit (CAT) of Harrisburg, Pennsylvania proposes to develop rail service in central Pennsylvania along the region's priority transportation corridor known as "CORRIDOR*one*," which currently contains Amtrak and Norfolk Southern railroad lines. The proposed project would establish a 40.5-mile minimum operable segment (MOS) of this system between East Mechanicsburg and Lancaster. The project proposes the re-use of the old Cumberland Valley Railroad Bridge across the Susquehanna River and usage of the Keystone Corridor for the leg between Harrisburg and Lancaster.

Among the major objectives of the project are an increase in capacity across the Susquehanna River to relieve congestion on the existing crossings, the provision of an effective transit link to regional intermodal facilities at the new rail station under construction at Harrisburg International Airport on the Keystone Corridor, and the provision of improved transit service by maximizing usage of the Keystone Corridor which the Pennsylvania Department of Transportation and Amtrak are upgrading with state and Federal funds. In addition to rail service, CORRIDOR*one* Rail MOS includes significant upgrades to CAT and Red Rose Transit (Lancaster, PA) systems to provide supportive feeder bus service.

The project is estimated to cost \$75.8 million in escalated dollars, with a proposed Section 5309 New Starts share of \$24.9 million. Because the proposed New Starts share is less than \$25 million, the project is exempt from the New Starts criteria, and is thus not subject to FTA's evaluation and rating (49 USC 5309(e)(8)(A)).

| Summary Description | |
|---|---|
| Proposed Project: | Regional/Commuter Rail 40.5 Miles, 11 Stations |
| Total Capital Cost (\$YOE): | \$75.8 Million |
| Section 5309 New Starts Share (\$YOE): | \$24.9 Million (33%) |
| Annual Operating Cost (\$YOE): | N/A |

Status

Capital Area Transit has completed a Major Investment Study and Transitional Analysis for implementation of rail. The CAT Board adopted regional/commuter rail as the Locally Preferred Alternative in November 1999. The project is included in the long range transportation plan of the Tri-County Regional Planning Commission. As a result of additional analysis to refine the evaluation of potential alternative project segments at FTA's request, a minimum operable segment was identified and adopted by the CAT Board in June 2002. FTA approved project initiation of Preliminary Engineering and the environmental review in August 2002.

TEA-21 Section 3030(b)(14) authorizes the “Cumberland/Dauphin County Corridor 1 Commuter Rail” project. Through FY 2002, Congress has appropriated \$1.97 million in Section 5309 New Starts funds to this project.

| Locally Proposed Financial Plan | | |
|--|---------------------------------------|--------------------------------|
| <u>Proposed Source of Funds</u> | <u>Total Funding (million)</u> | <u>Percent of Total</u> |
| Federal: Section 5309 New Starts | \$ 24.9 | 32.8 % |
| State: Annual Capital Appropriations | \$ 12.6 | 16.6 % |
| Local: Regional Asset District | \$ 38.3 | 50.5 % |
| Total: | \$ 75.8 | 100.0 % |

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

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