

Stamford Urban Transitway and Intermodal Transportation Center Improvements

Stamford, Connecticut

(November 2002)

Description

The City of Stamford, in coordination with the Connecticut Department of Transportation (ConnDOT), and the Southwestern Regional Planning Agency, is proposing to design and construct a one-mile Urban Transitway. This will consist of a bus lane, shared with high occupancy vehicles that will provide a direct link from Interstate 95 to the Stamford Intermodal Transportation Center (SITC). The Urban Transitway project will include changes to the bus routes serving the SITC, improved pedestrian access, and the implementation of intelligent transportation systems (ITS). The SITC serves as a major transfer point for local bus and employer shuttle service and provides access to existing Amtrak and Metro-North rail service in the Northeast corridor. Currently, Metro-North operates 190 daily trains that stop at the SITC and approximately 2,500 riders use the service in the peak hours to commute from Stamford to New York City, while 1,500 riders travel inbound to employment opportunities in Stamford. To accommodate additional commuter capacity at the SITC, the City is expanding rail platform capacity and constructing a 1,200-space parking facility.

Summary Description	
Proposed Project:	One-Mile Access Road (including bus and HOV lanes) and Parking Facility
Total Capital Cost (\$2000):	\$24.0 million (43.8 million including the parking facility)
Section 5309 New Starts Share (\$2000):	\$18.0 million (75%)
Annual Operating Cost:	N/A
Ridership Forecast (2005):	17,200 avg. weekday boardings 1,200 daily new riders

The total capital cost for the proposed Urban Transitway is reported in this profile as \$24.0 million (year 2000 dollars), with a proposed Section 5309 New Starts share of \$18.0 million based on information submitted by the City of Stamford. Based on FTA's Project Management Oversight (PMO) reports, the agency is aware that costs are increasing to an estimated \$43.8 million, although it is not clear what the revised Section 5309 New Starts share will be. To date, the City of Stamford has not submitted updated cost estimates. 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)).

The project includes a proposed Federal share of 75 percent in Section 5309 New Starts funding. The Administration is seeking legislation that would limit the Federal New Starts share to no more than 50 percent beginning in FY 2004. Future ratings of this project would be affected by that change.

Status

The Stamford Urban Transitway is the preferred alternative resulting from a series of studies that evaluated alternatives to improve accessibility to the Stamford Intermodal Transportation Center. FTA approved the City of Stamford's request to initiate Preliminary Engineering on the Urban Transitway project in February 2000. The City of Stamford is currently undertaking the environmental review phase for the proposed project and will be completed by Winter 2003.

Section 3030(c)(1)(A)(ix) of TEA-21 authorizes the Stamford "Fixed Guideway Connector" for Final Design and construction. Through FY 2002, Congress has appropriated \$14.85 million in Section 5309 New Starts funds for this project.

Locally Proposed Financial Plan		
<u>Proposed Source of Funds</u>	<u>Total Funding (\$millions)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 New Starts	\$18.0	75.0%
EPA Brownfields Pilot Program	\$0.2	0.8%
Local:		
City of Stamford Bonds	\$5.8	24.2%
Total:	\$24.0	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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