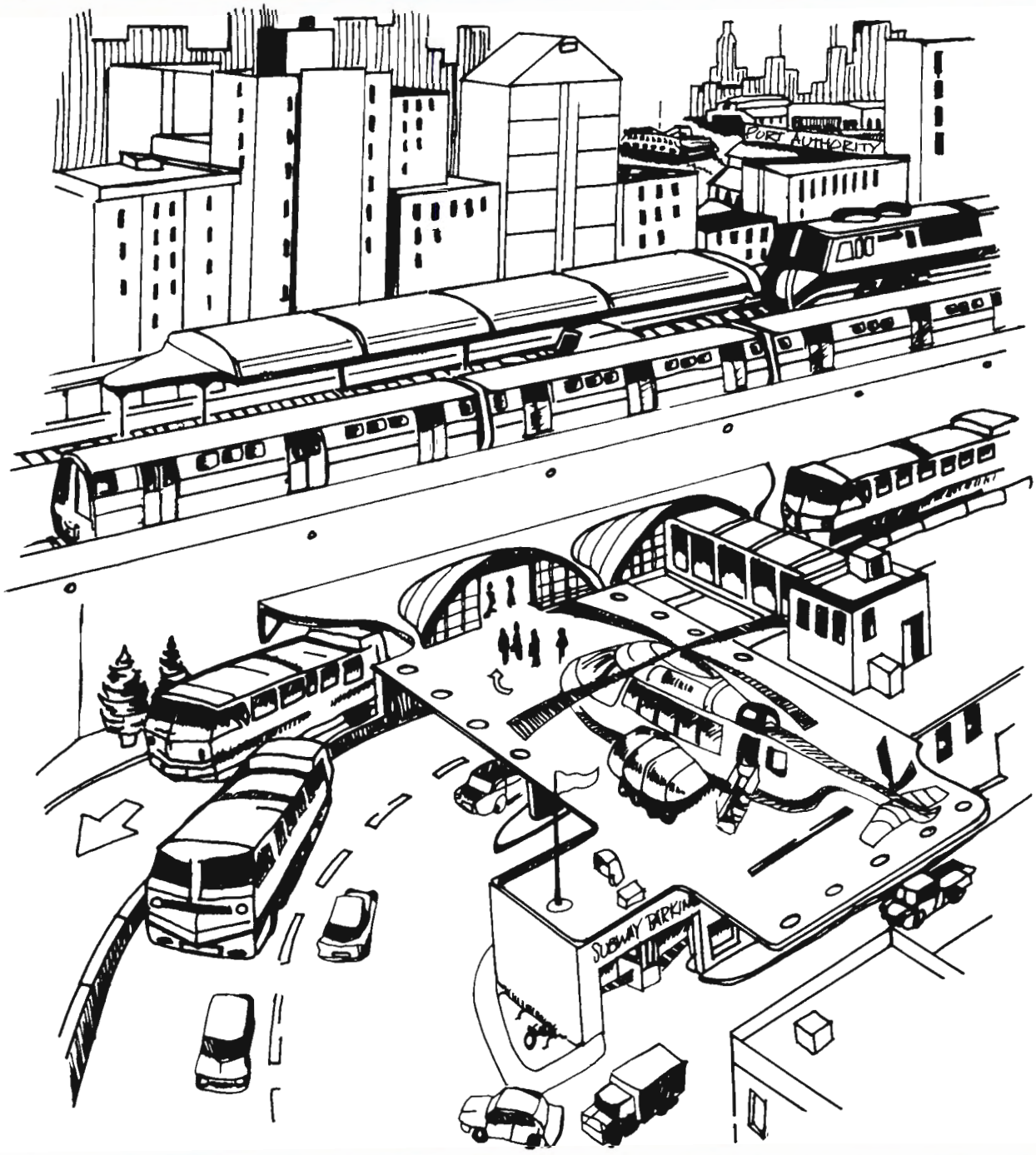
U.S. Department of Transportation

INTERMODAL PASSENGER TERMINAL FACILITIES PROJECT SUMMARIES

A COMPENDIUM OF PROPOSED, ACTIVE, AND COMPLETED INTERMODAL PASSENGER TERMINAL FACILITIES



December 1994

Prepared by the
U.S. Department of Transportation
Intermodal Terminal Committee

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A COMPENDIUM OF PROPOSED, ACTIVE AND COMPLETED INTERMODAL PASSENGER TERMINAL FACILITIES

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Introduction

This compendium of Intermodal Transportation Passenger Terminal Facilities provides a descriptive overview of cooperative approaches to offer improved transportation choices and connections. It includes a representative snapshot of Federally funded, proposed Federally funded, public and privately financed, and privately financed passenger intermodal facilities. The information in the descriptions was provided primarily by local sponsors or interested parties of the terminal facilities and enhanced with U.S. Department of Transportation data. The compendium was compiled in response to general public interest in terminal facility developmental activities.

This publication does not include an indepth review of all intermodal passenger facilities. However, a comprehensive listing of existing intermodal terminals (freight and passenger) is currently under development by each State in response to the Intermodal Management Systems requirement of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). We expect this comprehensive inventory to be completed by January 1, 1995 and to provide the basis for future updates.

Intermodal passenger terminals were initially funded by the U.S. Department of Transportation's Federal Transit Administration (FTA) in the 1970's. However, since the passage of the ISTEA, considerable interest has been generated throughout the country regarding construction of new facilities and rehabilitation of existing facilities to serve as intermodal terminals. The need for these terminals has been identified in locally adopted metropolitan Transportation Plans. Funding has been facilitated in Transportation Improvement Programs by local and State use of FTA and Federal Highway Administration (FHWA) formula capital including the flexible funding provisions of the ISTEA.

The projects and studies listed in this publication are presented using the Standard Federal Regional alignment except for Puerto Rico which is listed in Region 4. At the beginning of the compendium, a matrix is provided for the user listing the various transportation services available for a given project or study. In addition, a glossary of transportation terminology used throughout the compendium is located on pages 245-249.

The Intermodal Terminal Committee would like to thank the local officials, transit agencies, Metropolitan Planning Organizations, Port Authorities, State Department of Transportation officials, Amtrak officials, local Chamber of Commerce officials, private consultants and citizens, Regional Federal Transit Administration and Federal Highway Administration staff. In addition, we wish to thank staff at Headquarters of the Federal Aviation Administration, Federal Highway Administration, Federal Railroad Administration, Federal Transit Administration, and Maritime Administration for providing information and assistance to make this report possible.

We hope this publication will be a valuable guide for Federal, State and local planners, policymakers, and transportation practitioners involved in the planning of Intermodal Terminals and those who may have an interest in the evolving process of intermodal terminal development.

We welcome your comments and suggestions to assist us with improving and updating this publication. Please send your comments to:

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Office of Intermodalism (S-3)
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Intermodal Passenger Terminal Facilities
Geographical Index of Modal Transportation Services

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Albany/Rensselaer, NY *Amtrak Development Study*	○					○		○		○		○	
Albuquerque, NM *Intermodal Transportation Center*	○					○		○		○		○	
Alexandria, VA *Union Station*	○							○			○		
Ashland, KY *Transportation Center*	○					○		○					
Atlanta, GA *Multimodal Passenger Terminal Study*	○		○			○		○		○		○	

○ Project Under Study.
• Project Under Construction.
■ Project Complete.

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Austin, TX *Intermodal Transportation Facility*	○					○		○	○			○	
Baltimore, MD *Baltimore-Washington International Airport Station*		•	•			•		•	•				
Baltimore, MD *Penn Station*		•		•		•		•	•			•	
Battle Creek, MI *Transportation Center*		■				■		■		■			
Bellingham, WA *Multimodal Transportation Center*	○		○		○		○	○			○	○	
Birmingham, AL *Metro Area Express Intermodal Facility*	○		○			○		○		○		○	

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Boston, MA *South Station*		●				●		●		●			
Burlington, NC *Railroad Passenger Station*	○							○					
Charlotte, NC *Uptown Transportation Center*	○							○		○			
Charlottesville, VA *Union Station*	○			○	○	○		○	○	○	○	○	○
Chicago, IL *O'Hare Intermodal Station Study*	○		○		○	○		○	○	○			
Cleveland, OH *Tower City Intermodal Transportation Hub*		■						■	■	■			
Dallas, TX *Union Station*		●		●		●		●	●		●	●	

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Denver, CO *Denver Union Intermodal Terminal Study*	○		○					○				○	
Denver, CO *International Airport Access Study*	○		○	○		○		○				○	
Des Moines, IA *Intermodal Transportation Facility*	○					○				○			
Detroit, MI *Multimodal Transportation Center*	○				○		○				○	○	
Durham, NC *Multimodal Transportation Center*	○				○		○		○		○		

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
East Lansing, MI *Multimodal Transportation Center*	○							○		○			
Edmonds, WA *Multimodal Terminal*	○				○	○	○		○				
El Paso, TX *International Multimodal Passenger Facility*	○		○			○	○	○	○	○		○	
Emeryville, CA *Train Station*	○					○		○			○		
Erie, PA *Intermodal Complex at Bayfront Centre*	○		○	○		○	○				○	○	
Everett, WA *Transportation Center Study*	○			○	○			○		○	○	○	
Fitchburg, MA *Intermodal Facility*	○		○	○		○		○					

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Fredricksburg/ Manassas, VA *Fredericksburg Station and Manassas Depot*	○					○		○					
Ft. Lauderdale, FL *Airport People Mover*	○		○						○				
Ft. Worth, TX *Intermodal Transportation Center*	○		○			○		○		○			
Gallup, NM *Multimodal Transportation Center*		•						•		•		•	
Grand Rapids, MI *Metro Rail Station Study*	○					○		○		○			

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Greensboro, NC *Multimodal Transportation Center*	○			○		○		○		○			
Greensburg, PA *Train Station*	○		○			○		○			○		
Gulfport/Biloxi, MS *Multimodal Transportation Corridor and Center Study*	○		○			○		○		○			
Harvey, IL *Diversified Regional Center*	○		○	○		○		○		○	○	○	○
High Point, NC *Central Station*	○					○		○		○			
Hoboken, NJ *Hoboken Terminal*	○					○	○	○			○		

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Holland, MI *Louis and Helen Padnos Transportation Center*		■		■		■		■		■	■	■	
Indianapolis, IN *Union Station*		■						■		■	■		
Jackson, MS *Multimodal Transportation Center*	○		○			○		○			○	○	
Jacksonville, FL *Multimodal Terminal Center*	○		○	○		○		○	○	○		○	
Kansas City, MO *Union Station*	○					○		○	○		○	○	
Kelso, WA *Multimodal Transportation Facility*	○			○	○	○		○		○	○		

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Lafayette, IN *Railroad Relocation Project*		•			•	•		•					
Lafayette, LA *Multimodal Terminal*	○					○		○					
Las Vegas, NM *Railroad Depot Project*	○					○		○					
Los Angeles, CA *Union Passenger Terminal*		•		•		•		•	•	•	•	•	
Memphis, TN *Central Station Intermodal Terminal*		■	■			■		■	■	■	■	■	
Meridian, MS *Transportation Center*	○		○			○		○		○	○	○	
Miami, FL *Intermodal Center*	○		○	○	○	○	○	○	○	○	○	○	

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Milwaukee, WI *Intermodal Transportation Facility Study*	○		○	○				○	○	○		○	
Mobile, AL *Multimodal Transportation Center*	○					○				○		○	
Morrisville, PA *Transportation Center*	○					○		○					
Nashville, TN *Landport/Arena Intermodal Terminal*	○		○	○		○		○	○	○	○		
Natchez, MS *Visitor Reception and Intermodal Transportation Center*	○					○			○	○			

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
New Carrollton, MD *New Carrollton Station*		■			■	■		■	■		■	■	■
New Orleans, LA *Union Passenger Terminal*	○		○					○	○	○	○		
New York City, NY *Pennsylvania Station Redevelopment Project*	○							○			○		
Newark, NJ *Airport Ground Access*	○		○					○	○				
Newark, NJ *Penn Station*	○			○		○		○		○	○		
Norwich, CT *Regional Transportation Center*	○			○		○			○				

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Oakland, CA *Intermodal Transportation Facility*		●	●	●		●	●	●			●	●	
Oceanside, CA *Transit Center*		●			●	●		●		●	●	●	●
Orlando, FL *International Drive Station*	○		○			○		○		○		○	○
Philadelphia, PA *Erie Avenue Station*	○			○		○		○	○		○		
Philadelphia, PA *30th Street Station*		■		■		■		■	■		■	■	
Pittsburgh, PA *Robinson Town Centre Intermodal Station*	○		○	○		○					○		
Portland, ME *Multimodal Train Station Study*	○				○	○		○			○		

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Portland, OR *Union Station Transportation Center*		■	■			■			■	■	■	■	
Raleigh, NC *Multimodal Transportation Center*	○			○		○		○		○			
Richmond, VA *Downtown Multimodal Transportation Center*	○		○			○		○	○	○		○	
Riverside, CA *Downtown Metrolink Station*	○					○		○		○			
Rocky Mount, NC *Train Station*	○					○		○					
Sacramento, CA *Old Southern Pacific Depot*	○					○		○		○		○	

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
San Antonio, TX *Intermodal Terminal Planning and Feasibility Study*	○					○		○	○	○		○	○
San Diego, CA *Santa Fe Depot*	○					○		○	○			○	
San Francisco, CA *Ferry Terminal*	○			○		○	○		○		○	○	
San Juan, PR *Old San Juan Intermodal Terminal*	○			○		○	○		○		○	○	
Sandusky, OH *Amtrak Station*	○					○		○			○		
Santa Ana, CA *Regional Transportation Center*		■		■		■		■		■	■	■	
Santa Barbara, CA *Railroad Station*		•				•		•	•			•	

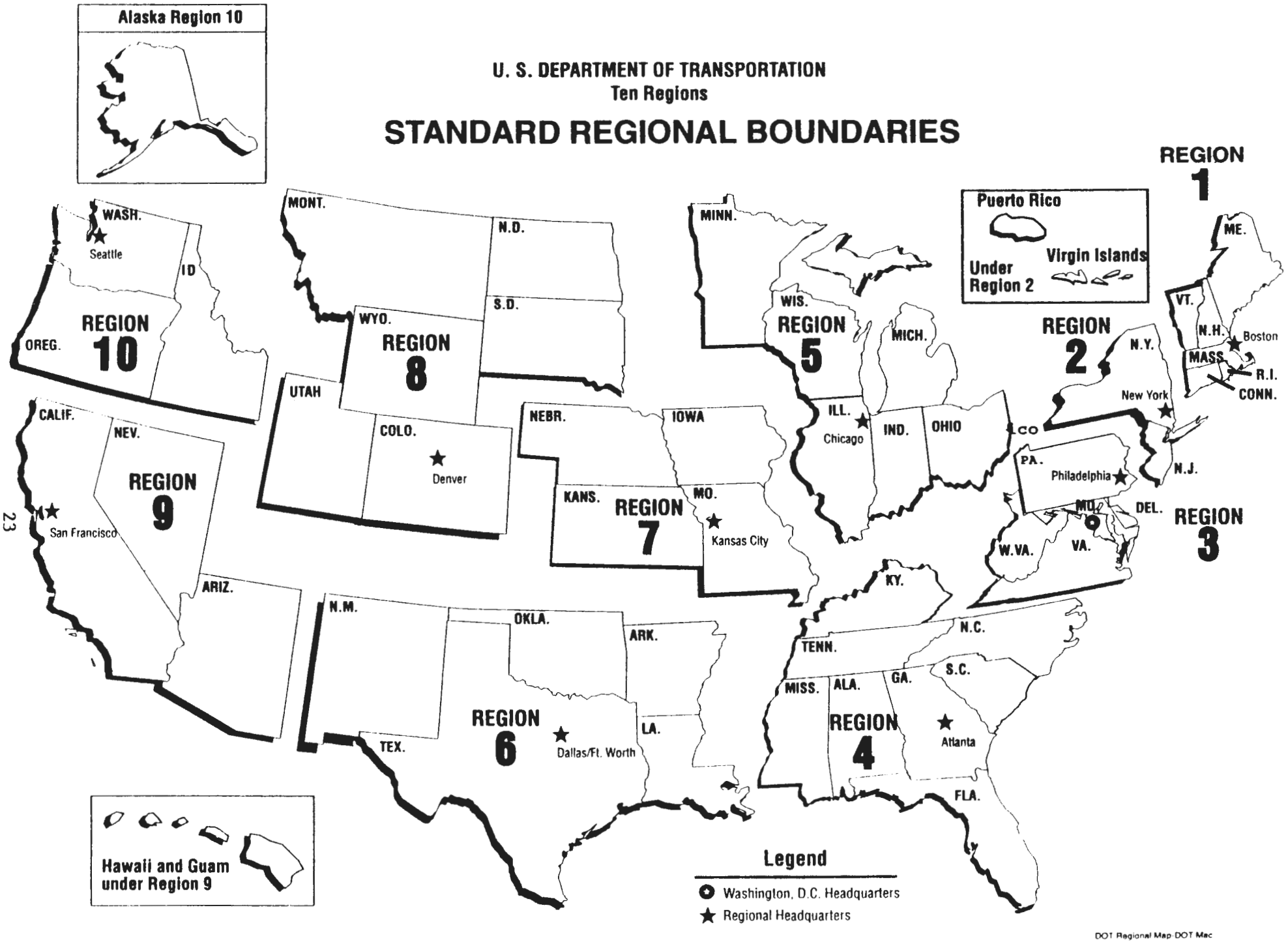
Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Seattle, WA *Intermodal Transportation Terminal*		•	•			•		•	•	•		•	
Secaucus, NJ *Rail Transfer Station*	○							○			○		
Silver Spring, MD *Intermodal Transit Center*	○		○	○	○	○		○	○	○	○	○	
South Bend, IN *Urban Intermodal Transportation Facility*	○		○		○			○		○		○	
Spokane, WA *Intermodal Facility*	○					○		○		○	○	○	
Springfield, MA *Union Station*	○		○	○				○			○		
Springfield/ Branson, MO *Intermodal Terminal Study*	○		○					○					

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
St. Louis, MO *Multimodal Transportation Center*	○		○	○		○		○	○	○	○	○	
Syracuse, NY *Intermodal Transportation Center*	○		○					○		○			
Tacoma, WA *Dome Station*	○		○	○		○				○			
Tampa, FL *Downtown Intermodal Center*	○		○	○	○	○		○		○	○		
Tampa, FL *Union Station*	○					○		○	○		○		
Toledo, OH *Central Union Terminal*		■						■		■		■	
Truckee, CA *Intermodal Station*		•		•		•		•		•	•		

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Vancouver, BC *Pacific Central Station*		•	•					•		•			
Washington, DC *Union Station*		■		■	■	■		■			■	■	
Waterloo, IA *Intermodal Bus Terminal*		■				■				■			
Wenatchee, WA *Chelan-Douglas Intermodal Project*	○				○	○				○	○		
Wheeling, WV *Intermodal Transportation Center*	○			○	○	○				○		○	
Wilson, NC *Railroad Restoration Project*	○					○		○		○		○	

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Worcester, MA *Intermodal Transportation Center*	○					○		○		○	○		

Intermodal Passenger Terminal Facilities
Project Locations


Alaska Region 10
U. S. DEPARTMENT OF TRANSPORTATION
Ten Regions
STANDARD REGIONAL BOUNDARIES
REGION 1
Puerto Rico
Virgin Islands
Under Region 2
REGION 2
REGION 3
REGION 4
REGION 5
REGION 6
REGION 7
REGION 8
REGION 9
REGION 10
WASH.
Seattle
OREG.
CALIF.
NEV.
ID
MONT.
N.D.
S.D.
WYO.
UTAH
COLO.
Denver
NEBR.
IOWA
KANS.
MO.
Kansas City
MINN.
WIS.
MICH.
ILL.
Chicago
IND.
OHIO
N.Y.
New York
PA.
Philadelphia
N.J.
MD.
DEL.
W.VA.
VA.
KY.
TENN.
N.C.
S.C.
GA.
Atlanta
MISS.
ALA.
FLA.
ME.
VT.
N.H.
Boston
MASS.
R.I.
CONN.
ARIZ.
N.M.
OKLA.
ARK.
LA.
TEX.
Dallas/Ft. Worth
San Francisco
Hawaii and Guam
under Region 9
Legend
Washington, D.C. Headquarters
Regional Headquarters
DOT Regional Map-DOT Mac

REGION 1

Regional Transportation Center

Project Location: Norwich, Connecticut

Description: The Regional Transportation Center Project will construct a multimodal transportation center on an existing City-owned parking lot downtown. The center will include a public bus transfer station, amenities for passengers, accommodations for shuttle and limousine service to nearby Foxwoods Casino and Resort, parking for approximately 350 cars, a garage for alternative energy vehicles, and services necessary for the reactivation of light rail.

Status: The City has received approval of $2,866,000 in FTA Section 3 funds. The City is exploring State sources for the matching funds. Once funding is in place, services for environmental and engineering studies will be contracted.

Funding: $2,866,000 Federal Transit Administration (Section 3 FY 1995 Earmark)

Local Sponsor: City of Norwich
Contact: Barbara Goodwich
Asstistant City Manager
City Hall
Union Square
Norwich, CT 06360
(203) 886-2381 ext. 202
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Other Contact: Marie Richardson
Director, Norwich Parking Commission
70 Thames Street
Norwich, CT 06360
(203) 889-5586

Lead Agency: FTA (Region 1)
Contact: Mary Beth Mello
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55 Broadway, Suite 920
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Cambridge, MA 02142-1093
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Multimodal Train Station Study

Project Location: Portland, Maine

Description: This project involves site study for a multimodal train station (one site only) in Portland. The Portland Rail/Intermodal Passenger Facility on Saint John Street will serve as the terminus for the proposed Portland, Maine, to Boston, Massachusetts, rail line. This study will include an analysis of impact on and access of vehicular traffic; intermodal use forecast and access analysis for local and intercity bus feeder services and bicycle and pedestrian uses, an architectural and site design concept plan; and an inventory and analysis of station operational issues, including trackage, security, ticketing, and parking.

Status: The grant application for FTA Section 26(b) funds by the Greater Portland Council of Governments was approved March 3, 1993. The Portland City Council approved the Request for Proposal (RFP) for planning, design, and engineering on December 17, 1993. A consultant was selected, and a parking study, on-site access analysis, and civil engineering cost estimates have been completed. The environmental assessment for passenger rail is completed. The State is developing a grant proposal for the land acquisition. An RFP is being developed for construction. The project is in the FY 1994-96 Transportation Improvement Program in the amount of $500,000. City staff estimates the terminal will cost $1.2 million.

Funding:

Study

$65,000	FTA (Section 26(b))
16,250	Local share Maine Department of Transportation
$81,250	Total

Construction

$ 400,000	Federal Highway Administration (FHWA)
100,000	FHWA (unconfirmed)
800,000	FTA (Section 3)
$1,300,000	Total

Local Sponsor: Greater Portland Council of Governments
Contact: Joe Kott, Project Manager
233 Oxford Street
Portland, ME 04101
(207) 774-9891

Lead Agency: FTA (Region 1)
Contacts: Mary Beth Mello/Judi Molloy
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Kendall Square
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South Station

Project Location: Boston, Massachusetts

Description: South Station currently serves Amtrak, five commuter rail lines, and a rapid transit station. This project will add a parking garage with special high-occupancy vehicle (HOV) parking and a bus terminal. The garage will have a direct route ramp for HOV only that connects to I-93. There will be designated parking for car and vanpools in the garage. The bus terminal, located in the parking garage, will house Greyhound, Peter Pan, and smaller private bus companies. A new electric busway is also being constructed and will connect the parking garage and bus terminal with South Station. The Massachusetts Bay Transportation Authority will own the entire new station. The project is in the Transportation Improvement Program.

Status: Construction on the parking garage and bus terminal has begun. The structure is scheduled to open in spring 1995.

Funding: Total cost of project

$ 30,000,000	FHWA Intermodal Transportation Efficiency Act of 1991/Congestion Mitigation and Air Quality Improvement Program (ISTEA/CMAQ)
77,500,000	State
$107,500,000	Total

Contacts:

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10 Park Plaza
Boston, MA 02116
(617) 722-4292
Fax: (617) 722-6181

FTA (Region 1)
Mary Beth Mello
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FTA (Region 1)
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Intermodal Facility

Project Location: Fitchburg, Massachusetts

Description: In October 1994, the Montachusett Regional Transit Authority commissioned an engineering design study for the rehabilitation of the Fitchburg Intermodal Facility and for construction of a parking area for commuter and other transit riders. The rehabilitation project will include construction of bus berths, passenger waiting area, ticket area, access to the commuter rail platforms via elevators for wheelchair-bound individuals, and a heliport. The total cost of the project is estimated to be $2,999,500. Construction activities also include repaving and signing the entire parking area to conform to new traffic patterns.

Status: The engineering design study is underway; completion is scheduled for early 1995.

Funding: $1,000,000 FTA (Section 3 FY 1995 Earmark)

Contacts:

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Union Station

Project Location: Springfield, Massachusetts

Description: The Pioneer Valley Transit Authority (PVTA) and the City of Springfield joined efforts to study the reuse of the vacant and aging Union Station in Springfield. The site consists of the terminal building and the baggage and mail handling facility, together measuring over 175,000 square feet. At present, the buildings are vacant. Amtrak presently uses a pedestrian tunnel and the tracks and platforms on the site for station facilities. The station facilities are situated at the edge of downtown near the Union Newspaper and Peter Pan Bus Terminal. PVTA bus service runs along Main Street adjacent to the site. There is also a recommendation to consider connections to the Bradley and Westover airports.

The study suggests that reuse should focus on the development of a transportation and trade center. Railroad functions, including passenger waiting, ticketing, baggage and package handling, and Amtrak support, should be restored to the station; the baggage building should be rehabilitated and expanded into a trade center for exhibits and shows. The concourse should function as an active travel center, provide Amtrak ticketing, tourist assistance, off-site museum displays, and kiosks and vendors (e.g., newsstands and automatic teller machines). Travel agency, car rental agencies, and limousine services also could be located in the station.

Status: The study began in January 1991 and was completed in July 1991. The project was funded partly by PVTA, FTA, and the City of Springfield, using economic development loan funds. The City acquired the property with eminent domain powers. Since then, there have been two pending lawsuits. Applications for funding will not be filed until these legal issues are set up. In the meantime, Amtrak has made about $2 million in improvements to the platforms and surrounding area.

Local Sponsor: PVTA

Contact:
Marlene B. Connor
Administrator
2808 Main Street
Springfield, MA 01107
(413) 732-6248
Fax: (413) 737-2954

Other Contact:
Jim Asselin
Assistant Director
City of Springfield
Community Development Department
36 Court Street
Springfield, MA 01103

Intermodal Transportation Center

Project Location: Worcester, Massachusetts

Description: In April 1991, the Worcester Regional Transit Authority (WRTA) commissioned a study to assess the feasibility of developing an intermodal transportation center in the abandoned Union Station in Worcester. The center would include facilities for inter- and intracity buses, Amtrak passenger trains, and Massachusetts Bay Transit Authority Commuter Rail Service (proposed to be extended from Framingham to Worcester). The WRTA's bus maintenance, garage, and administration facilities are to be included. The study determined that the existing 84,000-square-foot historic Union Station site is an excellent location for an intermodal transportation center. The site is within a five-to ten-minute walking distance of major downtown destinations, is adjacent to two sets of railroad tracks, and is served by two existing city bus routes and could be served by several others with only minor adjustments to existing routes. Four options for redevelopment were presented:

1) Full Renovation-- Under this program, the full gross square footage of the station as it presently exists would be renovated to its original condition,
2) Partial Renovation-- Under this program, only the most architecturally significant portion of the building would be saved, resulting in about 54,000 square feet of gross area,
3) Facade Renovation-- Under this alternative, it is assumed that only the facade of the existing structure would be preserved and that the site area behind the facade would be fully developed,
4) New Construction-- Under this final program, the site would support a new building and no part of the existing structure would be preserved.

Status: The feasibility study is complete. The project is currently in the preliminary engineering, design and environmental review phase. FTA has approved $1,186,800 in ISTEA/CMAQ funds for this project for preliminary engineering and design to include the environmental work and documentation as well as project management. Upon completion of environmental requirements, WRTA will request funds for land acquisition.

Funding: $3,000,000 FTA (Section 3 FY 1995 Earmark)

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REGION 2

Hoboken Terminal

Project Location: Hoboken, New Jersey

Description: The Hoboken Terminal, owned by New Jersey Transit, serves a variety of modal operations including New Jersey Transit trains, Port Authority Trans Hudson (PATH) trains to lower and midtown Manhattan, a ferry service, buses to New York City, and local commuter trips to the station. Approximately 62,000 commuters pass through the station each weekday. In the future, the terminal will be served by the planned Waterfront Transitway. There is retail use in parts of the station and considerable potential for commercial/office development nearby and/or integrated with the terminal complex. Hoboken Terminal is included on the State and National Historic Registers. Arrivals during the morning peak period are:

Commuter rail	18,300
Ferry	40
PATH	340
Bus,walk,other	2,800

(About 81% of the commuter rail and bus,walk,other passengers transfer to PATH, and about 16% transfer to ferry service.)

Status: Conceptual design of improvements to the passenger facilities was completed in the beginning of 1994. The proposed modifications are intended to improve pedestrian circulation and preserve the historical integrity of the facility. The recommendations include relocation of commercial spaces and the control center, creation of a new ticket lobby, replacement of a ramp area with new circulation and commercial space, restoration of historical features, widening and improved lighting of the passenger concourse, and establishment of new linkages to the PATH system. Remaining design work and construction will be consolidated with yard improvements under a general design consultant contract. The estimated FY 1995 capital program for the Hoboken projects is:

Funding: The estimated FY 1995 capital program for the Hoboken projects is:

$ 5,000,000	Surface Transportation Program (STP)
7,000,000	FTA (Section 9)
2,500,000	ISTEA
$14,500,000	Total

The projected capital program for FY 1996-99 is:

FY 1996	$16,500,000	(projected)
FY 1997	5,000,000	(projected)
FY 1998	35,000,000	(projected)
FY 1999	33,000,000	(projected)
	$89,500,000	Total

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Penn Station

Project Location: Newark, New Jersey

Description: Newark Penn Station is New Jersey Transit's largest station with about 90,000 commuter trips moving to or from the station each day. Three rail systems serve the facility: Amtrak, PATH, and New Jersey Transit. In addition, New Jersey Transit and Greyhound have major bus operations at the station and the Newark City subway uses Newark Penn Station as a terminus and center of operations. A variety of retail establishments are housed in the building. The station is listed on the State and National Historic Registers. Daily one-way arrivals for Newark Penn Station are as follows:

Commuter rail	23,900
City subway	4,600
Bus	7,200
Auto, other	9,000

Status: Renovation for Newark Penn Station is in the design phase and consists of reconstruction and new layout of rest rooms, installation/reconfiguration of stairways and escalators, interior and exterior lighting improvements, modifications to platform waiting areas, improvements to pedestrian circulation, upgrading of the ticket office, and expansion and creation of a new concourse on the north side of Raymond Boulevard. The New Jersey Transit FY 1995 capital program consists of $4 million of Section 9 money for the various Newark Penn Station improvement projects, with another $23 million projected over FY 1996 through FY 1999.

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Airport Ground Access

Project Location: Newark, New Jersey

Description: A monorail system has been proposed to provide a transit connection from the Northeast Corridor rail network to Newark International Airport (EWR). The project includes construction of a new Northeast Corridor rail station linked to the airport via an extension on the airport's on-site monorail system. Direct train service to EWR would be provided by New Jersey Transit train's from 14 stations between Penn Station, New York, and Trenton on the Northeast Corridor. Service would also be provided by New Jersey Transit on the North Jersey Coast Line from 20 stations between Bay Head and Woodbridge. The project is to be funded through passenger facility charges (PFC). The PFC funding agreement restricts the use of the proposed facility to serve exclusively trips to and from the airport. In addition, the Port Authority, which is the project sponsor, is required to maintain ownership or control of the right of way required for the facility. Control of the facility, including access for construction, repair, and maintenance, is required beyond the period of PFC collection, and extends through the useful life of the transit system.

Status: The feasibility study was completed in April 1992. The Draft Environmental Impact Statement, prepared by the Federal Aviation Administration, was issued to the public in July 1994. Preliminary engineering for the project is currently underway.

Funding: The project is to be funded through the $3.00 per enplanement PFCs collected at EWR by the Port Authority under provisions of the Aviation Safety and Capacity Expansion Act of 1990. The estimated cost of project is as follows:

$110,000,000	Guideway vehicle
16,200,000	Inflation
39,600,000	Insurance, design/engineering construction management
42,300,000	Contingency
7,300,000	Financing
$215,400,000	Total

Local Sponsors: Port Authority of New York and New Jersey

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Rail Transfer Station

Project Location: Secaucus, New Jersey

Description: The Secaucus Transfer is an element of the New Jersey Urban Core Project. The Urban Core Project addresses changing public transportation needs into the 21st century. By linking several of New Jersey Transit's existing rail lines and modernizing equipment and facilities, the New Jersey Urban Core Project is designed to make travel within the State rail network quicker, safer, and more convenient for thousands of current and potential riders and create more travel opportunities, particularly within suburban areas. Upon its completion all New Jersey Transit commuter rail lines serving northern New Jersey will be accessible from Secaucus. Benefits include travel times to and from midtown Manhattan shortened by about 10 minutes and intrastate travel not possible now within the existing commuter rail system.

This project has two parts: the Northeast Corridor Modifications and the Rail Transfer Station projects. The Northeast Corridor project involves expanding the current track alignment from two to four tracks between the Hackensack River and Secaucus Road, a distance of approximately two miles. This element will facilitate the simultaneous stoppage of several trains traveling in both directions between Newark Penn Station and Penn Station in New York at the Secaucus Transfer Station to permit through-train, nonstop service. Extensive civil, structural, electrification, track, communication, signaling, and environmental work will be required to reconfigure the Northeast Corridor to effectively handle projected peak-hour train traffic.

The Secaucus Rail Transfer Station includes the construction of a new facility located at the intersection of the Northeast Corridor and the Main Line. The station will consist of three levels: the bottom level serving Main Line operations; the intermediate level serving all Northeast Corridor operations, with a concourse area housing ticketing services; and the top level housing minor retail and management operations. The station is designed to accommodate a possible commercial office complex that is currently being planned by both Allied Junction and Consolidated Rail corporations. Additional track work will be undertaken to reconfigure the Main and Bergen County Lines, as well as the Consolidated Rail Corporation's Boonton Line and its Croxton Yard Intermodal Freight Facility.

Status: The design phase of the Northeast Corridor portion of the Secaucus Transfer Project began in September 1989 and is schduled for completion in March 1995. The design phase for the Rail Transfer Station element of the project began in October 1992 and is scheduled for completion in June 1995. All environmental approvals have been obtained except for the wetlands permit from the Army Corps of Engineers, which is the final approval needed to start construction. Contract and force account work packages are being finalized. The prequalification process to secure the services of the initial construction contractor began in May 1994. The notice-to-proceed is expected to be issued in November 1994.

Final design work is fully funded by the Port Authority of New York and New Jersey, Metro-North Commuter Railroad, and the State of New Jersey. The estimated construction cost is approximately $430 million. Construction funding is being provided for in ISTEA legislation. A full funding agreement is being negotiated with the Federal Transit Administration (FTA). New Jersey Transit is applying for approximately $50 million in FY 1995.

Funding:

Design

$ 7,412,232	FTA
2,863,000	Metro-North Commuter Railroad
19,000,000	Port Authority of New York & New Jersey
$29,275,232	Total

Construction

$136,329,275	FTA
28,200,000	Metro-North Commuter Railroad (to apply for FY 95)
21,330,000	FTA (applied for FY 95)
$185,859,275	Total

Local Sponsor: New Jersey Transit Corporation

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Lead Agency: FTA (Region 2)

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Amtrak Development Study

Project Location: Albany/Rensselaer, New York

Description: A Rensselaer Amtrak Development Study is being conducted to link the present Amtrak station with proposed riverfront development. The intermodal station will be the anchor tenant or generator for the development. The Amtrak station could become a regional hub, linking rail, bus, and air transportation. The station transformation could include building a new Amtrak terminal to include Greyhound bus service, providing expanded Capital District Transportation Authority (CDTA) service to Albany and other points; building an elevated pedestrian concourse over the train tracks to a proposed hotel; and adding a transportation link from the station to Albany County Airport. The CDTA is undertaking a land-use study of the area surrounding the Rensselaer Amtrak station. The station that serves Albany is one of the 10 busiest Amtrak stations in the country. The purpose of the study is to identify opportunities for future commercial development in the area that are compatible with the travel-related mission of the station. Particular attention is being paid to the development of travel-related functions such as lodging and restaurant. The station area design will be compatible with regional transportation objectives including improved access to the station from the street network, accommodation of pedestrian, transit, and taxi users, and capability of some intercity bus trips originating or terminating at the station. The Albany/Schenectady/Troy regional area is a marginal nonattainment area for ozone.

Status: A contract has been awarded to a consultant for a station feasibility study to be completed by by the end of 1994. An advisory group consisting of members from the New York DOT, Amtrak, CDTA, the Chamber of Commerce, and the City and County of Rensselaer has been formed and has held two meetings regarding the study and will hold one more before the end of 1994.

Funding: Feasibility Study

$60,000	FHWA (CMAQ funds)
15,000	Local CDTA match
$75,000	Total

Local Sponsor: CDTA

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Pennsylvania Station Redevelopment Project

Project Location: New York City, New York

Description: This project includes redevelopment of the James A. Farley (JAF) Post Office Building on Eighth Avenue between 31st and 33rd streets (directly west of Penn Station) into an intercity railroad passenger station and commercial center. It would rehabilitate the JAF Building in conjunction with a planned renovation of the existing Penn Station and expansion of the underground connection on West 33rd Street. The plan would add capacity and flexibility for handling passengers arriving and departing the busiest train station in the United States--approximately 500,000 people a day use the station (38% of Amtrak's annual national ridership). The existing Penn Station will handle most of the Long Island Rail Road and New Jersey Transit commuter rail activity, providing space for commuter ticket offices, waiting rooms, increased retail activities, and principal support facilities for the two transit agencies, as well as subway connections. The redevelopment also addresses code compliance and deficiencies in mechanical, electrical, plumbing, and life safety systems and provides new signage--graphics and improvements necessary to meet the Americans with Disabilities Act requirements. The plan proposes widening an existing underground subway connection along 33rd Street. The JAF Building will have 107,200 square feet of retail, storage, and commercial space on the first floor, mezzanine, and second floor. The existing Penn Station will have 118,864 square feet of retail space and retail storage. The service building owned by Amtrak is incorporated into this plan as well. The projected cost of the project is $315 million including construction costs and factors for contingencies and cost escalation during the projected five-year development period.

Status: In the Amtrak Authorization and Development Act of 1992, Congress instructed Amtrak to develop a plan for new or redeveloped station facilities in New York City. Amtrak submitted a plan that incorporates the building as the core of a new intermodal transportation complex and gateway to New York City. On December 1, 1993, the Amtrak Board of Directors approved a commitment approval request for $200,000 to continue the master plan development effort.

The FY 1994 Supplemental Appropriations Act included $10 million for the JAF Building project. The FRA executed a $9 million grant with Amtrak for detailed engineering documents, design specifications, and cost estimates and retained $1 million for environmental and historic preservation assessments. The FRA requested a $90 million appropriation in FY 1995 for engineering, design, and construction activities. However, the construction funds cannot be expended for construction activities until participants have entered into a binding agreement satisfactory to the Secretary of the Department of Transportation.

Funding: A funding plan for the estimated $315 million cost from Federal, State, and City sources is being developed.

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Intermodal Transportation Center

Project Location: Syracuse, New York

Description: The proposed Syracuse Intermodal Transportation Center will house all major intercity bus and Amtrak rail passenger operations. In addition, it is proposed to serve as a major stop for the Syracuse Rail Project that operates rail tourism in the Central New York Region. Several studies have already been completed in connection with this project. The Syracuse Metropolitan Transportation Council completed an alternative site analysis study and a feasibility study in 1991. The Metropolitan Development Association has completed a Master Site Plan. This plan produced preliminary conceptual and schematic designs in conjunction with neighboring developments that include a new multipurpose stadium and renovation of the Central New York Regional Market. The proposed transportation center will be housed in a new building approximately 19,000 square feet in size. Located within the center will be ticket sales and baggage handling for Amtrak, Greyhound, and Trailways. In addition, there will be general passenger waiting areas, package express services, information and tourism, lockers, game arcades, food services, airport shuttle services, and other ground transportation services. The facility will have 12 docking bays for intercity bus operators. An 1,800-foot covered rail platform will be incorporated into the second level of the facility to accommodate package and mail operation needs. In order to serve rail passenger trains, the project will require a dual track siding from the existing Conrail main line. All required track work, switching, and signaling will be included in the scope of work. The projected cost is approximately $13 million.

Status: The environmental review process is complete. Project management and construction services have been awarded to the firm of Lehrer, McGovern, Bovis, Incorporated. Design and engineering services have been awarded to the firm of Quinlivan, Pierik and Krause. The primary rail design will be done by Parsons, Brinkerhoff. A purchase offer was forwarded to the Central New York Regional Market Authority in September 1994, regarding land acquisition. Ground-breaking is scheduled for late fall 1994.

Funding: Project Development and Construction

$ 6,000,000	FTA ($5 million STP flexible funds and $1 million Section 9)
5,000,000	New York State Authority (Throughway)
610,000	Local match (Central New York Regional Transportation Authority)
2,410,000	New York Department of Transportation
$14,020,000	Total

Local Sponsor:	Central New York Regional Transportation Authority
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Lead Agency:	FTA (Region 2)
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REGION 3

Union Station

Project Location: Washington, District of Columbia

Description: The Union Station Redevelopment Act of 1981 called for the transfer of Union Station to the Department of Transportation for the purpose of rehabilitation and preservation of this historic building, reuse as a train station and a commercial center, and construction of a parking garage. In fall 1988, Union Station reopened after a $160 million renovation. Located at the base of the Northeast Corridor, the station has become the third busiest in the nation. It serves Amtrak, Virginia Rail Express, and Maryland Commuter Rail, Metrorail, local and tourist buses, and taxis. The 750,000-square-foot station also houses a nine-theater movie complex, 215,000 square feet of retail space with over 100 shops, a 40 vendor food court, several restaurants and office space for Amtrak's headquarters. The District of Columbia completed a parking garage behind Union Station using Interstate Highway funds. The garage accommodates about 1,400 cars and a large number of buses. In FY 1993, Amtrak operated an average of 105 trains per day into Washington Union Station with a total ridership of 3,376,534.

Funding:

$ 70,000,000	Amtrak
42,000,000	Private redevelopment funds
40,000,000	Interstate Highway Funds (garage)
10,000,000	FRA (acquisition)
12,000,000	Mortgage (1988) assumed by FRA as part of purchase
$174,000,000	Total

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Baltimore-Washington International Airport Station

Project Location: Baltimore, Maryland

Description: Amtrak's Baltimore-Washington International (BWI) Airport Station is located on the intercity high-speed rail line that extends from Washington, DC, to New York City, and on to Boston. The station also accommodates the local Maryland Rail Commuter (MARC) service. Shuttle service to and from the Airport is provided by the Maryland Aviation Administration (MAA) every 10 minutes during peak hours and every 20 minutes during nonpeak hours. The MAA also operates shuttle services between BWI Airport and Baltimore and between the airport and Washington, D.C. The Washington service also provides connecting door-to-door service at a terminal in Greenbelt, MD, for locations in Prince George's and Montgomery counties. The Baltimore Central Light Rail Line is also being extended to BWI Airport. Construction is expected to be complete in mid-1997.

In FY 1993, Amtrak's annual ridership for the BWI Airport Station was 147,220 passengers. The MARC service ridership for the same period totaled approximately 485,000 passengers. Airline passengers at BWI in FY 1993 totaled 8,696,274.

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Penn Station

Project Location: Baltimore, Maryland

Description: Amtrak's Penn Station is located on North Charles Street between Oliver and Lansdale streets next to the Jones Falls Expressway. The historic station has been renovated, using a combination of State and local funds, and now is served by Amtrak, Maryland Rail Commuter, local bus, and taxi service. A new parking garage is being constructed next to the station. Baltimore's Mass Transit Administration is extending its light rail system to Penn Station. The extension is expected to be completed by May 1997. Light rail is forecast to generate 800 trips/day to Penn Station. Amtrak's annual ridership for FY 1993 for Penn Station was 1,052,419.

Status: A full funding grant agreement is being negotiated between FTA and Maryland Mass Transit Administration (MTA).

Funding: This project is being funded as part of the Light Rail Extension Project for Penn Station/BWI/Hunt Valley. Total project costs are as follows:

$ 85,000,000	FTA (Section 3)
21,000,000	State (Transportation Trust Funds)
$106,000,000	Total

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New Carrollton Station

Project Location: New Carrollton, Maryland

Description: New Carrollton Station is a multimodal transportation facility located at the intersection of U.S. Route 50 and the Capital Beltway, I-495. The station opened in 1978 and the garage was added in 1986. The station accommodates Amtrak, Metrorail, Metrobus, Maryland Rail Commuter service, taxi service, a kiss-and-ride short-term parking area, and both surface parking and a parking garage. Amtrak's annual ridership for FY 1993 at New Carrollton Station was 289,556. Metrorail, Washington's rapid rail system, averaged 5,600 departures and 7,400 arrivals on weekdays during May 1994 at New Carrollton Station. The following shows the percentage of Metrorail riders who transferred from each mode, based on the results from the 1992 Metrorail ridership survey:

Mode	Arrival (%)	Departure (%)
Metrobus	15.8	19.6
Other bus	4.2	4.6
Auto driver	45.2	48.7
Auto passenger	3.0	2.2
Drop-off/Pick-up	20.2	13.6
Bike	0.2	0.3
Walk	7.1	5.2
Railroad	1.3	0.7
Taxi	0.9	1.3
Unknown	2.1	3.8
	100.0	100.0

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Intermodal Transit Center

Project Location: Silver Spring, Maryland

Description: The existing Metrorail Station in Silver Spring, Maryland, a suburb of Washington, DC, is a major public transportation hub, being served by a total of 180 Metrobuses and Montgomery County Ride-On buses in each peak period. This station has the second highest ridership of all transit stations in the Washington region. However, true intermodal integration does not exist. Only a Kiss-and-ride lot, taxi stand, and University of Maryland shuttle bus also serve the site. To attain a true intermodal facility, the Maryland Mass Transit Administration (MTA) is planning to upgrade the site to include a number of transportation modes. These include the relocation of Maryland Rail Commuter station platforms and station building (the current MARC station is one-half mile from the Metro station and is connected via a shuttle bus during peak periods); a terminus for the proposed Georgetown Branch light rail line that will connect Silver Spring and Bethesda; an expanded bus capacity; expanded Kiss-and-ride lot; a Greyhound bus terminal; and a Maryland Aviation Administration shuttle bus connection to Baltimore-Washington Airport. The terminal will also serve as an anchor for proposed bus priority lanes on US Route 29 from Howard County. The existing Silver Spring Metro Station is located within one block of the Silver Spring Central Business District and immediately adjacent to the 4,500 employees of the newly consolidated offices of the National Oceanic and Atmospheric Administration. To help accommodate site expansion, Montgomery County purchased a 1.5-acre parcel of land adjacent to the station site. Total projected cost (design and construction) is approximately $20 million. This project is in the Transportation Improvement Program.

Status: MTA began a preliminary engineering phase to develop site concepts in January 1994. Four to six concepts will be developed and refined until one concept is selected for final design. Completion of this phase will reach the 30% design level and is scheduled for FY 1997-98.

Funding:

Site Acquisition and Concept design

$8,000,000	Montgomery County (site acquisition)
200,000	MTA (concept design)
$8,200,000	Total

Planning and Preliminary Engineering

$1,500,000	FY 1994 FTA (Section 3 Earmark)
300,000	Local match
$1,800,000	Total

Local Sponsor: Montgomery County Government
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Intermodal Complex at Bayfront Centre

Project Location: Erie, Pennsylvania

Description: The City of Erie is working with the Redevelopment Authority, Transit Authority, City Government, and the Pennsylvania Electric Company (Penelec) to develop an intermodal terminal located in the future Erie Bayfront Centre. The Erie Bayfront Centre is expected to also house a hotel, medical and commercial office space, a retail center, residential condominiums, a maritime museum, a performing arts center, a community college, and a county library. The intermodal complex will include an all-weather transit terminus and distribution station, minibus and taxi station, Presque Isle/Canada ferry and vaporetto service, promenade and all-weather skywalks, high-occupancy garage, electric car recharging station, airport transfer station, and a customs house. The intermodal complex will be located at the northern terminus of the planned Peach Street Corridor transit spine. An Amtrak station is approximately one mile from the site. General Public Utility is the current owner of the site. The project developer will buy the site from the utility company and donate it to the city. The City of Erie has submitted the proposal for the complex to the congressional Committee on Public Works and Transportation as part of the Public Works Amendment. The project is in the Transportation Improvement Program.

Status: The project is in the planning stage. Some sketches of the terminal were completed and submitted with the proposal. The Public Works Amendment has not yet passed through the Senate. The City of Erie is awaiting funding approval before additional work can begin.

Funding: Funding is awaiting approval of ISTEA funds.

Estimated cost of project	
$5,700,000	Public parking facility
2,300,000	Intercept area
570,000	Public promenade
800,000	Pedestrian skywalks
$9,370,000	Total

Local Sponsor: City of Erie

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MPO:	Erie Area Transportation Study Coordinating Committee
Contact:	Tom Hoffman Chairman Erie County Motor Club Building 420 West 6th Street Erie, PA 16507 (814) 454-3878

Train Station

Project Location: Greensburg, Pennsylvania

Description: The train station is located in downtown Greensburg and has been vacant for 15 years although, Amtrak continues to use the location as a stop. Approximately 13,000 passengers per year use the platform outside the station. The station building was listed on the National Register of Historic Places in 1977. The Westmoreland Trust, a 501(c)(3) nonprofit organization whose mission is to take a leadership role in the development and enhancement of the cultural life and economic well-being of Westmoreland County, launched a study in 1992. The feasibility study concluded that the train station should be a key element in a cultural/entertainment/historic district and as a magnet for business activity in central Westmoreland County. The Westmoreland Trust purchased the property in April 1993. The trust has been working with Amtrak and Conrail to promote the station as a transportation center. The station would become an intermodal hub to support increasing bus, transit, and rail transportation. The station will house a travel agency, a restaurant, a visitor's center, a ticket agency, and vending operations established by Amtrak as well as the Westmoreland County Historical Society. Amtrak will manage the station. The Trust has been successful in receiving public and private funds for the project. The project is in the Transportation Improvement Proram. Westmoreland County Transit Authority is located a block away and has been working toward linking transit services into the station project. Future plans are a tie with a limousine service to the Latrobe and Pittsburgh airports as well as a possible Maglev rail train between Pittsburgh and Philadelphia. The total project cost is $3,500,000.

Status: Funds ($1,185,700) have been committed for this project. The architect is completing the final plans and renovation should begin soon.

Funding:		
	$1,000,000	FHWA (ISTEA FY 1993 and FY 1994)
	100,000	Westmoreland County Community Block Grant
	50,000	America's Industrial Heritage Project
	20,000	Greensburg Foundation
	5,000	Integra Bank
	5,000	Private contributor
	5,000	Southwest Bank
	700	National Trust for Historic Preservation
	$1,185,700	Total

Local Agency: Westmoreland Trust

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Lead Agency: Pennsylvania Department of Transportation

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Transportation and Safety Building, Room 918
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Transportation Center

Project Location: Morrisville, Pennsylvania

Description: The concept of Morrisvolle transportation center is an outgrowth of New Jersey Transit's (NJT's) plans to obtain a portion of Conrail's Morrisville Yard to store and maintain Northeast Corridor equipment. The proposal is to construct a rail station at the east end of NJT's proposed yard. Currently, 5,000 Pennsylvania residents board trains at Trenton, NJ, each weekday and an additional several hundred drive to Princeton Junction. A Morrisville station could attract well over 7,500 riders a day. The station could also become a focal point for Southeastern Pennsylvania Transportation Authority (SEPTA) bus service in lower Bucks County. The station could become the eastern terminus for SEPTA's Cross County Metro service to operate over the Conrail Trenton cut-off from Downingtown east. SEPTA's R3 West Trenton line service could be directed to Morrisville over an existing connection of the line at Woodbourne. This would give areas such as Jenkintown and Bethayres a direct connection to the Northeast Corridor through Morrisville. A driving force for this project is the upcoming reconstruction of I-95 within Pennsylvania. Increased rail service use could be a substitute for driving while the highway is being rebuilt. Possible commercial additions to the station include a day-care center (in response to a survey from potential riders).

Status: A group has formed to promote the transportation center and has received support from State legislators and support from Falls Township and other towns in the area. SEPTA has recently completed the Cross County Metro Feasibility study with an FTA grant in the amount of $200,000. SEPTA also has an application in the amount of $1,204,748 to conduct a major investment study.

Funding: None to date.

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30th Street Station

Project Location: Philadelphia, Pennsylvania

Description: The 30th Street Station is owned by Amtrak. Amtrak and New Jersey trains operate on the lower level of the station; the middle level concourse provides access to taxi service and Southeastern Pennsylvania Transportation Authority (SEPTA) buses; and the upper level of the station has SEPTA commuter rail. Adjacent to the station is an elevated subway station served by five light rail routes and a rapid transit line. An intermodal fare system has been established to permit the traveler to pay one price for both commuter rail train and transit use. Amtrak customers can travel by commuter rail between 30th Street Station and Center City by showing an Amtrak ticket or stub. Amtrak's ridership at 30th Street Station for FY 1993 was 3,384,950; SEPTA's annual ridership was 3,400,000; and New Jersey Transit's annual ridership for FY 1994 is estimated at 92,700.

Status: The head house and Amtrak portion of the terminal has just undergone renovations. Eighty percent of its new retail space has been rented and will be completely rented out by the end of 1994. SEPTA's platforms and access areas for commuter rail service will be rehabilitated.

Funding: Estimated Project Cost

$4,667,675	Construction
1,325,254	Engineering
1,245,451	Support and contingency
$7,238,380	Total

Local Sponsor: SEPTA
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Erie Avenue Station

Project Location: Philadelphia, Pennsylvania

Description: The City of Philadelphia is contracting for the engineering, design and first-phase of construction of surface-level improvements at the Broad-Erie-Germantown intersection which is contiguous to the Erie Avenue Station of the Broad Street Subway. Erie Avenue Station provides connections for bus, pedestrian, subway, automobile and trolley. The improvements include better signage, larger and wider passenger waiting platforms and boarding shelters, pavement markings, and improved street surfacing and lighting within the terminal area. The Philadelphia area is a severe nonattainment area for ozone and a moderate nonattainment area for carbon monoxide.

Status: The engineering and design study is expected to be underway by December 1994.

Funding: $2,500,000 FTA (Section 3 FY 1995 Earmark)

Local Sponsor: City of Philadelphia
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Lead Agency: FTA (Region 3)
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Robinson Town Centre Intermodal Station

Project Location: Pittsburgh, Pennsylvania

Description: Robinson Town Centre is located approximately 10 miles from Pittsburgh and 3 1/2 miles from Greater Pittsburgh International Airport. Upon completion, the mixed-use development will contain an enclosed regional mall, office park, research and development center, a 500-unit residential complex; and an intermodal transportation station. The Robinson Town Centre Intermodal Station will include a new airport parkway interchange to accommodate the planned Airport Parkway Busway and HOV lane and connect a new regional transit station. The station will link planned suburban transit service, park-and-ride facilities, and local shuttles to express bus service to downtown Pittsburgh and the new Greater Pittsburgh Airport, shuttle service between adjacent business and retail centers, and a pedestrian link to the regional shopping center.

Status: The parties are working to establish their roles for the project implementation. In FY 1993, $8,135,795 in FTA discretionary capital funds were earmarked for this project. FHWA Title I funds were also earmarked for this project.

Local Sponsor: Port Authority of Allegheny County

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Union Station

Project Location: Alexandria, Virginia

Description: This project involves renovation and rehabilitation of the Richmond, Fredericksburg, and Potomac Railroad (RF&P)-owned station built in 1905 and located on Callahan Drive between King and Duke streets. The station serves as a main terminal for Amtrak service on the Northeast Corridor with approximately 20 Amtrak trains making daily stops, as well as serving as a station for the Virginia Railway Express commuter rail line with eight morning and evening train stops. This station is located next to the King Street Metro Station. The scope of work involves complete renovation of the interior and exterior of the main building and expansion of the lobby into the breezeway and an adjacent smaller building that is used as storage. Improvements include rehabilitation of the passenger and ticket sales areas; modifications to the rest rooms and access corrections for Americans with Disabilities Act compliance; replacement of existing mechanical, electrical, and plumbing systems; restoration of architectural elements; exterior site improvements; and landscaping. New lighting fixtures will be added, as well as functional improvements made to the sidewalks and handicap ramps. This project is included in the FY 1994-99 Transportation Improvement Program for the Washington metropolitan region. The total project cost is $860,000.

Status: The City of Alexandria received $840,000 from the ISTEA Enhancement Program for completion of Phase I of the King Street Station Renovation Project. The City is preparing to issue the Request for Proposal for architectural services and engineering and is waiting to hear from the State on how to proceed and set up the accounting and oversight of the grant, until then the project is on hold. The ownership of the station will remain with RF&P Corporation.

Funding: Phase I Design and Construction

$672,000	FHWA (ISTEA Enhancement)
84,000	Amtrak
84,000	RF&P
$840,000	Total

Local Sponsor: City of Alexandria

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Lead Agency: Virginia Department of Transportation
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Union Station

Project Location: Charlottesville, Virginia

Description: Union Station has been in continuous use since 1885, serving rail passengers traveling both north-south and east-west. Today, the station serves two major railroads: the Norfolk-Southern and CSX Transportation, Inc. Even though it remains in active use today as an Amtrak station, its condition, along with that of the surrounding site, has seriously deteriorated to the point of posing a public health and safety hazard. The project will include the historic restoration of the original station building; complete renovation of the Amtrak ticketing center, passenger waiting room, rest rooms, travel information alcove, vending machine and eating section, and baggage handing area; expansion of the existing building to house a new restaurant, gift shop, and other traveler support services; construction of new passenger platforms and canopies; construction of a new entrance road; construction of site improvements such as sidewalk, ramps, bike routes, bike parking, plazas, benches, and landscaping; construction of a new elevated walkway linking the street level to the station; construction of new loading and unloading bays for buses, vans, and taxis; construction of a parking facility; construction of a new three-story combination commercial and residential structure with a new clock tower to signal the station's location along West Main Street. The transportation connections will be Amtrak, local transit, Greyhound, and University of Virginia transportation. The total project cost is $7.5 million.

Status: The project is in the process of design. The Virginia Department of Transportation (VDOT) hopes to start construction in winter 1994. VDOT has been successful in finalizing the lease with Amtrak and now working on getting Greyhound to relocate to the station. The City received an ISTEA Enhancement Grant in the amount of $762,000.

Funding:	$ 762,000	FHWA (ISTEA Enhancement)
	1,200,000	Developer's contribution
	5,538,000	(Remaining dollars will be raised through private funds)
	$7,500,000	Total

Local Sponsor: City of Charlottesville
Department of Planning and Community Development

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Lead Agency: VDOT

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Fredericksburg Station and Manassas Depot

Project Location: Fredericksburg and Manassas, Virginia

Description: These stations were constructed in the early 20th century for rail passenger travel and are utilized by both Amtrak and the Virginia Railway Express (VRE) today. These stations continue to be major transportation hubs in the two cities. However, both stations have fallen into disrepair and are in need of rehabilitation if they are to keep their place in future rail and intermodal transportation activity. The station in Fredericksburg was built in 1910 and was called one of the best equipped in the State at that time. The station has been an active Amtrak station on the CSX Transportation, Inc., rail line on the former Richmond, Fredericksburg, and Potomac Railroad (RF&P). The station is located in a National Register Historic District between a residential neighborhood and the central business district. Since VRE commenced in July 1992, there are 500+ daily riders from the Fredericksburg station, the first stop for trains traveling north to Washington, D.C. This is the busiest stop on the run and continues to grow. The proposed work on the station includes bringing the building up to code standards and in compliance with the Americans with Disabilities Act (ADA). There will also be repairs to the platforms.

The Manassas Depot, located in downtown (Old Town) Manassas, has been a passenger train stop since it was built in 1914. The 1900-square-foot structure was built and originally operated by the Southern Railway, which later became part of the Norfolk-Southern Railway. Currently, the Manassas depot is closed, although the platform is being used by VRE and Amtrak. Two Potomac and Rappahannock Transportation Commission (PRTC) Commuterride buses stop near the depot each weekday. Rehabilitation is desperately needed here to reopen the station. The entire structure will be renovated and retrofitted for ADA compliance. The City of Manassas plans to utilize the depot as a waiting room for VRE and Amtrak passengers; ticket sales for VRE and PRTC Commuteride; a visitors reception center; a general purpose community room; and a place to display historical railroad memorabilia. Both these projects are fully supported on local and regional level's and included in the Fredericksburg and Metropolitan Washington Transportation Improvement Programs. The PRTC conducted a study to develop a feeder bus network into both stations. Feeder service to the Manassas depot will begin in early 1995.

Status: PRTC, on behalf of the City of Fredericksburg and the City of Manassas, received a FY 1994 ISTEA Enhancement Grant. For the Fredericksburg Station, the environmental review and design process will continue through the fall and construction should begin in early 1995.

Funding: Construction (Fredericksburg)

$500,000	FHWA (ISTEA Enhancement)
200,000	RF&P
$700,000	Total

Construction	(Manassas)
$336,000	FHWA (ISTEA Enhancement)
84,000	City of Manassas
$420,000	Total

Local Sponsor: PRTC

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Lead Agency: Virginia Department of Transportation

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Downtown Multimodal Transportation Center

Project Location: Richmond, Virginia

Description: Richmond's Main Street Station, located near the Central Business District, closed in 1975. Amtrak moved out to Henrico County on Staples Mill Road and has not had a downtown Richmond station since. Main Street Station was acquired and developed by real estate investors in the early 1980's to be used as a shopping mall and restaurant complex, but the project never materialized. By the late 1980's, the complex was conveyed to the Commonwealth of Virginia and currently houses State government offices and a parking facility. For over 10 years, the City and various civic groups such as the Richmond Chamber and Central Richmond Association have been interested in reestablishing a downtown station to serve people within the City and to the south and east; to improve options for business travelers from Richmond to Washington, D.C. and points in between; and to encourage tourism from the Washington area to Richmond. In addition, interest has been renewed in the past several years to improve the public transportation system by providing first rate service and good connections from a downtown transportation center. This multimodal transportation center would address all these needs in one location-it would not only accommodate Amtrak but serve as a transfer point for local bus, Greyhound bus, and trolleys, as well as a site for taxi pickups, limousines, ridesharing services, and transfers to and from Richmond International Airport. The Greater Richmond Transit Company (GRTC) has been providing bus service in the downtown area. Approximately 900 buses will serve the multimodal transportation center throughout the day. The metropolitan planning organization, GRTC, and the City received a grant from VDOT to conduct a Comprehensive Transportation Plan that would do an in-depth study of all GRTC's routes. Richmond is a nonattainment area for ozone and air quality. The total cost of the project is $2.5 million, and it is in the FY 1994 Transportation Improvement Program.

Status: The feasibility study is under contract. Wilbur Smith & Associates started in January 1994 and should be finished by December 1994 or possibly by the beginning of 1995.

Funding:

Feasibility Study

$200,000	FTA
50,000	Local match
$250,000	Total

Design and Construction

$ 800,000	FHWA (FY 1992 Earmark (CMAQ))
1,000,000	FHWA (FY 1993 Earmark (CMAQ))
490,000	State (Urban Aid Highway funds)
10,000	City of Richmond
$2,300,000	Total

Local Sponsor: City of Richmond
Community Development Department

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Lead Agency: FTA (Region 3)

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Intermodal Transportation Center

Project Location: Wheeling, West Virginia

Description: The City of Wheeling is proposing to build a parking structure that would become a transit center. The structure would provide a park-and-ride facility, 850 parking spaces, local transit, interstate bus, 14 bus stalls, taxi service, ticketing offices, and 100 bicycle stations. The building will be modeled after a historic building. The structure will be built next to an old rail line that has been transformed into bike paths. Ownership of the site has not been determined. The program is in the Transportation Improvement Program.

Status: In FY 1994, $8.5 million in FTA discretionary capital funds were earmarked for this project. A grant for engineering and design and a traffic and transit analysis was approved in the Federal funding of $501,236 to the Ohio Valley Regional Transportation Authority, and a contract has been signed. The project is a key element of the Wheeling Heritage Program, being developed in cooperation with the National Park Service.

Funding:

Design	
$501,236	FTA (Section 3)
125,309	Local
$626,545	Total

Construction	
$8,000,000	FTA (Section 3)
2,000,000	local match
$10,000,000	Total

Local Sponsor: City of Wheeling
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REGION 4

Metro Area Express Intermodal Facility

Project Location: Birmingham, Alabama

Description: Phase I of this intermodal facility project includes a large, sheltered area where passengers can wait for bus service and provides amenities such as seating and route and schedule information. The current design of the facility can accommodate taxis, a travel agency, an airline ticket office, a convenience store outlet, and a fast food restaurant. Phase II of the project will include Amtrak and Greyhound service including ticket sales, baggage services, and a waiting room. The feasibility study, conducted in 1984, reviewed 14 sites and narrowed the site selection down to Morris Avenue because of its proximity to Amtrak. The Birmingham-Jefferson County Transit Authority purchased the land in 1986 to redevelop it into the intermodal terminal.

Status: The intermodal facility is planned and ready for construction. An environmental assessment revealed soil contamination at the site. A remediation plan has been submitted to the Alabama Department of Environmental Management (ADEM). Upon approval from ADEM, the transit authority will remediate the soil and commence construction of the intermodal facility.

Funding: Preliminary Engineering/Architectural and Design

$153,066	FTA (Section 9)
39,802	local match
$191,358	Total

Local Sponsor: Birmingham-Jefferson County Transit Authority

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Lead Agency: FTA (Region 4)

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Multimodal Transportation Center

Project Location: Mobile, Alabama

Description: The National Council for Urban Economic Development provided technical assistance to the Mobile Downtown Redevelopment Commission (DRC) and the Mobile Transit Authority (MTA) as plans were considered to build a transportation center for local buses, intercity buses, taxis and shuttle vehicles. The center would include development of an office building using air rights over the proposed center. The transportation center is considered a key component in revitalizing Mobile's economy and downtown. This study examined the feasibility of locating a multimodal transportation center at the proposed site near Bienville Square in downtown Mobile, as well as joint development opportunities. It also examined the site's viability for serving buses and riders and generating economic development in the downtown. The study identified alternative sites for locating and integrating transportation services. Based on the investigations, the team agreed that a strategically located mutimodal facility would augment the City's effort for the future of the downtown area. A survey of the downtown office market at the time of the study reflected a lack of confidence in private sector (at least for the short term) in the area, and it is not clear if the convention center/hotel complex on the waterfront and the City/County government complex would have a significant impact on the area around Bienville Square. The findings were the proposed site across Conception Street from Bienville Square is neither compatible with nor adequate for the needs of a transportation center; the MTA, working with the MRC should lay out the specific needs for a multimodal facility and how they fit with the Bienville Square site; MTA and DRC should begin surveying other sites to determine whether they meet the needs of a multimodal facility, a Greyhound facility alone, or MTA's needs alone; MTA and DRC should persuade Greyhound to move back downtown; the proposed transportation center should reflect the strategic challenge facing MTA in expanding its ridership base; and MTA and DRC should begin more detailed conversations with other transportation services to determine their interest in participating in a multimodal facility.

Status: The study was completed in January 1991. Greyhound moved 3 miles from downtown Mobile on U.S. Highway 90. The Amtrak station is four blocks from the downtown on Government Street. Right next door to the train station, the City built a $60 million convention center, so a potential site is there. At this time, there is no interest to further study this issue.

Funding: None to date

Local Sponsor: Office of Community Services

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Airport People Mover

Project Location: Ft. Lauderdale, Florida

Description: The City has proposed a fixed guideway people mover from the Ft.Lauderdale/Hollywood Airport to connect with Port Everglades a distance of 2 miles. Tri-Rail has a station in Hollywood, (Tigertail Park) FL, not located at the airport, which requires that a feeder bus be taken from the rail station to the airport, approximately 3 miles away. The cruise business is booming at Port Everglades, and most of the people arrive by airplane; this creates demand for a connection to the Port. The Amtrak station is owned by CSX Transportation, Inc., and is located approximately 5 miles north of the seaport, at Broward Boulevard and I-95. There is no link with this project.

Status: The Florida Department of Transportation (FDOT) will advertise for letters of interest for a feasibility study to analyze various alternatives and choose the preferred alternative. The study will be advertised in September for consultant services. The study should commence in February 1995 and be completed by February 1996. The feasibility study is in the Transportation Improvement Program. Port Everglades has budgeted money in the 5-year capital budget for stations on the people mover ($2.5 million over 2 consecutive years) and the airport has identified the project in its current Master Plan. Port Everglades is scheduled to become part of Broward County in November 1994. The feasibility study will evaluate transportation alternatives such as a dedicated busway; overhead monorail; enclosed cab car; elevated light rail; and Maglev.

Funding:

Study	
$500,000	State Intermodal Development Program
125,000	Local match (Port Everglades and Broward County)
$625,000	Total

Local Sponsors: Port Everglades and Broward County Aviation

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Multimodal Terminal Center

Project Location: Jacksonville, Florida

Description: The idea of creating a multimodal transportation facility in Jacksonville had been circulating for over a decade, and in 1992 an organized effort initiated by the Chamber of Commerce and the Jacksonville Mayor's Office began the current impetus for locating a transportation center in the downtown area. Two sites were chosen as preferred sites following a survey and extensive meetings with Amtrak, Florida East Coast Railway Company (FEC), and CSX Transportation, Inc. The 77-year-old downtown train terminal had not been used by passenger trains since 1974, and in 1985 the City converted it into a convention center. One proposal is to move Amtrak back to a portion of the convention center. The proposed terminal center will directly serve Amtrak, Greyhound intercity services, Jacksonville Transit Authority's (JTA) Automated Skyway Express (which originates at the convention center); JTA local transit service (express and local); high-speed rail; commuter rail; taxi; limousine; automobile rental; and aircraft (helicopter and rotocraft). The terminal center conceptual development program includes approximately 66,000 square feet of passenger services and amenities, 32,000 square feet of administrative and operational areas; 6,100 square feet of maintenance and service area; and 5,000 square feet of parcel services. The rail platform and access requirement for the terminal center include four station tracks, two storage tracks; and one mail track for Amtrak; one track and platform for high speed rail, two tracks and platform for commuter rail and two tracks and platform for the Skyway. In addition, various uses for joint development are included in the site plan such as an expansion area for the convention center, joint parking areas for the convention center and terminal center operations, a heliport or vertiport, potential commercial development over Greyhound's facility and within the terminal center, and spin-off development in the vicinity of the terminal center. The estimated cost for the terminal center is approximately $40 million.

Status: JTA contracted for a planning study of a Jacksonville Multimodal Terminal Center intended to improve accessibility to all transportation modes and provide for convenient transfer from one mode to another, as well as encourage commercial development in the vicinity of the terminal. The year-long study was completed in September 1993. One of the important results of the study was a public awareness of the multimodal concept among the various public entities of Jacksonville and the potential terminal center users. Also, the study resulted in finding two lease occupants for the facility, Amtrak and Greyhound, since both their current sites are inadequate for future growth and operations. The Jacksonville City Council, the Jacksonville Chamber of Commerce, and Jacksonville Urbanized Area Metropolitan Planning Organization (MPO) have passed resolutions in support of the project. Now with this community support, JTA, FDOT and the MPO will proceed to hire a consultant to do the project design and environmental Study phase of the project. A request from the Mayor of Jacksonville was submitted to DOT for a lead agency on the environmental process. Jacksonville is working with consultants on creative financing packages to fund this project. Incidentally, even though Jacksonville/Duval County is a nonattainment area for carbon monoxide and a transitional nonattainment area for ozone, they are not eligible for CMAQ funds.

Funding: Feasibility Study

$ 89,718.09	JTA
73,164.00	FDOT
$ 162,882.09	Total

Preliminary Engineering, Design, and Environmental Process

$ 960,000	FDOT Intermodal Earmark
240,000	City of Jacksonsville
$1,200,000	Total

Local Sponsor: City of Jacksonville
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Intermodal Center

Project Location: Miami, Florida

Description: Metrorail, Tri-County Commuter Rail (Tri-Rail), Metrobus, and an extensive regional highway system provide both mobility options and access to major employment centers and travel destinations in Dade County. However, the ability of passengers to transfer between modes is seriously limited wherever these high-capacity transportation modes do not connect efficiently. The key transportation modes do not directly serve Miami International Airport (MIA) and associated facilities that are major employment and travel destinations in south Florida.

The Dade County Metropolitan Planning Organization (MPO) completed a feasibility study for the Airport Area Multimodal Access Facility in June 1992. The purpose of this study was to identify the possible benefits of improved intermodal connections and improved access to MIA and other major employment centers. This study developed the concept of the Multimodal Access (Facility), linking Metrorail, Tri-Rail, the Port of Miami cruiseport, Greyhound, the future State road 836 East/West Multimodal Corridor rail component, future high-speed rail, and Metrobus. The study analyzed and evaluated alternative site locations and formulated a feasible development plan. The multimodal access study area included the MIA terminal on the west; NW 27th Avenue on the east; State road 836 on the south; and SE 10th Street in Hialeah on the north.

The primary benefits of the proposed facility are enhancing mobility in Dade County by facilitating the safe and efficient transfer of passengers between modes; encouraging the use of transit modes as alternatives to private auto use; emphasizing the importance of integrating transportation modes with major land uses, including MIA, surrounding airport-related land uses and non-airport related developments; and relieving traffic congestion on the airport terminal roadway system.

The basic functions of the proposed facility include intermodal transfer; providing access to the MIA passenger terminal; accommodating courtesy vehicles (for hotels, rental cars) so that this traffic may be removed from the congested passenger terminal roadway system; rail access; bus and feeder bus access; auto access; bicycle and pedestrian access; and passenger services and amenities. The facility will have direct access to rail modes including Tri-Rail, Metrorail, future high-speed rail, Amtrak, and the future State road 836 East/West Multimodal Corridor rail component.

The recommended site configuration is a facility housing transit platforms, passenger services and amenities, and operations areas. Travel between the facility and the MIA passenger terminal will be accomplished by a connector link. Initially this may be a shuttle bus service. During later phases of development of the facility, a higher type of service will likely be developed, such as an Automated Guideway Transit system. The total estimated cost is $700 million and the project is in the Transportation Improvement Program for funding for FY 1993 to FY 1998.

Status: The Miami Intermodal Center (MIC) has been advanced to project planning, preliminary engineering, and environmental studies. According to the officials in Florida working on the project, "We are definitely moving ahead with the project and gaining speed all the while."

These studies will include examinations of issues such as the extension of Metrorail from the Earlington Heights Station to the MIC, the extension of Tri-Rail from the existing Miami Airport Station to the MIC, accommodating high-speed rail, State road 836, the East/West rail component, and improved vehicular access to both the MIA and MIC and the proposed MIC/MIA connector, linking the MIA terminals to the MIC. The FHWA is the lead Federal agency in this project and FDOT is coordinating the nonfederal portion of the project.

A contract was let in June 1993 for the consultants, ICF Kaiser Engineers, to proceed to work on preliminary engineering. To date, the project management plan was finalized; the public involvement plan and scoping is complete; review of the feasibility study is complete; traffic, land use, and environmental data collection is in process; conceptual design analysis is in process; review of design alternatives is in process; and a joint development program initiated. The Draft Environmental Impact Statement should be completed by fall 1994 and the final environmental document is scheduled for completion in April 1995. Key issues to be addressed in this study include ridership, functional/operational requirements, other projects under study in the vicinity, and joint development opportunities.

Funding: Project Planning, Preliminary Engineering, and Environmental Studies

$15,937,503	FHWA (CMAQ)
1,770,833	Local match
$17,708,336	Total

Local Sponsors: FDOT (District VI)

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International Drive Station

Project Location: Orlando, Florida

Description: A grant was obtained for the planning and design associated with the intermodal station for a Maglev project linking Orlando International Airport and International Drive. The study will include plans for an interface with local transit, Orlando Airport, intercity bus and rail services, and amusement park transportation. The study will consist of three primary work tasks: (1) community consensus and strategic plan, (2) preliminary schematic concept and functional plan phase, and (3) the first stage of the formal schematic design for the grand terminal. Orlando International Airport is planning to bring the Maglev into the airport using Airport Improvement Program funds and looks upon the International Drive Station as an off-site airline terminal. This planning study will be coordinated as part of the comprehensive planned development of the Orlando urban area.

Status: This project has been on hold because Florida DOT has moved to revoke Maglev Transit, Inc.'s franchise. However, the project is before a hearing officer and will be reviewed at the beginning of November 1994.

Funding:	$400,000	FTA/FRA (Section 26(b))
	100,000	Local match Maglev Transit, Inc.
	$500,000	Total

Local Sponsor: Orange-Seminole-Osceola Transportation Authority (Lynx)

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Downtown Intermodal Center

Project Location: Tampa, Florida

Description: The Downtown Tampa Intermodal Center will provide pedestrian amenities, people mover improvements, and a transportation center at the south end of the Marion Street Transitway, in Tampa, Florida. It will include a bus transit transfer center where commuters can conveniently change buses from one route to another or park their cars and transfer to buses that will circulate them within downtown. The facilities will include a Hillsborough Area Regional Transit Authority (HART) line sales office that will offer sales of bus passes and provide travel information on other commuting options. It will serve as the hub for downtown circulators including the Downtown/Ybor Channel Trolley and the Harbour Island People Mover. Other features of the center include parking for 1,200 to 1,800 cars; a taxi stand; car rental; bicycle storage; convenience stores for coffee and magazines; office space for HART line's administrative staff and the City of Tampa's Parking Division; elevators serving parking levels and office space; and escalators that will link the skywalk to the people mover. The upper floors of the terminal will be dedicated to child-care and elder-care facilities that will assist downtown workers and tourists. On the roof of the facility, a heliport will be constructed to serve the downtown area. The pedestrian amenities component of the downtown intermodal project will upgrade streets to meet streetscape standards and include a complementary project to construct a riverwalk from Ybor Channel to Cass Street Bridge (currently in Phase I). The people mover service will be expanded to include the convention center and, as ridership increases, one or two cars will be purchased to provide quicker headways at the three stations. Finally, the transportation center will use solar power to supply the electricity for lighting of the terminal and one level of the parking area to supply electricity to charge battery-powered vehicles. Vehicles used for the Tampa rubber tired trolleys will use alternative compressed natural gas and electric-powered engines. The projected total project cost is $49,000,000.

Status: This project is in the planning phase. HART is taking the lead on this project and has already obtained Federal and State funds for land acquisition and planning. Presently, HART is working to secure further funds for preliminary engineering and design work.

Funding: Project Development
$400,000

Local Sponsor: HART

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Union Station

Project Location: Tampa, Florida

Description: Built in 1917, the Tampa Union Station (TUS) terminal building was saved from deterioration and neglect in the mid-1980's through the grassroots actions of preservation organizations and eventually purchased in 1991 by Tampa Union Station Preservation and Redevelopment Corporation (TUSP&R), a nonprofit organization, through funds provided by the City of Tampa and Hillsborough County, Florida. Amtrak vacated the building in 1982 and occupies a temporary building on the property but plans to reoccupy the station as part of a multimodal transportation facility.

The site currently functions as an Amtrak station with an active multimodal component. TUS handles over 149,000 passengers annually, of which a large percentage arrive on buses connecting to Ft. Myers, Naples, and St. Petersburg; buses operating from TUS also link Gulf Coast residents with service to Miami and transcontinental train's at Winter Haven. The site will accommodate commuter rail; intermediate-speed rail between Tampa, Orlando, and Miami; circulator service within the downtown area; intercounty bus service; Hartline bus service; planned downtown trolley service; passenger baggage; mail and express service; offices; retail ; and a restaurant. Plans call for the renovation and reuse of the TUS terminal building and site as a multimodal transportation center serving the Tampa Bay region. TUS has also been studied by the High Speed Task Force. Amtrak will initially use approximately 45% of the 13,401 square foot terminal building. The 2,599-square-foot baggage building will be available for retail lease. The Tampa Bay Black Business Investment Corporation has expressed interest in helping establish one or more minority businesses including a restaurant, newsstand, and other small shops at TUS. In November 1990, the Historic Tampa/Hillsborough County Preservation Board completed a year-long feasibility study to assess the adaptive use of the station. The study concluded that the success of the rehabilitated station will depend upon its integration with public transportation and in the long term the station would become an ancillary facility to a larger multi-modal transportation terminus. Therefore the design concept and subsequent deliverables must consider connectivity to such systems. The facility will be sold by TUSP&R to Amtrak once construction is complete. The total cost for renovation of the terminal and baggage building, or Phase I, is $3,299,174. Phase II under Amtrak will provide additional sitework, a mail facility, platform canopies, and improvements and cost $1,942,579.

Status: The next step is to finalize a purchase agreement with Amtrak. Amtrak's execution of the agreement is contingent upon the completion of construction to a level permitting them to reuse the building. Design development phase drawings have been completed as well as all the environmental work. Final construction drawings are to be completed. TUSP&R is presently working with FDOT for the receipt of the ISTEA Enhancement Grant. FDOT is working with the FHWA on how to structure the grant and what the $900,000 is going to actually fund. FDOT is expected to review documents by fall 1994 and bid the portion funded by FDOT by summer 1995. The construction phase should take 12 months and be completed by summer 1996.

Funding:

Construction

$ 200,000	State of Florida, Division of Historical Resources
150,000	National Trust for Historic Preservation's Loan Fund
900,000	FHWA (ISTEA Enhancement Grant)
100,000	FDOT, Intermodal
25,000	City of Tampa
$1,375,000	Total

Project Design, Architectural, and Engineering

$ 75,000	City/County
100,000	Amtrak
15,000	Tampa Preservation, Inc. Loan
50,000	City In-Kind
$240,000	Total

Funding in Application

$ 600,000	ISTEA
362,000	State of Florida Division of Historical Resources
40,000	Donation
$1,002,000	Total

Local Sponsor: TUSP&RI
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Multimodal Passenger Terminal Study

Project Location: Atlanta, Georgia

Description: The Atlanta Regional Commission (ARC), the MPO, investigated the feasibility of building an intermodal terminal in downtown Atlanta as well as providing Amtrak with a new station. The study, completed in April 1992, identified the best location for a multimodal passenger facility in downtown Atlanta as the Metropolitan Atlanta Regional Transit Authority's (MARTA's) Five Points Station, located at Spring and Forsyth streets. This terminal will serve commuter rail, Amtrak, interstate buses, intrastate passenger rail, rail freight, MARTA, taxis, rental cars, local buses, airport limousine service, and landside aviation facilities, such as ticketing and baggage handling. The estimated total cost is $125,036,000.

Status: In April 1992, the "Atlanta Multimodal Passenger Terminal Feasibility Study" was published by ARC. The process of selecting an architectural/engineering consultant team to design the terminal is complete. Heery International/Parsons De Leuw, a group involving 14 individual firms, was selected to work together for the design and associated railroad trackwork and to manage and oversee construction of the project. The design work is included in the Transportation Improvement Program. Design engineering is underway and should be completed in March 1995. The Georgia Department of Transportation has contracted for a consultant LS Transit to develop a plan to introduce commuter rail service in up to 12 corridors in a 31 county area of north Georgia, with the proposed multimodal terminal serving as the hub. This study will be completed by December 1994. The study is instrumental to the multimodal terminal project, and the results should provide significant information concerning commuter rail feasibility.

Funding:

Phase I Planning study

$ 65,000	FTA (Section 8 Planning Grant)
35,000	MARTA/Atlanta Chamber of Commerce
$100,000	Total

Phase II Design

$2,400,000	FHWA
3,828,609	FTA
1,557,152	Local match
$7,785,761	Total

Local Sponsor: Georgia Department of Transportation

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Transportation Center

Project Location: Ashland, Kentucky

Project Description: The City of Ashland, on behalf of Ashland Bus Systems, is planning to renovate the CSX Depot, a two-story building constructed in 1906 by the former Chesapeake and Ohio Railroad Company, into a Transportation Center. The CSX Depot, a historic property now on the National Register of Historic Places, is located directly behind the Carl D. Perkins Federal Building on the corner of 15th and Front Streets and was purchased from CSX by the City at a cost of $225,000. When completed, the Transportation Center will include the Ashland Bus System offices. Both Amtrak and Greyhound have expressed interest in relocating to this facility. Cost estimates, as done by the Engineering Department, place the cost of building and site improvements at $656,250. The City owns all property and rights of way adjacent to the Transportation Center with the exception of the railway right of way.

Status: The City of Ashland will contribute the property plus 20 percent of the project cost. To date, the City has earmarked $131,250 for the project. Local business leaders support the Transportation Center.

Funding: Planning
$131,250 City of Ashland

Local Sponsors: City of Ashland
Ashland Bus Systems

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Multimodal Transportation Corridor and Center Study

Project Location: Gulfport/Biloxi, Mississippi

Description: The Gulf Regional Planning Commission (GRPC) is conducting a study to determine the most appropriate location for a multimodal transportation center to serve Harrison County. GRPC will work with an advisory committee consisting of the Coast Transit Authority, Amtrak, FTA, Greyhound, the Gulfport-Biloxi Regional Airport, and taxi and limousine service providers to examine the physical and operational feasibility of a multimodal transportation terminal. The study will identify the location and facility requirements of each transportation provider, as well as provide an analysis of the compatibility of the transportation providers. The City of Gulfport submitted a study to Amtrak showing that Gulfport is the best location for the Amtrak station. Amtrak initially selected a Biloxi site for a permanent station but later chose to wait for the results of the transportation study. The GRPC is working on an East/West Corridor study evaluating railroad, transit, and other transportation alternatives in the corridor.

Status: The GRPC and its advisory committee have elected to combine the corridor study and the multimodal facility plan into a single study effort, now referred to as the Multimodal Transportation Corridor and Multimodal Transportation Center Study. The scope of services and RFP were issued and a consultant team selected in September 1994. A scoping meeting was held in early October 1994 and a refined scope of work is being finalized. Negotiations with the consultant are expected to be completed with a notice to proceed in early November 1994.

Funding: Feasibility Study

$ 50,000	FTA (Section 9)
40,000	FHWA
110,000	Local (public and private)
$200,000	Total

Local Sponsor: Gulf Regional Planning Commission
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Multimodal Transportation Center

Project Location: Jackson, Mississippi

Description: The City of Jackson is the center of financial and business activities for the entire State of Mississippi. However, Jackson has lost much of its downtown retail base. To begin the revitalization of the downtown area, the City's urban design plan recommended a multimodal transportation center. Jackson Municipal Transit System (JATRAN) conducted a Comprehensive operations analysis that recommended that Capitol Station, presently serving Amtrak, be developed as a multimodal transportation center serving train, bus, trolley shuttle, airport shuttle, and taxi and limousine services. The City decided to conduct a feasibility study to assess the practicality of a multimodal center downtown, including identification of the functions, sites, market demand analysis, and financing that would be appropriate for such a facility. The Mayor of Jackson established an advisory committee of downtown interests to assist with the project. The transportation center will be a phased project. Phase I will involve development of the local transit transfer center to include 20 bus bays and an enclosed waiting area of 1,800 to 2,500 square feet with amenities such as rest rooms, concessions, and a ticket and security office. It would be linked physically, conceptually, and visually by a covered walkway to the intercity rail and bus passenger facility that would be built in subsequent phases as an integral part of the transportation center. The consolidation of Amtrak and Greyhound services would require a waiting room of 16,500 square feet, including a convenience food restaurant. Other potential uses in the center encompass an incubation of businesses and offices; business services; commercial spaces for a food court that serves a variety of foods and for personal services such as a dry cleaners, shoe repair, tailor, and business supplies; recreation and amusement uses; and convenience goods for transportation passengers and office workers. The projected cost is estimated to be $8.5 million, which includes all phases and infrastructure and land. The financial plan is to request $6.8 million from Federal sources and $1.9 million from State and local sources.

Status: The feasibility study is complete. The City has submitted to FTA an application for $8 million in FY 1994 and FY 1995 ISTEA Enhancement Grant funds. The City is in the process of acquiring the land. The City is finalizing the planning stage and will be ready to begin preliminary engineering in late spring/early summer. The City is also pursuing flexible Surface Trransportation Program funds from the Mississippi Department of Transportation.

Funding: Feasibility Study

$44,000	FTA (Section 9 Planning Grant)
11,000	Local match
$55,000	Total

Local Sponsor: City of Jackson
Department of Planning and Development

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Transportation Center

Project Location: Meridian, Mississippi

Description: In July 1991, the City of Meridian received $30,000 from an FTA Section 8 planning grant to complete an intermodal terminal study of the old Norfolk and Southern station area located downtown on Front Street. The center would be a central transfer point among several modes of passenger transportation, such as the Meridian Transit System, Amtrak, Norfolk-Southern Rail Corridor, Greyhound and Trailways buses, paratransit, airline shuttles, and local taxi services. Auxiliary services include airline ticketing services, package express, a welcome center, travel agency, railroad museum, outdoor exhibit area, a restaurant, food court and lounge, a farmers market, and a festival park. The project cost is $3.5 million.

Status: The feasibility study was completed in June 1992 and showed that a transportation center in Meridian is financially feasible. The City then began work on the design and preliminary engineering work and applied for a FHWA grant for construction. The City received $2,544,960 in the FHWA Enhancement Program in February 1993. The City Council approved issuing up to $1.3 million in certificate of participation bonds to cover the City's share for the local match to cover design and engineering work. The City is in the early stages of development for construction. The Council authorized a local Meridian architect, B.B. Archer, to begin final design work on the project. The architect began work in late December 1993. The environmental assessment is in process as well. The City has acquired the property from Norfolk Southern and has negotiated lease agreements with Amtrak and Norfolk-Southern and is working on a lease with Greyhound. The Mayor and Council anticipate that construction should begin in fall 1994, just in time for RailFest in October, and the project should be completed by spring 1996 in time for the 1996 Summer Olympics in Atlanta.

Funding:

Phase I Study

$30,000	FTA Section 8 Planning grant
25,000	City of Meridian
$55,000	Total

Phase II Design and Construction

$1,250,000	City of Meridian through a tax levy (20% match)
2,544,960	FHWA Enhancement grant
$3,794,960	Total

Local Sponsor: City of Meridian

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Transportation Planning Division

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Visitor Reception and Intermodal Transportation Center

Project Location: Natchez, Mississippi

Description: In 1988, it was suggested that the City might want to consider operating a joint Visitor Reception and Intermodal Transportation Center (VRITC) with the State. A tourism study completed in 1990 suggested that a combined visitor center in connection with a new convention center where State, National Park Service, and local facilities addressing both preservation and pilgrimage and visitor service needs could be provided. City officials joined the State in the call for a new visitor reception system in 1992 and proposed an intermodal transportation center as well. In fall 1992, the City requested that the Mississippi Department of Transportation (MDOT) consider funding a feasibility study to evaluate the potential for a new visitor reception and intermodal transportation center. MDOT received authorization for the funding from FTA. The Request for Proposals was issued in February 1993, and the work began May 1, 1993. The center will be the first stop for all incoming visitors. Over the road buses will be informed that as a part of their standard procedures they must stop first at the VRITC. All highway signage is to direct bus, car, and recreational vehicle traffic to the VRITC. The City trolley system is a key component to making the center work as is the local transit system. The center will provide a convenient way for the public to see historic Natchez. These visitors will have the choice of using the local transit system, walking, or reloading onto a smaller bus. In addition, the center will house several separate government offices: National Park Service; Natchez Trace Parkway Commission; Trolley Transit; Natchez-Adams County Chamber of Commerce; Mainstreet Program; and Natchez Convention and Visitors Bureau. The purpose of the transit center is to keep the cars off of Main Street.

Status: The feasibility study was completed in November 1993, and now the City of Natchez is in the process of soliciting a Request for Proposals for architectural services and design.

Funding:

Feasibility Study

$24,000	FTA
6,000	Local match
$30,000	Total

Design and Project Completion

$3,423,420	FHWA (ISTEA Enhancement)
2,000,000	National Park Service
1,800,000	Local government
$7,223,420	Total

Local Sponsor: City of Natchez
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Fax: (404) 347-7849

Other Contact: Janet Sullivan
MDOT
P.O. Box 157
Washington, MS 39190
(601) 446-7358

Railroad Passenger Station

Project Location: Burlington, North Carolina

Description: The City of Burlington wishes to restore a former railroad shop building that could serve both Amtrak and the Trailways bus system. The building is owned by the North Carolina Railroad and leased to a small business.

Status: The City initiated a feasibility study to develop a local transit service for the rural county. Once the local transit study is completed, the City will move forward with the station project. The station will serve both Amtrak and the local transit service. The State is conducting a study to determine the best location and proper amenities for transportation centers. If this study finds that the downtown area would be the proper location for Burlington's station, design and construction will proceed.

Funding:

Feasibility Study

$ 8,000	MPO Planning funds
2,000	Local match
$10,000	Total

Design and Construction

$1,200,000	FHWA (ISTEA Enhancement)
150,000	North Carolina Department of Transportation
150,000	City of Burlington
$1,500,000	Total

Local Sponsor: City of Burlington
Contact: Bob Harkrader
Planning Director
Planning Department
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Burlington, NC 27215
(910) 222-5110
Fax: (910) 222-5019

Lead Agency: North Carolina Department of Transportation Rail Division
Contact: Paul Worley
Senior Rail Planner
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Raleigh, NC 27611-5201
(919) 733-4713
Fax: (919) 733-1391

Uptown Transportation Center

Project Location: Charlotte, North Carolina

Description: The purpose of the study was to conduct a preliminary assessment of the feasibility of establishing an intermodal transportation center on the site bounded by West Trade Street, West Fourth Street, South Graham Street, and the Southern Railway right of way in uptown Charlotte. The Greyhound station presently occupies a portion of the site. The center would integrate Amtrak with Greyhound and two smaller intercity bus services, as well as identify other transportation services and joint development. The present Amtrak station is located outside the uptown area on North Tryon Street. A key planning objective is to ensure that the center does not deter future development or adversely impact the nearby residential neighborhood. Instead, the center should serve as a catalyst for future development and be the first step in achieving a redevelopment vision for the area. Local transit would not utilize the site for transfer, even though the site would be well served by transit routes.

Status: The feasibility study was finished in 1991, but the project's high cost (associated with necessary railroad improvements) has been an obstacle to its implementation. Recent discussions of a public-private partnership may solve the financing problem. The City has been involved in a strategic analysis of the future transportation needs of the area. This study should be finished by fall 1994, then plans for any intermodal center can proceed.

Local Sponsor: City of Charlotte
Contact: R.N. Pressley, Jr.
Director of Transportation
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Charlotte, NC 28202-2858
(704) 336-2261
Fax: (704) 336-4400

Lead Agency: North Carolina Department of Transportation
Rail Division
Contact: Paul Worley
Senior Rail Planner
P.O. Box 25201
Raleigh, NC 27611-5201
(919) 733-4713
Fax: (919) 733-1391

Multimodal Transportation Center

Project Location: Durham, North Carolina

Description: The City of Durham retained a consultant to investigate the feasibility of establishing a multimodal transportation center in downtown Durham. The study included identifying the transportation services that could be included in a multimodal center; determining the functional and space requirements for each potential user; identifying alternative sites for the center and selecting the preferred site; identifying opportunities for private development that could be undertaken jointly on the site; preparing concept architectural drawings; estimating costs and identifying potential funding sources. Transportation services to use the system include City transit (Durham Area Transit Authority), intercity buses (Trailways), regional bus service (Triangle Transit Authority), Amtrak, and taxis. A site adjacent to the Transit Authority operations and maintenance facility was selected. The estimated capital cost of the center is $3.6 million. The City would build and operate the center.

Status: The City is currently considering traffic circulation issues that would affect the siting of the center.

Funding: Design and Environmental Process
$350,000 FTA (Section 3 carryover from a bus purchase)

Local Sponsor: City of Durham
Department of Transportation

Contact: Mark D. Ahrendsen
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101 City Hall Plaza
Durham, NC 27701
(919) 560-4366

Lead Agency: FTA (Region 4)

Contact: Tony Dittmeier
Project Manager
1720 Peachtree Road, NW, Suite 400
Atlanta, GA 30309-2439
(404) 347-1885
Fax: (404) 347-7249

Other Contact: Paul Worley
Senior Rail Planner
North Carolina Department of Transportation
Rail Division
P.O. Box 25201
Raleigh, NC 27611-5201
(919) 733-4713

Multimodal Transportation Center

Project Location: Greensboro, North Carolina

Description: The project involves renovation of the historic Norfolk-Southern Depot into a transit center to be used for Amtrak, Greyhound, public transit, and parcel delivery. A Multimodal Transportation Center study review process, including reviews with advisory and technical steering committees, the Greensboro Transit Authority, interested agencies and companies, and the public, resulted in a completed Multimodal Transportation Center study that recommended using the current depot site, owned by the City of Greensboro and the railroad yard across the main rail lines from the Norfolk-Southern and North Carolina Railroads as the recommended location for the center. The facility will include a passenger waiting area for Amtrak, Greyhound and Trailways, and Greensboro local transit; ticketing for Amtrak, Greyhound and Trailways, and local transit; general office space and employee space for Amtrak, Greyhound and Trailways, and local transit; baggage handling and storage space for Amtrak and Greyhound and Trailways; and package handling for Amtrak. In addition, the facility can house the administrative offices of the Greensboro Public Transit Division/Greensboro Transportation Authority; a police precinct; restaurant and retail space; and car rental offices. The projected cost is $10 million-$12 million. The project is in the Transportation Improvement Program.

Status: Some preliminary engineering work has been done. The State is conducting a study to determine the best location and proper amenities for transportation centers. If this study finds that the downtown area would be the proper location for Greensboro's station, architectural and engineering design work will proceed.

Funding:

Study

$139,822	FTA (Section 9)
27,964	Local match
$167,786	Total

Design and Construction

$4,400,000	FHWA (ISTEA Enhancement)
440,000	North Carolina Department of Transportation
440,000	City of Greensboro
1,200,000	FTA Section 9
240,000	Local match
$6,720,000	Total (committed to date)

Local Sponsor: City of Greensboro
Contact: Elizabeth G. James
Transit Administrator
Department of Transportation
P.O. Box 3136
Greensboro, NC 27402-3136
(910) 373-2820

Lead Agency: FTA (Region 4)
Contact: Tony Dittmeier
Project Manager
1720 Peachtree Road, NW
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Other Contact: Paul Worley
Senior Rail Planner
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Rail Division
P.O. Box 25201
Raleigh, NC 27611-5201
(919) 733-4713

Central Station

Project Location: High Point, North Carolina

Description: The City of High Point is restoring the vacant Central Station. Amtrak is operating out of a closet hut adjacent to the station. After restoration is complete, Central Station will house Amtrak, local transit, intercity bus, and shuttles to the furniture market. Trailways, which is located four blocks away, is currently considering relocating to Central Station. There are also plans to use the facility to house a section of the International Home Furniture Market. The station will be leased to the City by the Norfolk-Southern Railroad and the North Carolina Railroad. The project is in the Transportation Improvement Program.

Status: Negotiations among the City, Amtrak, Norfolk-Southern Railway, and the North Carolina Railroad are nearing a conclusion. Preliminary engineering should begin late in 1994.

Funding: Restoration work

$2,400,000	FHWA (ISTEA Enhancement)
300,000	State
300,000	Local
$3,000,000	Total

Local Sponsor: City of High Point
Contact: Mike Mabe
Transportation Engineer
Transportation Department
P.O. Box 230
High Point, NC 27261
(910) 883-3231
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Lead Agency: North Carolina Department of Transportation
Rail Division
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P.O. Box 25201
Raleigh, N.C. 27611-5201
(919) 733-4713

Multimodal Transportation Center

Project Location: Raleigh, North Carolina

Description: The City of Raleigh is conducting a study to assess the feasibility of a multimodal transportation center. The facility would house Amtrak, local transit, regional bus, parking facilities, and perhaps office space and high-rise living accommodations. The study will also evaluate the impact of a multimodal facility on the economic development of downtown Raleigh. A steering committee will be created to develop a scope of work, review the solicitation for consultant proposals, review the consultant selection, and comment on interim reports and draft reports. Members will include local, regional, and State officials; public and private transportation professionals, and other individuals interested in joint development opportunities. The site for the terminal has not been selected, but the City is looking at a specified corridor. The project is in the Transportation Improvement Program.

Status: The study will begin in Fall 1994.

Funding:

Study	
$48,000	FTA (Section 8)
6,000	State
6,000	Local
$60,000	Total

Local Sponsor: City of Raleigh
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Transportation Planner
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Fax: (919) 828-8036

Lead Agency: FTA (Region 4)
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MPO: City of Raleigh

Contact: J. Louis Yates
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Raleigh, NC 27602
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Train Station

Project Location: Rocky Mount, North Carolina

Description: The City of Rocky Mount plans to restore the three-story train station originally built in 1903 as a passenger station for the Atlantic Coast Line Railroad. For many years, the station served as the rail passenger facility and as a railroad division headquarters. Currently, the station houses the Amtrak waiting room and provides offices for CSX Transportation, Inc. The project includes relocation of the intercity bus service from a site across the tracks from the station. The project is included in the 1993-99 Transportation Improvement Program for Edgecombe and Nash counties. Continued railroad use of the station property is a cornerstone of the project design. Amtrak maintains a ticket office and waiting room on the first floor of the station. It is planned that this use of this space would be expanded. Amtrak operates more passenger trains through Rocky Mount than any other city in North Carolina (four trains make eight stops). Another anticipated use of space is for a Small Business and Minority Business Development Center and possibly a rail museum. Also, the travel and tourism office would be relocated and expanded at the station. CSX will continue their operations but move into a new facility under construction at the railroad yard on the south side of town. The City is considering moving the local transit bus transfer point to the train station.

Status: The total funding available for the project is $3,750,000 with 80% provided with ISTEA Enhancement funds, 10% by the North Carolina Department of Transportation, and 10% by the City of Rocky Mount. The project will be completed in two phases, because the funding is allocated over a two-year period. The City has hired the architect for the project. The City is also negotiating with CSX for acquisition of the train station. The project is in the Transportation Improvement Program.

Funding: Design and Construction

$3,000,000	FHWA (ISTEA Enhancement)
375,000	State of North Carolina
375,000	City of Rocky Mount
$3,750,000	Total

Local Sponsor: City of Rocky Mount

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Rocky Mount, NC 27802-1180
(919) 972-1330

Lead Agency: North Carolina Department of Transportation
Rail Division

Contact: Paul Worley
Senior Rail Planner
P.O. Box 25201
Raleigh, NC 27611-5201
(919) 733-4713

Railroad Restoration Project

Project Location: Wilson, North Carolina

Description: The City of Wilson is in the process of restoring the old train station. The Wilson Transit Center is across the street from the station and was built in 1987/88. The Transit Center is a hub for the city buses, Greyhound, Carolina Trailways, and taxi cabs. The restoration of the train station will provider riders with more complete transportation options.

Status: The City has selected an architect and will soon begin negotiations for the design work of the station. The design work is expected to begin by fall 1994. CSX is in the process of preparing the appropriate legal documents to transfer the property over to the City of Wilson, and a contract is currently being negotiated between Amtrak and the City for use of the premises. The City received a $400,000 ISTEA Enhancement Grant.

Funding: Design and Construction

$320,000	FHWA (ISTEA Enhancement)
40,000	North Carolina Department of Transportation
40,000	City of Wilson
$400,000	Total

Local Sponsor: City of Wilson

Contacts:
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Operations and Public Works
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Wilson, NC 27893

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Lead Agency: North Carolina Department of Transportation
Rail Division

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Old San Juan Intermodal Terminal

Project Location: San Juan, Puerto Rico

Description: This project consists of design and construction of a public transit terminal known as the Old San Juan Intermodal Terminal. The proposed terminal will facilitate the relocation of the Metropolitan Bus Authority's existing terminals at Plaza Colon and Ochoa Terminal and publics (jitneys) and taxis at Plaza Colon. In addition, it will help further the redevelopment of the Old San Juan area, particularly its waterfront. The site consists of approximately 113,454 square feet and is located in the western sector of the Islet of Old San Juan on the outskirts of the Old City. The development of a terminal on this site is compatible with existing land uses and with the proposed Old San Juan Development proposals. An intermodal terminal planning study was published in 1982 recommending this site. The terminal will share the site with a new 500+ space parking garage that will cover one-third of the proposed site. At street level the bus terminal will include six parallel berth areas (with appropriate roofing for a passenger loading area shelter) with a minimum capacity for 25 buses with ample front and rear clearance. The architectural concept is consistent with the Old San Juan area's context of the interior patio. The main bus operations make up the patio area. The terminal operations and administration offices, cafeteria, bus driver rest area. sanitary facilities, passenger waiting areas, and spaces for the concessionaires compose the outer frame of the terminal. The plans include the design and construction of a small terminal facility for use by the publicos and taxis that are to be relocated from Plaza Colon. This site is directly north of the proposed bus terminal and consists of 14,535 square feet. This smaller terminal will consist of a passenger loading area (two-vehicle capacity), a vehicle storage area for at least 19 vehicles, an administration/operations and passenger waiting area, and a small roof protecting the loading area. Even though this smaller terminal is separated from the main bus terminal, they will be connected by a pedestrian ramp and stairs and vehicular ramp that will connect to the parking garage. The design will include all the facilities required to make it accessible to the elderly and handicapped, as well as needed amenities such as benches, lighting, signage, and internal communication systems.

Status: The bus terminal construction was completed in June 1990, and the parking garage was completed in December 1984. The publico terminal was not built because of a lack of agreement on land use.

Local Sponsor: City of San Juan

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Atlanta, GA 30309-2439
(404) 347-3948
Fax: (404) 347-7849

Central Station Intermodal Terminal

Project Location: Memphis, Tennessee

Description: The historic Central Station building and property located at the southern end of the Memphis Central Business District will be renovated to serve as an intermodal transportation terminal for the Memphis Area Transit Authority (MATA) trolleys, MATA buses, intercity buses, and Amtrak. This eight-story terminal building will be restored, the ancillary package express building will be renovated, a new terminal and parking structure will be constructed, and a local bus transfer area will be built. The station was built in 1914 for the Illinois Central Railroad Station terminal and Illinois Central offices. Today, the only active parts of the property (13 acres) are the trackage that serves various freight trains running through downtown Memphis and a small portion of the building that is used as a passenger terminal. Future potential uses include airport ground transportation, tour bus operations, local taxi service, package express, visitors' center, restaurants, retail space, and an art gallery or museum. The upper floors are proposed for office and/or hotel space.

Status: A planning and feasibility study was prepared for MATA in February 1991. MATA has purchased the property. The environmental assessment was completed in November 1994. An architectural and engineering team is under contract. A consultant has been hired to do a study to help determine the nontransportation uses of the terminal building. A memorandum of agreement has been executed with the Tennessee Historical Commission and the Advisory Council on Historic Preservation. The project is in the Transportation Improvement Program.

Funding:

Phase I Study

$50,000	FTA Section 8 Planning Grant
6,250	State
6,250	MATA
$62,500	Total

Phase II Project

$14,250,868	Federal (Earmarks of $1,700,000 FY'92;
3,850,868	FY 1993; and $8,700,000 FY 1995)
1,781,359	State
1,781,358	City
$17,813,585	Total

Local Sponsor: MATA

Contact:
Tom Fox
1370 Levee Road
Memphis, TN 38108-1011
(901) 722-7100
Fax: (901) 722-7123

Lead Agency: FTA (Region 4)

Contact:
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Other Contact:
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Tennessee Department of Transportation
Office of Public Transportation
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Nashville, TN 37243-0325
(615) 741-2781

Landport/Arena Intermodal Terminal

Project Location: Nashville, Tennessee

Description: The Intermodal Surface Transportation Efficiency Act of 1991 contained an Earmark in the amount of $3,700,000 for Nashville to construct an intermodal terminal. The Metropolitan Transit Authority was given the responsibility to implement the project and subsequently instituted a process to select the site and develop the facility. This process resulted in creation of a Landport Advisory Committee that instituted a three-step program for the development of the facility: site selection and program development; environmental clearance; and design and construction management. The site selection process identified the need for two facilities: one in the Railroad "Gulch" area on the western side of downtown and the second in the vicinity of a downtown arena now under construction. The Landport site in the Railroad "Gulch" would host a multilevel facility that would support a bus and shuttle terminal and a customer service center. In addition, parking would be provided for HOVs. Future expansion would include provisions for Amtrak or commuter rail service.

The Tennessee State Historic Preservation Office has determined that the Railroad "Gulch" project would affect the Nashville Union Station Train Shed and Cummins Station. Both properties are listed on the National Register of Historic Places. In addition, the Union Station Train Shed is a National Historic Landmark. As such, a memorandum of agreement for the project has been executed by the Federal Transit Administration, the Tennessee State Historic Preservation Office, and the Advisory Council on Historic Preservation.

The plans for the arena site are being developed. The State of Tennessee included $553,600 in its FY 1994 Section 3 Earmark to fund engineering and design. The balance of the project will be funded with formula or discretionary resources.

Status: Funding in the amount of $3,700,000 for the Railroad "Gulch" Landport site was approved in FY 1994. The funding for the design of the Arena Landport site is pending Section 13(c) certification.

Funding:	$3,700,000	FTA (Section 3 FY 1994 Earmark)
	460,000	State
	460,000	Local
	$4,620,000	Total

Local Sponsor: Metro Transit Authority

Contact: Bob Babbitt
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Lead Agency: FTA (Region 4)

Contact:
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MPO: Metropolitan Planning Commission

Contact:
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REGION 5

O'Hare Intermodal Station Study

Project Location: Chicago, Illinois

Description: The proposed intermodal transit center would be located on an airport satellite parking lot that is crossed by a rail line owned by the Wisconsin Central Railroad. A site selection study was done by Metropolitan Rail (Metra) and a preliminary design for a rail terminal has been completed. The purpose of the proposed intermodal transit station is to encourage use of regional and intercity rail transportation to and from O'Hare Airport by improving passengers' ability to transfer between bus, rail, and air. The station would provide a transfer point between the O'Hare people mover and regional and interregional transit providers. Potential transit services to use this facility include Pace bus, Metra commuter rail, Amtrak passenger rail, and the Airport Transit Service (ATS) people mover. This study will focus on the forecast demand, service alternatives, and design options for the proposed station.

Status: The O'Hare Intermodal Station Study Steering Committee met October 6 and accepted the final feasibility report from the consultants TyLin/BASCOR with some modifications. The steering committee should meet before the end of the year to act on the final recommendation. The feasibility report reveals that the station as proposed will be used primarily by airport users arriving and departing by Metra and Amtrak. The quality of the station's connection to the ATS people mover significantly affects demand. The Chicago Area Transportation Study staff recommends that the steering committee endorse the concept of an intermodal passenger station at O'Hare but finds projected transfers at the location under the service configurations envisioned for 2010 inadequate to warrant an extravagant station design. It is recommended that the O'Hare Intermodal Station be included for consideration in the region's 2020 Regional Transportation Plan. The next phase will be to seek Federal funds for station engineering and construction.

Funding:		
	$160,000	FRA/FTA (Section 26 (b))
	40,000	Local match (Illinois Department of Transportation)
	$200,000	Total

Local Sponsor: Chicago Area Transportation Study

Contact:
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Lead Agency: FRA

Contact: John Cikota
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Diversified Regional Center

Project Location: Harvey, Illinois

Description: The City of Harvey proposes to develop a Diversified Regional Center (DRC) on a 57-acre parcel of land occupied by the abandoned Dixie Square Mall shopping center. Planning is underway for the DRC, which will be a large area of concentrated development characterized by a diversified mix of mutually supportive land uses. The DRC will be anchored by an intermodal/multimodal transportation center. It will serve as a hub for integrating local and regional transportation systems. As a hub, the transportation center will provide improved access to transit services such as commuter rail; intercity, local, express, and shuttle buses; vanpools and carpools; taxis; limousines; light freight; high-speed rail; airport connection; and heliport. The transportation center will have transit amenities that include a transfer area computerized transit information about all modes within the area and a passenger waiting area.

The transit portion of the DRC study will produce four major products: (1) a conceptual site plan; (2) development guidelines (3) funding strategy and (4) detailed transit Package. The development portion of the DRC study, funded by the Illinois Department of Transportation (IDOT), will generate these four major products: (1) market analysis (2) economic analysis (3) financial analysis and (4) funding strategy.

Status: The City of Harvey received a FY 1993 FTA Section 26(b) study grant. This funding is to support the transit portion of the DRC study. The Illinois Department of Transportation (IDOT) awarded the City of Harvey a FY 1994 discretionary grant to support the nontransit portion of the DRC study. Currently, the FTA study is 60% complete and the IDOT study is 30% complete.

Funding: Feasibility Study

$325,000	FTA Section 26(b)
81,250	Local match
100,000	IDOT contribution
$506,250	Total

Local Sponsor: City of Harvey
Office of the Administrator

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Lead Agency: FTA
Technical Assistance and Safety

Contact: Effie Stallsmith
Project Manager
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Other Contacts: Dr. Ken Cook
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Chicago Area Transportation Study
30 West Adams Street, 2nd Floor
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Union Station

Project Location: Indianapolis, Indiana

Description: In the late 1970's, a group of investors decided to redevelop the Indianapolis Union Station. Included in this agreement was the renovation of the head house (to accommodate passengers) and the train-shed complex. The plan was approved by the City of Indianapolis in 1983. Various funding sources included the FTA; the Department of Housing and Urban Development (HUD); the City of Indianapolis; and a private developer.

The renovations were completed in April 986. The head house now includes over 60 Status: retailers and food vendors. The train-shed has been reconverted into a rather unique Holiday Inn (26 suites are built inside authentic 1920-era Pullman cars) and a food court. The renovated station now serves Amtrak and Trailways. Local transit buses stop a block away from the station and the Greyhound station is located approximately five blocks north of the station. A block away from the station, a new retail mall is under construction. A walkway connecting the new mall and Union Station is under consideration. Amtrak's annual ridership for Indianapolis for FY 1993 was 80,730.

Funding:		
	$ 9,970,000	FTA (Section 3)
	12,000,000	City of Indianapolis
	4,800,000	HUD
	32,000,000	Private developer (Rouse Corporation)
	$58,770,000	Total

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Railroad Relocation Project

Project Location: Lafayette, Indiana

Description: As part of the City of Lafayette Railroad Relocation Project to consolidate eight miles of CSX and Norfolk-Southern track into one conflict-free corridor through the City's downtown river-front business district and eliminate 42 grade crossings, the historic 1902 Big Four Depot Building has been moved to Second Street at Main. The Big Four Depot Building will be the centerpiece of the Lafayette Depot Plaza and will provide mixed-used occupancy for Amtrak and the Greater Lafayette Public Transportation Corporation and be an anchor point for a pedestrian and bicycle bridge linking Lafayette to West Lafayette (Purdue University). When Depot Plaza construction has been completed, Amtrak passengers will cross above the new rail corridor on an elevated pedestrian bridge that will provide access to the Amtrak waiting shelter on the west side of the rail corridor. The Main Street Bridge urban park, Heritage Trail, and Wabash River will also be accessible from the east via the pedestrian bridge. City buses will load and unload passengers for all routes each half hour just north of the Plaza area, allowing the Plaza to function as an intermodal transportation facility.

Status: The Big Four Depot Building has been moved to the new site. Eighteen of the 42 downtown rail crossings have been eliminated. CSX and Amtrak began using the new rail corridor in July 1994. Depot Plaza construction is projected to be completed in fall 1995. The fifth and final segment of the project will relocate Norfolk-Southern into the new rail corridor eliminating the final 24 at-grade crossings. Construction has begun on the initial contract for this final segment with overall completion possible by 1998.

Funding:

2,400,000	Railroad Relocation Funds
3,200,000	FHWA (Transportation Enhancement)
1,400,000	City of Lafayette
$7,000,000	Total

State Contact:

Katherine L. Davis
Deputy Commissioner
Intermodal Transportation Planning
Indiana Department of Transportation
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Lead Agency: City of Lafayette Railroad Relocation Office

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Urban Intermodal Transportation Facility

Project Location: South Bend, Indiana

Description: The South Bend Public Transportation Corporation (Transpo) has developed a plan to build an Urban Intermodal Transportation Facility located on the perimeter of the Central Business District of South Bend (Studebaker corridor). The feasibility study was completed in February 1993. The project will combine four modes of transportation: Amtrak, transit, intercity bus carriers and taxis, and connections to the airport. Co-utilization of the same facilities by Transpo and Amtrak rail services is the core concept for this project. Amtrak's current facility is on the west side of town in an aging industrial area. Transit service to and from this station is frequent. In conjunction with the development of this facility, Transpo is investigating transportation alternatives such as a downtown circulator. The proposed circulator vehicle will be a medium-sized, 30-passenger, zero-emission bus. Four electric buses will travel a 1 mile route around the Central Business District at five minute intervals with an approximate speed of 10 miles per hour. South Bend is currently classified as marginal non-attainment air quality area. The project cost is $15 million for both the facility and circulator. The project is proposed to be completed in a three-year phased plan. Additional plans for the terminal facility itself include a day-care facility, small retail space, and a snack bar.

Status: Transpo purchased the land in November 1993 for the terminal site, and no environmental problems have been found, so Tranpo is in the process of demolition and clearance. An application was submitted to FTA for Section 3 grant funds to cover Phase I, which includes the purchase of one additional small parcel of land; clearing and demolition; site improvements; construction of the facility and passenger waiting shelters, landscaping, purchase of four zero-emission shuttle vehicles; purchase and renovation of one auto intercept facility; and an Amtrak relocation feasibility study. Transpo was awarded funding on October 12, 1994, and has been granted authority to proceed with all the elements of Phase I, with the exception of the actual construction of the terminal facility. Transpo is also working on the Request for Proposal to secure architectural, engineering, and project management services for the project. The FY 1994 Transportation Improvement Program was amended to include Phase I and Phase II of this project.

Funding:

Feasibility Study for Amtrak Relocation

$125,000	(out of the $3.1 million Section 3 Earmark)

Phase I of Project Development and Design

$3,096,572	FTA Section 3 FY 1994 Congressional Earmark)
774,143	Local match
643,428	FTA (Section 9 (Capital))
160,857	Local match
$4,675,000	Total

Local Sponsor: Transpo

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Lead Agency: FTA (Region 5)

Contact:
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Other Contact:
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Chief Transportation Planner
Michiana Area Council of Governments
1120 County-City Building
South Bend, IN 46601
(219) 287-1840

Transportation Center

Project Location: Battle Creek, Michigan

Description: In 1981, a Railroad Consolidation Project was undertaken to eliminate a long-term problem with train and automobile congestion in downtown Battle Creek. The consolidation project moved all railroad traffic to the existing Grand Trunk tracks on the south side of downtown. This action caused a need for a new Amtrak station to be constructed along the south tracks because the north side tracks were removed. The Greyhound/Indian Trails station was located two blocks east of the old Amtrak station. The City bought the old bus terminal to help consolidate these two intercity services. Battle Creek Transit had an open grant to construct a local bus transfer station in the downtown area. All Federal, State, and local dollars were combined to construct one facility to connect all three transportation modes. The project helped facilitate a massive redevelopment of the downtown area which includes a new hotel, arena, the Kellogg Company's world headquarters, the Kellogg Foundation headquarters, and a new high -quality restaurant. The facility is owned by the City of Battle Creek. Amtrak was the first tenant at the facility in 1982. Battle Creek Transit has seen a 5% increase in ridership over the past few years. Amtrak annual ridership from this station for FY 1993 was 51,542 passengers.

Status: The facility was designed and constructed during 1981 and 1982.

Funding:

$1,701,600	FTA (Section 3)
$ 425,400	State match
$2,127,000	Total

The City of Battle Creek donated land to the project and purchased the old Greyhound terminal to allow Greyhound to relocate

Local Sponsor: Battle Creek Transit

Contact:
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Other Contact:
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Michigan Department of Transportation
425 Ottawa Street
P.O. Box 30050
Lansing, MI 48909
(517) 373-8746

Multimodal Transportation Center

Project Location: Detroit, Michigan

Description: Amtrak does not have a permanent station in Detroit and has been operating out of temporary trailers for approximately five years. In June 1993, a new temporary building was erected. The new permanent station will be located across the tracks from the General Motors International headquarters and will contain Amtrak, commuter rail, city transit, and taxi service. A coalition group completed a review of potential sites and identified one on a site that supplies a direct link between existing rail passenger service and the Woodward Transit Corridor, the most densely utilized local and regional transit artery. The proposed center will also have new services such as the regional rail, VIA Rail Canada, and high-speed rail. This development planning study will establish the technical feasibility, operational parameters, traffic flow forecasts, and design and financing needs, as well as produce an implementation schedule for the project.

Status: The temporary Amtrak North Station opened May 11, 1994 and the extension of Amtrak service to Pontiac, Michigan began. The preliminary design for the permanent station is under contract. Amtrak is the contractor and the design work will be completed by the end of FY 1995. The Michigan Department of Transportation is in the process of acquiring the property (it is in the contract stage of acquisition from General Motors). The project cost is estimated at $15 million, and the project is in the Transportation Improvement Program. Construction funding is not lined up as yet, but a portion is expected to come from the State FY 1995 Comprehensive Transportation Fund.

Funding:		
	$ 160,000	FRA/FTA (Section 26(b))
	4,000,000	FTA (Section 3 FY 1995 Earmark)
	40,000	MDOT
	$4,200,000	Total

Local Sponsor: MDOT

Contact:
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Administrative Division
Bureau of Urban and Public Transportation
State Transportation Building
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Lansing, MI 48909
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Fax: (517) 373-7997

Lead Agency: FRA/FTA

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Multimodal Transportation Center

Project Location: East Lansing, Michigan

Description: East Lansing, Michigan, home to Michigan State University, the State capital, and several of General Motor's major industrial plants, is a prime intercity destination for the mid-Michigan region. This combination of governmental, educational, and industrial activities generates substantial travel demand both within the local community and the outlying areas. Intercity transportation needs are met by intercity buses, passenger rail, and air service, which are separately located in the city. Currently, the intercity bus and rail terminals are both in need of major renovation or replacement. The current locations are difficult to serve and inadequate in size. Therefore, Michigan State University, the Capital Area Transportation Authority, the MDOT, Amtrak, and intercity carriers have discussed the need to address these public transportation problems.

Status: A Lansing Transit Coordination Study was completed in August 1994. This study addressed the transportation needs of East Lansing. Major issues addressed in the study include (1) defining the appropriate level of public transportation service to be offered; (2) the potential for improved service integration between the various service providers; and (3) the development of appropriate local and intercity ground transportation terminals. A result of the study was a consensus among affected State and local governmental agencies and involved private intercity carriers about the general location, size, and configuration of a new, consolidated intercity transportation terminal facility. This new multimodal terminal, would be located west of Harrison Road and south of Trowbridge Road along the Grand Trunk Railroad main-line tracks and replace the current temporary Amtrak station and bring together Amtrak, Greyhound, and Indian Trails Bus Lines intercity operations. This new facility would build upon the existing transportation linkages and provide a focal point for all intercity transportation services in the East Lansing area.

Funding:	$7,595,250	FTA
	2,154,750	MDOT
	$9,750,000	Total

Local Sponsor: City of East Lansing

Contact:
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City of East Lansing
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East Lansing, MI 48823
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Lead Agency: MDOT

Contact: Janet D'Ignazio
Assistant Deputy Director
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Department of Transportation
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(517) 373-2834

Metro Rail Station Study

Project Location: Grand Rapids, Michigan

Description: Rail passenger service was reintroduced to Grand Rapids in August 1984 after a 13 year absence at a temporary station built by the City of Grand Rapids and Amtrak. At that time, the plan was to build a permanent station once service proved successful. The current average annual ridership is approximately 36,266 passengers boarding or deboarding at Grand Rapids. A private developer has proposed building a new rail passenger terminal on Seward Avenue, NW, because of the site's close proximity to existing rail lines. The potential for future intercity commuter bus (Greyhound) connection is present. However, a connection with the local transit center is not possible, because the transit pulse center is located in the central business district and there are no longer railroad tracks going into the downtown area. Therefore, there will have to be a separate downtown transit center, in addition to the Metro rail station. Grand Rapids is developing a surface transportation connection system, the Central Business District Loop, (CBD Loop), to provide a link between both facilities, as well as carry passengers to various points in the downtown.

Status: In January 1993, a proposal for the private development of a rail passenger station on Seward Avenue, NW, was presented to the Grand Rapids City Commission. In February 1993, a second competing proposal was made for development of an intermodal transportation center at the southeast corner of Grandville and Wealthy, SW. The Grand Rapids Area Transit Authority had earlier proposed a downtown transit center, so the commission instructed staff to look at the whole spectrum of transportation services as they affect the central business district. The commission chose the proposal for the development of Metro rail station with an estimated cost of $2.5 million. The developers are currently working on a well defined proposal, utilizing their own resources so Grand Rapids can apply for a grant from MDOT to proceed with the project (this grant would include construction funds). The City plans to ask the State for $1.5 million to $1.8 million, and the City will provide the remainder. The City of Grand Rapids is in the process of issuing a Request for Proposals for the CBD Loop study. This study would identify the design and operation of such a service, as well as identify some funding sources. The study should be completed by the end of 1994.

Funding: CBD Shuttle Loop Study

$57,600	MPO study funds
14,400	Local match
$72,000	Total

Local Sponsor: City of Grand Rapids

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Future Contact:
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Louis and Helen Padnos Transportation Center

Project Location: Holland, Michigan

Description: Between 1989 and 1991, the historic 1926 Pere Marquette Rail Depot was restored. The City-owned depot, now called the Louis and Helen Padnos Transportation Center, serves as the attractive and popular new welcome center to the community. It accommodates Amtrak, intercity bus, charter bus, local transit, taxi, and highway travelers. The depot also houses the Holland Convention and Visitors Bureau and is the headquarters for Tulip Time, Inc.

Status: The facility officially opened in September 1991. Transportation, travel and visitor/tourism activities have been conducted within the facility continuously since its opening. Amtrak ridership has grown by 25% since the opening of the new station.

Funding:

Design and Construction:

$1,100,000	State of Michigan, Comprehensive Transportation Fund
600,000	Local and private contributions
$1,700,000	Total

Contact:

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Contact:

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Tower City Intermodal Transportation Hub

Project Location: Cleveland, Ohio

Description: Tower City Center, which includes Cleveland Union Station, is located in the center of downtown Cleveland, next to the new Gateway Sports Complex. It is the terminus of the rail rapid transit system and local transit. Between 1988 and 1990, the complex went through a $400 million renovation and expansion turning it into one of the most successful downtown retail/entertainment complexes in the nation. The Tower City Center Project included construction of a new station/platform complex within Tower City to unify both the heavy and light rail operations of the Greater Cleveland Regional Transit Authority (GCRTA). A center platform station was constructed that allowed both light and heavy rail trains to operate from one platform in a run-through mode with consolidated fare collection. The work included the construction of the station itself, construction of pedestrian access ways, and modification and construction of track, signal, and catenary systems. The Tower City Center includes two office towers, a large retail mall, and a Ritz-Carlton hotel. There are active plans to develop a new rail trolley system connecting Tower City to the "Flats" entertainment district and Inner Harbor lakefront development, as well as plans for a possible new commuter rail service, Amtrak service, and future high-speed rail service. The station is owned by the GCRTA and Tower City Properties.

Status: The GCRTA has aquisition agreements with Tower City Properties and Tower City Development, Inc., that provide for improvements to the Tower City property. Engineering for the property began in 1984, and construction began in 1988. The facility was opened in 1990.

Funding:

$43,917,063	FTA (includes $1 million Section 3 FY 1995 Earmark)
10,979,266	Ohio Department of Transportation match
4,329,455	Local public/private share
$59,225,784	Total

Local Contact:

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Planning Department
Greater Cleveland Regional Transit Authority
615 West Superior
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Lead Agency: FTA (Region 5)
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Amtrak Station

Project Location: Sandusky, Ohio

Description: The Sandusky Amtrak station, originally the Lake Shore and Michigan Southern Railroad Depot, was built in 1891. The station is presently vacant and secured. Amtrak no longer uses the facility as a passenger station even though there are two regularly scheduled stops in Sandusky. The City of Sandusky bought the property, which includes 3.42 acres of land and contains two structures: a small express office and the train station. The site is approximately one mile from downtown and is located in a predominantly residential neighborhood. The station building has been designated a historic structure and is on the National Register. The City plans to redevelop the property and lease part of it to a private or public entity and use the other part for the City's transit system. The estimated project cost to renovate the station is $650,000.

Status: The City has received approval for $520,000 of ISTEA Enhancement Program funds for the redevelopment of the Amtrak station. The redevelopment project would permit the City's transit system offices and garage to relocate to the station site. It would also allow the City to create a waiting room for railroad passengers. A building for the transit system's vehicles is proposed to be built next to the station using City funds. Prior to applying for ISTEA funds, the City has sent out a Request for Proposals for the redevelopment of the Amtrak station. However, it did not receive any response. The City has therefore decided to develop the station itself.

Funding: $520,000 FHWA (ISTEA Enhancement)

Local Sponsor: City of Sandusky
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Brent Smith
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Department of Engineering Services
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Sandusky, OH 44870
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Fax: (419) 627-5825

Lead Agency: Ohio Department of Transportation
Contact:
Howard Wood
Transportation Enhancement Coordinator
25 South Front Street
Columbus, OH 43216
(614) 466-8981

Central Union Terminal

Project Location: Toledo, Ohio

Description: The existing Central Union Terminal (CUT) is currently owned by Consolidated Rail Corporation (Conrail) and was until recently used by both the National Railroad Passenger Corporation (Amtrak) and Conrail. Conrail has ceased office operations at the terminal and will relocate 3 miles to the west to the former New York Central Airline Yard at Fearing Boulevard, which is now closed. Conrail is working to obtain Federal assistance of $1 million to assist with this move. Conrail will then convey the CUT building and surrounding land to the Toledo-Lucas County Port Authority.

The Toledo-Lucas County Port Authority will redevelop the building into a multi-modal transportation facility, combining passenger rail service, inter-city bus service, Greyhound, taxis, and limousine services. The upper floors of the terminal building will be renovated into office space, one tenant being the Toledo Metropolitan Area Council of Governments. The location is southwest of the central business district (about 1 1/4 mile from downtown). The Port Authority will own and manage the terminal and/or contract out the management (Greyhound has proposed being property manager).

Status: The Port Authority is working with Conrail on the conveyance of the building. Conrail is working on the environmental assessment, and FHWA is the lead agency. The Port Authority is currently working with Amtrak on a lease agreement. Halcyon Real Estate Advisors/Ernst & Young completed a feasibility study for redevelopment of the CUT, and their projected capital cost is $5 million to $5.5 million. This estimate has been updated recently by the Port Authority, taking into consideration historic preservation requirements and tenant needs. The estimate is now $6 million. This project has been programmed in the Transportation Improvement Program since FY 1992.

Funding:		
	$1,000,000	HUD (Special purpose HUD grant)
	3,200,000	FHWA Enhancement grant
	800,000	Local share (Port Authority)
	1,000,000	City of Toledo (Capital improvements)
	$6,000,000	Total

Local Sponsor: Toledo-Lucas County Port Authority

Contact:
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Seaport Director
One Maritime Plaza
Toledo, Ohio 43604-1866
(419) 243-8251
Fax: (419) 243-1835

Lead Agency: FHWA

Contact:
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Columbus, OH 43215
(614) 469-6896

Other Contact:
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Ohio Department of Transportation
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Columbus, Ohio 43215
(614) 466-2498

Intermodal Transportation Facility Study

Project Location: Milwaukee, Wisconsin

Description: The Wisconsin Department of Transportation (WDOT) is conducting a feasibility study of an intermodal passenger transfer facility in downtown Milwaukee designed that could interregional and intraregional transportation modes serving the metro area. The interregional travel modes include Amtrak: potential high-speed rail passenger service linking Milwaukee to Chicago; commercial air passenger service; and current intercity bus service to Madison, Chicago, and other points in Wisconsin by Badger Coaches, Wisconsin Coach Lines, and Greyhound. The intraregional transportation modes include the existing public transit system operated by the Milwaukee County Transit System and Waukesha County; taxicab service; possible future light rail transit and busway; and adequate parking for transferring passengers from the automobiles. This study is to identify and evaluate alternative locations and designs for facilities to interconnect these modes; feasibility; potential environmental impacts; and identify possible funding sources. Intermodal connectivity is a fundamental goal of this study. This study will develop a consensus on the location and design of an intermodal facility and identify connections to efficiently link interregional and intraregional travel modes in the greater Milwaukee area.

Status: The intermodal terminal study has been delayed pending interim results from two related transportation studies. The Milwaukee East-West Corridor Transit Study is a Federal Transit Administration major investment study looking at busways, high-occupancy vehicle lanes, light rail, and expanded bus service. The Chicago-Milwaukee Rail Corridor Study is investigating improvements in intercity rail service including high-speed rail. The interim results of these studies will affect the passenger assumptions used for the Intermodal Facility Study. WISDOT is working on the scope of work and will be releasing a Request for Proposal soon to select a consultant for the study. The intermodal facility planning advisory group, consisting of representatives from various transportation modes, met early in the process.

Funding:

Phase I Study

$100,000	FTA/FRA (Section 26(b))
50,000	Local match (State and local funds)
$150,000	Total

Phase II Design

$1,000,000 FTA (Section 3 FY 1995 Earmark)

Local Sponsor:	WISDOT
Contact:	Mike Maierle Senior Transportation Planner Office of Transit System Development Transportation District 2 141 NW Barstow Street Waukesha, WI 53188-3756 (414) 548-8767
Lead Agency:	FRA
Contact:	John Cikota Railroad Development 400 Seventh Street, SW Washington, DC 20590 (202) 366-6933
Contact:	Carlos Peña Program Development FTA (Region 5) 55 East Monroe Street, Suite 1415 Chicago, IL 60603-5704 (312) 353-2865

REGION 6

Multimodal Terminal

Project Location: Lafayette, Louisiana

Description: The City of Lafayette proposes to renovate the old Southern Pacific depot by purchasing the property to make it an intermodal facility for Amtrak and other transit. Currently, Amtrak has a stop at this location; however, the passenger station is closed. The renovated station is proposed to also contain office space and a U.S. Post Office.

Status: This project is currently in the preliminary design stage. The City is negotiating acquisition of the depot property from Southern Pacific Railroad.

Funding:

Study for Site Selection

$24,000	FTA (Section 9)
6,000	City of Lafayette local match
$30,000	Total

Environmental Assessment

$24,000	FTA (Section 9)
6,000	City of Lafayette local match
$30,000	Total

Preliminary Architectural Design

$46,800	FTA (Section 9)
11,700	City of Lafayette local match
$58,500	Total

Local Sponsor: City of Lafayette
Contact: Dean Tekell
City Transportation Engineer
P.O. Box 4017-C
Lafayette, LA 70572
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Fax: (318) 268-5696

Lead Agency: FTA (Region 6)
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(817) 860-9663

Other Contact: Ed Elam
Planning Manager
Lafayette Areawide Planning Commission
705 West University Avenue
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(318) 261-8000

Union Passenger Terminal

Project Location: New Orleans, Louisiana

Description: The Regional Transit Authority (RTA) has plans to redevelop the existing Union Passenger Terminal (UPT) into a multimodal transportation center. Existing service includes Amtrak, Greyhound, and a heliport facility. Amtrak currently operates 34 trains a week on five active tracks serving approximately 190,000 passengers a year. Greyhound operates 64 buses a day serving 336,000 passengers a year. RTA is interested in keeping the existing services and increasing intracity rail and bus access to the newly created multimodal transportation center. In addition, light rail is proposed from the Canal Street Project and, in the future, from the airport to the new transportation center. Future commuter rail service is being planned from the outlying communities around New Orleans and the Mississippi Gulf Coast.

This joint development venture includes a State-funded 20,000-seat sports arena and hotel to be constructed on a portion of the UPT property. Other investment opportunities for major development will occur as market conditions in New Orleans warrant. 24 acres of available prime land of the total 60 UPT acres are currently underdeveloped. The terminal would become a tourist information center, gateway to the sports complex, link to the French Quarter and Riverfront via the trolley system, and the focal point for all the transportation improvements that will impact New Orleans. The estimated cost of the station renovation is between $20 million and $40 million.

Status: The RTA has completed the preparation of the Strategic Plan for financing, desig, and development for a Multimodal Transportation Center at the UPT. The RTA has selected a multidisciplinary team to prepare a master site development plan and provide preliminary engineering design, along with the Draft Environmental Impact Statement for the transportation center improvements. The Major Investment Study for the Canal Street Corridor is to be completed shortly. The Canal Corridor Project will recommend construction of a rail maintenance facility at the UPT, as well as a rail line and terminus. The RTA is also discussing other potential uses in the UPT. The MPO has completed several system planning studies on the downtown corridor connection to the airport including airport rail that would use UPT facilities.

Funding:

Strategic Plan

$200,000	FTA (Section 26(b))
50,000	RTA local match
$250,000	Total

Master Plan and Preliminary Engineering

$1,600,000	FHWA (Flexible Funds STP to FTA Section 9)
2,000,000	FTA (Section 3 FY 1995 Earmark)
400,000	State local match
$4,000,000	Total

Local Sponsor: RTA

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Regional Transit Authority
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Lead Agency: FTA (Region 6)

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Regional Planning Commission
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New Orleans, LA 70130
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Intermodal Transportation Center

Project Location: Albuquerque, New Mexico

Description: Albuquerque is the State's transportation hub for both freight and passenger service. However, services and facilities of the various passenger carriers are not well integrated to generate the maximum economic advantage to Albuquerque and New Mexico. Therefore, the City of Albuquerque has been considering an intermodal passenger transportation center since 1970 and purchased land through HUD's Urban Renewal funds in 1974 for a Union Bus Station opposite the Amtrak station. The 92-year-old Amtrak station burned down in January 1993. SunTran-the City's Transit and Parking Department, and Planning Department developed a work scope with by Amtrak and Greyhound. The proposed intermodal passenger exchange project would service intercity rail and motor coach, urban transit, and taxi services, as well as contain retail and personal services, a visitor information center, public spaces and amenities, and complement future adjacent commercial development including hotel, retail, and other personal services. The primary value of this transportation center is to provide efficient interchange among various modes of transportation. A necessary step in making this project successful is the scheduled integration to connect services among carriers; which can only occur if they are located in a common terminal. Convenient interchange is the traveler's objective. Additional modes may use the proposed intermodal center in the future. The State of New Mexico is reviewing a concept to initiate commuter rail service to Santa Fe, 60 miles to the north.

Status: The City has completed the first of two planning stages and has begun the second more detailed planning stage, as well as project development and the environmental assessment process. The City is also negotiating the purchase of additional land including the site of the former Amtrak station. If all releases and approvals proceed as scheduled, construction could start in the summer of 1996.

Funding:

Planning Analysis and Architectural/Engineering Design Study

$550,000	FHWA (CMAQ)
137,000	Local match
$687,000	Total

Land Purchase and Construction

$1,750,000	FTA (Section 3 FY 1994 Earmark)
3,750,000	FTA (Section 3 FY 1995 Earmark)
437,500	City of Albuquerque
$5,937,500	Total

Local Sponsor: City of Albuquerque
Transit and Parking Department (SunTran)

Contact: Bruce Rizzieri
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Multimodal Transportation Center

Project Location: Gallup, New Mexico

Description: The City/County of Gallup acquired the existing two-story Amtrak station from the Santa Fe Railroad to redevelop the depot into an Intermodal Transportation Center to include Amtrak, bus (Greyhound, Gallup Express, and Navajo Transit), taxi, United Parcel Service, Western Union, and guided tour services. Gallup is a gateway to Native American culture and the Native American jewelry capital of the world. Interior space will also be used as a multicultural center holding exhibit space, meeting rooms, and space for small indoor cultural events outdoor activity space will include a band shell. There is a well-organized Downtown Development Group and Main Street Program, that supports the adaptive reuse of the train depot as an important element of the economic revitalization of the downtown. A 1987 feasibility study suggested the best use for the depot is a mixed-use project consisting of a transportation center, tourist center, museum and Native American market and headquarters and cultural center; and a restaurant. The Federal Railroad Administration provided a $75,000 grant to the State of New Mexico in 1988 to develop a feasibility study on the conversion of railway depots into intermodal transportation facilities at Gallup, Raton, and Las Vegas.

Status: The project has been divided into two phases: Phase I is the rehabilitation of the exterior of the Santa Fe Station building and the interior first floor, as well as one of two parking lots; Phase II is rehabilitation of the remainder of the interior for the multicultural center, landscaping, and additional work on the grounds of the property. Phase I was completed in summer 1994.

Funding: Construction

$ 400,000	FHWA (STP)
250,000	FTA (Section 3)
150,000	City of Gallup (HUD Community Development Block Grant)
150,000	County of McKinley
200,000	State (legislative appropriations)
1,000,000	State (Severance Tax)
$2,150,000	Total

Local Sponsor: City of Gallup

Contacts: Mayor George Galanis
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Robert Kenny
City Engineer
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Lead Agency: New Mexico State Highway and Transportation Department

Contact:
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Railroad Depot Project

Project Location: Las Vegas, New Mexico

Description: The project will renovate the present Santa Fe Railway depot and convert it into an intermodal transportation facility that is a tourist, cultural, and commercial center that will contribute to the revival of the surrounding Historic Railroad District. Currently, the depot functions as an Amtrak station with two passenger stops daily. As an intermodal facility, the improved services will be train, bus, taxi, United Parcel Service, and Western Union. In addition, there is interest to include a railway museum, travel agency, and even a souvenir shop and/or gallery. The depot site will provide a permanent location for the local transit service and a centralized site for industrial and commuter transportation, as well as a transportation network for two nearby colleges: New Mexico Highlands University and United World College. The City has received support and involvement for this project from the Railroad/Lincoln Association, the Main Street Association, Citizens Committee for Historic Preservation, and the Greater Las Vegas Committee for Public Transportation. The City of Las Vegas will own the Railroad Depot building and be responsible for leasing the office areas. The City of Las Vegas was awarded an FTA Section 8 study grant to determine the feasibility of public transportation within the community. The outcome being favorable, the City applied for FTA Section 18 program funds and was approved to begin its public transit system.

Status: The City of Las Vegas is in the process of acquiring the property from the Santa Fe Railroad. Construction will commence once the acquisition from Santa Fe has been finalized.

Funding:

Construction	
$ 896,000	FHWA (ISTEA Enhancement)
220,000	FTA (Section 3 FY 1995 Earmark)
224,000	City of Las Vegas local match
$1,340,000	Total

Local Sponsor: City of Las Vegas

Contacts:

Les Montoya
City Manager
Diane Ross, Community Development Director
Carlos Ortiz
Project Coordinator
City Engineering Department
City of Las Vegas
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Las Vegas, NM 87701
(505) 454-1401

Lead Agency: New Mexico Highway and Transportation Department

Contact: Richard Montoya
Enhancement Program
P.O. Box 1149
Santa Fe, NM 87504
(505) 827-5100

Contact: Donna Murray
Transportation Program Specialist
FTA (Region 6)
524 East Lamar Boulevard, Suite 175
Arlington, TX 76011-3900
(817) 860-9663
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Intermodal Transportation Facility

Project Location: Austin, Texas

Description: Capital Metro is presently preparing a Draft Environmental Impact Statement for transit improvements in the 14-mile Northwest/North Central corridor of Austin. One of the concepts to emerge from the public planning meetings for the corridor study is for the development of a multimodal transportation facility on property owned by Capital Metro which is located between East 4th and East 5th streets, and from I-35 to Waller Street.

This study will assess the demand, operational and financial feasibility, and land use compatibility for developing a multimodal facility. The purpose of the study is to look at the various combinations of transportation modes including bus, transit, light rail, taxi; and Amtrak at one central facility. The study will provide a rational set of facility alternatives that includes a range of transportation use and land use intensities, with minimum and maximum opportunities for passenger transfers between a variety of modes, as well as retail, commercial, and residential site development. Potential phasing of transportation and land use improvements over time will be considered.

Status: Capital Metro was awarded a grant in the amount of $165,000 to study the feasibility of an intermodal facility. Work on the study is underway and is expected to be completed by January 1995. The Intermodal Transportation Facility is proposed to be linked to Plaza Saltillo, a pedestrian-oriented district now under development that will link East Austin businesses and neighborhoods. Plaza Saltillo has also been approved by the Texas Department of Transportation for ISTEA Enhancement funds for planning and development.

Funding: Feasibility Study

$132,000	FHWA (STP)
33,000	Local match Capital Metro
$165,000	Total

Local Sponsor: Capital Metro

Contact:
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Project Manager
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Austin, TX 78702
(512) 389-7448

Lead Agency: Texas Department of Transportation (District 14)

Contact:
Ed Collins
Urban Transportation Administrator
7901 North Interregional Highway
P.O. Drawer 15426
Austin, TX 78761-5426
(512) 832-7041

Other Contact:
Michael Aulick
Transportation Planning Director
Austin Transportation Study (MPO)
P.O. Box 1088, Municipal Annex
Austin, TX 78767
(512) 499-6441

Union Station

Project Location: Dallas, Texas

Description: Union Station and the auxiliary passenger facilities in Dallas opened for business in 1916. Beforehand, there had been five separate stations located in Dallas. The site of the station is convenient to the Central Business District (CBD), located on the west side of Houston Street, one of the more important thoroughfares of the City. Proposed plans to make the station into an intermodal terminal include Amtrak and Dallas Area Rapid Transit (DART) commuter rail, light rail, and buses. Greyhound has a facility at a different location in the CBD. There was a major renovation on Union Station approximately 10 years ago. Proposed work will relocate the Amtrak platform to allow for two additional platforms for commuter rail and light rail and to interconnect the modes for easy transfer. In addition, an underground tunnel is being rebuilt to provide access from all three platforms to Union Station and connect the Hyatt Hotel and the street. There is an existing parking lot between the platforms and station building with bus bays and spaces for taxis.

Status: The project is under construction. Construction started in September 1993 and will be complete by February 1995.

Funding: Design and Construction
DART (1% tax levy)

Local Sponsor: DART
Contact: A. Rene Rodriguez, AIA
Project Manager/Project Engineering
P.O. Box 660163
Dallas, TX 75266-0163
(214) 749-2910
Fax: (214) 749-3664

Lead Agency: FTA (Region 6)
Contact: Ray Casas
Transportation Program Specialist
524 East Lamar Boulevard., Suite 175
Arlington, TX 76011-3900
(817) 860-9663
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International Multimodal Passenger Facility

Project Location: El Paso, Texas

Description: The City of El Paso is proposing to build a facility that will bring together transportation services catering to international travelers to ease transfers and ticket purchasing. The facility will house a 600-space parking garage, proposed streetcars, rubber-tire trolleys, Sun Metro Regional Transit, Chihuahuenses Buses, Border Jumper trolleys, Greyhound, El Paso/Los Angeles Limousine, and taxi services. The facility will also include a small amount of retail space, a restaurant, and tourist shops. The specific site for the facility has not yet been selected. The General Services Administration currently owns one of proposed sites. The City of El Paso is considering purchasing the land.

Status: The project is in the planning stages. The feasibility study is scheduled to begin in 1995. The design phase will begin in 1996, followed by construction in 1997.

Funding:	$3,040,000	FHWA (CMAQ)
	1,780,000	FHWA (STP)
	1,205,000	Local share
	$6,025,000	Total

Local Sponsor: Sun Metro
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Planning Manager
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El Paso, TX 79901
(915) 534-5820
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Lead Agency: FTA (Region 6)
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Director of Program Development
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Arlington, TX 76011-3900
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MPO: City of El Paso

Contact: Ricardo Dominguez
Transportation Planning Coordinator
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El Paso, TX 79901-1196
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Fax: (915) 541-4028

Intermodal Transportation Center

Project Location: Ft. Worth, Texas

Description: The Intermodal Transportation Center (ITC) is a regional transportation facility that will serve as a transfer point for commuter rail, Amtrak, excursion rail, and an enhanced bus system. The ITC will provide an inviting environment for public transit users for transfers, waiting, information, and other services. Major expansion and alignment shifts are proposed for I-30 and I-35 in the downtown area as well as completion of the downtown freeway inner loop. The ITC will enhance the efficient overall use and operation of the local and regional multimodal transportation system. The ITC is located at the site of the Texas and Pacific (T&P) Railway Terminal Building, which is on the National Register of Historic Buildings. The planning for the development of the ITC at the T&P site has been underway for several years under the guidance of the Intermodal Steering Committee, which is composed of private and public sector representatives including the Ft. Worth Transportation Authority (the T), and Dallas Area Rapid Transit (DART).

The ITC project will include seven rail passenger tracks (two for Railtran commuter Rail, two for Amtrak, two for future high speed rail, and one for excursion rail); bus terminal facilities for local bus pulse transfer, intercity bus, and airport shuttle bus; Vertiport; terminal support facilities for rail, bus, and airline operations including passenger information, ticketing, baggage handling, and other passenger services; facilities for taxis, auto rental, tour buses, limosines, and shuttle vans; and provisions within the ITC site for a downtown circulator public transportation link between the ITC and CBD.

In addition, a Railtran Commuter Rail Project extends between Ft. Worth and Dallas along the existing 34-mile Railtran corridor that was acquired jointly by the cities in 1983 from the trustee of the former Chicago Rock Island and Pacific Railroad. The cities have designated their transit agencies to develop the commuter rail service under the provisions of a 1994 Interlocal Agreement entered into by the cities, the T, and DART. The service is being implemented in several phases. Phase I (by DART) extends 10 miles from Dallas to South Irving and is scheduled to enter service in late 1995.

Phase 2 (by the T) extends 24 miles from South Irving to Ft. Worth and is planned to enter service in late 1997. Phase 3, which is not scheduled, would extend the line from the existing corridor along a new alignment into Dallas/Ft. Worth International Airport.

Status: The FTA made a Finding of No Significant Impact (FONSI) for the Fort Worth Intermodal Transportation Center and Phase II of the Railtran project on January 14, 1994.

The FONSI is subject to the condition that the renovation of the first two floors of the T&P Building will be carried out in accordance with "The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitation of Historic Buildings."

Further, the State Historic Preservation Officer (SHPO) is to be provided with the opportunity to review and comment on project plans and specifications at the 30%, 60%, and 95% design phases and that all the SHPO's concerns will be addressed in the final project documents prior to advertising for construction.

The T has selected three consultants to provide design services for the ITC and overall Commuter Rail Project. Preliminary engineering and design is scheduled to be completed in December 1994. A preliminary baseline cost estimate will also be presented at that time. There is an application pending for $10 million in CMAQ funds. This project is in the Transportation Improvement Program..

Funding: Preliminary Engineering and Design

$1,822,000	FTA (Section 3)
1,457,000	Local match (the T)
$3,279,000	Total

Local Sponsor: Fort Worth Transportation Authority
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General Manager
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Fax: (817) 871-6225

Lead Agency: FTA (Region 6)
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MPO: North Central Texas Council of Governments
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T&P Building
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Ft. Worth, TX 76102
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Intermodal Terminal Planning and Feasibility Study

Project Location: San Antonio, Texas

Description: A study is underway for a detailed analysis of a proposed development of an intermodal facility for downtown San Antonio. The intermodal terminal will incorporate Amtrak; high-speed rail; intercity bus; hotel shuttle; rental car; city bus; and taxi services. The study has formally been adopted by the MPO Board with the support of the Mayor and City Council. The study chose a site for the terminal and developed a conceptual design and capital, operating cost estimates, and a financial and implementation strategy. The preliminary initial project cost estimate is $68 million.

Status: The final study report proposes project implementation to occur in two phases. Phase 1 would accommodate Amtrak, intercity buses, and intracity buses. Phase 2 would incorporate high-speed rail, commuter rail, and light rail service to the airport. VIA Metropolitan Transit has taken the lead in identifying potential funding sources and securing funding for project implementation. The project is in the Transportation Improvement Program.

Funding:

Study	
$ 93,000	FTA (Section 26(b))
45,000	FHWA (Section 112)
25,000	VIA Metropolitan Transit
25,000	City of San Antonio
2,000	Kerrville Bus Lines
$190,000	Total

Local Sponsor: VIA Metropolitan Transit
Contact: Arturo Sanchez
Chairman
P.O. Box 12489
San Antonio, TX 78212
(210) 227-5371

Lead Agency: FTA (Region 6)
Contact: Blas Uribe, Director of Program Development
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MPO Contact: MPO
Janet Kennison, Administrator
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San Antonio, TX 78204
(210) 227-8651

Other Contact: John Cikota
Railroad Development
FRA
400 7th Street, SW
Washington, DC 20590
(202) 366-6933

REGION 7

Intermodal Transportation Facility

Project Location: Des Moines, Iowa

Description: A new intermodal facility is being planned in northern downtown Des Moines. The structure will include a new transit station, a parking structure which to hold up to 1,300 cars, and access to two new downtown shuttle bus routes. A day-care center is also being considered for the facility. Metro Transit will own the property.

Status: The feasibility study is complete. Herbert Kruse Louis & Blunck Architects have been selected to do the design and will begin work following approval of FTA funds. The design phase is estimated to take 6 months to complete and construction 14 months to complete. Historical and archeological analysis have yet to be completed, which have caused delays in the final design. Design work is expected to begin in mid-November 1994, and construction is anticipated to begin in summer 1995. The project is in the Transportation Improvement Program. Amtrak serves Des Moines by Ambus service to Omaha.

Funding: Total development cost

$15,885,480	FTA (Section 3)
3,971,370	Local match
$19,856,850	Total

Cost Breakdown

$ 3,578,850	Land
12,993,000	Parking garage
1,089,000	Facilities
1,056,000	Design and supervision
1,140,000	Vehicle purchases
$19,856,850	Total

Local Sponsor: Des Moines Metropolitan Transit Authority

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General Manager
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Des Moines, IA 50309
(515) 283-8115
Fax: (515) 283-8135

Lead Agency: FTA (Region 7)

Contact: Richard Jarrold
Director of Project Operations
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Kansas City, MO 64131
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Fax: (816) 523-0927

Intermodal Bus Terminal

Project Location: Waterloo, Iowa

Description: Built in 1988, the Waterloo Intermodal Bus Terminal serves Greyhound and Metropolitan Transit (MET), Blackhawk County's metropolitan transit system. Greyhound rents space in the station from MET. The two modes share waiting rooms and other facilities, excluding administrative offices. The annual ridership for the MET fixed-route system is 650,000 annually.

Status: The terminal is complete and in operation.

Local Contact:
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General Manager
Metropolitan Transit
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Waterloo, IA 50702
(319) 234-5713
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Lead Agency: FTA (Region 7)
Contact:
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Director of Project Operations
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(816) 523-0204

Other Contact:
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Greyhound Lines
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Dallas, TX 75266-0362
(214) 789-7409

Union Station

Project Location: Kansas City, Missouri

Description: When Union Station opened in 1914, President Wilson called it the "Great Gate to the West" and indeed it was running more than 200 trains a day at its peak. Union Station was the third largest station in the country behind Penn Station and Grand Central Station in New York City. The station closed in 1980, and Amtrak moved to a temporary location on the site in an adjacent building. Since then the station has sat vacant as Kansas City and various developers have been in court arguing their positions. Over the years, there have been a number of proposals for the building to be turned into a museum, casino, botanical garden, or office complex. So far the leading proposal is to use the station as a science museum. There have been a number of ideas with a transportation element, including Amtrak's return to the station; light rail; and commuter rail.

Status: The City has set up a private, not-for-profit corporation, the Union Station Assistant Corporation, to redevelop the station. Currently, the title is being switched to Kansas City and the corporation is in the early stages of project planning for Union Station. In the meantime, the Kansas City Area Transportation Authority is completing an Alternatives Analysis Study of the South Corridor, where Union Station is located, to review transit alternatives including light rail in the corridor. The Union Station Assistance Corporation sent a letter to Amtrak seeking its interest in relocating to Union Station. Meanwhile, Johnson County, Kansas is conducting a preliminary study to determine the likelihood of commuter service on the Burlington Northern to the suburbs in Kansas. There is a regional intermodal study (approximately $15,000) being coordinated by the Mid-America Regional Council (the MPO) focusing on freight movement, but with a passenger element. It involves Kansas and Missouri Departments of Transportation; Johnson County, the City of Kansas City, Missouri,; and the Port Authority and should be completed by the end of 1994. In September 1994, a local charity known as the Marion Foundation pledged $25 million to support design and construction of exhibits for the Science City Museum portion of the proposed Union Station redevelopment.

Funding: $5,000,000 FTA (Section 3 FY 1995 Earmark)

Local Sponsor: Kansas City
Union Station Assistance Corporation

Contact: Andy Scott
Executive Director
2 Pershing Square
2300 Main, Suite 130
Kansas City, MO 64108
(816) 474-0111

Lead Agency: None to date.

Other Contacts: David A. Warm
Executive Director
Mid-America Regional Council
600 Broadway, Suite 300
Kansas City, MO 64105-1536
(816) 346-0200

Multimodal Transportation Center

Project Location: St. Louis, Missouri

Description: Amtrak left Union Station in 1978 and has been operating out of a temporary station consisting of multiple connected trailers. The current location of this temporary station is not accessible by any transportation mode other than automobile. When MetroLink was being planned, a joint light rail/Amtrak station was investigated. However, effective integration of the two services in a desirable location did not occur at the time.

Now, public sentiment has grown, and various interest and business groups have assembled to show the need to build a new station. This new proposed transportation center will combine an Amtrak passenger terminal and Greyhound bus passenger and baggage operation as well as provide an additional MetroLink station (a new light rail system); and a new downtown heliport. Connecting all these operations will allow easy transfer between modes and provide convenient access to downtown St. Louis.

Citizens for Modern Transit enlisted public support to examine a feasible location for a multimodal transportation center. In 1990/91, the City of St. Louis, the Bi-State Development Agency, Amtrak, and the Missouri Highway and Transportation Department funded a study to determine the engineering and operating feasibility of constructing a multimodal transportation center at the intersection of Jefferson and Scott avenues on the western edge of downtown.

Status: The FY 1992 U.S. Department of Transportation Appropriations Act required the Secretary to make $2 million available for the planning and design activities for a multimodal regional transportation center. This project is a shared undertaking by FRA, FHWA, FTA, and FAA with FTA serving as the lead agency. These funds have been converted into a FTA Section 3 Rail Mod Grant to the East-West Gateway Coordinating Council (MPO) as the grant recipient. The special grant conditions are: (1) a detailed scope of work to be reviewed and accepted by FTA was developed; and (2) funds cannot be drawn down for design activities until products of the planning process have been submitted and accepted by FTA.

A notice to proceed was given to the City of St. Louis by the East-West Gateway Coordinating Council in early 1994. A notice to proceed for consultant services was executed by the City of St. Louis. In the FTA grant submission, the expected completion date was December 1994. However, this date will be pushed back to early 1996. A detailed scope of services was recently approved by the FTA. The cost of the entire project is expected to be approximately $30 million. The current study is to be conducted in three parts: (1) a project definition phase to include a project management plan, travel demand analysis, and site selection; (2) a planning and conceptual design phase; and (3) a final design and implementation plan phase. (Project Grant: MO-03-0037)

Funding: Planning and Design

$ 660,000	FHWA-Federal Aid Highway (LGOE)
660,000	FTA (Section 3)
340,000	FRA/Amtrak
340,000	FAA (Airport Improvement Grant)
25,000	Local match (State of Missouri)
25,000	Local match (State of Illinois)
450,000	Local match (City of St. Louis)
$2,500,000	Total

Local Sponsor: East-West Gateway Coordinating Council
Contact: Donna Day
Project Oversight Liaison
911 Washington Avenue
St. Louis, MO 63101
(314) 421-4220

Lead Agency: FTA (Region 7)
Contact: Joan Roeseler
Deputy Director
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Kansas City, MO 64131-1117
(816) 926-5053

Other Contact: City of St. Louis
Joseph Kuss, Deputy City Engineer
Room 301, City Hall
1200 Market Street
St. Louis, MO 63103
(314) 622-3535

Intermodal Terminal Study

Project Location: Springfield, Missouri, and Branson, Missouri

Description: Branson, Missouri, is now billed as America's Country Music Show Capital. Tourists number over five million annually. In addition to the country music show business, Branson offers both a recreational lake and a theme park and is known as a family vacation destination. Existing public ground transportation options open to tourists are limited. Currently available public ground services include charter and rental buses, regular bus service, and a regional airport limousine service.

On June 10, 1992, Governor Ashcroft called Branson's traffic congestion an "economic emergency" requiring immediate action. The Governor proposed three action items including an 18-mile outer loop; expedition of construction of a mile and one-half connector; and an intermodal study. Currently, there is only freight service by the Union Pacific System which makes one stop at Branson daily. The Springfield Regional Airport is 40 miles north of Branson. A passenger rail link connecting Branson with Springfield and its airport would provide opportunities to tie both air and rail to the final destination of Branson. In January 1993, the Springfield Airport Board employed Parsons Brinckeroff to do a preliminary feasibility study of the area's regional transportation needs. A part of this study concept includes a multimodal passenger facility at the airport and a possible rail/surface transportation station in the City of Branson.

Status: In May 1994, the Missouri Highway and Transportation Department (MHTD) and the Southwest Missouri Advisory Council of Governments began the Branson Area Intermodal Transportation Study. The study will address access to the Branson area, movement of people and goods by means other than private automobiles, application of state of the art technology including Intelligent Transportation Systems and people movers, interconnection of all modes that serve the area, and implementation and financing procedures for the study recommendations. Total cost of the study is $300,000, with the Federal share funded through Missouri Statewide Planning funds provided by the Federal Highway Administration. The local share is provided by Taney County, Stone County, and the City of Branson. The study is expected to be completed in May 1995.

Local Sponsor: Missouri Highway and Transportation Department
Contact: Dave Snider, Director of Planning
P.O. Box 270
Jefferson City, MO 65102
(314) 751-3758
Lead Agency: Federal Highway Administration (Missouri Division)
Contact: Dave Edwards, Planning and Research Engineer
P.O. Box 1787
Jefferson City, MO 65102
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REGION 8

Denver Union Intermodal Terminal Study

Project Location: Denver, Colorado

Description: A study was undertaken to integrate past and current project activities such as the Regional Transportation District's (RTD) north I-25 Bus/HOV lane project; the Southwest Corridor Alternatives Analysis; Denver's Air Train project to the new airport; and Amtrak's El Paso to Denver rail passenger service, with supplementary technical work as necessary. This will determine the feasibility of an intermodal facility at the existing Denver Union Terminal (DUT). For DUT to function as a true intermodal facility, it needed to be developed and consider the following:

- the facility must promote through-trips rather than single-point destination trips;
- the facility should function as an interconnecting point for a future extensive regional transit system;
- the presence of intercity rail service is desirable for DUT to act as a true regional transit facility; and
- to function as an efficient intermodal facility, DUT should focus on making a multimodal trip single, seamless trip.

Status: The first phase of the study was completed in December 1993. This phase (funded by the City and County of Denver and the DUT Board of Directors) defined the appropriate elements that could be accommodated at the proposed DUT site. Funding for Phase II has been secured from the City of Denver, Colorado Department of Transportation, DUT Board of Directors, RTD, and the EPA. The Denver Regional Council of Governments, the MPO, is participating in the study process, but is not contributing financially. The second phase, which is currently underway, will define a design concept, include an operating proform, and identify a potential funding analysis.

Funding:		
	$ 56,200	Environmental Protection Agency
	10,000	CDOT
	12,500	RTD
	12,500	DUT
	34,400	City/County of Denver
	$125,600	Total

Local Sponsor: City/County of Denver

Contacts:

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Planning Program Manager
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City and County of Denver
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Lead Agency: U.S. Environmental Protection Agency

Contact:

Aundrey Wilkins
Environmental Protection Specialist
Region 8
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International Airport Access Study

Project Location: Denver, Colorado

Description: A feasibility study to evaluate alternative transit modes and alignments between downtown Denver and the new Denver International Airport (DIA) is underway. DIA is located 23 miles northeast of downtown in a primarily undeveloped area, with the principal access from the metropolitan area being I-70 and Peña Boulevard. This study includes costs, ridership, and operating feasibility of the various alternatives. One potential solution for the transportation need is a modified commuter rail service called Airtrain, which is a high-speed train link between downtown Denver, Stapleton International Airport (SIA), and DIA. The Denver Union Terminal and Stapleton would be developed as intermodal stations providing direct connections with taxis, limousines, buses, autos, Amtrak, the Ski Train, and the Regional Transportation District.

Status: On October 22, 1992, the FTA awarded the City/County of Denver, through its MPO, the Denver Regional Council of Governments, $93,000 to fund a portion of the $475,000 study to develop improved access alternatives, including rail, to Denver's new DIA. The City/County of Denver requested the U.S. Department of Transportation to name a lead agency to oversee the Environmental Impact Statement (EIS) process. The FTA and FAA were named joint lead agencies to approve the EIS for DOT. The FRA and FHWA were named cooperating agencies. The Airtrain project study is in the Transportation Improvement Program and is referenced in Denver's 2015 Plan. A three-level screening process was applied to potential transit alternatives, and three made it through the first two levels: exclusive bus/HOV, light rail transit; and commuter rail. The results of the comparative screening process show that the only one potential alternative, commuter rail, clearly satisfied all six project objectives as measured by the screening criteria. Therefore, this alternative was carried into the EIS stage along with the No-Action Alternative as the base case. The Final EIS has indicated that some issues of project level conformity remain. The study effort is now complete.

Funding:

Feasibility Study	
$ 93,000	FTA/FRA (Section 26(b))
108,000	FAA
24,000	EPA/Colorado Department of Health
220,000	City/County of Denver
5,000	U.S. Department of Energy
25,000	Colorado Department of Transportation
$475,000	Total

Local Sponsor: City/County of Denver

Contact:
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Lead Agencies: FAA and FTA

Contacts:
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Contact:
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Don Cover
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Other Contact:
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REGION 9

Train Station

Project Location: Emeryville, California

Description: Since the Loma Prieta earthquake in October 1989 caused irreparable damage to the Oakland Amtrak Station, the City of Emeryville announced plans to build a terminal facility to serve the Oakland area. Therefore, Amtrak, in partnership with the City of Emeryville, built a new 9,600 square-foot train and bus station. By virtue of location, almost at the foot of the Bay Bridge, Emeryville is a connection for the several transit bus routes going to downtown San Francisco from East Bay. Wareham Development Corporation owns and leases the station to the City, the City subleases the facility to Amtrak. This station is becoming a major commuter rail and bus transfer hub with Alameda Contra-Costa Transit having bus route connections through Emeryville and providing service to the San Francisco Bay Area Rapid Transit District (BART) system. The City of Emeryville will also be providing a free citywide shuttle system that will run from BART to the Amtrak station connecting the major employment, residential, and commercial sections of the City. The original project cost estimate was $10.5 million; however the actual cost to build the station was $6.5 million.

Status: The station opened for business August 13, 1993, with 14 trains a day traveling between Oakland and Bakersfield and 3 trains running each way between San Jose and Sacramento. The station was built in less than a year from concept to completion. Between 500 to 700 riders a day use this station.

Funding: Construction
$7 million (City of Emeryville issued a tax revenue bond)

Local Sponsor: City of Emeryville
Redevelopment Agency

Contact: Kofi Bonner
Director
Department of Economic Development and Housing
2200 Powell Street, 12th Floor, Suite 1200
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(510) 596-4350
Fax: (510) 658-8095

Lead Partner: Amtrak

Contact: William Negron
Project Manager
60 Massachusetts Avenue, NW
Washington, DC 20002
(202) 906-3880

Union Passenger Terminal

Project Location: Los Angeles, California

Description: Since its opening in 1938, the Los Angeles Union Passenger Terminal has been one of the most important intermodal rail centers in both Los Angeles and southern California. Union Station is the fifth largest station for Amtrak riders in the country, bringing 5,000 visitors, tourists, and commuters to Los Angeles each day with 68 operating trains. With the implementation of the Metro Red Line and Metrolink commuter rail service in 1993, approximately 20,000 passengers now arrive at Union Station daily. It is anticipated that the increased demand for commuter, urban, intercity, transcontinental rail, and high-speed rail will greatly exceed Union Station's existing capacity to accommodate them. The long-term plan will be an increase of 250 trains a day coming into Union Station. The proposed intermodal terminal will be the hub for five commuter rail lines, five intercity lines, Metrorail, and light rail service. Previously owned in a joint partnership by Southern Pacific, Santa Fe, and Union Pacific, Union Station was sold to Catellus Development Corporation in 1990. Extensive redevelopment of the 52-acre site is underway by Catellus to create an intermodal terminal and office/shopping complex. The project should take about 5 years to complete. The Southern California Association of Governments, the MPO, in cooperation with the Los Angeles County Metropolitan Transportation Authority (MTA), and California Department of Transportation (Caltrans) has a $300,000 study underway to develop a multimodal plan for long-term access and capacity improvements required for the Los Angeles Union Passenger Terminal to accommodate future commuter trains, freight trains, metrorail, urban transit, high-speed rail, intercity bus, and intermodal access in a manner that will support public investment decision making based on full and complete analysis and information. This study will take between six months and a year to complete and will coordinate all train movement in a three- to five-mile radius of the station. The total estimated cost for the intermodal transit center is $149,543,000.

Status: The project is under construction. As of September 1994, design work for the MTA Headquarters Facility and the Intermodal Facility was complete. The construction status is as follows: the bus plaza is 41% complete; the portal is 13% complete; the Vignes Street realignment is 23% complete; the Ramerez busway has not started yet; the utilities relocation and upgrade is 61% complete; and the Headquarters Facility is 44% complete. The mutimodal coordination study is underway.

Funding:

Coordination Study	
100,000	FTA (Section 26(b))
100,000	Caltrans
100,000	MTA
$300,000	Total

Design and Construction

$12,203,694	FTA (FY 1993 Section 3 Earmark)
8,000,000	FTA (FY 1994 Section 3 Earmark)
7,000,000	FTA (FY 1995 Section 3 Earmark)
$27,203,694	Total

Local Sponsor: Los Angeles Metropolitan Transportation Authority (MTA)

Contacts:
Franklin E. White
Chief Executive Officer
(213) 244-7400
Dennis Newjahr, Asst. Director of Grants Management
(213) 244-6463
818 West Seventh Street
Los Angeles, CA 90017

Lead Agency: FTA (Region 9)

Contact:
Hymie Luden
Project Manager
211 Main Street, Suite 1160
San Francisco, CA 94105-1926
(415) 744-3133

Other Contacts:
Barry Samsten
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017
(213) 236-1918

Ted Tanner
Vice President, Development
Catellus Development Corporation
800 North Alameda Street, Suite 100
Los Angeles, CA 90012
(213) 625-5865

Patrick Merrill
Caltrans
1820 Alhambra Boulevard
Sacramento, CA 95816
(916) 227-9404

Intermodal Transportation Facility

Project Location: Oakland, California

Description: The 1989 earthquake caused irreparable damage to the Oakland Amtrak Station, as well as the collapse of nearby elevated highway I-880. Amtrak was forced to relocate the Oakland Station operations temporarily into adjacent Southern Pacific facilities located at 16th and Wood streets. Ridership for June 1992 to July 1993 to and from the Oakland Amtrak Station, averaged 925 daily passengers, excluding bus transfers to San Francisco. The Port of Oakland proposes to build and lease an intermodal transportation facility that includes rail and local bus passenger services on a site near Jack London Village. This project is a partnership among the California Department of Transportation (Caltrans), the Port of Oakland, Southern Pacific Railroad, and Amtrak. The new transcontinental station will be an approximately 17,000-square-foot, full-service intermodal rail and bus passenger facility. It will have two boarding platforms and station facilities such as full baggage, ticket, and express mail services together with track, signal, and roadway improvements for the Embarcadero Boulevard. In addition, there will be a pedestrian bridge over Embarcadero Boulevard to additional parking and amenities in Jack London Village. Alameda Contra-Costa Transit will have transit connections and is planning to reroute a major trunk line to terminate behind the new station, as well as provide service that feeds San Francisco Bay Area Rapid Transit. The Port of Oakland provides ferry service across the bay to San Francisco and averages 600 to 800 passengers a day. The Port is planning a shuttle to the existing ferry and is in the process of buying a high-speed ferry to meet increased demand. In the future, there will be a connection to Oakland Airport. The total project cost for the track and station is $14,566,000 (the cost for the station alone is $9,066,000).

Status: The project is currently under construction. Southern Pacific Railroad is performing all track and signal work. A contract has been awarded to SHC MARK/Diversified, General Contractor, worth $6,244,000. The target opening date is spring 1995.

Funding:

Design, Station Construction, and Associated Track Work	
$ 6,602,000	State (108 Rail Bond) ($700,000 for track)
3,164,000	State (Transit Capital Improvement)
1,800,000	State (116 Rail Bond) track work
2,000,000	FEMA relief (for track)
1,000,000	Federal (130 Grade Crossing Program)
$14,566,000	Total

Local Sponsor: Caltrans
Contact: Susan Stewart
Project Manager
Department of Transportation
Division of Rail
1801 30th Street, East Building
Sacramento, CA 94274-0001
(916) 227-9410

Lead Agency: Port of Oakland
Contact: Steve Hanson
Commercial Real Estate Department
530 Water Street
Oakland, CA 94607
(510) 272-1281
Fax: (510) 839-2793

Transit Center

Project Location: Oceanside, California

Description: The Oceanside Transit Center (OTC) is a multimodal transportation center serving the North County Transit District Bus Service, Metrolink, Commuter Rail, Amtrak train service, the Greyhound Bus Company and the San Diego Northern Railway Commuter Rail "Coaster" service (beginning February 1995), as well as charter operators, taxies, car pooling van pooling, bicyclists, and pedestrians. OTC, adjacent to the San Diego Northern Railway Commuter Rail line, between Los Angeles and San Diego (formerly Santa Fe Railway), was designed as a covered arcade with elevated platforms, interior and exterior waiting areas, rest room facilities, landscaped outdoor patios, bicycle racks and lockers and was completed in December 1983. It is located at First and Tremont streets, which is approximately 2.5 miles from I-5 and one and one-half blocks south of Hill Street, a main thoroughfare in the City of Oceanside. With ridership already exceeding the 1980 projection of 1 million passengers annually, and the emergence of the commuter rail project, OTC has obtained additional funding for expansion. The expansion project involves installing five additional bus stalls, a fiber-optic system to carry data for ticket machines, public address systems, a second platform, pedestrian underpass, and 300+ additional parking spaces.

Status: The expansion project is underway and scheduled to be completed in January 1995.

Funding:	$5,100,000	San Diego County (Transportation Development Act (TDA))
	2,100,000	State of California (Senate Bill 1750)
	$7,200,000	Total

Funding:	$ 2,350,000	State of California (New)
	1,261,000	Federal (Combined Road Plan-Federal Aid Urban
	6,016,000	Local (sales tax)
	1,174,600	San Diego County (TDA funds)
	$10,801,600	Total

Local Contact:

Ron Beckman
Engineering Department
City of Oceanside
300 North Hill Street
Oceanside, CA 92054
(619) 966-4747

Lead Agency: FTA (Region 9)

Contact:
Donna Turchie
Program Operations
211 Main Street, Suite 1160
San Francisco, CA 94105-1926
(415) 744-3133
Fax: (415) 744-2726

Other Contact:
Steve Ron
County of San Diego
9335 Hazard Way, Suite 104
San Diego, CA 92123
(619) 694-3558

Downtown Metrolink Station

Project Location: Riverside, California

Description: The Riverside Downtown Metrolink Station is located on approximately 11 acres in the Marketplace redevelopment area. The Riverside County Transportation Commission owns and operates the station. There are two improvement phases planned. Phase I of the station affects approximately 5 acres and consists of design, engineering, and construction, in addition to the building of a dual-sided platform and parking for 390 automobiles. The station is currently served by eight weekday commuter trains, Amtrak connecting buses, and Riverside Transit Agency feeder bus service. Phase II of the Downtown Riverside Station project involves connecting the station to the Santa Fe San Bernardino Subdivision to provide through-station access for planned Metrolink services from San Bernardino to Riverside to Irvine and from Riverside to Fullerton to Los Angeles. These improvements will also bring station access for long distance Amtrak train service, which currently does not access the station. The commuter rail service runs on Union Pacific tracks into Los Angeles Union Station.

Status: Plans are being finalized for station improvements with the Southern California Regional Rail Authority and Santa Fe.

Funding:		
	$ 7,700,000	land (100% locally funded)
	4,500,000	Phase I station (State funded)
	3,200,000	Phase II station (estimate)
	$15,400,000	Total

Local Contact:
Hideo Sugita
Assistant Director, Planning and Programming
Riverside County Transportation Commission
3560 University Avenue, Suite 100
Riverside, CA 92501
(909) 787-7141
Fax: (909) 787-7920

Other Contact:
Robert Chung
Assistant Director
California Transportation Commission
(916) 653-2090

Old Southern Pacific Depot

Project Location: Sacramento, California

Description: The Southern Pacific Railroad Company's Sacramento Depot, a landmark listed on the National Register, is to be restored and updated to provide for current use and future growth. Sacramento has changed from the 11th busiest station in the State to the third busiest station. In order to handle this expansion of passengers, over 890+ a day, renovation work is necessary. The station is currently utilized as a transportation center with other transportation connections such as the Amtrak intercity feeder bus network to northern towns and Reno, Nevada; City transit buses; taxis; and stagecoach and covered wagons for Old Sacramento. The Sacramento Regional Transit District plans to expand local service from 3 to 12 bus routes and use the station as a central transfer area. Projected cost estimate is $1.25 million.

Status: The Southern Pacific Railroad Company has permitted the California Department of Transportation to manage this project, as well as act as recipient for grant funds. The project has been divided into three phases. The first phase was painting of the station; drainage work, fence repair; and other cosmetic repairs, which are now complete. Phase II is currently in progress and involves parking lot improvements; lighting; platform canopy repairs; and other outside minor repair work. Phase III is a larger contract and covers the design work such as rest room renovation and expansion; ADA accessibility improvements; rehabilitation of the building to current code standards; and completion of parking lot repairs. All work should be completed by December 1995.

Funding: Repairs and Restoration

$ 750,000	State Transportation Capital Improvements
500,000	Proposition 116 Bond Fund
$1,250,000	Total

Lead Agency and Local Sponsor: California Department of Transportation

Contact: Richard Friedman
Division of Rail-Station Branch
Box 942874
Sacramento, CA 94274-0001
(916) 227-9403
Fax: (916) 227-9487

Santa Fe Depot

Project Location: San Diego, California

Description: The Santa Fe Depot is on the National Register of Historic Places. It currently houses Amtrak, the San Diego Trolley, and intercity bus, local bus, and taxi service. In 1995, commuter rail will begin from Oceanside to the Santa Fe Depot. The depot is going through major renovations include adding four new through tracks to the existing three; bringing the depot up to ADA standards; expanding the existing platform; and adding landscaping, furnishings, and paving improvements. The Centre City Development Corporation has a development agreement with Catellus Corporation, the depot owners, for the architecture and surface improvements and the platform expansion.

Status: The entire project is currently in the design and environmental project phase. Construction will be out to bid in mid-November 1994 and is projected to start in January 1995.

Funding:

$3,200,000	FHWA (ISTEA Enhancement)
900,000	San Diego Metropolitan Transit Development Board
2,500,000	North San Diego County Transit Development Board
$6,600,000	Total

Local Contact:
Jerry Selby
Centre City Development Corporation
225 Broadway, Suite 100
San Diego, CA 92101
(619) 235-2200
Fax: (619) 236-9148

Local Contact:
Tom Larwin
General Manager
San Diego Metropolitan Transit Development Board
255 Imperial Avenue
San Diego, CA 92101
(619) 231-1466
Fax: (619) 234-3407

Lead Agency: FTA (Region 9)
Contact:
Donna Turchie
Project Manager
211 Main Street, Suite 1160
San Francisco, CA 94105-1926
(415) 744-3133

Regional Transportation Center

Project Location: Santa Ana, California

Description: The Santa Ana Regional Transportation Center was constructed in 1985 at a cost of approximately $18 million. This city-owned facility is a three-story, 47,000-square-foot Mediterranean-style building with a five-story theme tower. Current transportation providers include Amtrak, Metrolink, Greyhound, Orange County Transportation Authority, and Yellow Cab. The facility is also a park-and-ride commuter facility and houses a gift shop, a coffee shop, the Volunteer Center, and other businesses. The current annual patronage at the facility is 750,000 passengers. The facility will also be used for the proposed Urban Rail network under development by the Orange County Transportation Authority. There are 427 long- and short-term parking spaces.

Status: The City is about to begin construction on a new $4.5 million four-level parking structure that will increase the available parking to 857 spaces. The parking garage contract award is expected by the end of 1994.

Funding:		
	$ 2,020,000	FTA (Section 9)
	6,200,000	Redevelopment Agency bonds
	4,540,000	Caltrans
	2,198,000	General revenue sharing funds
	2,587,000	Other local funds
	455,000	State gas tax funds
	$18,000,000	Total

Local Contact: Manuel Gomez
Public Works Agency
City of Santa Ana
101 W. Fourth Street, M-21
P.O. Box 1988
Santa Ana, CA 92702
(714) 647-5614
Fax: (714) 647-5670

Lead Agency: FTA (Region 9)
Contact: Hymie Luden
Project Manager
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San Francisco, CA 94105-1926
(415) 744-3133
Fax: (415) 744-2726

Other Contact: Linda Wilford
Chief Right-of-Way Project Manager
Caltrans (District 12)
2501 Pullman Street
Santa Ana, CA 92705
(714) 724-2432

Railroad Station

Project Location: Santa Barbara, California

Description: The Santa Barbara Railroad Station was built in 1905 and has been used as a railroad station ever since. However, the property, which is a City landmark, has fallen into disrepair and the City of Santa Barbara Redevelopment Agency plans to purchase the building and surrounding five parcels for renovation. Presently, the station is served by Amtrak, taxi, and long-distance and local bus service. The Santa Barbara Metropolitan Transit District has a stop two blocks from the station, and there is a possibility of moving a route closer to the station. Rail improvements are being considered as well. Presently, there is discussion to add two trains that provide service from San Diego to Santa Barbara with possible extension of one of these trains to San Luis Obispo. Ventura County, south of Santa Barbara, is studying transportation alternatives such as light rail, which should impact Santa Barbara. The projected total cost of the Santa Barbara Railroad Station renovation project is $7.6 million.

Status: The City of Santa Barbara Redevelopment Authority has recently completed Phase I of the project, preliminary design. It is seeking the City Council's approval to proceed with Phase II, final design and construction, by submitting a funding application to the State of California for Rail Bond Funds. Once the final design is complete, construction is projected to begin by July 1995.

Funding:
Preliminary Design
$200,000 State committed (108/116 Rail Bond Funds)
Final Design and Construction
$4,700,000 State projected (108/116 Rail Bond Funds)
2,800,000 City of Santa Barbara Redevelopment Bonds
$7,500,000 Total

Local Sponsor: City of Santa Barbara Redevelopment Agency

Contact:
Mitzi Clayton
Redevelopment Specialist
Community Development Department
Housing and Redevelopment Division
P.O. Box 1990
Santa Barbara, CA 93102-1990
(805) 564-5461
Fax: (805) 564-5477

State Contact:
California Department of Transportation
Patrick Merrill
Chief, Station Branch
Division of Rail
P.O. Box 942874
Sacramento, CA 94274-0001
(916) 227-9404

Ferry Terminal

Project Location: San Francisco, California

Description: The Downtown San Francisco Ferry Terminal project focuses on the role of the Ferry Building area in enhancing regional ferry service to and from downtown San Francisco. A similar study, presently underway, is exploring alternative reuse and rehabilitation strategies for the Ferry Building itself. The Ferry Building is envisioned as a vital mixed-use facility that will provide for the expansion of downtown ferry service; supply convenient passenger transfers between modes; and, at the same time, become an active destination in its own right, with amenities and commercial-recreational uses that will serve transit patrons, employees, and residents. Presently, Amtrak has a bus station on the ground floor of the building, commuter ferries land at berths behind the building, and there are MUNI (San Francisco Municipal Railway) and shuttle bus stops in front of the building while the San Francisco Bay Area Rapid Transit District/MUNI Station and the California Street Cable Car stop are just one block away on Market Street. There are plans for a historic streetcar line stop to be in front of the building starting in 1999.

Current ferry ridership of 1.5 million commuter passengers per year is projected to double by the end of the decade and could possibly triple within the next five years as increased service and additional routes are added to respond to increased highway congestion. One additional floating barge with two berths will be required to meet current and projected ferry ridership demand. In addition, a separate landing facility will be required for hovercraft service projected to begin by 1998. Significant improvements will be required in the Ferry Building itself to promote ferry patronage and create a more hospitable environment. It will also be important to provide convenient transfer between ferries, buses, autos, and taxis. The total projected cost is estimated to be $78,150,000.

Status: The preliminary design was completed in September 1994. The environmental review process was started in August 1994 and is scheduled for completion by September 1995. Construction would begin in fall 1996.

Funding: Waterside Improvements

$8,532,184	California Transportation Commission (116 bonds)
480,000	FHWA (Section 1064) Design Study
$9,012,184	Total

$5,520,000 funding shortfall

Landside Improvements (Ferry Building)

$ 1,000,000	FHWA ISTEA FY 1993 preliminary design and environmental review
1,000,000	FHWA ISTEA FY 1994 Construction
120,000	FHWA (Section 1064)
3,000,000	FEMA
250,000	Port of San Francisco
200,000	FHWA (Section 1064) FY 1995
1,000,000	FTA (Section 3) FY 1995 Earmark
35,000,000	Private development investment
$41,570,000	Total committed and pending

$20,430,000 funding shortfall

Local Sponsor: Port of San Francisco
Contact: Paul Osmundson
Development Project Coordinator
Ferry Building
San Francisco, CA 94111
(415) 274-0546
Fax: (415) 274-0630

Lead Agency: Caltrans
Contact: Richard Monroe
Senior Engineer
P.O. Box 23660
Oakland, CA 94623-0660
(510) 286-5222

Intermodal Station

Project Location: Truckee, California

Description: The Truckee Intermodal Station serves local transit, Amtrak buses, Greyhound buses, and Amtrak trains. In March 1993, the California Transportation Commission approved State funding for an improvement project for the station. The project consists of construction of a canopy and improvements to the passenger loading and unloading areas. The existing site is a renovated historic structure owned by the County of Nevada. The goal of the project is to bring the platform and adjacent loading and unloading areas up to current Americans with ADA standards, to improve the flow of passenger traffic to and from trains and to bus and private vehicle loading and unloading areas, and to protect passengers from the elements.

Status: Construction work will proceed upon completion of design approval by the various agencies. Construction is not anticipated to start until spring or summer of 1995 and should be complete by the end of 1995.

Funding: $440,000 State (Transportation Capital Improvements)

Contact:
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Director of General Services
County of Nevada
950 Maidu Avenue
Nevada City, CA 95959
(916) 265-1403
Fax: (916) 273-2230

Other Contact:
Daniel B. Landon
Executive Director
Nevada County Transportation Commission
101 Providence Mine Road, Suite 102
Nevada City, CA 95959
(916) 265-3202
Fax: (916) 265-3260

REGION 10

Union Station Transportation Center

Project Location: Portland, Oregon

Description: The building block for the transportation center concept was the Downtown Plan, adopted by the City Council in 1972. The Downtown Plan established the principles for placing the highest land use densities next to transit. The Central City Plan, adopted in 1988, built upon the success of the Downtown Plan and established land use and transportation strategies for Portland's central city area. Planning efforts are underway to enhance the central city's role as the anchor of the Portland metropolitan area. The River District Project is a joint public and private effort to create a new community around the Union Station area. The transportation center will contain several facilities located in separate buildings connected by an attractive pedestrian circulation system. The Greyhound Bus Terminal was moved to this location in 1983, through a cooperative effort of the City of Portland, the Portland Development Commission, TriCounty Metropolitan Transportation District of Oregon (Tri-Met), and Greyhound. By 1994, the existing Transit Mall will extend to Union Station, and Tri-Met will construct a bus station for local buses near Union Station. Complementing the Amtrak rail system will be a regional light rail system serving the Portland metropolitan area and a streetcar system serving Portland's central city area. Union Station, with its highly visible red tile roof and clock tower, is a Portland Historical Landmark (built in 1896). The Portland Development Commission purchased the property in October 1987 and also purchased the surrounding 31 acres, formerly occupied by the Depot Yard. The project, known as the North Downtown Program, includes renovation of Union Station as a rail passenger terminal; a variety of public attractions; new office development; shops; cafes, and restaurants; a major hotel serving the Convention Center; and housing. On October 25, 1990, the Portland City Council established the Union Station Transportation Committee to prepare a long-range rail transportation vision and a track plan for Union Station. Portland's Union Station is the hub of the multimodal transportation center (Central City Gateway) and direct connections are provided between the passenger rail, light rail, vintage trolley, intercity buses, taxis, and airport bus shuttles.

Status: Union Station work is complete. The $12 million extension of the Transit Mall to Union Station is also complete. The project extends the bus mall on southwest Fifth and Sixth avenues north of Burnside to Union Station. It includes repaved streets, new bus shelters, and widened brick sidewalks and crosswalks. Also included are new bus shelters, street lights, trees, planters, benches, and drinking fountains.

Funding: Transit Mall Extension

$ 4,992,410	FTA (Section 3)
2,416,470	Local match
2,591,120	FHWA
2,000,000	City of Portland (urban renewal)
$12,000,000	Total

Local Sponsor: City of Portland
Office of Transportation

Contact: Stephen Iwata
Transportation Planner
Office of the Director
1120 SW 5th, Room 702
(503) 823-7734

Lead Agency: FTA (Region 10)

Contact: Pat Levine
Deputy Regional Administrator
Jackson Federal Building
915 2nd Avenue, Suite 3142
Seattle, WA 98174-7954
(206) 220-7954

Multimodal Transportation Center

Project Location: Bellingham, Washington

Description: The Port of Bellingham is working with the Washington State Department of Transportation (WSDOT), the City of Bellingham, Whatcom County Council of Governments, the National Railroad Passenger Corporation, Burlington Northern, Greyhound, Whatcom Transportation Authority, and others to create a multimodal transportation center. The center will accommodate existing ferry service, Amtrak, regional and intercity buses, airport shuttles, taxis, and bicycles. A duty free shop, gift shop, food and beverage service, travel agency, and visitor information service will also be incorporated into the center. The Port of Bellingham has agreed to own, operate, and maintain the facility for 25 years. The project is in the Transportation Improvement Program.

Status: Design and development plans began on August 1, 1994. Completion of design and development is expected by June 30, 1995.

Funding:

$2,200,000	WSDOT (Rail Division)
500,000	FHWA (STP)
1,150,000	Port of Bellingham
$3,850,000	Total

(The Port of Bellingham also donated the land and building, which have an appraised value of $750,000.)

Local Contact:

Lani Calkins
Fairhaven Terminal Manager
Port of Bellingham
355 Harris Avenue, Suite 100
Bellingham, WA 98225
(206) 676-2500
Fax: (206) 676-7663

Other Contact:

Alan Harger
WSDOT
P.O. Box 47370
Olympia, WA 98504-7370
(206) 705-7989
Fax: (206) 705-6821

Multimodal Terminal

Project Location: Edmonds, Washington

Description: The City of Edmonds in cooperation with WSDOT and Community Transit, is proposing development of a multimodal transportation center to replace the current ferry terminal located on State Route 104. The relocation of the terminal will eliminate current safety hazards at Edmonds by appropriate grade separations and joint location of terminals for the various transportation modes. The project will be a joint public/private development. The following elements will be included in the multimodal terminal: a ferry terminal with separate auto and walk-on passenger loading, a train station for intercity service and commuters, a transit center that meets local and regional bus systems, a linkage system between these stations and terminals, and safety features including grade separation between train traffic and other modes of travel. The project is included in the City of Edmonds 6-year Transportation Improvement Program, 1994-99; the Puget Sound Regional Council 1994-96 Regional Transportation Improvement Program; and the State Transportation Improvement Program for 1994-1996. The center will be constructed on privately owned land. The landowner is a participant in the planning and preliminary engineering efforts. A number of non-transportation opportunities are being explored, for example, retail opportunities, business park development, and industrial development.

Status: The initial ferry terminal relocation feasibility study was completed in 1992. Multimodal terminal operations at feasible sites are currently under evaluation. The schedule for the project is as follows:

1994-96	Preliminary engineering and environmental studies
1994-95	Interim repairs to existing facilities
1997-2000	Final design
2000-2010	Staged construction

Funding: Source and year in which funds were authorized:

$ 75,000	WSDOT (1993)
300,000	FHWA (STP 1993)
400,000	Statewide multimodal, (1993)
400,000	FHWA (STP 1993 and 1994)
46,000	City of Edmonds (1994)
400,000	FTA (Section 3 FY 1995 Earmark)
100,000	Community Transit (1994 and 1995)
$1,721,000	Total

Local Contact: Paul Mar
Community Services Department
City of Edmonds
250 5th Avenue, North
Edmonds, WA 98020
(206) 771-0220
Fax: (206) 771-0221

Lead Agency: FTA (Region 10)
Contact: Patricia Levine
Deputy Regional Administrator
Jackson Federal Building, Suite 3145
915 2nd Avenue
Seattle, WA 98174-1003
(206) 220-7954
Fax: (206) 220-7959

Other Contact: Jim Eastman
Rail Branch
WSDOT
P.O. Box 1709
Vancouver, WA 98668
(206) 705-7903

Transportation Center Study

Project Location: Everett, Washington

Description: A new transportation center is being proposed to replace the existing Amtrak station in Everett. The facility would accommodate Amtrak, commuter rail, Greyhound, public transit (Everett Transit and Community Transit), a park-and-ride lot, a taxi-drop off area, retail space, and nonmotorized access. The transit agencies, Greyhound, Amtrak, the nonmotorized community, and the Chamber of Commerce have been advising the City on the project. The Burlington Northern Railroad has committed to donate its right of way to the City to develop the center. The project is in the Transportation Improvement Program. Two sites are under consideration: one in downtown and the other on the periphery of the downtown area.

Status: The final scoping for the site selection was completed in summer 1994. Zimmer Gunsul and Frasca Partnership has been selected as the consultant for the study. The site will be selected and the Final Environmental Impact Statement will be published by April 1995. Right-of-way and preliminary site design and engineering (PS&E) will commence in June 1995, and construction is scheduled to begin in summer 1996. Funding is secure to complete the site study. Phase two funding is being sought.

Funding: Site Selection, Environmental and Preliminary Design Work:

$ 15,000	Everett Transit
85,000	WSDOT
125,000	Central Puget Sound Public Transportation Account
100,000	High Capacity Transit
$325,000	Total

Phase II Right-of-way acquisition and PS&E ($5 million-$10 million estimated cost)

$1,000,000	FHWA (STP) (approved)

Local Contact:

Paul Kaftanski
Transportation Systems Manager
Transportation Service Department
City of Everett
3225 Cedar Street
Everett, WA 98201
(206) 259-8908
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Lead Agency: FTA (Region 10)

Contact:
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Other Contact:
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Multimodal Transportation Facility

Project Location: Kelso, Washington

Description: The proposed project will develop the existing Burlington Northern train depot into a multimodal transportation facility providing a centralized facility and opportunities to enhance various modes of transportation including rail, commercial and intercity transit bus service, and bicycle and pedestrian movement. The existing facility is in poor condition with no onsite facilities for ticket or passenger information service nor is the facility staffed. Parking is limited and bus access to the site needs to be improved. Structural improvements in the new program include space for ticket agents, baggage handling, rest rooms, and limited food service facilities. A street level addition will provide retail space that can be leased for passenger amenities and to provide a revenue base to offset the operation and maintenance costs of the facility. Site improvements will include a trackside canopy cover for rail passengers, trackside security fencing, short- and long-term parking facilities, and roadway and site improvements to enhance traffic, bus, bicycle and pedestrian movements on and adjacent to the site. The City of Kelso will own the terminal. The project is in the Transportation Improvement Program.

Status: Bids for Phase I have been received and construction started in September 1994. Phase I will cover excavation and structural work. Phase II includes renovation, site and street work. The terminal is expected to open in July 1995.

Funding:

Final design plans, specifications, cost estimates

$207,216	WSDOT, Rail Division

Construction Management/Inspection

$ 73,493	WSDOT, Rail Division
86,063	FHWA (STP)
$159,556	Total

Renovation of Existing Structure

$735,528	WSDOT, Rail Division
240,000	FHWA (ISTEA Enhancement Grant)
$975,528	Total

Site/Street Improvements

$ 47,693	WSDOT, Rail Division
913,937	FHWA (STP)
156,069	Transportation Improvement Account
$1,117,699	Total

Administration

$45,595	WSDOT, Rail Division

Contacts:

Bob Gregory
City of Kelso
Public Works Department
312 Allen Street
P.O. Box A
Kelso, WA 98626
(206) 423-6590
Fax: (206) 423-6591

Bob Elderkin
WSDOT
P.O. Box 1709
Vancouver, WA 98668
(206) 905-2215

Intermodal Transportation Terminal

Project Location: Seattle, Washington

Description: The City of Seattle has completed a study that determined an intermodal passenger terminal is feasible at the Burlington Northern King Street Station. The King Street Station is located in downtown Seattle between the Kingdome and the transit tunnel. The site is the current Amtrak station and the Seattle terminus for the proposed train service to Vancouver, Canada, and high-speed rail in the Pacific Northwest Portland-to-Canada corridor.

The City of Seattle, in cooperation with the WSDOT, Metro, and the Regional Transportation Authority, is proceeding with project level planning, environmental review and a transportation study for an intercity public transportation terminal that is directly linked to local and regional transit services. Potential modal integration at the King Street includes Amtrak, Metro (intercity bus), commuter rail, regional bus, regional high-capacity transit, airport service, taxis, package freight, and waterfront streetcar.

The City is working on a refinement of the terminal siting, design development, preliminary design, personal safety approaches, cost estimates, institutional arrangements, environmental analysis, transportation study, and public involvement.

Status: A notice to proceed was issued on December 20, 1993, to the architectural firm Stull & Lee from Boston to complete Phase II (preliminary engineering and the environmental review process). The work is expected to be complete by December 1994. The terminal will include commuter rail for planned service between Tacoma, Seattle and Everett. This project is in the Transportation Improvement Program.

Funding:

Phase II	
$ 150,000	FRA/FTA (Section 26(b))
400,000	FHWA (STP funds transferred to FTA (Section 9)
50,000	WSDOT (Stripper Well)
80,000	WSDOT (Transportation Improvement Act)
60,000	City of Seattle
20,000	Metro
290,190	WSDOT (Amtrak Enhancement Program)
$1,050,190	Total

Local Sponsor: City of Seattle
Contact: Ron Borowski
Seattle Engineering Department
City of Seattle
600 4th Avenue, Room 600
Seattle, WA 98104
(206) 684-8370
Fax: (206) 684-8581

Local Grantee: WSDOT
Contact: Jim Eastman
Rail Passenger Program Engineer
P.O. Box 47370
Olympia, WA 98504-7320
(206) 705-7903

Lead Agency: FTA (Region 10)
Contact: Pat Levine
Deputy Regional Administrator
Jackson Federal Building
915 2nd Avenue, Suite 3142
Seattle, WA 98174-1002
(206) 220-7954

Other Contact: John F. Cikota
Office of Railroad Development
Federal Railroad Administration
400 7th Street, SW
Washington, DC 20590
(202) 366-9332

Intermodal Facility

Project Location: Spokane, Washington

Description: Spokane's historic train depot is in the process of restoration. The facility will accommodate intercity bus, Amtrak, local transit, and taxi service. Food facilities will also be available to customers. The project began in 1989, and construction is expected to be completed in fall 1994. The City of Spokane will own the station. The project is in the Transportation Improvement Program.

Status: The depot has been under construction since May 1993 and is scheduled to be completed by the end of November 1994. The grand opening is scheduled for December 12, 1994.

Funding: Construction

$4,200,000	FTA (Section 3)
150,000	City of Spokane
300,000	WSDOT
1,930,000	Transportation Improvement Board
50,000	Power Washington grant
600,000	Spokane Transit
100,000	Amtrak
162,000	Intercity bus
150,000	Burlington Northern
750,000	Washington State Legislature
$8,392,000	Total

(WSDOT provided additional funding for the land acquisition.)

Local Contact:

Glenn Miles
Transportation Manager
Spokane Regional Transportation Council
808 West Spokane Falls Boulevard, Room 627
Spokane, WA 99201
(509) 625-6370
Fax: (509) 625-6988

Contact: Rita Healy
Transportation Representative
FTA (Region 10)
Jackson Federal Building
915 Second Avenue, Suite 3142
Seattle, WA 98714-1002
(206) 220-7954
Fax: (206) 220-7959

Contact: Jim Eastman
Rail Branch
WSDOT
P.O. Box 1709
Vancouver, WA 98668
(206) 905-7903

Dome Station

Project Location: Tacoma, Washington

Description: The initial project will provide additional park-and-ride capacity to support the I-5 corridor express bus service between Seattle, Tacoma, and Olympia. Park-and-ride lot expansion will allow express bus service expansion including new mid-day and evening service. The project will support, but does not require, proposed expansion of high occupancy vehicle (HOV) lanes on I-5 between the project access and downtown Seattle. The facility is located to support future high-capacity transit systems under consideration by the Regional Transit Authority. Private transportation service providers such as intercity bus and airport shuttle operations will also be integrated into the final design. A regional transit plan with a commuter rail component is scheduled for a public vote to adopt the system and local funding in the first half of 1995. If approved, Seattle-to-Tacoma commuter service could be operating in 1997. Incorporation of Amtrak and potential regional rapid rail are also under consideration. Burlington Northern owns the train station. The project is included in the current Puget Sound Regional Council's Transportation Improvement Program and in the Washington State Transportation Improvement Program. Pierce Transit will own the station.

Status: Construction of the first phase of the project will begin in early 1995. The Regional Transit Authority will need to approve the commuter rail and intercity rail projects before any further work can be done on the rail station components of this facility.

Funding:

Land Acquisition

$2,055,813	FHWA (CMAQ)
1,289,873	FTA (Section 9)
1,120,000	CPSPTA (Central Puget Sound Public Transportation Account)
320,845	CMAQ local match
310,552	FTA (Section 9) local match
280,000	CPSPTA local match
$5,377,083	Total

Final Design

$ 880,000	FTA (Section 9)
220,000	Local match
$1,100,000	Total

Construction

Funded	
$1,730,000	FHWA (CMAQ)
2,560,000	CPSPTA
270,000	CMAQ local match
3,000,000	FTA (Section 3 FY 1995 Earmark)
640,000	CPSPTA local match
$8,200,000	Total

Unfunded	
$18,400,000	FTA (Section 3)

Total Project
$33,077,083

Local Contact: Vicki Cannard
Capital and Long-Range Planning Manager
Pierce Transit
3710 96th Street, SW
P.O. Box 99070
Tacoma, WA 98499-0070
(206) 581-8129
Fax: (206) 581-8075

Lead Agency: FTA (Region 10)
Contact: Rita Healy
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Other Contact: Rail Branch
Jim Eastman
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Vancouver, WA 98668
(206) 705-7903

Chelan-Douglas Intermodal Project

Project Location: Wenatchee, Washington

Description: The Chelan-Douglas Public Transportation Benefit Area, also known as Link, is proposing an intermodal Hub project. The project, in conjunction with other public and private sector groups, incorporates the construction and operation of four elements in or near the Wenatchee central business district: (1) a transportation Hub that includes an off-street bus transfer center; (2) a pedestrian streetscape connection; (3) a pedestrian/bicycle access bridge to connect an inter-community bike and walking trail; and 4) a passenger rail depot. The Hub will serve Link (local public transit), Greyhound, and Empire Lines. Three possible sites for the Hub are in the final environmental assessment review. Site selections for the rail depot and access bridge have tentative approval. It is expected that ownership for the rail depot and bridge will rest with the City of Wenatchee and the Hub will be with Link. The project is in the Transportation Improvement Program.

Status: The feasibility study was completed in 1992. The site selection should be completed in fall 1994. Construction is projected to be finished by December 1996.

Funding:

Estimated Cost of Project

$ 3,000,000	Off-street transit center
3,700,000	Transportation complex
300,000	Pedestrian streetscape
1,900,000	Pedestrian connection
350,000	Railroad depot
925,000	Contingency
$10,175,000	Total

Proposed Funding

$ 8,140,000	FTA (Section 3) and FHWA (ISTEA Enhancement)
2,035,000	Local match
$10,175,000	Total

Committed funding

$2,000,000	FTA (FY 1995 Section 3 Earmark)
1,914,305	FTA (FY 1994 Section 3 Earmark)
$3,914,305	Total

Local Contact:

Dennis Davis-Bloom
Service Development Manager
Link
P.O. Box 3244
Wenatchee, WA 98870
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Fax: (509) 662-1595

Lead Agency: FTA (Region 10)

Contact:
Rita M. Healy
Transportation Representative
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Seattle, WA 98174-1002
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Fax: (206) 220-7959

Pacific Central Station

Project Location: Vancouver, British Columbia, Canada

Description: In 1992, when ownership of the station transferred from Canadian National Railways to VIA Rail (Canadian National Passenger Railroad Corporation), work began to convert this station into an intermodal transportation center. This heritage station went through $6 million of improvements, including seismic reconstruction and interior and exterior renovations. The 33,000-square-foot concourse level houses a VIA ticket office and baggage center, a Greyhound ticket office, Budget Rent-a-Car, McDonalds, Royal Bank, a photo booth, and an arcade. The concourse leads out to the railroad and bus platforms that serve VIA Rail, Greyhound, Pacific Coast buses, Maverick buses, Great Canadian Rail Company, airport shuttles, and private tour buses. The upper level of the station is office space for Canadian National Railways, VIA Rail, and Greyhound. The project was funded entirely by VIA Rail and the bus companies.

Status: A five year improvement program is continuing at the station. Exterior work such as stone work and window painting are in progress. VIA Rail is working with Amtrak, the State of Washington, and the Burlington Northern to implement a new rail line between Vancouver and Seattle. A U.S./Canadian joint-use customs and immigration inspection facility will be incorporated into the Vancouver station. This rail line is expected to start running in April 1995.

Local Contact:
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123 Main Street
Winnipeg, Manitoba, Canada
R3C 1A3
(204) 949-7440
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Other Contacts:
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FISCAL YEAR 1995
CONGRESSIONAL EARMARKS FOR PASSENGER INTERMODAL PROJECTS

Location	Project	Funding
Albuquerque, NM	Intermodal Center	$3,750,000
Cleveland, OH	Tower City Intermodal Center	$1,000,000
Detroit, MI	Passenger Intermodal Center	$4,000,000
Edmonds, WA	Intermodal Center	$ 400,000
Fitchburg, MA	Intermodal Center	$1,000,000
Kansas City, MO	Untion Station	$5,000,000
Lansing, MI	Intermodal Center	$4,000,000
Las Vegas, NV	Intermodal Center	200,000
Los Angeles, CA	Gateway Intermodal Center	$7,000,000
Memphis, TN	Central Station Intermodal Terminal	$8,700,000
Milwaukee, WI	Multimodal Transit Transfer Platform	$1,000,000
New Orleans, LA	Union Passenger Terminal	$2,000,000
Norwich, CT	Bus transfer/parking	$2,000,000
Philadelphia, PA	Erie Avenue Intermodal Center	$2,500,000
Pierce County, WA	Tacoma Dome Station	$3,000,000
San Francisco, CA	Ferry Building Facility	$1,000,000
Wanatchee, WA	Intermodal Facility	$2,000,000
Worcester, MA	Intermodal Center	$3,000,000

Glossary

Air: Airport(s), heliport(s), and vertiport(s) or off-site passenger terminal with dedicated surface transportation to airports.

Americans with Disabilities Act (ADA): The ADA, in part, defines the responsibilities and requirements for transportation providers to make transportation accessible to individuals with disabilities.

Amtrak: National Railroad Passenger Corporation.

Auto: Highways (any road, street, ramp, parkway, or freeway/expressway), (HOV) lanes, parking facilities, passenger cars, and rental cars.

Bus: A vehicle designed for frequent stop service with front and center doors, normally with a rear-mounted diesel engine, low-back seating, and without luggage storage compartments or rest room facilities. Includes motor bus and trolley coach. Motor bus vehicles are equipped with rubber tires and are powered by diesel, gasoline, propane, or other alternative fuel engines contained within the vehicle. Trolley buses are rubber-tired passenger vehicles, drawing electrical power from overhead lines and operating solely on city streets.

Busway: Roadway reserved for buses only.

CMAQ: Congestion Mitigation and Air Quality Improvement Program, a $6 billion program established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). These funds are allocated to the States which may use them for transportation control measures (TCMs) and programs designed to help States implement their transportation and air quality plans and attain the national standards for carbon monoxide, ozone, and, in some cases, small particulate matter.

Commuter Rail: Short-haul rail passenger service operating in metropolitan and suburban areas, whether within or across the geographical boundaries of a State, usually characterized by reduced fare, multiple ride, and commutation tickets and by morning and evening peak period operations.

Construction: A facility that is in the process of being constructed or has been constructed.

Cruiseport: Harbor with terminal and transfer facilities for loading and unloading cruise ship passengers.

EPA: U.S. Environmental Protection Agency.

FAA: Federal Aviation Administration.

FEMA: Federal Emergency Management Agency.

Ferryboat: Passenger-carrying marine vessel providing frequent bridge service over a fixed-route and on a published time schedule between two or more points.

FHWA: Federal Highway Administration.

FHWA Enhancement Grant: Transportation enhancements activities eligible for funding under the Surface Transportation Program of ISTEA. These enhancements include any project or the area to be served by the project, provision of facilities for pedestrians and bicycles, acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs, landscaping and other scenic beautification, rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals), and the preservation of abandoned railway corridors.

Fiscal Year (FY): The Federal Government fiscal year runs October 1 through September 30.

FRA: Federal Railroad Administration.

FTA: The Federal Transit Administration, formerly known as the Urban Mass Transportation Administration (UMTA).

FTA Section 3 Assistance (now known as 49 U.S.C. 5309): This section enables the Secretary of Transportation to make discretionary capital grants to States and local public entities to finance specific types of public transportation projects. Section 3 funds are usually divided among rail modernization, new rail starts, bus, planning, and other projects, including the transportation of elderly and disabled individuals.

FTA Section 9 Assistance (now known as 49 U.S.C. 5307): This section governs the distribution of public transit capital and operating formula block grant appropriations made by Congress each year, among urbanized areas across the nation.

FTA Section 13C (now Known as 49 U.S.C. 5333(b)): This section affects the interests of employees affected under FTA Section 3 assistance (49 U.S.C. 5309). Protective arrangements include the preservation of rights, privileges, and benefits under existing collective bargaining agreements, the continuation of such collective bargaining rights, and the protection of individual employees against a worsening of their employment conditions.

FTA Section 18 Assistance (now known as 49 U.S.C. 5311): This section governs the expenditure for public transportation projects in areas other than urbanized areas on the basis of a formula based on total population of nonurbanized areas of a State, according to the Federal Census.

FTA Section 26(b) Assistance (now known as 49 U.S.C. 5313/5314): This section governs funds for grants and contracts for a State/national planning research program for the purpose of research, development, and demonstration projects, metropolitan planning, training programs, and human resource programs.

Heavy Rail: Service that includes commuter rail, a short-haul passenger service operating in metropolitan and suburban areas; Amtrak intercity passenger trains operating between points designated by the Secretary of Transportation; and transit rapid rail service with motive capability driven by electric power usually drawn from a third rail, configured for passenger traffic, usually operated on exclusive rights-of way, utilizing generally longer trains, and consisting of longer station spacing than Light Rail.

Heliport: An area of land or any structure used or intended to be used for the landing and takeoff of helicopters.

High-Occupancy Vehicle (HOV) Way: Exclusive or controlled access right of way that is restricted to high-occupancy vehicles at all times or for a set time. The designation of a HOV facility is determined by State and/or local officials.

High-Speed Rail: All forms of nonhighway ground transportation that run on rails providing transportation service that is resonably expected to reach sustained speeds of more than 125 miles per hour and that is available to members of the general public as passengers.

Intercity Bus: A standard-size bus equipped with front doors only, high-backed seats, luggage compartments separate from the passenger compartment, and usually rest room facilities for high-speed, long-distance service.

Intermodal Terminal Committee: A U.S. Department of Transportation group with representatives from FAA, FHWA, FRA, FTA, MARAD, and the Office of Intermodalism that meets to discuss and address intermodal issues.

Intermodal Transportation: A trip requiring a transfer from one form of travel to another.

ISTEA: Intermodal Surface Transportation Efficiency Act of 1991.

Jitney: Passenger cars or vans that operate on fixed routes (sometimes with minor deviations) without fixed schedules or fixed stops. The level of service is regulated, although it is based primarily on demand.

Joint Development: An arrangement between public transit agencies and a private individual or organization that involves revenue sharing and/or cost sharing. This could involve private sector payments to a public agency or private sector sharing of capital costs. These arrangements between the private and public sector are based on the recognition that a public transit facility at a specific location enhances current or potential real estate development.

Light Rail: A type of railway transit vehicle with a light volume of traffic compared with that of heavy rail. Light rail may be on exclusive or shared rights of way, high or low platform loading, multicar trains or single cars and automated or manually operated and includes people movers.

Maglev (magnetic levitation): A new transportation technology in which vehicles travel at speeds of 250 to 350 miles per hour or higher while suspended, guided, and propelled above a guideway by magnetic fields.

Major Investment Study: Study of a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or sub area scale.

MARAD: Maritime Administration.

Metropolitan Planning Organization (MPO): The areawide agency responsible for conducting the continuous, cooperative, and comprehensive urban transportation planning process. It is also the single, regionwide recipient of Federal funds for transportation planning purposes. Together with the State and transit operator, it carries out the planning and programming activities necessary for Federal capital funding assistance. The MPO is designated by agreement among the various units of local government and the Governor.

Mode: A transportation category characterized in most cases by specific right-of-way, technological, and operational features.

Nonattainment Area: Any geographic region of the United States that the EPA has designated as a nonattainment area for a transportation related pollutant(s), for which a National Ambient Air Quality Standard (NAAQS) exists. Designations and classifications are required by Section 107(d) of the Clean Air Act of 1990.

Pedestrian: Any person not in or on a motor vehicle or other vehicle or bicycle. Although all modal connections have a walk mode, pedestrian accessibility is emphasized more in some projects than in others.

Rapid Rail Transit: Transit vehicles operating over completely grade-separated exclusive right of way. The term "rapid rail" transit applies to both operation of light rail vehicles over exclusive rights of way and operation of heavy rail vehicles.

RFP: Request for Proposal.

Statewide Transportation Improvement Program (STIP): A programming document for all Federally funded transportation investments within a State, as well as regionally significant non-Federal projects.

Study: A feasibility analysis of proposed modes, interconnections, etc., including an evaluation of financing sources and environmental assessments that provide the basis for planning the location of intermodal terminal facilities.

Surface Transportation Program (STP): Established by ISTEA to fund general purposes (80 %), safety (10 %), and transportation enhancement (10 %) projects. Construction, rehabilitation, and/or improvements of fixed-rail systems and other transit facilities are eligible under STP general purpose funds. These are FHWA funds that can be transferred to FTA to fund transit projects.

Taxicabs: Licensed, privately owned automobiles primarily engaged in furnishing passenger transportation not operated on a regular schedule or between fixed terminals.

Transportation Improvement Program: A staged multiyear intermodal program of transportation projects that is consistent with the metropolitan transportation plan.

Urbanized Area: An area designated by the Bureau of the Census, with a population equal to or greater than 50,000, and a population density of at least 1,000 persons per square mile.

Van: A highway vehicle that has a typical seating capacity of 5 to 20 passengers and is classified as a van by vehicle manufacturers.

Vanpool: A voluntary commuter ride-sharing arrangement, using vans with a seating capacity greater than seven persons (including the driver) or buses, which provide transportation to a group of individuals traveling directly from their homes to their regular places of work within the same geographic area and in which the commuter/driver does not receive compensation beyond reimbursement for the costs of providing the service.

Vaporetto: A large motorboat used for public transportation.

Project Index by City (Alpha Listing)

Project Index by City (Alpha Listing)

Project Index by City (Alpha Listing)

Project Index by City (Alpha Listing)