

**FTA New Starts:  
The ISTEA and TEA-21 Funding Commitments**

by

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### **ABSTRACT**

By early 2001, the Federal Transit Administration (FTA) had entered into Full Funding Grant Agreements for more than 30 New Starts projects since enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. This paper reviews the projects funded under ISTEA and its successor, the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), and assesses how the program has changed during the past decade. It looks at the growth in the size of FTA's "New Starts Pipeline"; examines the funded projects in terms of their characteristics, geographic distribution, and trends in non-Section 5309 funding; and concludes with observations that may be relevant to reauthorization of the New Starts program in 2003.

## **FTA New Starts: The ISTEA and TEA-21 Funding Commitments**

### **INTRODUCTION**

The Federal Transit Administration's (FTA) Section 5309 New Starts program provides capital funding for the development of new fixed guideway transit systems and extensions to existing systems. Section 5309 New Starts funds are allocated on a discretionary basis to state and local governments. Federal funding decisions are made jointly by the Administration and the Congress through a four-step process:

- Projects are authorized in laws, such as the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), which are enacted by Congress and signed by the President.

- Each year, as required by law, FTA evaluates those projects that are in Final Design and Preliminary Engineering and assigns a rating of "highly recommended", "recommended", or "not recommended" based on project readiness, project justification, local financial commitment, and other factors.

- Once an authorized and recommended project reaches the Final Design stage, FTA and the grantee may begin to negotiate, and may ultimately sign, a Full Funding Grant Agreement (FFGA). Under such agreements, FTA agrees to seek an agreed-upon amount of Section 5309 New Starts funding for the project through the annual appropriations process, and the grantee agrees to build the project as described in the FFGA.

- Funds are appropriated each year by Congress.

As of early 2001, FTA had entered into 32 FFGAs for New Starts projects under ISTEA and TEA-21. The 32 FFGAs anticipated a total of \$10.138 billion in Section 5309 New Starts appropriations, and tied up nearly all of the New Starts commitment authority provided in TEA-21. This paper reviews

the projects funded under ISTEA and TEA-21, and assesses how the program changed during the decade. It looks at the growth in the size of FTA's "New Starts Pipeline"; examines the funded projects in terms of their characteristics, geographic distribution, and trends in non-Section 5309 funding; and concludes with observations that may be relevant to reauthorization of the New Starts program in 2003.

The data used in this report are drawn from the FTA's annual New Starts Reports to Congress. In these reports, FTA identifies the projects that currently have FFGAs in place, evaluates other projects that are candidates for funding, and presents its funding recommendations for the subsequent fiscal year. (1) (2) (3) (4) (5) (6) (7)

## **GROWTH IN NUMBER OF PROJECTS**

The number of projects seeking FTA's New Starts funding grew dramatically under ISTEA and TEA-21. Before passage of ISTEA, there were fewer than 10 New Starts projects being implemented under active FFGAs.(8) By early 2001, the number of active FFGAs had grown to 26. Thirteen of the 32 FFGAs completed since the enactment of ISTEA were signed in 2000 and 2001. The total number of projects with FFGAs and pending FFGAs, as well as other projects in Final Design and Preliminary Engineering, grew from 26 in 1994 to 68 in early 2001 (Table 1).

By early 2001, according to FTA's New Starts Report for FY2002, the total cost of the "other" projects in Final Design (i.e., those without existing, pending, or proposed FFGAs) and Preliminary Engineering approached \$19 billion.(7) Six years earlier, in early 1995, there were just two "other" projects in Final Design and twelve in Preliminary Engineering with a total estimated cost of less than \$6 billion.(1) FTA reports that it is currently tracking over 110 planning studies that are considering fixed guideway transit investments with a total cost of around \$60 billion(8), more than double the 50 planning studies the agency was tracking in late 1994 (1).

A number of factors may explain this growth. First, the popularity and success of recent fixed guideway projects has led to growing interest in expanding the existing systems and developing new systems. Second, the availability of New Starts funding has increased significantly from the pre-ISTEA period. Since New Start funds are discretionary, project sponsors are often attracted by the opportunity

to bring “new funds” to their regions. Third, ISTEA broadened the criteria that FTA uses to evaluate projects, perhaps leading more sponsors to believe that they might successfully pursue New Starts funding. Finally, FTA relaxed certain policies (most notably, its “one corridor at a time policy”) that had constrained the demand for New Starts funding.

Table 2 lists the 32 FFGAs, the date they were signed, and the Federal, state and local funding associated with each project. For each project, the cost and funding data in Table 2 reflect the situation at the time that FTA first reported the FFGA in its New Starts Report. Costs and funding were subsequently adjusted for some projects.

### **CHARACTERISTICS OF THE 32 FFGA PROJECTS**

Table 3 presents some basic characteristics of the 32 New Starts projects that received FFGA’s between 1992 and early 2001. Projects are characterized by type (new system, new line on an existing system, extension of an existing line, or rehabilitation or expansion of an existing line), by technology (heavy rail, light rail, commuter rail, or bus), and by length. Figure 1 shows the characteristics of the projects funded in each biennium.

Fourteen of the FFGA’s promised funds to extend existing lines, while eight provided funds for new lines on existing fixed guideway systems. Just five of the FFGAs led to the construction of new fixed guideway systems where such systems did not already exist (Minneapolis, Seattle, New Jersey, San Juan, and Salt Lake City).

Five of the FFGAs, including three signed during the FY2000-2001 biennium, were for the reconstruction or rehabilitation of existing fixed guideway systems, rather than new systems or extensions:

- Secaucus Transfer in New Jersey, which provides a major commuter rail transfer station at the intersection of several existing lines and the upgrading of tracks, signals, power, and communication systems in the vicinity.

- MARC Extension in Maryland. The FFGA committed funds for both the Frederick commuter rail extension and the purchase of additional commuter rail coaches and locomotives to meet anticipated system-wide demand.
- Tri-Rail Commuter Rail Upgrade in Florida provides for various improvements throughout the 71.7-mile system – construction of a second mainline track, rehabilitation of the signal system, station and parking improvements, new rolling stock, a new layover facility, and maintenance yard improvements.
- Chicago’s Douglas Branch project will completely reconstruct 6.6 miles of the Chicago Transit Authority’s heavy rail Blue Line.
- Pittsburgh’s Stage II LRT Reconstruction involves the reconstruction of 12 miles of trolley line to modern LRT standards and the purchase of new light rail vehicles.

While each of these projects might logically have been funded through the Section 5309 Fixed Guideway Modernization program, project sponsors successfully pursued funding through the discretionary New Starts program. This may reflect the fact that New Starts funds are “new money” for a region, whereas Fixed Guideway Modernization funds are allocated by formula. It may also indicate that many transit agencies are unable to meet all of their rehabilitation and expansion needs through the Fixed Guideway Modernization program and other Federal programs alone.

Twenty of the 32 FFGAs, well over half, were for light rail projects. Of the balance, six were for heavy rail, three were for commuter rail, and three were for bus projects. Bus Rapid Transit received considerable attention during the last few years of the Clinton Administration, which created a demonstration program to help transit agencies to develop successful BRT projects. Nevertheless, FTA has not signed a FFGA for a New Starts bus project since 1994.

The length of the projects covered by a FFGA has varied widely. Eight of the FFGA projects were less than five miles long, including one (the Queens Connector in New York) that was just 0.3 miles in length. Five FFGA projects were 15 miles or more in length. By far the longest, at 71.7 miles, was

the Tri-Rail Commuter Rail Upgrade that includes improvements along the full length of this existing commuter rail line.

### **FEDERAL FUNDING SHARE**

The Section 5309 New Starts program can fund up to 80 percent of the capital cost of a project. In some unique cases, Congress has authorized a Section 5309 share of 100 percent.

In practice, however, the average New Starts project receives about half of its funding from the Section 5309 New Starts program. Because the demand for New Starts funding exceeds the supply of funds available, recent Administrations and the Congress have urged project sponsors to request less than the authorized 80 percent share, enabling available funds to be distributed to a larger number of projects.

The Section 5309 share has averaged around 50 percent over the last 10 years, and has been trending lower (Figure 2). For the 13 FFGAs signed in 2000 and early 2001, the overall Section 5309 share was 43.1 percent, somewhat below the average share for FFGAs signed in 1992-1993 (54.4 percent) and 1996-1997 (49.6 percent), and significantly below the 72.3 percent share of 1994-1995. The 2000-2001 average was influenced greatly by the \$2.6 billion light rail project in Seattle, which had a Section 5309 New Starts share of \$500 million (19 percent). The Seattle project is currently being redefined by local officials. The average Section 5309 share for the other 12 FFGAs signed in 2000-2001 was 54.2 percent.

For individual projects, the Section 5309 New Starts share varied considerably from the mean. For FFGAs signed during 2000 and early 2001, for example, the Section 5309 New Starts share ranged from a low of 19 percent in Seattle to a high of 80 percent in Memphis. Five of the 13 FFGAs signed in this two-year period had New Starts shares of less than 50 percent, while six had New Start shares of more than 60 percent, and four had shares exceeding 70 percent.

In absolute dollar terms, the amount of Section 5309 New Starts funding has ranged from a low of \$59.7 million in Memphis to a high of \$1.4 billion in Los Angeles. Eight of the 32 FFGAs have committed \$500 million or more in Section 5309 New Starts funding. Since 1997, however, the largest

Section 5309 commitment was \$525 million, suggesting that perhaps the growing demand for New Starts funding has led to an informal cap on the amount that FTA is willing to commit to any single project.

Project sponsors have also been successful in obtaining “other” federal funds for their projects. On average, in each of the five two-year periods shown in Table 2, close to ten percent of project costs were funded through the Bus and Fixed Guideway Modernization categories of Section 5309, the Section 5307 formula program, the Surface Transportation Program (STP), or the Congestion Mitigation and Air Quality (CMAQ) Program. The “other” federal Funding” share ranged from zero in 1998-1999 to 14.1 percent in 1996-1997. The use of CMAQ and STP funds for New Starts has been declining as a share of project costs, while the use of Section 5309 Bus, Section 5309 Modernization, and Section 5307 has grown.

## **NON-FEDERAL FUNDING**

Since ISTEA was enacted, non-federal funding sources have met close to 40 percent of the capital cost of the 32 projects. This includes capital funding provided by State and local governments, as well as funding from “other” non-federal sources such as regional port and airport authorities and the private sector. In 2000-2001, non-federal funding reached 50 percent of capital costs.

While local governments provided the largest proportion of non-Federal capital funding, much of the growth in the non-Federal funding share came from the states. Local funding for New Starts projects ranged between 18 percent in 1994-1995 and 37 percent in 1992-1993. In the 1998-1999 and 2000-2001 bienniums, local funding averaged close to 35 percent. Meanwhile, state funding grew dramatically during the ten-year period, rising from nothing in 1992-1993 to over 13 percent in 2000-2001. Of the 13 FFGAs signed in 2000 and early 2001, nine projects had some State capital funding.

## **GEOGRAPHIC DISTRIBUTION OF NEW STARTS FUNDS**

Most of the major metropolitan areas in the country benefited from the New Starts program during the past decade. Of the largest 25 metropolitan areas in the country, 19 received at least one FFGA. The ten largest metropolitan areas received 15 of the 32 FFGAs, and 62 percent of all New Starts funding (Table 4).

The 32 New Starts projects receiving FFGAs under ISTEA and TEA-21 are located in 18 different States. California had the most FFGAs with five, followed by New Jersey with four. Six other states – Colorado, Maryland Oregon, Pennsylvania, Utah, and Texas – had two or more.

## **IMPLICATIONS FOR REAUTHORIZATION**

The number of projects seeking New Starts funding has grown significantly during the past decade. Funding has been distributed widely, and most of the large states and metropolitan areas are benefiting. Potential future projects are geographically dispersed. This should translate into political support for the program.

While funding has grown during the last decade, the mismatch between the supply of funding and the demand for funding remains very large. Meanwhile the kinds of projects that are seeking new start funding has grown, with new funding requests coming for projects that involve the reconstruction and rehabilitation of existing systems. The Administration and Congress will contend with this growth in demand during reauthorization of TEA-21 in 2003.

One option suggested by the Bush Administration and the House Appropriations Committee is to reduce the maximum Section 5309 New Starts share. The conference committee that negotiated the final terms of the FY2002 USDOT Appropriations Act spoke to the New Starts share as follows:

While the conference agreement has funded many worthy projects in the new starts program, there are not sufficient federal resources available to fund even a fraction of the projects under consideration. As a result, the conferees direct FTA not to sign

any new full funding grant agreements after September 30, 2002 that have a maximum federal share of higher than 60 percent. (8)

The American Public Transportation Association (APTA) is opposing efforts to establish a Federal match for transit capital projects that is lower than the match for highway capital projects. According to APTA:

Federal policy should promote balanced transportation decision-making; a differential federal share is contrary to such balance. The decision to use one transportation solution or another should be based on which project best meets the needs of the community, and not on which is eligible for the highest federal share. (9)

The opportunity to spread the available funds more widely by lowering the share to 60 percent, or even to 50 percent, is limited. If the 13 FFGAs signed in 2000 and early 2001 had been capped at 60 percent from the New Starts program, the New Starts contribution would have been \$3.33 billion instead of \$3.52 billion. With a 50 percent cap, the New Starts commitment would have totaled \$3.03 billion. With a lower Section 5309 share, however, several of the funded projects might not have been feasible, and the benefits of these projects might never have been achieved.

Several transit agencies are seeking Section 5309 New Starts funding for only a portion of their fixed guideway programs. Transit agencies in Portland and San Diego, for example, signed FFGAs during 2000 under which they expect to receive New Starts funds for over 70 percent of the costs of their federally-funded projects. But these agencies are also building other fixed guideway projects without New Starts funding, and the Section 5309 share of their overall programs is much less than 70 percent. Congress and the Administration may wish to consider the impact of a reduced Federal share on situations where Section 5309 New Starts funds are being requested for only part of a region's fixed guideway transit program.

## REFERENCES

- (1) Federal Transit Administration, Report on Funding Levels and Allocations of Funds: Proposed Allocation of Funds for Fiscal Year 1996 (May 1995).
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- (3) Federal Transit Administration, Report on Funding Levels and Allocations of Funds: Proposed Allocation of Funds for Fiscal Year 1998 (March 1997).
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- (6) Federal Transit Administration, Report on Funding Levels and Allocations of Funds: Proposed Allocation of Funds for Fiscal Year 2001 (2000).
- (7) Federal Transit Administration, Report on Funding Levels and Allocations of Funds: Proposed Allocation of Funds for Fiscal Year 2002 (2001).
- (8) Conference Committee Report on FY2002 Appropriations for the Department of Transportation and Related Agencies (House Report 107-308), page 114.
- (9) Letter from William Millar, American Public Transportation Association, to The Honorable Daniel K. Akaka, United States Senate, July 2, 2001.

**LIST OF TABLES**

TABLE 1 Growth in the Number of FTA New Starts Projects

TABLE 2 Funding and Cost Data for 32 FFGA Projects

TABLE 3 Selected Characteristics of 32 FFGA Projects

TABLE 4 Ten Largest Metropolitan Areas and their Participation in the New Starts Program

**LIST OF FIGURES**

FIGURE 1 Project Characteristics by Biennium

FIGURE 2 New Start Funding Shares by Biennium

**TABLE 1 Growth in the Number of FTA New Starts Projects**

	December 1994 (1)	November 1997 (5)	Early 2001 (7)
Existing FFGAs	11	16	26
Pending or proposed funding commitments	1	0	7
Other projects in Final Design	2	5	4
Projects in Preliminary Engineering	12	29	31
Total	26	50	68

**TABLE 2 Funding and Cost Data for 32 FFGA Projects**

	Date	5309 New Starts	5309 New Starts Share	5309 Bus/Rail Mod	5307 Formula	Flex Funds	Total Federal	Total Federal Share	State Funds	Local Funds	Other Funds	Total Cost	Average Cost
<b>FFGAs Signed 2000-2001 (7)</b>													
Chicago - Douglas Branch	Jan-01	\$320.1	66.3%			\$63.6	\$383.7	79.5%	\$41.3	\$57.5		\$482.6	
Denver - Southeast	Nov-00	\$525.0	59.7%				\$525.0	59.7%		\$354.3		\$879.3	
Ft. Lauderdale - TriRail	May-00	\$110.5	33.8%	\$19.3	\$14.9	\$57.2	\$201.9	61.7%	\$69.9		\$55.2	\$327.0	
Memphis - Medical Center	Dec-00	\$59.7	80.0%				\$59.7	80.0%	\$7.5	\$7.5		\$74.6	
Minneapolis - Hiawatha	Jan-01	\$334.3	49.5%			\$49.5	\$383.8	56.8%	\$120.1	\$84.2	\$87.0	\$675.4	
Newark - Elizabeth Rail Link	Aug-00	\$142.0	68.3%		\$25.3		\$167.3	80.5%	\$39.8		\$0.7	\$207.7	
New Jersey - Hudson Bergen MOS-2	Oct-00	\$500.0	41.1%		\$153.7		\$653.7	53.8%	\$530.4		\$31.3	\$1,215.4	
Pittsburgh -- Stage II LRT	Jan-01	\$100.2	25.9%	\$129.8		\$3.8	\$233.8	60.5%	\$48.7	\$103.6		\$386.4	
Portland - Interstate MAX	Sep-00	\$257.5	73.6%			\$24.0	\$281.5	80.4%		\$68.5		\$350.0	
Salt Lake City - University	Aug-00	\$84.6	71.4%		\$11.9		\$96.5	81.4%		\$21.7	\$0.3	\$118.5	
San Diego - Mission Valley East	Jun-00	\$330.0	76.6%			\$13.7	\$343.7	79.7%	\$67.8	\$19.5		\$431.0	
Seattle - MOS-1	Jan-01	\$500.0	19.2%				\$500.0	19.2%		\$2,103.0		\$2,603.0	
Washington - Largo	Dec-00	\$260.3	60.0%				\$260.3	60.0%	\$173.6			\$433.9	
<b>Total</b>		<b>\$3,524.1</b>	<b>43.1%</b>	<b>\$149.1</b>	<b>\$205.8</b>	<b>\$211.8</b>	<b>\$4,090.9</b>	<b>50.0%</b>	<b>\$1099.0</b>	<b>\$2,819.8</b>	<b>\$174.5</b>	<b>\$8,184.8</b>	<b>\$629.6</b>
<b>FFGAs Signed 1998-1999 (5) (6)</b>													
Dallas - North Central	Oct-99	\$333.0	64.4%				\$333.0	64.4%		\$184.2		\$517.2	
<b>FFGAs Signed in 1996-1997 (3) (4)</b>													
Denver - Southwest	May-96	\$120.0	68.1%			\$18.9	\$138.9	78.8%		\$37.4		\$176.3	
New Jersey - Hudson Bergen MOS-1	Oct-96	\$604.1	60.9%		\$281.7		\$885.7	89.3%	\$106.4			\$992.1	
Sacramento - South LRT	Jun-97	\$111.2	50.1%				\$111.2	50.1%		\$110.8		\$222.0	
St. Louis - St. Clair MOS-1	Oct-96	\$243.9	71.9%				\$243.9	71.9%		\$95.3		\$339.2	

**TABLE 2 (Continued) Funding and Cost Data for 32 FFGA Projects**

	Date	5309 New Starts	5309 New Starts Share	5309 Bus/Rail Mod	5307 Formula	Flex Funds	Total Federal	Total Federal Share	State Funds	Local Funds	Other Funds	Total Cost	Average Cost
San Francisco - BART to SFO	Jun-97	\$750.0	49.7%				\$750.0	49.7%	\$152.0	\$495.2	\$113.0	\$1,510.2	
San Jose - Tasman West	Jul-96	\$182.8	56.2%			\$62.0	\$244.7	75.3%	\$54.0	\$26.3		\$325.0	
San Juan - Tren Urbano	Mar-96	\$312.4	27.8%			\$300.0	\$612.4	54.6%		\$509.5		\$1,121.9	
Total		\$2,324.3	49.6%	\$0.0	\$281.7	\$380.9	\$2,986.9	63.7%	\$312.4	\$1,274.5	\$113.0	\$4,686.8	\$669.5
<b>FFGAs Signed 1994-1995 (1) (2)</b>													
Atlanta - North Springs	Dec-94	\$305.0	80.0%				\$305.0	80.0%		\$76.3		\$381.3	
Baltimore - LRT Extensions	Nov-94	\$84.9	79.8%				\$84.9	79.8%		\$21.4		\$106.3	
Boston - Piers	Nov-94	\$330.7	80.0%				\$330.7	80.0%	\$82.7			\$413.4	
Houston - Regional Bus	Dec-94	\$500.0	80.0%				\$500.0	80.0%		\$125.0		\$625.0	
Maryland - MARC Extension	Jun-95	\$105.3	80.0%				\$105.3		\$26.3			\$131.6	
New Jersey - Secaucus	Dec-94	\$444.3	100.0%				\$444.3	100.0%				\$444.3	
New York - Queens Connector	Feb-94	\$306.1	47.5%			\$22.7	\$328.8	51.0%		\$316.2		\$645.0	
Pittsburgh - Airport Busway	Oct-94	\$135.9	41.6%	\$18.9		\$101.9	\$256.7	78.5%	\$70.0			\$326.8	
Salt Lake - North-South	Aug-95	\$237.4	76.0%	\$4.0			\$241.4	77.2%		\$71.1		\$312.5	
Total		\$2,449.6	72.3%		\$0.0	\$124.6	\$2,597.1	76.7%	\$179.0	\$610.1	\$0.0	\$3,386.2	\$423.3
<b>FFGAs Signed 1992-1993 (1) (2)</b>													
Los Angeles - MOS-3	May-93	\$1,416.5	50.9%			\$240.5	\$1,657.0	59.6%		\$1,124.1		\$2,781.1	
Portland - Westside	Sep-92	\$590.1	64.8%		\$30.0	\$44.0				\$246.1		\$910.2	
Total		\$2,006.6	54.4%	\$0.0	\$30.0	\$284.5	\$2,321.1	62.9%	\$0.0	\$1,370.2	\$0.0	\$3,691.3	\$1,230.4

**TABLE 3 Selected Characteristics of 32 FFGA Projects**

	Project Type					Technology			Length (Miles)	Average Length (Miles)
	New System	New Line	Extension	Recon- struction	Heavy Rail	Light Rail	Commuter Rail	Bus		
<b>FFGAs Signed 2000-2001 (7)</b>										
Chicago - Douglas Branch				X	X				6.6	
Denver – Southeast			X			X			19.1	
Ft. Lauderdale – TriRail				X			X		77.1	
Memphis - Medical Center			X			X			2.0	
Minneapolis – Hiawatha	X					X			11.6	
Newark - Elizabeth Rail Link		X				X			1.0	
New Jersey - Hudson Bergen MOS-2			X			X			5.1	
Pittsburgh -- Stage II LRT				X		X			10.7	
Portland - Interstate MAX		X				X			5.8	
Salt Lake City - University		X				X			2.5	
San Diego - Mission Valley East			X			X			5.9	
Seattle - MOS-1	X					X			7.2	
Washington – Largo			X		X				3.1	
Total	2	3	5	3	2	10	1	0	157.7	12.1
<b>FFGAs Signed 1998-1999 (5) (6)</b>										
Dallas - North Central			X			X			12.5	
Total	0	0	1	0	0	1	0	0	12.5	12.5
<b>FFGAs Signed 1996-1997 (3) (4)</b>										
Denver – Southwest		X				X			8.7	
New Jersey - Hudson Bergen MOS-1	X					X			9.6	
Sacramento – South LRT		X				X			6.3	
St. Louis – St. Clair MOS-1			X			X			17.4	
San Francisco – BART to SFO			X		X				7.5	
San Jose – Tasman West			X			X			12.4	
San Juan – Tren Urbano	X					X			10.4	
Total	2	2	3	0	1	6	0	0	72.3	10.3
<b>FFGAs Signed 1994-1995 (1) (2)</b>										
Atlanta – North Springs			X		X				1.9	
Baltimore – LRT Extensions			X			X			7.3	

**TABLE 3 (Continued) Selected Characteristics of 32 FFGA Projects**

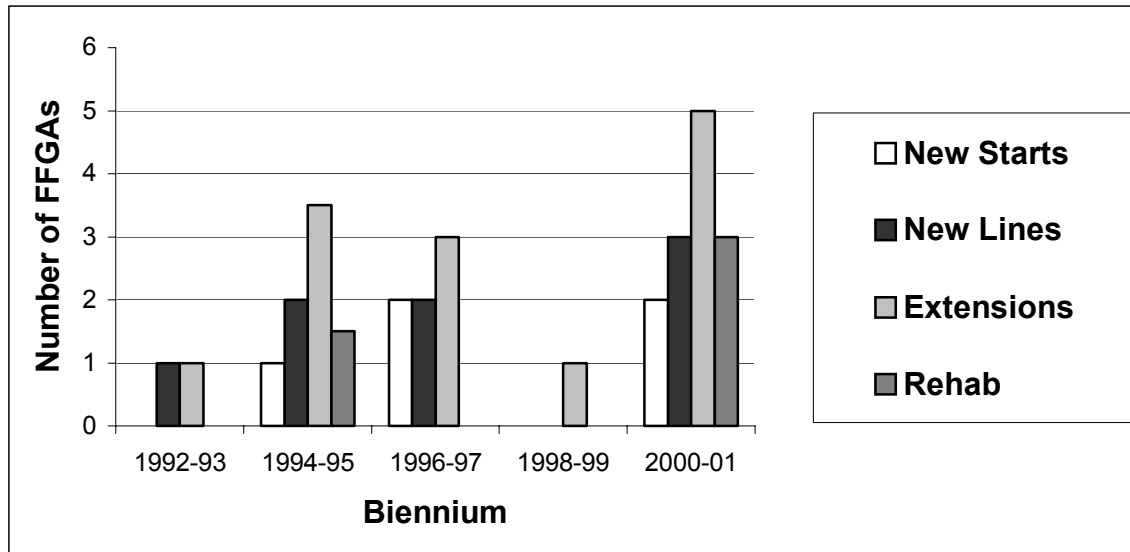
	New System	New Line	Extension	Recon- struction	Heavy Rail	Light Rail	Commuter Rail	Bus	Length (Miles)	Average Length (Miles)
Boston – Piers MOS-1		X						X	1.0	
Houston – Regional Bus								X	NA	
Maryland – MARC Extension			X(a)	X(a)			X			
New Jersey – Secaucus				X			X		2.0	
New York - Queens			X		X				0.3	
Pittsburgh – Airport		X						X	8.1	
Salt Lake - North-South	X					X			15.0	
Total	1	2	4	2	2	2	2	3	35.6	5.1
<b>FFGAs Signed 1992-1993 (1) (2)</b>										
Los Angeles - MOS-3			X		X				6.3	
Portland – Westside		X				X			17.7	
Total	0	1	1	0	1	1	0	0		15.2

(a) The MARC Extension FFGA included funds for both a commuter rail extension to Frederick, Maryland and additional equipment for existing commuter rail service.

**TABLE 4 Ten Largest Metropolitan Areas  
and their Participation in the New Starts Program**

Rank	Metropolitan Area	Number of FFGAs	S. 5309 New Starts Funding Commitment (million \$)
1	New York-No. New Jersey-Long Island	5	\$1,997
2	Los Angeles-Riverside-Orange County	1	\$1,416
3	Chicago-Gary-Kenosha	1	\$320
4	Washington-Baltimore	3	\$451
5	San Francisco-Oakland	2	\$933
6	Philadelphia-Wilmington-Atlantic City	0	\$0
7	Boston-Worcester-Lawrence	1	\$331
8	Detroit-Ann Arbor-Flint	0	\$0
9	Dallas-Fort Worth	1	\$333
10	Houston-Galveston-Brazoria	1	\$500
	Total	15	\$6,281

**FIGURE 1 Project characteristics by biennium.**



**FIGURE 2 Funding shares by biennium.**

