



NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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RETURN REQUESTED

WORK TO EXPAND SERVICE!

Sun Belt and KC-St. Louis- New Orleans Opportunities!

Pressure is building for Amtrak to restore Oklahoma service and expand the Los Angeles-New Orleans/Chicago "Sunset/Eagle" from tri-weekly to daily in FY '84. These actions would help increase Amtrak's relevance to rapidly growing sections of the country where train service barely exists today.

If you live in the affected regions, ask your legislators to urge their colleagues on the House Energy & Commerce and the Senate Commerce, Science, and Transportation Committees to work for inclusion of appropriate directives in the FY '84 Amtrak authorization to be considered in Congress in the next few months.

The Oklahoma Passenger Rail Association has been working hard (NARP News, July '80, Dec. '81, and May '82) to restore service ever since 1979, when Amtrak's "Lone Star" was discontinued as a by-product of statutory language aimed at Pacific Northwest route decisions.

In Nov. '81, Rep. Mickey Edwards (R-OK) hosted a meeting with then Amtrak President Alan S. Boyd, and staff workers from all other Oklahoma offices on Capitol Hill, the Oklahoma City Chamber of Commerce, the Oklahoma DOT, and NARP Director (Now OPRA President) Ronald W. Coffman of Oklahoma City. Rep. Edwards, president of the American Conservative Union, subsequently raised the issue in a meeting with President Reagan, and ran a front-page headline, "CAN WE BRING AMTRAK BACK?", in his Mar. '82 report to constituents.

In all probability, statutory language would simply require service to Oklahoma, leaving Amtrak to determine how and where to run it. It appears that service could be started with minimal requirements for additional equipment.

A daily "Sunset" in 1984 is a "natural," given the New Orleans World's Fair (NARP News, July '82) and the Los Angeles Olympics. This was one of the first ideas Amtrak's new president heard from NARP, and is something he has promised to examine. A daily "Eagle" would also be logical, given the route's big FY '81 improvement, when—named "Inter-American"—it last ran daily but served San Antonio at the "rabbit patch" (see picture, NARP News, Sept. '80), and its stunning FY '82 response to the establishment of "Eagle-Sunset" through cars (Chicago-St. Louis-Dallas-Phoenix-LA) and the abandonment of the "rabbit patch" in favor of the SP San Antonio station.

Due in part to standard administration hostility, Amtrak is unlikely to implement major new services unless Congress directs. It's up to you to direct Congress! Pay special attention if you are represented by one of the Commerce members from along the affected routes: Sens. Goldwater, Danforth, and Long

and Reps. Waxman, Leland, Collins (IL), Synar, Tauzin, Bryant, Madigan, and Moorhead.

One important service improvement may be possible without Congressional action. St. Louis-area NARP activists, with the support of NARP, are promoting extending the St. Louis-Kansas City "Mules" to a Carbondale through-car connection with the "City of New Orleans." The concept was developed by NARP Member Bill Wullenjohn and has already won support from the St. Louis mayor, the Belleville, IL, mayor and city council, and the chancellor of Southern Illinois University System (campuses at Carbondale and at Edwardsville, near St. Louis).

As proposed, there would be direct Kansas City-St. Louis-Carbondale-Memphis-Jackson-New Orleans service. Rescheduling of the southbound "City" would give Memphis relatively attractive times in both directions instead of north only as at present, and the Toronto-Chicago "International" would gain its first two-way connection at Chicago with another long-distance train. The "Mules" would be strengthened by offering through service for points south, while Bloomington, Springfield, and other points on the Chicago-St. Louis line would gain direct links with Carbondale-Memphis-N.O. via convenient connections at St. Louis.

On its own initiative, Amtrak extended the Chicago-Detroit "Lake Cities" to Toledo because connecting revenues generated on the "Lake Shore" more than offset operating costs of the added segment. Hopefully, similar action will result from Amtrak's analysis of the myriad new connections a "Mule" extension would create. The plan involves only 74 miles of freight line (a segment which is part of NARP's blueprint for a "complete" Amtrak) and only one new stop—Belleville—so it is viewed primarily as strengthening utilization of existing services and facilities. ■

Regional Meetings: Addenda, Changes

If you reserve through NJ-ARP by Mar. 11, you can use the (Newark, NJ) Hilton Gateway Hotel's group room rates (\$54/night single; \$64 double) for nights of Mar. 26, 27 and 28. NJ-ARP also requires the \$12.50 lunch/registration fee by Mar. 11. Newark city subway tour will be offered. Reg. 9 will meet in Marshall, TX (Ginnochio Hotel, next to sta.); Details: J.G. Hubbard, Union Sta., 100 Front St., Texarkana, TX 75502, 501/773-2696. NARP President Martin plans to go to Reg. 5-6 meeting, Exec. Dir. Capon Regs. 1/4/9, Asst. Dir. Williams Regs. 2-3/7. Additional Board Candidates: **Reg. 1:** Bernice K. Singer, Town Hall, 110 Myrtle Av., Westport, CT 06880. **2:** James Kerner, 1261 Central Av., Far Rockaway, NY 11691; Nancy Ross, P.O. Box 1344, Troy, NY 12181. **3:** Charles Rompala, 216 Clinton St., Munhall, PA 15120. **5:** Ross Goddard, P.O. Box 851, Decatur, GA 30031. **6:** Nicholas Noe, P.O. Box 22252, Indianapolis, IN 46222. **8:** Alfred Runte, 5505 27th Av., NE, #2, Seattle, WA 98105; (incumbent Paul Phillips has withdrawn).

A Messy Gas Tax Package

Media, Reagan Tout Road Repairs, But 50% of Road Money is for New Construction

Transit Gets Road Tax Money;
But Federal Share for New
Rail Starts Drops to 75%

Bigger, Heavier Trucks This Year;
Heavy Truck Taxes in '84—Maybe

Public Law 97-424, the Surface Transportation Assistance Act of 1982 signed by President Reagan on Jan. 6, provides for a federal gasoline tax increase (from 4¢ to 9¢/gallon effective Apr. 1) small enough to have a negligible impact on how much Americans drive but big enough to insure much new highway construction.

The lame-duck Congress approved the conference report on what they knew as HR 6211 with a Dec. 21 House vote of 187-80 and a Dec. 23 Senate vote of 54-33. The complex, 108-page, hastily-considered law has profound implications for the future of U.S. transportation policy. New annual revenues of \$5.5 billion are anticipated; the Highway Trust Fund is extended until Oct., 1988; and there are four-year highway and transit authorizations.

"[HR 6211] commits the nation to a binge of spending for new interstate highway construction, and squanders the opportunity for real evaluation of the transportation programs of the nation. . . ."

"The nation is at a real turning point in transportation policy. The interstate highway system is essentially complete, and the public recognizes the need for shifting our priorities to maintenance and repair of the existing highway and transit system. Unfortunately this legislation, considered in the pressure and confusion of the lame duck session will not permit those changes to occur."

"The public supports action to repair our roads and bridges," said Pete Lafen, Transportation Counsel for Friends of the Earth, "But I seriously doubt that they support a program that would embark on a new highway construction program, or that would set larger and heavier trucks loose on the deteriorating roads of our nation." . . ."

—Friends of the Earth, news release, Dec. 7

"Why build more roads when the nation can't maintain those it has?"

—The Washington Post, editorial, Dec. 8

Highway interests took advantage of public support for road repair to push through major funding for new construction. Reporters—and President Reagan—served the highway lobby faithfully, constantly calling HR 6211 a "highway repair" measure and usually ignoring its new construction provisions.

The Secretary is directed to give priority to funding the most transit-competitive and environmentally destructive freeways or, as the law says, "high cost projects which directly contribute to the completion of an Interstate segment which is not open to traffic." (Sec. 115) Report language which originally accompanied this phrase mentioned LA's Century Freeway and I-10 in Phoenix—the Papago Freeway through the city to the airport. New York's infamous Westway would also benefit from this section when and if it becomes ready for construction.

To meet objections from states which don't have matching funds available, Sec. 145 temporarily waives matching fund requirements. While repayment is required, the short-term (two-year) effect is to make highway projects eligible for 100% federal funding and to make it harder for citizens to fight new projects,

"The multibillion-dollar highway-repair and job-creation bill emerging from the lame-duck session of Congress is essentially a fraud."

"Its true purpose is less to repair highways, as advertised, than to build new and unnecessary ones. It is a bill for new construction, to be financed with a five-cent rise in the gasoline tax that—as the Administration's top economist says—could actually result in a net loss of jobs rather than a net gain. . . ."

"The really sad joker in [HR 6211] . . . lies . . . in the huge and unwarranted increases for new and needless construction to benefit the highway and trucking lobbies and the leading politicians of both parties who are allied with them."

—John B. Oakes, former Senior Editor, *The New York Times*, Dec. 16

"This scandalous measure was thrown together under a smokescreen of such purposeful confusion, and was so inadequately reported in the press, that the public even today doesn't realize that the gas tax will be paying for more boondoggles than road and bridge repairs."

"Only Senator Tsongas of Massachusetts raised his voice [Ed.: *Cong. Record*, Dec. 15, p. S14840] to object that more than half the total road money authorized (\$51 billion) for the next seven years is likely to go not into repairs at all but 'into new construction,' much of 'questionable national significance.' New interstate highways will be getting four times the amount that is really essential, as both the Congressional Budget Office and the Environmental Policy Center point out."

—John B. Oakes, *The New York Times*, Jan. 6

since the amount of red tape (selling bonds, for example) confronting cash-poor states is reduced.

The manner in which the highway trust fund is being replenished is just as bad as are most of the uses to which the money will be put. It is absurdly unfair that lower-income rural people who drive long distances to work on uncongested roads should be charged the same flat rate per gallon as wealthy urbanites who drive, one person to a car, on urban roads during peak periods. Urban rush hour auto commuters have long enjoyed the heaviest subsidy, and the new tax strengthens their advantage, to the detriment of mass transit and the environment. HR 6211 will collect almost one quarter of all revenues from users of state and local roads that receive no federal aid.

Why in lame-duck?: HR 6211 was enacted primarily because the President, Senate Majority Leader, and House Speaker all endorsed the general concept early on (though only Reagan wanted a lame-duck session), and there was tremendous pressure for the federal government to appear to be responding to the high unemployment rate. In addition, many participants feared that a gas tax increase could not be passed without Sec. Lewis and his extraordinary talents helping it along. Rare was the legislator who had not heard from his or her state's highway department about how vital HR 6211 was.

HR 6211 was opposed by an interesting coalition of environmentalists against more freeways, small truckers, conservatives opposed to any tax increase, and NARP.

Road money: The Interstate construction authorization is increased from \$3.2 to \$4 billion for FY '84 and stays at \$4 billion/year through FY '90, when the system is supposed to be finished (Sec. 102). Scrapping the original plan for states to maintain Interstates, Congress unleashed massive Interstate maintenance funding for the first time. But this "4R" money (resurfacing, restoration, rehabilitation, and reconstruction) also includes building new interchanges and lanes, often alternatives to commuter rail improvements.

Transit money: One penny of the tax goes to transit, but there are indications the administration will try not to spend \$229 million

Authorization in billions of dollars by fiscal year

| CATEGORY | '82 | '83 | '84 | '85 | '86 |
|----------------------------------|-------------|--------------|--------------|--------------|--------------|
| Interstate constr. ¹ | 3.23 | 4.00 | 4.00 | 4.00 | 4.00 |
| Interstate 4R ¹ | .80 | 1.95 | 2.40 | 2.80 | 3.15 |
| Primary ² | 1.50 | 1.85 | 2.10 | 2.30 | 2.45 |
| Bridges ³ | .90 | 1.60 | 1.65 | 1.75 | 2.05 |
| Urban ² | .80 | .80 | .80 | .80 | .80 |
| Interstate Transfer—Roads | .40 | .26 | .70 | .70 | .73 |
| Secondary ² | .40 | .65 | .65 | .65 | .65 |
| Other | .62 | 1.34 | 1.36 | 1.45 | 1.38 |
| HIGHWAY TOTAL | 8.65 | 12.45 | 13.66 | 14.45 | 15.21 |
| Gas Tax Transit | — | .78 | 1.25 | 1.10 | 1.10 |
| Interstate Transfer—Transit | .73 | .37 | .38 | .39 | .40 |
| Other Transit | 3.12 | 2.87 | 2.75 | 2.95 | 3.05 |
| TRANSIT TOTAL⁴ | 3.85 | 4.02 | 4.38 | 4.44 | 4.55 |

1—Interstate funds available a year in advance (e.g. law shows 4R at \$2.4 billion in FY '85, of '84). 2—Up to 60% can be used for new construction. 3—Can be used to add lanes to bridges. 4—Major Programs (excludes R&D and administration). Gas-tax money (all road money plus first transit category) is "contract authority"—funds can be committed before they're appropriated.

of the FY '83 gas-tax transit money. There's also a big cut in transit funds from "Interstate transfer," the provision enabling a state not to build an Interstate and to apply the federal money to another transport project, and the "inflation escalator" will no longer apply to any substitute projects, road or transit.

But the federal share of transit construction costs of projects not previously committed drops from 80% to 75%. (It remains at 90% for Interstate highways; rises to 85% for certain other highways intensely used to meet national energy requirements—Sec. 109; rises from 75% to 95% for the 10-state Great River Road along the Mississippi and certain other roads and to 100% for carpool and vanpool, bicycle and pedestrian walkway projects—Sec. 117, 123, and 126.) The new 75% provision will not affect projects "covered by a full funding contract, letter of intent, or letter of commitment in effect on" Jan. 6 or projects "within the federally agreed upon scope" of the D.C. area transit system as of Jan. 6.

Backing away from a Senate provision that would have terminated federal funding of transit operating subsidies after FY '84, Congress simply limited such funding to 80% of an area's FY '82 federal apportionment for operating subsidies (90% for metro areas 200,000-1,000,000 population; 95% for smaller areas).

Starting in FY '84, a "block grant" approach will give transit authorities flexibility to use certain Section 9 federal transit funds for capital or operations at their discretion.

Trucks: The law forces all states to permit 80,000-pound trucks by Apr. 7 on Interstate highways, but DOT will not penalize states that comply by Oct. 1. This overturns state laws in Missouri (whose voters refused to change their law in an Apr. '82 referendum), Arkansas, and Illinois, thus enabling the heavier trucks to cross

AND AMTRAK GETS NOTHING

HR 6211 has nothing for Amtrak. Sec. Lewis implied that, if Amtrak was "in" HR 6211, he would end his efforts to get a good FY '84 Amtrak funding level in the budget.

Separately, Amtrak had tried to have money included which would be earmarked for use by states to fix "orphan" highway bridges over the Northeast Corridor (NEC). These are the 210 (out of about 600) which no one claims, which have deteriorated since Amtrak acquired the NEC in 1976, and now are unsafe. They are ignored until things get so bad that a state utilities commission order forces Amtrak and/or state/local officials to eliminate the safety hazards. These bridges are already eligible for federal highway funds but—without the earmarking—states have little incentive to claim the bridges and get the work done, since states can use the highway money on other projects.

House Speaker Thomas P. O'Neill, Jr. (D-MA), did include the needed earmarked \$100 million, plus \$90 million for Amtrak's own projects, in the jobs bill that passed the House as part of the Dec. continuing resolution and was dropped under pressure from the President.

CALENDARS AND A POSTER

The Northern Indiana Commuter Transportation District, 8149 Kennedy Ave., Highland, IN 48322, is selling a \$10 color "Homeward Bound" poster, a reproduction of a poster originally commissioned by the South Shore Line (CSS&SB) in 1926, and a \$5 75th Anniversary calendar which includes a history of the CSS&SB and 12 photos of old and new equipment. Proceeds will help advertise CSS&SB service.

Amtrak's 24" x 33" 1983 calendar (Amtrak Calendar, Box 311, Addison, IL 60601) has a painting of the first New England Metroliner passing "museum-bound" GG-1 on the Hell Gate Bridge. (\$3.50/single copy; \$6 for two; \$8 for three.)

the Mississippi Valley—and the nation—without detouring through Louisiana.

The laws of many more states are affected by new federal standards for truck sizes: HR 6211 mandates trailer length state minimums of 48' (singles) and 28' (doubles) by Apr. 7; the new DOT appropriations law increased allowable trailer width from 96" to 102" (8½') immediately, penalties effective Oct., 1983.

"Truck Trains" (Double- and Triple-Bottoms): Currently, 36 states, mostly west of the Mississippi and along I-90/87 to Boston/NY, allow "double-bottoms" (truck tractor-semitrailer-full trailer). Effective immediately, double-bottoms are permitted on all Interstate highways. In addition, DOT has until Apr. 7 to issue preliminary findings on what non-Interstate federal-aid highways will be open to double-bottoms; the findings to be finalized by Oct. 4. The Secretary is to arrange for the National Academy of Sciences "to monitor the effects" of double-bottoms, with the report due two years after "appropriate arrangements are entered into."

Even more exciting, by Jan. 6, 1984, the Secretary must submit to Congress "a detailed report on the potential benefits and costs, if any, to shippers, receivers, operators of commercial motor vehicles, and the general public, that reasonably may be anticipated from" designating "a national intercity truck route network" for the operation of triple bottoms with an overall length of up to 110' (Amfleet car is 85') and double bottoms.

Sec. 138, which orders the triple-bottom study, goes into some detail on what the Secretary is to look at but is silent on the impact such a policy might have on railroads, except insofar as the Secretary is willing to construe broadly the reference to "general public" just quoted. The Secretary is instructed to consult "with transportation officials and Governors of the several States" and to provide an "opportunity for public comment." One wonders if this study is not step one in a drive for the nationwide network of exclusive-use truckways of which some truck "futurists" dream.

Truck Taxes: Federal taxes repealed immediately when the President signed the bill Jan. 6 were the taxes on lubricating oil, and on truck parts and accessories, and the sales tax on trucks under 33,000 pounds and trailers under 26,000 pounds. Effective Apr. 1, sales taxes on heavier trucks and trailers will begin to rise.

If truckers don't get the law changed, starting July 1, 1984, heavy vehicle user fees "will ease gently up [from the current maximum \$240/year] to \$1,900 for the heaviest trucks—those over 40 tons" by 1988. A Dec. 23 *Washington Post* editorial characterized these fees as "exceedingly modest. . . [they] won't begin to pay for the damage to the roads."

In conclusion, building more freeways and allowing heavier trucks paying marginally higher taxes sets the stage for huge federal highway outlays in the future, perhaps even a forced raid on general revenues. Already, highway officials complain about the inadequacy of HR 6211, noting that its \$20 billion revenues over four years would fall far short of what Texas alone needs just to rehabilitate existing roads. More information on the meaning of HR 6211 is available from Gary Nelson, 128 First St., Troy, NY 12180 and from NARP (send s.a.s.e. in both cases).

Clearly, austerity is not in the highwaymen's vocabulary, so supporters of the skeletal Amtrak system should not be bashful about asking for its continued improvement and expansion. ■

DOT Appropriations and "Rail Safety" Bills Enacted

Bowing to administration pressure, and with the assurance that no Amtrak services would be cut, House-Senate conferees on Dec. 9 approved a FY '83 DOT appropriations bill which included \$700 million for Amtrak. After House and Senate action, President Reagan signed the legislation Dec. 18 and it became Public Law 97-369 (Conference report: pp. H9510-H9517, Amtrak on H9514, *Congressional Record*, Dec. 13).

There's good news for Cape Cod and bad news for Indiana. The law requires that \$5 million of Amtrak's money "be made available only for" upgrading "the line between Attleboro and Hyannis to ensure that such track will meet a minimum of class III standards [ed.: 60 mph passenger; 40 mph freight] as prescribed by Federal Railroad Administration regulations." This came thanks to the efforts of Rep. Silvio O. Conte (R-MA), ranking Republican on the House Appropriations Committee, and a strong Amtrak supporter.

The law also requires Amtrak to hold \$25 million in reserve until June 18 "to be available for" upgrading the Indianapolis-Shelbyville-Cincinnati line (*NARP News*, Dec. '82). Conference report language directs "Conrail not to dispose of the track and signals" until June 18 "in order to allow sufficient time for State, local or private entities to enter into an agreement to purchase the line. During that 6-month period, Amtrak is directed to reserve \$25 million of the \$700 million appropriated to be used for the rehabilitation and improvement of that line in the event that a purchase of that line is completed with Conrail."

The Shelbyville language, primarily a result of hard work by Sen. Dan Quayle (R-IN), was the best that could be done in the face of strong opposition from DOT. It's unclear whether the language will do anything besides tie up \$25 million of Amtrak capital for six months. (Don't be surprised if Amtrak tries to get the six months changed, if there seems to be general agreement that Shelbyville is dead.)

Dead it may well be. There's no money for purchasing the line. Conrail won't sell unless it retains exclusive freight rights, a condition the State and shippers find unacceptable. (Conrail doesn't want a competing freight railroad to gain access, and does want to continue freight service at Lawrenceburg, near Cincinnati.)

Even if another party acquired the line and offered to give it to Amtrak, it's doubtful that the Amtrak board would approve spending the \$25 million to upgrade for passenger operations. Amtrak told everyone involved that it could not "do" Shelbyville at the \$700 million level, and therefore is likely to take advantage of the fact that the law does not specifically require Amtrak to upgrade Shelbyville.

The six months the law allows may be meaningless if Conrail ceases freight service sooner, forcing shippers to make other arrangements and possibly lose interest in saving the line. Conrail has only promised to continue service through Mar. 1.

Most provisions of the House's **Rail Safety and Service Improvement Act** discussed in Sept. *News* are now part of the "Pipeline Safety Authorization Act of 1981," titles II through VII of which "may be cited as the Rail Safety and Service Improvement Act of 1982." Hill action was completed during the lame-duck session and it was signed into law (P.L. 97-468) Jan. 14. Text of the act and House floor discussion are on pages H10680-H10695 of the Dec. 21 *Congressional Record*.

The law requires, as Rep. James J. Florio (D-NJ) stated on the House floor, that "a total of \$30 million out of the yearly appropriations for the Northeast corridor improvement project in fiscal years 1983, 1984 and 1985" be turned over to Amtrak for upgrading "the rail line between the main line of the Northeast corridor and Atlantic City, NJ, so that safe passenger rail service can be operated . . . at a minimum speed of 79 mph not later than Sept. 30, 1985," including \$10 million in FY '83 money.

Amtrak is to use up to \$30 million of its own funds—including \$10 million in FY '83—to link the Albany line to New York's Penn Station and to rehabilitate the Syracuse station.

TRAVELERS' ADVISORY

Europe tour reservations now due Feb. 15 (*Dec. News*). Amtrak's All-Aboard America Fares, sold through May 1, valid 'til May 30: \$125 within a region, \$225 two adjoining regions, \$299 nationwide, children half-fare, Custom Class/sleeper charges extra. Regional boundaries (in both adjacent regions): "City of New Orleans" line plus Decatur; El Paso-Albuquerque-Denver-Wolf Point. Up to three stopovers, not counting waits for next-train-out; no segment can be traversed more than twice; trip limited to 30 days. Example: Indiana-Wyoming travelers pay \$125 plus regular fares for segments outside central region.

Fridays through Mar. 25, "North Star" departs St. Paul 6 PM, Duluth 10:30 PM. No change Sat.-Sun. Chemult-Bend, OR bus link has resumed through Apr. 22. Caltrans buses link Truckee station with nearby resorts (Amtrak coupon required). "Ft. Pitt" last trip AM of Jan. 30.

As we reported earlier, the states must develop and approve plans for these New Jersey and New York projects by June 1 in order to unlock the funds. Plans are to be "developed in consultation with" Amtrak and, for Syracuse, "appropriate local governmental officials" as well. For Atlantic City service, Amtrak must determine "that such plan is feasible."

The Pipeline law also provides that the State of Alaska could purchase the federally owned Alaska Railroad for its fair market value, to be determined by the U.S. Railway Association.

Amtrak's FY '83 Capital: Of \$50 million in "new" money, Congress has earmarked \$40 million for Cape Cod, Shelbyville, New York City, and Syracuse projects, although, unfortunately, there's a good chance that the \$25 million for Shelbyville will be "un-earmarked" as of mid-June. The carry-forward ("old" money) from FY '82 is about \$77 million.

Urban Rail Transit: The DOT Appropriations conference agreement "allocates the total FY '82 and '83 funds appropriated for Commuter rail service as follows: NY MTA/CT DOT \$59 million; Phila. SEPTA \$39 million; New Jersey Transit \$22 million; MD DOT . . . \$5 million; Chicago RTA \$35 million."

The conference agreement includes these amounts for new rail transit systems and extensions (FY '83): Atlanta \$20 million; Baltimore \$30 million; Buffalo \$19.5 million; Detroit "automated system" \$30.5 million; Los Angeles "engineering and right-of-way" \$25 million; Miami metrorail \$32.4 million; Miami people-mover \$27.1 million; Portland \$5 million "for the federal share of street and transit improvements in downtown Portland related to the Banfield Light Rail alignment"; Santa Clara "engineering and right-of-way" \$15 million (county hopes to complete 21-mile Santa Clara-San Jose-South San Jose/"Silicon Valley" light-rail line by 1988); and Seattle \$1.5 million (planning is starting for downtown tunnel and new electric bus or light-rail lines).

Also, \$840 million for "existing rail modernization and extensions" of which \$24 million is to be a grant for purchase of the RI Ft. Worth-Dallas line "including necessary rights-of-way and easements" for continued freight and future light-rail operations, and \$12.5 million is for "purchase of certain RI and Milwaukee railroad commuter lines by the Chicago RTA. Under application by appropriate officials of Tampa, FL, not less than \$2 million shall be made available to rehabilitate the existing rail passenger station to provide multi-modal transportation facilities" (Amtrak, city buses, and taxis for now).

DOT's anti-rail transit policies are clearly rebuked: "The conferees reiterate report language directing the Urban Mass Transportation Administration to continue funding planning and technical studies and analyses and to participate in the preparation of environmental statements, including heavy rail, light rail, commuter rail, busway, bus and automated guideway alternatives which UMTA determines are likely to be cost-effective. The conferees specifically direct UMTA to fund and participate in continuing analyses including engineering in Portland (south corridor and westside)."