

TABLE OF CONTENTS

1.0	PURPOSE AND NEED	1-1
1.1	INTRODUCTION	1-1
1.2	NEED FOR TRANSPORTATION IMPROVEMENTS	1-1
1.2.1	Project Description and Background	1-1
1.2.2	I-71 Corridor Transportation Study	1-2
1.2.3	OKI Long Range Transportation Plans	1-3
1.2.4	Demographics and Land Use in the Study Area	1-4
1.2.5	Specific Transportation Problems and Needs in the Study Corridor	1-6
1.2.6	Summary of Transportation Needs to be Addressed	1-6
1.3	PROJECT PLANNING PROCESS.....	1-9
2.0	ALTERNATIVES CONSIDERED	2-1
2.1	ALTERNATIVES CONSIDERED IN THE I-71 CORRIDOR TRANSPORTATION STUDY	2-1
2.1.1	Transportation Study Process	2-1
2.1.2	Transportation Study Locally Preferred Strategy	2-1
2.1.3	2020 Long Range Transportation Plan (LRTP).....	2-3
2.1.4	Concept for Preliminary Engineering/ Environmental Impact Statement (PE/EIS).....	2-3
2.2	EIS ALTERNATIVES DEFINITION	2-4
2.2.1	No-Build Alternative	2-5
2.2.2	TSM Alternative	2-5
2.2.3	Build (LRT) Alternative	2-6
2.3	CAPITAL COSTS	2-22
2.3.1	Methodology	2-22
2.3.2	Capital Cost Estimates	2-24
2.4	OPERATING AND MAINTENANCE COSTS ESTIMATE RESULTS	2-25
2.4.1	Methodology	2-25
2.4.2	Operating and Maintenance Costs Estimate Results	2-25
3.0	SOCIAL AND LAND USE	3-1
3.1	DEMOGRAPHIC OVERVIEW.....	3-1
3.1.1	Population	3-1
3.1.2	Income and Households.....	3-4
3.1.3	Employment.....	3-7
3.1.4	Forecast Population and Employment	3-9
3.2	LAND USE	3-10
3.2.1	Existing and Planned Land Use	3-10
3.2.2	Impacts Related to Land Use	3-21
3.2.3	Potential Mitigation Measures Related to Land Use	3-30
3.3	NEIGHBORHOODS, COMMUNITY FACILITIES, AND COMMUNITY COHESION.....	3-30
3.3.1	Neighborhood History and Characteristics	3-30
3.3.2	Impacts Related to Neighborhoods.....	3-38
3.3.3	Impacts Related to Construction.....	3-48
3.3.4	Potential Mitigation Measures (Neighborhood Cohesion)	3-49

3.4	DISPLACEMENTS AND PARTIAL PROPERTY ACQUISITION.....	3-49
3.4.1	Legal Requirements.....	3-49
3.4.2	Methodology and Assumptions.....	3-50
3.4.3	Property Acquisition and Displacement Impacts.....	3-50
3.4.4	Mitigation Measures.....	3-52
3.5	VISUAL AND AESTHETIC CONDITIONS.....	3-52
3.5.1	Visual Environment.....	3-52
3.5.2	Methodology.....	3-57
3.5.3	Impacts Related to Visual/Aesthetic Conditions.....	3-57
3.5.4	Visual Impact Mitigation.....	3-60
3.6	CULTURAL RESOURCES.....	3-61
3.6.1	Legal and Regulatory Requirements.....	3-61
3.6.2	Inventory of Historic and Archaeological Resources.....	3-64
3.6.3	Impacts Related to Historic and Archaeological Resources.....	3-92
3.6.4	Section 4(f) Evaluation of Cultural Resources.....	3-106
3.6.5	Mitigation Measures Related to Historic and Archaeological Resources.....	3-106
3.6.6	Impacts Related to Construction.....	3-106
3.7	PARKLANDS.....	3-107
3.7.1	Legal and Regulatory Requirements.....	3-107
3.7.2	Parks and Recreation Inventory.....	3-107
3.7.3	Impacts Related to Parklands.....	3-111
3.7.4	Section 4(f) Properties.....	3-115
3.7.5	Section 6(F) Use.....	3-116
3.7.6	Impacts Related to Construction.....	3-117
3.8	SAFETY AND SECURITY.....	3-117
3.8.1	Personal Safety and Security.....	3-117
3.8.2	Pedestrian and Vehicular Safety.....	3-126
3.9	ENVIRONMENTAL JUSTICE.....	3-128
3.9.1	Legal and Regulatory Requirements.....	3-128
3.9.2	Community Characteristics.....	3-129
3.9.3	Impacts Related to Environmental Justice for Social Factors.....	3-131
3.9.4	Mitigation Measures Related to Environmental Justice for Social Factors.....	3-143
4.0	ENVIRONMENTAL IMPACT ANALYSIS.....	4-1
4.1	SOILS, GEOLOGY AND TOPOGRAPHY.....	4-1
4.1.1	Soils.....	4-1
4.1.2	Surficial Geology.....	4-4
4.1.3	Bedrock Geology.....	4-5
4.1.4	Topography.....	4-5
4.1.5	Environmental Impacts.....	4-6
4.1.6	Mitigation Measures.....	4-6
4.2	HAZARDOUS MATERIALS CONTAMINATION.....	4-6
4.2.1	Methodology.....	4-7
4.2.2	Impacts.....	4-8
4.2.3	Environmental Impacts.....	4-14
4.2.4	Mitigation Measures.....	4-15
4.3	AIR QUALITY.....	4-15
4.3.1	Existing Environment.....	4-16
4.3.2	Environmental Impacts.....	4-18

4.4	NOISE AND VIBRATION.....	4-23
4.4.1	Noise.....	4-23
4.4.2	Vibration Impact Assessment.....	4-38
4.5	ECOLOGY AND HABITAT.....	4-45
4.5.1	Upland Habitats.....	4-45
4.5.2	Ohio River and Stream Habitat.....	4-52
4.5.3	Wetlands.....	4-55
4.5.4	Rare, Threatened, and Endangered Species.....	4-57
4.6	WATER QUALITY AND FLOODPLAINS.....	4-60
4.6.1	General Description of Ohio River Basin.....	4-60
4.6.2	Surface Water Quality in Study Area.....	4-61
4.6.3	Floodways and Floodplains.....	4-67
4.6.4	Groundwater Resources.....	4-70
4.7	ENERGY.....	4-71
4.7.1	Operating Energy Consumption.....	4-72
4.7.2	Methodology.....	4-72
4.7.3	Impacts in Relation to Energy.....	4-72
4.7.4	Energy Supply.....	4-73
5.0	ECONOMIC IMPACT ANALYSIS.....	5-1
5.1	ECONOMIC CONDITIONS.....	5-1
5.1.1	Existing Economic Activities and Development.....	5-1
5.1.2	Population and Employment.....	5-10
5.2	STATION AREA DEVELOPMENT.....	5-12
5.2.1	Station Area Economic Impact Assessment Zones.....	5-12
5.2.2	Economic Impact Factors.....	5-13
5.2.3	Station Area Planning and Design Guidelines.....	5-13
5.3	ECONOMIC EFFECTS.....	5-15
5.3.1	Tax Base Impacts.....	5-15
5.3.2	Benefit-Cost Analysis.....	5-26
5.3.3	Development Potential.....	5-30
5.4	CONCLUSIONS RELATED TO ECONOMIC EFFECTS.....	5-39
5.4.1	No-Build Alternative.....	5-40
5.4.2	Build (LRT) Alternatives.....	5-40
5.5	MITIGATION MEASURES.....	5-41
5.4	ENVIRONMENTAL JUSTICE.....	5-41
5.4.1	Legal and Regulatory Requirements.....	5-42
5.4.2	Community Characteristics.....	5-42
5.4.3	Environmental Justice Analysis for Economic Factors.....	5-42
5.4.4	Summary and Potential Mitigation.....	5-43

6.0	TRANSPORTATION IMPACT ANALYSIS	6-1
6.1	ROADWAY OPERATIONS	6-1
6.1.1	Methodology And Assumptions	6-1
6.1.2	Existing Traffic Conditions and Levels of Service (LOS).....	6-10
6.1.3	Year 2020 Roadway Segment and Intersection Levels of Service	6-16
6.1.4	Grade Separated Crossings of the Surface Street System.....	6-30
6.1.5	Assessment of Traffic Impacts at Station Locations.....	6-34
6.1.6	System Safety	6-37
6.1.7	Summary Of Roadway Operations	6-37
6.2	BUS TRANSIT OPERATIONS	6-40
6.2.1	Existing and Planned Bus Transit Services	6-40
6.3	RAIL TRANSIT OPERATIONS	6-41
6.3.1	Rail Transit Operating Hours.....	6-41
6.3.2	Rail Operating Statistics	6-41
6.4	REGIONAL TRAVEL DEMAND ESTIMATES	6-41
6.5	PARKING	6-42
6.5.1	Existing Parking.....	6-42
6.5.2	Parking Impacts	6-45
6.5.3	Park & Ride Facilities.....	6-49
6.6	RAILROAD FACILITIES AND SERVICES	6-50
6.6.1	Existing and Future Railroad Facilities and Services	6-50
6.6.2	Impacts Related to Railroad Facilities and Services.....	6-53
6.7	PEDESTRIAN AND BICYCLIST SYSTEMS.....	6-56
6.7.1	Existing Conditions	6-57
6.7.2	Impacts.....	6-58
6.7.3	Potential Mitigation Measures	6-60
6.8	UTILITIES	6-60
6.8.1	Existing Utilities	6-60
6.8.2	Utility Impacts	6-62
6.9	EFFECTS DUE TO CONSTRUCTION	6-65
6.9.1	Construction Noise	6-65
6.9.2	Construction Vibration	6-65
6.9.3	Access and Distribution of Traffic.....	6-66
6.9.4	Excavation, Fill Material, Debris and Spoil.....	6-66
6.9.5	Construction Staging Areas	6-66
6.10	ENVIRONMENTAL JUSTICE	6-67
6.10.1	Legal and Regulatory Requirements.....	6-67
6.10.2	Community Characteristics.....	6-67
6.10.3	Environmental Justice Analysis For Transportation Factors	6-68
6.10.4	Summary and Potential Mitigation	6-71

7.0	EVALUATION OF ALTERNATIVES	7-1
7.1	EVALUATION METHODOLOGY	7-1
7.1.1	Project Goals and Objectives	7-1
7.1.2	Evaluation Measures.....	7-2
7.2	EVALUATION AGAINST THE GOALS AND OBJECTIVES OF THE PROJECT.....	7-5
7.2.1	Goal 1 – Improve Corridor mobility by providing a balanced transportation system to efficiently and effectively move people and goods.	7-6
7.2.2	Goal 2 – Provide better access to downtown Cincinnati, Covington, and the central riverfronts	7-8
7.2.3	Goal 3 – Provide a higher level of mobility to people who rely on public transportation	7-11
7.2.4	Goal 4 – Develop a system that meets changing urban-surburban development patterns and travel behavior.....	7-13
7.2.5	Goal 5 – Provide better access from the central city to the emerging suburban employment centers.....	7-14
7.2.6	Goal 6 – Support economic development investments and opportunities with transportation infrastructure.....	7-17
7.2.7	Goal 7 – Develop a transportation system that enhances the physical and social environment of the Greater Cincinnati/Northern Kentucky region	7-19
7.2.8	Goal 8 – Improve air quality.....	7-21
7.3	EQUITY CONSIDERATION.....	7-23
7.3.1	Legal and Regulatory Requirements.....	7-23
7.3.2	Community Characteristics.....	7-24
7.3.3	Environmental Justice Conclusions.....	7-25
7.4	SECTION 5309 NEW STARTS CRITERIA.....	7-26
7.4.1	Purpose	7-27
7.4.2	Methodology.....	7-27
7.4.3	Project Justification	7-27
7.4.4	New Starts Criteria Submittal for the I-71 Corridor LRT Project	7-28
7.5	FINANCIAL ANALYSIS	7-29
7.5.1	Overview of Financial Planning Process and Structure.....	7-29
7.5.2	Analysis Structure.....	7-30
7.5.3	Sources and Uses of Funds Analysis	7-30
7.5.4	Risks and Uncertainties	7-31
8.0	PUBLIC OUTREACH AND EDUCATION	8-1
8.1	INTRODUCTION	8-1
8.2	OUTREACH TECHNIQUES	8-2
8.3	OUTREACH DURING SCOPING PROCESS	8-2
8.3.1	Distribution of Scoping Meetings Notice	8-3
8.3.2	Newspapers.....	8-3
8.3.3	Agency Scoping Meeting	8-3
8.3.4	Public Scoping Meetings	8-4
8.3.5	Distribution of Scoping Booklets	8-4
8.4	COMMITTEE MEETINGS	8-4
8.4.1	OKI Board of Trustees.....	8-4
8.4.2	I-71 Corridor Oversight Committee	8-4

8.5	STATION AREA PLANNING OPEN HOUSES.....	8-4
8.6	STATION AREA PLANNING WORKSHOPS.....	8-5
8.7	OTHER OUTREACH ACTIVITIES.....	8-9
8.7.1	Speakers Bureau Presentations and Business Briefings.....	8-9
8.7.2	Other Meetings/Events.....	8-10
8.8	PUBLIC COMMENTS AND COORDINATION.....	8-13
8.9	PUBLIC NOTIFICATION.....	8-13
8.10	CONTACTS.....	8-16
9.0	BIBLIOGRAPHY.....	9-1
10.0	SUPPORTING DOCUMENTS.....	10-1
11.0	ACRONYMS.....	11-1

APPENDICES

1-1	Agency Correspondence
3-1	Cultural Resources Correspondence
4-1	Environmental Site Descriptions
4-3	Ecology and Habitat Tables
4-3	Natural Resources
4-4	Energy Correspondence
6-1	MetroMoves Plan Executive Summary
6-2	Guidelines for Station Neighborhood Development

LIST OF FIGURES

Figure 2.2-1	Conceptual Rail Map
Figure 2.2-1a	TSM Alternative
Figure 2.2-2	LRT Prototypical Section
Figure 2.2-3a-b	LRT Alignment and Station Locations
Figure 2.2-4	Downtown Alignments Considered

Figure 3.0-1	I-71 Corridor LRT DEIS Study Area Alignment and Stations by Segment
Figure 3.2-1a-c	I-71 Corridor LRT DEIS Study Area Existing Land Use
Figure 3.2-2a-u	I-71 Corridor LRT DEIS Study Area Major Land Uses and Facilities
Figure 3.3-1a-c	I-71 Corridor LRT DEIS Study Area Communities and Neighborhoods
Figure 3.3-2a-c	I-71 Corridor LRT DEIS Study Area Community Facilities
Figure 3.5-1a-i	I-71 Corridor LRT DEIS Study Area Visual Environment
Figure 3.7-1a-b	I-71 Corridor LRT DEIS Study Area Park Locations
Figure 3.9-1	I-71 Corridor LRT DEIS Study Area Minority Populations
Figure 3.9-2	I-71 Corridor LRT DEIS Study Area Low Income Populations
Figure 3.9-3	I-71 Corridor LRT DEIS Study Area Elderly Populations
Figure 3.9-4	I-71 Corridor LRT DEIS Study Area Limited Mobility Populations
Figure 3.9-5	I-71 Corridor LRT DEIS Study Area No Vehicle Populations
Figure 4.1-1a-c	I-71 Corridor LRT DEIS Study Area Soil Units
Figure 4.1-2a-c	I-71 Corridor LRT DEIS Study Area General Topography
Figure 4.2-1	I-71 Corridor LRT DEIS Study Area Medium and High Priority Hazardous Waste Sites
Figure 4.4-1a-l	I-71 Corridor LRT DEIS Study Area Sensitive Noise Receivers
Figure 4.4-2a-j	I-71 Corridor LRT DEIS Study Area Noise Monitoring Locations
Figure 4.5-1a-c	I-71 Corridor LRT DEIS Study Area Upland Habitats
Figure 4.5-2a-c	I-71 Corridor LRT DEIS Study Area Creek Crossings and National Wetland Inventory
Figure 4.6-1	I-71 Corridor LRT DEIS Study Area Receiving Waters
Figure 4.6-2a-c	I-71 Corridor LRT DEIS Study Area Floodplains
Figure 5.1-1	I-71 Corridor LRT Study Area Empowerment Zone
Figure 6.1-1a-c	General Transportation
Figure 6.1-2a-c	Roadway Segments
Figure 6.1-3a-c	Intersections Analyzed
Figure 6.6-1	Railroad Facilities/Services

LIST OF TABLES

Table 1.2.1:	OKI Metro Area Demographic Characteristics
Table 1.2.2:	Employment Growth in Corridor
Table 2.2.1:	I-71 Corridor Transportation Improvement Alternatives
Table 2.2.2:	Light Rail Station Characteristics
Table 2.3.1:	Summary of Total Capital Costs (Estimated in millions of 2001 dollars)
Table 2.3.2:	Summary of Capital Costs Compared to the No-Build as a Baseline (Estimated in Millions of 2001 Dollars)
Table 2.4.1:	Summary of Annual Gross Operating and Maintenance Costs* (Estimated in Millions of 2001 Dollars)
Table 2.4.2:	Summary of Operating Costs Compared to the No-Build Alternative as a Baseline* (Estimated in Millions of 2001 Dollars)
Table 3.1.1:	Total Population and Racial Profile in Corridor

Table 3.1.2: Total Population and Number of Persons by Racial Group by Neighborhood
 Table 3.1.3: Median Household Income in Corridor
 Table 3.1.4: Number of Persons Below Poverty Level in Corridor
 Table 3.1.5: Female Headed Households with Children in Corridor
 Table 3.1.6: Rate of Unemployment in Corridor
 Table 3.1.7: Number of Persons by Occupation (1990 Census)
 Table 3.1.8: Forecast Population and Employment for Year 2020
 Table 3.2.1: Types of Station Neighborhoods
 Table 3.3.1: Impacts of LRT Station Development on Community Facilities and Neighborhood Cohesion
 Table 3.3.2: Impacts of LRT Trackway Construction on Neighborhood Cohesion
 Table 3.4.1: Station Area Property Acquisition
 Table 3.4.2: Trackway Property Acquisition
 Table 3.6.1: Previously Inventoried Archaeological Sites within the Proposed Corridor
 Table 3.6.2: Areas Identified with Potential for Archaeological Resources
 Table 3.6.3: Architectural Resources Listed or Determined Eligible: Covington Segment
 Table 3.6.4: Architectural Resources Listed, Officially Determined Eligible, or Recommended Eligible for the NRHP (Ohio Segments)
 Table 3.6.5: Covington Segment Effects
 Table 3.6.6: Architectural Resources Proposed for Demolition
 Table 3.7.1: Park and Recreation Land Impacts by Alternative
 Table 3.9.1: Kenton and Hamilton Counties Demographic Overview
 Table 3.9.2: Social Factor Analysis
 Table 3.9.3: Summary of Displacements for Alternative 1
 Table 3.9.4: Summary of Displacements for Alternative 2
 Table 3.9.5: Summary of Displacements for Alternative 3
 Table 3.9.6: Summary of Displacements for Alternative 4

Table 4.1.1: Soil Unit Classifications and Limitations for Site Development
 Table 4.2.1: Hazardous Material Contamination Sites
 Table 4.3.1: National Ambient Air Quality Standards
 Table 4.3.2: Year 2020 Regional Air Quality Impact Analysis and Results Relative to the No-Build Alternative
 Table 4.3.3: Intersection Screening Results
 Table 4.3.4: Year 2020 Background CO Level Computations
 Table 4.3.5: Year 2020 Maximum Predicted CO Computations
 Table 4.4.1: Sensitive Noise Receivers
 Table 4.4.2: Monitored Existing Noise Levels (dBA)
 Table 4.4.3: Noise Levels Defining Impact for Transit Projects
 Table 4.4.4: Assumptions for Light Rail Operations
 Table 4.4.5: General Assessment Results
 Table 4.4.6: Noise Impact Summary
 Table 4.4.7: Sensitive Vibration Receivers
 Table 4.4.8: General Vibration Assessment Results
 Table 4.7.1: Vehicle Miles of Travel by Alternative (Millions)
 Table 4.7.2: Energy Consumption by Alternative (Millions of BTU/Year)
 Table 4.7.3: Change in Regional Energy Consumption (Millions of BTU/Year)

Table 5.1-1: OKI Region Historic Population Trends
 Table 5.1-2: Regional Forecast Population and Employment for Year 2020

Table 5.1-3: I-71 Corridor Forecast Population and Employment for Year 2020
 Table 5.3.1: Station Area Property - Assessed Market And Taxable Value (Alternative 1)
 Table 5.3.2: Station Area Property - Assessed Market And Taxable Value (Alternative 2)
 Table 5.3.3: Station Area Property - Assessed Market And Taxable Value (Alternative 3)
 Table 5.3.4: Station Area Property - Assessed Market And Taxable Value (Alternative 4)
 Table 5.3.5: Trackway Property - Assessed Market And Taxable Value (Alternative 1)
 Table 5.3.6: Trackway Property - Assessed Market And Taxable Value (Alternative 2)
 Table 5.3.7: Trackway Property - Assessed Market And Taxable Value (Alternative 3)
 Table 5.3.8: Trackway Property - Assessed Market And Taxable Value (Alternative 4)
 Table 5.3.9: Summary of Tax Base Impacts of only LRT Alternatives
 Table 5.3.10: Critical Success Factor Ranking for I-71 LRT Corridor Station Areas
 Table 5.3.11: Summary of Station Area Development Potential Rank, by LRT Alternative
 Table 5.3.12: Potential LRT Station Area Induced Development Over 20 Years (Alternative 1)
 Table 5.3.13: Potential LRT Station Area Induced Development Over 20 Years (Alternative 2)
 Table 5.3.14: Potential LRT Station Area Induced Development Over 20 Years (Alternative 3)
 Table 5.3.15: Potential LRT Station Area Induced Development Over 20 Years (Alternative 4)
 Table 5.4.1: Summary of Costs (in millions) and Building Removal, by Alternative
 Table 5.4.2: Summary of Estimated Regional Economic Benefits Over 30 Years, by Alternative (present-day value, 2001 dollars) Option
 Table 5.4.3: Summary of LRT Station Area Development Potential Rank
 Table 5.4.4: Summary of Projected Development Around Potential LRT Station Areas Over 20 Years, by Alternative

Table 6.1.1: Trip Generation Estimates for Park-and-Ride Facilities
 Table 6.1.2: Vehicular Traffic Exposure to Light Rail Vehicles at Grade Crossings Threshold Levels for 16 LRVs per Hour
 Table 6.1.3: Average Daily Traffic Volumes Thresholds for Roadway Segment LOS
 Table 6.1.4: Existing Roadway Segment LOS
 Table 6.1.5: Existing AM and PM Peak Hour Intersection LOS
 Table 6.1.6: Existing AM Peak Hour Movements at LOS E and F
 Table 6.1.7: Existing PM Peak Hour Movements at LOS E and F
 Table 6.1.8: Year 2020 Forecast Roadway Segment AADT Levels of Service
 Table 6.1.9: Summary of Year 2020 AM Peak Hour Intersection Level of Service
 Table 6.1.10: Summary of Year 2020 PM Peak Hour Intersection Level of Service
 Table 6.1.11: Future Year 2020 No-build and TSM AM Peak Hour Movements at LOS E and F
 Table 6.1.12: Future Year 2020 No-build and TSM PM Peak Hour Movements at LOS E and F
 Table 6.1.13: Future Year 2020 Build AM Peak Hour Movements at LOS E and F
 Table 6.1.14: Future Year 2020 Build PM Peak Hour Movements at LOS E and F
 Table 6.1.15: AM Peak Hour Grade Separation Analysis
 Table 6.1.16: PM Peak Hour Grade Separation Analysis
 Table 6.1.17: Impacts Related to Station Area Traffic
 Table 6.1.18: Adjacent Street Capacity used by Station Traffic for Stations with Parking
 Table 6.3.1: Forecast Light Rail Operating Statistics
 Table 6.5.1: On-street Parking in Downtown Cincinnati
 Table 6.5.2: Proposed Parking Garages for Downtown Cincinnati
 Table 6.5.3: On-street Parking in the Over-the-Rhine District
 Table 6.5.4: University of Cincinnati Build Alternative Parking Impacts
 Table 6.5.5: Proposed Park-and-Ride Facilities

Table 7.1.1: Comparison of Alternatives Against the Project Goals and Objectives

Table 7.2.1: Station Area Development Potential
Table 7.2.2: Comparison of Alternatives Against Quality of Life and Livability Issues
Table 7.2.3: Comparison of Alternatives Against Physical, Social and Environmental Issues
Table 7.4.1: 2001 New Starts Quantitative Measures Summary
Table 7.5.1: Summary of Total Capital Costs (Estimated in millions of 2001 dollars)
Table 7.5.2: Summary of Annual Gross Operating and Maintenance Costs* (Estimated in millions of 2001 dollars)

Table 8.5.1: Station Area Planning Open Houses
Table 8.6.1: Station Area Planning Workshops
Table 8.7.1: Speakers Bureau Presentations and Business Briefings
Table 8.7.2: Rail Blazer Appearances
Table 8.7.3: Roving Display
Table 8.9.1: Media Releases and Alerts
Table 8.9.2: Media and Other Recipients of Media Materials