Annual Report on Funding Recommendations

Fiscal Year 2003

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Report of the Secretary of Transportation
to the United States Congress
Pursuant to 49 U.S.C. 5309(o)(1)

2002

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Foreword

The Secretary of Transportation prepares this report annually for submission to the United States Congress. Title 49, United States Code, Section 5309(o)(1) requires the Secretary of Transportation to submit to the Committee on Transportation and Infrastructure of the U.S. House of Representatives and the Committee on Banking, Housing and Urban Affairs of the Senate, a report that includes a proposal on the allocation of amounts to be made available to finance grants and loans for capital projects for new fixed guideway systems and extensions to existing fixed guideway systems ("New Starts") among applicants for those amounts. In addition to those committees, this report is also formally submitted to the Appropriations Committees of both the U.S. House and Senate. It is also provided to transit operators, metropolitan planning organizations (MPOs), State departments of transportation, and made available to the public at large.

This report is a companion document to the President's annual budget request to Congress. It details the Administration's recommendations for allocating New Starts capital investment funding for Federal Fiscal Year 2003.

The report is organized into two sections: the main body of the report, which details the specific funding recommendations by project and provides background information on both the projects and the Federal Transit Administration (FTA) program and processes; and a series of appendices that provide more detailed information on the background, status and evaluation of each proposed project. Appendix A includes those proposed projects in the preliminary engineering, final design, or construction stages, and includes a complete profile (with map, where available) for each individual project. Appendix B briefly describes each proposed project that is undergoing early development and alternatives analysis.

Upon request, this report will be made available in alternative formats. It is also available via the Internet at the FTA site on the World Wide Web.

Introduction

This report provides the U.S. Department of Transportation's recommendations to Congress for allocation of funds to be made available under 49 U.S.C. §5309 for construction of new fixed guideway systems and extensions (major capital investments or “New Starts”) for Fiscal Year (FY) 2003. Section 5309(o)(1) requires an annual report to Congress “that includes a proposal on the allocation of amounts to be made available to finance grants and loans for capital projects for new fixed guideway systems and extensions to existing fixed guideway systems among applicants for those amounts.”

The *Annual Report on New Starts* is a collateral document to the President's annual budget submission to Congress. It is meant to be a constructive element in the administration of the Federal transit assistance program, enriching the information exchange between the Executive and Legislative branches at the beginning of an appropriations cycle for the next Fiscal Year.

The President's budget for FY 2003 proposes that $1,214.40 million be made available for the §5309 major capital investment program. After setting aside one percent of these funds for oversight activities as proposed in the President’s budget and approved in Public Law 107-87, and providing funding for ferry capital projects in Alaska or Hawaii as required by §5309(m)(5)(A), $1,191.96 million is available for project grants. This report recommends funding for 34 projects in FY 2003. Of these, 25 have existing Federal funding commitments in the form of Full Funding Grant Agreements (FFGAs); funding commitments are pending for two; two are expected to be ready for funding commitments before the end of FY 2003 (i.e., September 30, 2003); and five meritorious projects are recommended for one year of funding.

The funding recommendations contained in this report are the result of an extensive project development and evaluation process. All of the projects recommended for multi-year funding commitments have completed this process, have been found by FTA to be worthy of a Federal funding commitment based on a comprehensive review of project justification and local financial commitment, and have either been issued FFGAs already or are strong candidates for FFGAs in the coming year.

To be eligible for New Starts funding, proposed projects must complete the appropriate steps in the planning and project development process, as described in §§5303-5306 and §5309 of Title 49, United States Code, and receive a rating of “recommended” or higher in the most recent FTA evaluation.

Planning and Project Development Process

New Starts projects, like all transportation investments in metropolitan areas, must emerge from a regional multimodal transportation planning process in order to be eligible for Federal funding. In addition, 49 U.S.C. §5309(e)(1) specifies that discretionary grants or loans for New Starts may only be approved if a proposed project is based on the results of alternatives analysis and preliminary engineering, and that certain project justification and financial criteria have been met.

Federal financial support for the planning process is derived from a number of sources, including the §5303 Metropolitan Planning Program, the §5313 State National Planning and Research Program, and planning programs administered by the Federal Highway Administration (FHWA). FTA Urbanized Area Formula funds under §5307 and flexible funds under the Surface Transportation Program (STP) and the Congestion Mitigation and Air Quality (CMAQ) Program may also be used to support certain planning activities. Given the significant demands placed on the New Starts program, FTA does not support the use of §5309 New Starts funds for initial planning activities. Moreover, §5309(m)(2) limits the amount of New Starts funding that can be used for purposes other than final design and construction to not more than 8 percent of funds appropriated. In evaluating the local financial commitment to a proposed project, FTA considers the degree to which initial planning activities are conducted without funding from §5309.

Alternatives Analysis

As part of the metropolitan planning process, local project sponsors must perform a corridor-level analysis of mode and alignment alternatives in corridors for which projects may be proposed for §5309 New Starts funding. This **alternatives analysis** will provide information on the benefits, costs, and impacts of alternative strategies, leading to the selection of a locally preferred alternative to meet the community's mobility needs. Alternatives analysis is regarded as a key planning tool to be undertaken within the multimodal metropolitan and statewide planning processes, supplemented by subsequent project development analyses, for determining appropriate solutions to transportation issues.

The alternatives analysis evaluates several modal and alignment options for addressing mobility needs in a given corridor. It is intended to provide information to local officials on the benefits, costs, and impacts of alternative transportation investments. Potential local funding sources for implementing and operating the investment are to be identified and studied, and information in response to the FTA New Starts project evaluation criteria is to be developed. Involvement of a wide range of stakeholders--including the general public--in the alternatives analysis phase is strongly encouraged. At local discretion, the alternatives analysis may include undertaking a Draft Environmental Impact Statement (DEIS) or Environmental Assessment (EA). Alternatives analysis is considered complete when a locally preferred alternative (LPA) is selected by local and regional decision-makers and adopted by the metropolitan planning organization (MPO) in its financially-constrained metropolitan transportation plan.

Preliminary Engineering

Once the locally preferred alternative is selected and adopted into the MPO’s financially constrained metropolitan transportation plan, the local project sponsor may submit a request to the FTA regional office to initiate the **preliminary engineering** phase of project development.

The request must provide information that demonstrates the readiness of the project to advance into preliminary engineering, including the adoption of the project into the metropolitan transportation plan, the programming of the preliminary engineering study in the Transportation Improvement Program (TIP), and information demonstrating the technical capability of project sponsors to undertake the preliminary engineering effort. The request must also address the project justification and local financial commitment criteria outlined below (see Page 5). (This information is normally developed as part of an alternatives analysis.) FTA then evaluates the proposed project as required by §5309(e)(6) and determines whether or not to approve the project for preliminary engineering. FTA approval to initiate preliminary engineering is not a commitment to fund final design or construction.

During the preliminary engineering phase, local project sponsors refine the design of the proposal, taking into consideration all reasonable design alternatives. Preliminary engineering results in estimates of project costs, benefits and impacts in which there is a much higher degree of confidence than earlier in the process. A comprehensive preliminary engineering effort will also address the New Starts evaluation criteria. In addition, requirements under the National Environmental Policy Act (NEPA) must be met (for New Starts, this usually includes the completion of a Final Environmental Impact Statement), project management plans and fleet management plans are finalized, and local funding sources are committed to the project (if they have not already been committed). Information on project justification and the degree of local financial commitment will be updated and reported as appropriate. As part of their preliminary engineering activities, localities are encouraged to consider policies and actions designed to enhance the benefits of the project and its financial feasibility.

Preliminary engineering is typically financed with §5303 and §5307 funds, local revenues, and flexible funds under the Surface Transportation Program (STP) and the Congestion Mitigation and Air Quality (CMAQ) program, and is considered complete when FTA has issued a Record of Decision (ROD) or Finding of No Significant Impact (FONSI), as required by NEPA.

Final Design

Proposed projects that have completed preliminary engineering must request FTA approval to enter the **final design** phase of development. The request must provide information that demonstrates to FTA the technical capability and financial capacity of the local project sponsor to advance the project into final design. Like the approval to enter into preliminary engineering, this approval is based upon a review and evaluation of the costs, benefits, and impacts under the statutory project evaluation criteria. Final design is the last phase of project development, and includes such items as right-of-way acquisition, utility relocation, and the preparation of final construction plans (including construction management plans), detailed specifications, construction cost estimates, and bid documents. Final design is typically eligible for §5309 New Starts funding.

Project Evaluation and Rating Process

Section 5309(e) requires FTA to evaluate each proposed New Starts project according to a series of criteria for project justification and local financial commitment. As proposed projects proceed through the stages of the planning and project development process, they are evaluated against the full range of statutory criteria. Based on the results of this evaluation and consistent with §5309(e)(6), summary ratings of “highly recommended,” “recommended,” or “not recommended” are assigned to each proposed project. The results of these evaluations are used as the basis for decisions regarding approval for entry into preliminary engineering and final design, to execute an FFGA, and to make annual funding recommendations to Congress. FTA relies on a multiple-measure approach to assign these ratings, which are updated throughout the preliminary engineering and final design processes as information concerning costs, benefits, and impacts is refined. The data used to evaluate and rate proposed projects are normally developed during the project development process, and are collected annually for the production of this report, as well as when individual projects request approval to enter preliminary engineering or final design, and as part of the FFGA process. The New Starts project evaluation criteria are in addition to the general grant eligibility requirements that apply to all FTA funding programs.

The Criteria

The criteria under which proposed New Starts projects must be evaluated are established by statute and contained in §5309(e), which specifies that the Secretary of Transportation may approve a grant or loan under the §5309 New Starts program only for projects that are:

a. based on the results of alternatives analysis and preliminary engineering;
b. justified based on a comprehensive review of [their] mobility improvements, environmental benefits, cost effectiveness, and operating efficiencies; and
c. supported by an acceptable degree of local financial commitment, including evidence of stable and dependable financing sources to construct, maintain, and operate the system or extension.

On December 7, 2000, FTA issued its Final Rule on New Starts project evaluation and rating, published in the *Federal Register* at 65 FR 76864. This regulation is required by §5309(e)(5), and governs how FTA evaluates and rates new fixed-guideway transit systems and extensions under these criteria. The regulation became effective on April 6, 2001[1], and was used in the evaluation and rating of proposed New Starts projects contained in this report.

This regulation retains the familiar “multiple-measure method” of project evaluation used by FTA to evaluate proposed New Starts since 1994. It describes how each of the statutory project evaluation criterion will be evaluated; defines the overall project ratings of “highly recommended,” “recommended,” and “not recommended;” and defines how these ratings will be used to approve entry into the preliminary engineering and final design stages of project development. It is important to note that the purpose of this Rule is to regulate how FTA will evaluate and rate proposed projects for purposes of the §5309 New Starts program; it does not regulate the transit industry or other sponsors of New Starts projects, though it may affect the type of information FTA requests for evaluation purposes. As in the past, FTA will continue to issue guidance and work with project sponsors as the necessary data for project evaluation are collected.

Project Justification

The criteria for evaluating project justification are largely unchanged from past FTA policy and prior authorizing legislation. As in the past, projects will continue to be evaluated according to the following:

- Mobility improvements
- Environmental benefits
- Operating efficiencies
- Cost effectiveness
- Transit-supportive existing land use, policies and future patterns
- Other factors

The first four criteria above are taken directly from statute. While land use factors are not specifically included among the project justification criteria established by §5309(e)(1)(B), they are referenced repeatedly among the “considerations” which §5309(e)(3) directs FTA to take into account when evaluating project justification. Because of this emphasis, found in both TEA-21 and the earlier Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), FTA has established criteria for evaluating transit-supportive existing land use, policies and future patterns. Consistent with §5309(e)(3)(H), FTA also includes a variety of “other factors” when evaluating project justification, including a) the degree to which the policies and programs (local transportation planning, programming and parking policies, etc.) are in place as assumed in the forecasts, b) project management capability, and c) additional factors relevant to local and national priorities and relevant to the success of the project.

Financial Criteria

Section 5309(e)(1)(C) requires that proposed projects also be supported by an acceptable degree of local financial commitment, including evidence of stable and dependable financing sources to construct, maintain and operate the system or extension. The criteria for evaluation of the local financial commitment to a proposed project are:

- The proposed share of total project costs from sources other than the New Starts section of §5309, including Federal formula and flexible funds, the local match required by Federal law, and any additional capital funding ("overmatch");
- The stability and reliability of the proposed capital financing plan; and
- The ability of the sponsoring agency to fund operation and maintenance of the entire system as planned, including existing service, once the guideway project is built.

The Evaluations

As noted above, FTA evaluates proposed New Starts projects against the full range of criteria for both project justification and local financial commitment, using a multiple-measure method. **Project evaluation is an ongoing process;** as proposed New Starts proceed through the project development process, information concerning costs, benefits, and impacts is refined, and the ratings are updated to reflect new information. The ratings reported in this document were used as part of the development of the President’s FY 2003 budget request, and, like all information contained in this report, are current for that purpose.

For each of the project justification criteria, the proposed New Start is evaluated against a “baseline alternative.” The baseline alternative is best described as improvements to the transit system that are relatively low in cost, and the “best that can be done” to improve transit service in the corridor without major capital investment for new infrastructure. For purposes of project evaluation and rating, project sponsors and FTA must agree on the definition of the baseline alternative for each proposed New Starts project prior to approval to enter preliminary engineering. For projects already in preliminary engineering and final design before implementation of the New Starts Final Rule, project sponsors and FTA agreed on the definition of the New Starts baseline for rating and reporting purposes.

In evaluating the project justification criteria, FTA gives primary consideration to the measures for transit supportive land use, cost effectiveness, and mobility improvements, though all criteria are an integral part of the process. FTA attempts to reflect the unique characteristics and objectives of each New Starts project in consideration of the project justification criteria and other factors.

For local financial commitment, the measures for the proposed local share of capital costs and the strength of the capital and operating financing plans are the primary factors. The evaluations are based upon the status of the funding proposed in the project’s financial plans, the completeness of the financial plan, and the financial capacity of the project sponsor to undertake the major capital investment. FTA designates the funds proposed in each financial plan as existing, committed, budgeted, planned, uncertain or unspecified for the proposed major capital investment and ongoing operations and maintenance costs of the system.

The Ratings

For each of the project justification criteria, the proposed New Start is evaluated against the baseline alternative. For each proposed project, FTA assigns one of five descriptive ratings (“high,” “medium-high,” “medium,” “low-medium,” or “low”) for each of the five criterion, with “other factors” considered as appropriate. The same is true for the three factors used to evaluate local financial commitment. These individual ratings are then combined into overall “finance” and “justification” ratings, which in turn are combined to produce summary ratings of “highly recommended,” “ recommended,” or “not recommended.”

For a proposed project to be rated as "recommended," it must be rated at least "medium" in terms of both finance and justification. To be "highly recommended," a proposed project must be rated higher than "medium" for both finance and justification. Proposed projects not rated at least "medium" in both finance and justification will be rated as "not recommended."

If a proposed project is rated as “not recommended,” FTA will indicate the area or areas that must be improved in order to improve the rating: “J” for justification, “O” for the operating funding plan, or “C” for the capital funding plan. Thus, a proposed project that was found in need of improvement to its capital plan would be rated “not recommended (C).” A project requiring attention in all three areas would be rated “not recommended (JOC).” This will provide project sponsors, state, local and federal decision-makers, and the public at large with a simple means to identify the basis for the rating.

The rating process also accounts for a proposed project’s stage of development. Recognizing that it is not possible to expect the same level of detail or degree of certainty in the data submitted for evaluation for projects in the early stages of preliminary engineering as for those nearing the end of final design and contemplating an FFGA, FTA applies different rating standards at different stages of project development. Thus, a project in final design is expected to have all local funds committed and available to fund the project in order to achieve a “high” rating for its capital financing plan. In contrast, a project in preliminary engineering could be rated “high” if all funds have been identified and committed, but some of those funds are not yet available to the project. As projects move through the development process, FTA expects increasing certainty with regard to all project evaluation criteria, and the degree of difficulty in obtaining a “high” rating increases.

These ratings are used both to approve entry into preliminary engineering and final design, as required under §5309(e)(6), and to recommend proposed projects for Federal funding commitments. A proposed project must receive a rating of at least “recommended” in order to be approved for any of these purposes.

It is important to note that a *rating* of "recommended" does not translate directly into a *funding* recommendation in any given fiscal year. Rather, the overall project ratings are intended to reflect overall project merit. Proposed projects that are rated "recommended" or "highly recommended," will be *eligible* for multiyear funding recommendations in the Administration's proposed budget if other project readiness requirements have been met.

Due to the competitive nature of the New Starts program, FTA is continuing to encourage project sponsors to lower the requested Federal share of New Starts funding as projects move through the development process. The Conference Report that accompanied the FY 2002 Department of Transportation Appropriations Act requests “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.” Further, the Administration has proposed that the maximum New Starts share of projects in FY 2004 and beyond be 50 percent. Thus, financial plans should include a maximum Federal share of 50 percent by FY 2004 to remain competitive with other projects in the New Starts pipeline and to meet lower Federal share requirements proposed for the reauthorization of the Transportation Equity Act for the 21st Century (TEA –21).

The results of the project evaluation process for this report are reported in Table 1. Ratings are established for proposed projects that are in preliminary engineering and final design only; projects undergoing alternatives analysis typically have not developed sufficient information for meaningful evaluation, and local decisions regarding the preferred alternative and scope of the project are still pending. Also not listed are projects for which FFGAs have already been issued, as the decision to commit to a project represents the final determination of project justification.

Appendix A provides a more detailed profile for each project for which an FFGA has been issued, as well as for projects in final design and preliminary engineering. Profiles for projects with FFGAs include a description, status, list of funding sources and map. Profiles for projects in final design and preliminary engineering include a description, status, list of funding sources, map, and a presentation of the project evaluation criteria and ratings. Each of these profiles includes a summary description that highlights the overall project ratings and presents key descriptive, cost and ridership data for each proposed New Starts project compared to the baseline alternative. Appendix B provides a brief description and status for other planning studies and projects which were authorized in Section 3030 of TEA-21, but which have not yet entered preliminary engineering.

As noted above, project evaluation is an ongoing process. The ratings contained in this report are based on project information available through November 2001. As proposed New Starts proceed through the project development process, the estimates of costs, benefits, and impacts are refined. The FTA ratings and recommendations will be updated annually for purposes of this report, as well as at the time a request is made to enter preliminary engineering or final design, or to enter into an FFGA. It must be stressed, however, that the ratings reported in this document are *final* for purposes of the President's budget request to Congress. Updated project information and ratings will be reviewed as part of the budget development process for the *next* fiscal year.

Exemptions

Under §5309(e)(8)(A), proposed projects for which less than $25 million in §5309 New Starts funding is sought are exempt from the project evaluation and rating process described above. Where the sponsoring agency believes that a proposed project meets this requirement, submission of project justification and financial commitment information to FTA is not required. However, exempt projects must still meet all planning, environmental, project management, and other requirements that demonstrate their readiness to advance into preliminary engineering. In addition, without information to support the justification of and local financial commitment to a proposed project, FTA will find it difficult to support a Federal funding recommendation for such a project. Submitting the project evaluation data will also maintain a proposed project's eligibility for an FFGA should it later be determined that costs will exceed $25 million. §5309(e)(7) requires New Starts projects to be carried out through an FFGA, and requires decisions concerning the execution of an FFGA to be based on the results of the evaluation and rating process. Thus, a proposed project that is not evaluated will not be eligible for an FFGA. Therefore, sponsors of exempt projects are strongly encouraged to submit information on project justification and financial commitment.

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[1] In accordance with the memorandum of January 20, 2001 from the Assistant to the President and Chief of Staff, entitled "Regulatory Review Plan," published in the Federal Register on January 24, 2001, FTA delayed the effective date of this Rule until April 6, 2001. A Notice to this effect was published in the Federal Register on February 9, 2001, at 66 FR 9677. The original effective date was February 5, 2001.

Principles for Funding Recommendations

The President's budget for FY 2003 proposes that $1,214.40 million be made available for New Starts under §5309. This represents the full amount of guaranteed funds authorized by TEA-21. After subtracting amounts for FTA oversight activities proposed in the budget and approved by P.L. 107-87 [2], and for other purposes specified by §5309(m)(5)(A); [3] a total of $1,191.96 million remains available for projects. Of this amount, a total of $1,026.86 million will be allocated among 25 projects with existing Federal commitments. An additional $79.10 million will be allocated among two projects for which funding commitments are currently pending, and $55 million will be allocated among two projects that are expected to be ready for funding commitments before the end of FY 2003 (i.e., September 30, 2003). In addition, $31 million will be allocated to five meritorious projects in earlier stages of development. Complete descriptions of these projects can be found in Appendix A.

Table 2 summarizes the recommendations for FY 2003 funding and overall funding commitments. For each project, the first column indicates the overall project rating, as described earlier in this report. The second column shows the amount of FY 2001 and prior year funds that have been obligated by each project. The third column shows the amount of funds available as a result of the FY 2002 DOT Appropriations Act (adjusted for the oversight takedown). The fourth column shows the FY 2003 funding recommendations contained in the President's budget request, and the fifth indicates the maximum amount of outyear funding remaining for those projects under FFGAs. Finally, the last column sums the first five columns and shows the total amount to be made available over the life of the project from Federal transit New Starts funds.

Table 2: FY 2003 New Starts Funding Recommendations

A Word About Full Funding Grant Agreements

Section 5309(e)(7) specifies the Full Funding Grant Agreement (FFGA) as the means by which New Starts projects are to be funded. The FFGA is also the principal means used by FTA to manage the New Starts caseload. FTA also has the discretion to use an FFGA in awarding Federal assistance for other major capital projects.

The FFGA defines the project, including cost and schedule; commits to a maximum level of Federal financial assistance (subject to appropriation); establishes the terms and conditions of Federal financial participation; covers the period of time for completion of the project; and helps to manage the project in accordance with Federal law. The FFGA assures the grantee of predictable Federal financial support for the project (subject to appropriation) while placing a ceiling on the amount of that Federal support.

An FFGA also limits the exposure of FTA and the Federal government to cost increases that may result if project design, engineering and/or project management is not adequately performed at the local level. FTA is not directly involved in the design and construction of New Starts projects. While FTA is responsible for ensuring that planning projections are based on realistic assumptions and that design and construction follow acceptable industry procedures, it is the responsibility of project sponsors to ensure that proper project management, design and engineering have been performed.

Additional information and guidance on developing FFGAs is contained in FTA Circular C 5200.1, *Full Funding Grant Agreements Guidance*, dated July 2, 1993, and the FTA Rule on Project Management Oversight (49 CFR Part 633).

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[2] Section 319 of P.L. 107-87, Department of Transportation and Related Agencies Appropriations Act, 2002, states that, "beginning in fiscal year 2002 and thereafter, the Secretary may use up to 1 percent of the amounts made available to carry out 49 USC 5309 for oversight activities under 49 USC 5327."

[3] Section 3009(g) of TEA-21 requires that $10.4 million in §5309 New Starts funds be set aside annually for ferry capital projects in Alaska or Hawaii; after accounting for oversight activities under §5327, $10.30 million is available for these projects.

New Starts Allocations and Recommendations

The President's budget for FY 2003 proposes that $1,214.40 million be made available for New Starts under §5309. This represents the full amount of guaranteed funds authorized by TEA-21. After subtracting amounts for FTA oversight activities proposed in the budget and approved by P.L. 107-87 [2], and for other purposes specified by §5309(m)(5)(A); [3] a total of $1,191.96 million remains available for projects. Of this amount, a total of $1,026.86 million will be allocated among 25 projects with existing Federal commitments. An additional $79.10 million will be allocated among two projects for which funding commitments are currently pending, and $55 million will be allocated among two projects that are expected to be ready for funding commitments before the end of FY 2003 (i.e., September 30, 2003). In addition, $31 million will be allocated to five meritorious projects in earlier stages of development. Complete descriptions of these projects can be found in Appendix A.

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An FFGA also limits the exposure of FTA and the Federal government to cost increases that may result if project design, engineering and/or project management is not adequately performed at the local level. FTA is not directly involved in the design and construction of New Starts projects. While FTA is responsible for ensuring that planning projections are based on realistic assumptions and that design and construction follow acceptable industry procedures, it is the responsibility of project sponsors to ensure that proper project management, design and engineering have been performed.

Additional information and guidance on developing FFGAs is contained in FTA Circular C 5200.1, *Full Funding Grant Agreements Guidance*, dated July 2, 1993, and the FTA Rule on Project Management Oversight (49 CFR Part 633).

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Existing Federal Funding Commitments

Twenty-five projects have existing FFGAs that commit FTA to provide specified levels of major capital investment funding. These projects will require a total of $1,026.86 million in FY 2003. The status of these projects and the individual funding recommendations for FY 2003 are described below. All of these projects have been authorized by TEA-21, and all were either under an FFGA prior to TEA-21 or have been rated as “recommended” or higher at the time the FFGA was issued.

Atlanta/North Springs (North Line Extension)

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has constructed a 2.3-mile, two-station extension of the North Line from the Dunwoody station to North Springs. This extension will serve the rapidly-growing area north of Atlanta, which includes Perimeter Center and north Fulton County, and will connect this area with the rest of the region by providing better transit service for both commuters and inner-city residents traveling to expanding job opportunities. Revenue operations began in December 2000. The daily ridership on the rail extension in the year 2005 is estimated at 33,000 riders, including 11,000 new riders.

On December 20, 1994, FTA issued an FFGA committing a total of $305.01 million in New Starts funding to this project. In the Conference Report to the FY 2000 appropriations act, FTA was instructed to amend the FFGA for this project to incorporate a change in scope as authorized under Section 3030(d)(2) of TEA-21. Accordingly, on March 2, 2000, FTA amended the FFGA to include 28 additional railcars, a multilevel parking facility in lieu of a surface parking lot, and enhancements to customer security and amenity measures at the Sandy Springs and North Springs stations. The total cost of the amended project is $463.18 million, with $370.54 million from the §5309 New Starts program. Of the $65.53 million increase in Federal funding, $10.66 million was applied from unexpended prior-year funds identified from cost savings on the Dunwoody section of the North Line extension. Including these prior-year funds, a total of $329.59 million has been appropriated for this project through FY 2001. A total of $24.75 million was appropriated in FY 2002. It is recommended that $16.11 million be provided in FY 2003 to complete the North Spring Extension project.

Baltimore/Central LRT Double-Track

The Maryland Transit Administration is upgrading from single to double track 9.4 miles of the Baltimore Central Corridor Light Rail Line. The Central Corridor Line is 29 miles long and operates between Hunt Valley in the north to Cromwell/Glen Burnie in the south, serving Baltimore City and Baltimore and Anne Arundel Counties, with extensions providing direct service to the Amtrak Penn Station and the Baltimore-Washington International Airport. In the year 2020, projected average weekday boardings are estimated at 44,000 with an estimated 6,800 daily new riders. Double track operations are scheduled to begin on December 31, 2006.

The total cost of the double-tracking and related improvements is estimated at $153.70 million. The FFGA for this project was awarded in July 2001, with a Federal commitment of $120 million. A total of $8.62 million has been appropriated through FY 2001, and an additional $12.87 million was provided in FY 2002. To continue development of this project, it is recommended that $24.25 million be provided to this project in FY 2003.

Boston/South Boston Piers Transitway Phase 1

The Massachusetts Bay Transportation Authority (MBTA) is developing an underground transitway to connect the existing transit system with the South Boston Piers area. The Piers area, which is connected to the central business district (CBD) by three local bridges, is undergoing significant development. A 1.5-mile tunnel, which will be constructed in two phases, will extend from the existing Boylston Station to the Boston World Trade Center; five underground stations will provide connections to the MBTA's Red, Orange, and Green Lines. Dual-mode trackless trolleys will operate in the transitway tunnel and on surface routes in the eastern end of the Piers area. Daily ridership for the Transitway in 2010 is estimated to range from 22,000 trips in the lower-growth scenario to 34,100 trips in the high-growth scenario. The project is scheduled to open for revenue service in December 2004.

Phase I of this project consists of a one-mile, three-station bus tunnel between South Station and the Boston World Trade Center, with an intermediate stop at Fan Pier. Part of the construction is being coordinated with the Central Artery highway project. South Station serves the existing MBTA Red Line, as well as Amtrak and commuter rail and bus service. The total estimated cost of Phase I is $601 million. Phase II would extend the transitway to Boylston Station on the Green Line and the Chinatown Station on the Orange Line.

Section 3035(j) of ISTEA directed FTA to enter into an FFGA for this project. On November 5, 1994, an FFGA was issued for Phase I, committing a total of $330.73 million in §5309 New Starts funding. Through FY 2001, a total of $319.53 million has been provided for this project. The FY 2002 appropriation provided an additional $10.52 million. In FY 2003, FTA recommends $681,924 in federal New Starts funding to complete the FFGA commitment.

Chicago/Douglas Branch Reconstruction

The Chicago Transit Authority (CTA) is completing the reconstruction of the Douglas Branch heavy rail line. Part of the CTA’s Blue Line, the 11-station Douglas Branch extends 6.6 miles from Cermack Avenue to a point just west of downtown Chicago. The oldest segment on the line opened in 1896 and the “newest” in 1910, though numerous improvements and upgrades were made through the mid-1980s. Age-related deterioration has resulted in high maintenance and operating costs on the line, as well as declining service.

The Douglas Branch currently carries approximately 27,000 riders on an average weekday, and serves one of the most economically distressed areas in Chicago. Low-income households make up 30 percent of the total number of households within walking distance of the stations. The line has been in operation for over 100 years, and serves neighborhoods that originally developed along the system. The corridor contains an estimated 54,000 jobs and 115,000 residents within one-half mile of the stations, and serves the University of Illinois at Chicago (25,000 students) and Chicago’s large, dense central business district with an estimated 339,000 jobs. Population and employment densities are high, averaging 9,100 jobs and nearly 20,000 people per square mile. The project is expected to serve 6,000 daily new riders in 2020. After “looping” through the central business district, the Blue Line also extends to O’Hare International Airport. Reconstruction is scheduled to be complete by January 31, 2005. The total capital cost of the Douglas Branch Reconstruction project is estimated at $482.60 million.

Section 3030(a)(106) of TEA-21 authorizes the Douglas Branch to enter final design and construction. In January 2001, FTA and CTA entered into an FFGA that commits a total of $320.10 million in §5309 New Starts funds to this project. A total of $19.78 million has been appropriated through FY 2001, and an additional $32.42 million was provided in FY 2002. This leaves $212.90 million needed to fulfill the FFGA. In accordance with Attachment 6 of the FFGA, it is recommended that $55 million in §5309 New Starts funds be provided to this project in FY 2003.

Chicago/North Central Corridor Commuter Rail

Metra, the commuter rail division of the Regional Transportation Authority (RTA) of Northeastern Illinois, is seeking to add a second mainline track along 14 miles of the 55-mile North Central Service commuter rail line, as well as a 2.3-mile stretch of third track. The North Central corridor extends from downtown Chicago to Antioch on the Illinois-Wisconsin border, and traverses suburban Lake County. It includes the two most significant hubs of employment in the six-county northeastern Illinois region, the Chicago CBD and the area surrounding O'Hare International Airport. Metra estimates that this project will have 8,400 average weekday boardings by 2020. In addition to new tracks, the proposed project also includes track and signal upgrades, construction of five new stations, parking facilities, rail yard expansion and the purchase of two new diesel locomotives. The improvements are scheduled to be complete in December 2006. The total capital cost of this project is estimated at $225.50 million.

FTA awarded Metra a Full Funding Grant Agreement on November 5, 2001 for a total of $135.32 million in §5309 New Starts funding. Through FY 2001, a total of $33.84 million was provided for this project, and an additional $17.42 million was provided in FY 2002. FTA recommends that a total of $20 million be provided to the Metra North Central Commuter Rail project in FY 2003.

Chicago/South West Corridor Commuter Rail

Metra, the commuter rail division of the Regional Transportation Authority (RTA) of Northeastern Illinois, is planning an extension and various improvements to the existing South West commuter rail line. The 33?mile South West line provides service from Orland Park, Illinois, to downtown Chicago. This project would extend the line 12 miles from the existing station at 179th Street in Orland Park, southwest to Manhattan, Illinois. The project also includes: the construction of three miles of second mainline track, three new stations, expansion of the existing yard and three diesel locomotives. Metra estimates that 13,800 average weekday boardings, including 7,600 daily new riders, will use the improved South West Corridor commuter rail line in the year 2020. Revenue operations on the extension are scheduled to commence in December 2006. The total cost of this project is estimated at $198.10 million.

A Full Funding Grant Agreement was signed on November 5, 2001, authorizing $103.02 million in §5309 New Starts funding. Through FY 2001, a total of $17.86 million has been provided for this project, and Metra allocated an additional $20.64 million from its overall FY 2002 New Starts appropriation. To continue development of this project, it is recommended that $20 million in §5309 New Starts funds be provided to the Metra South West Corridor project in FY 2003.

Chicago/Union-Pacific West Line Extension

Chicago's Metra commuter rail division is planning additional extensions and improvements on its Union Pacific West Commuter Rail line. The Union Pacific West project, also known as the Central Kane Corridor, is an extension of the existing 35-mile Union Pacific West (UPW) line, which currently provides service between Geneva and downtown Chicago. This project would extend the line 8.5 miles west to Elburn, with two new stations serving Elburn and La Fox, purchase 2 diesel locomotives and construct a storage yard. The extension itself will use existing railroad track and right-of-way currently used by both Metra and the Union Pacific freight railroad. This project will link the rapidly developing communities to the west of Chicago with the major employment center in the Chicago CBD. Metra estimates that 3,900 average weekday boardings will occur on the UPW line in the year 2020. Revenue operations are scheduled to commence in December 2006. The total capital cost of the Union Pacific West extension and improvements project is estimated at $134.60 million.

FTA issued an FFGA on this project on November 5, 2001, that will provide a total of $80.76 million in §5309 New Starts funding. Through FY 2001, a total of $16.45 million was provided for this project, and an additional $16.39 million was provided in FY 2002. In FY 2003, FTA recommends that $12 million be provided to the Metra Union Pacific West project.

Dallas/North Central LRT Extension

Dallas Area Rapid Transit (DART) is constructing a 12.5-mile, nine-station extension of its light rail system from the Park Lane Station north to the City of Plano. DART estimates that approximately 17,000 riders will use this extension by 2020, of which 6,800 will be new riders. The total cost of this project is estimated at $517.20 million. DART began contracting for construction and purchasing vehicles and necessary right-of-way in May 1998, and expects to open the North Central extension for revenue service in December 2003.

The North Central extension is authorized for final design and construction under Section 3030(a)(20) of TEA-21. FTA issued an FFGA for this project on October 6, 1999, which will provide a total of $333 million in §5309 New Starts funding. Through FY 2001, a total of $161.61 million has been provided to this project, with an additional $69.30 million appropriated in FY 2002 that included $1.20 million to compensate for prior year Federal funding shortfalls where appropriations were less than the amounts specified in the FFGA. This leaves $102.09 million required to complete the Federal funding commitment. It is recommended that $70 million be provided to this project in FY 2003.

Denver/Southeast Corridor LRT

The Regional Transportation District (RTD) in Denver and the Colorado Department of Transportation (CDOT) are implementing a 19.12-mile, 13-station light rail line between downtown Denver and Lincoln Avenue in Douglas County along Interstate-25, with a spur along Interstate-225 to Parker Road in Arapahoe County. Known as T-REX, the double-tracked line would operate over an exclusive right-of-way and connect with both the existing Central Corridor light rail line in downtown Denver and the recently completed Southwest line. Ridership is estimated at 38,100 average weekday boardings, including 12,900 new riders. The total capital cost of this project is estimated at $879.30 million. Revenue service is projected to begin by 2006.

Section 3030(a)(23) of TEA-21 authorized the Southeast LRT in Denver for final design and construction. FTA issued an FFGA for this project on November 17, 2000, which will provide a total of $525 million in §5309 New Starts funding. A total of $6.41 million in §5309 New Starts funds was appropriated for this project through FY 2001, and an additional $54.45 million was provided in FY 2002 which included additional funding to compensate for prior year Federal funding shortfalls where appropriations were less than the amounts specified in the FFGA. It is recommended that $70 million be provided to this project in FY 2003; this is the amount specified in Attachment 6 of the FFGA, The remaining $394.14 million needed to complete this project would be provided in future years.

Ft. Lauderdale/Tri-County Commuter Rail Upgrades

The Tri-County Commuter Rail Authority (Tri-Rail) is undertaking several system improvements to the 71.7-mile regional transportation system it operates between Palm Beach, Broward and Dade Counties in South Florida. This area has a population of over four million, nearly one-third of the total population of Florida. The improvements include construction of a second mainline track, rehabilitation of the signal system, station and parking improvements, acquisition of new rolling stock, improvements to the Hialeah Maintenance Yard facility and construction of a new, northern layover facility. Double-tracking will improve service by a factor of three, permitting 20-minute intervals between trains during peak commuter hours instead of the current one-hour headways. Tri-Rail estimates that these improvements will result in 42,100 average daily boardings by 2015, including 10,200 daily new riders.

On May 16, 2000, FTA issued an FFGA for Segment 5 of the Double Track Corridor Improvement Program, which includes construction of 44.31 miles of the second mainline track and upgrades to existing grade crossings along the entire 71.7-mile South Florida Rail Corridor. These improvements are expected to be complete by March 2005. The first four segments, upgrading the Hialeah Maintenance Yard and replacing the New River Bridge, while part of the overall Double Track Corridor Improvement Program, are not included in the scope of this project. Total capital costs for the Segment 5 project are estimated at $327 million.

The FFGA for the Double Track Corridor Improvement Program Segment 5 Project will provide a total of $110.50 million in §5309 New Starts funding. Tri-Rail was allocated a total of $25.67 million in FY 2001 and prior year funding to this project, and an additional $26.73 million was appropriated in FY 2002. In accordance with Attachment 6 of the FFGA, FTA recommends $39.69 million be provided to Tri-Rail FY 2003. A total of $18.41 in future year funding will be required to complete the commitment.

Los Angeles/MOS-3 Extensions of Metro Rail (North Hollywood)

The Los Angeles Metro Rail Red Line rapid-rail system is being planned, programmed and constructed in phases, through a series of "Minimum Operable Segments" (MOSs). The first of these segments (MOS-1), a 4.4-mile, five-station segment, opened for revenue service in January 1993. A 2.1-mile, three-station segment of MOS-2 opened along Wilshire Boulevard in July 1996, and an additional 4.6-mile, 5-station segment of MOS-2 opened in June 1999. The Federal funding commitment for these two segments has been fulfilled. On May 14, 1993, an FFGA was issued to the Los Angeles County Metropolitan Transportation Authority (LACMTA) for the third construction phase, MOS-3.

MOS-3 was defined under ISTEA (Section 3034) to include three segments: the *North Hollywood* segment, a 6.3-mile, three-station subway extension of the Hollywood branch of MOS-2 to North Hollywood through the Santa Monica mountains; the *Mid-City* segment, a 2.3-mile, two-station western extension of the Wilshire Boulevard branch; and an undefined segment of the *Eastside* project, to the east from the existing Red Line terminus at Union Station. LACMTA later defined this eastern segment as a 3.7-mile, four-station extension under the Los Angeles River to First and Leona in East Los Angeles. On December 28, 1994, the FFGA for MOS-3 was amended to include this definition of the eastern segment, bringing the total commitment of Federal New Starts funds for MOS-3 to $1,416.49 million.

In January 1997, after delays in the project, FTA requested that LACMTA submit a recovery plan to demonstrate its ability to complete MOS-2 and MOS-3, while maintaining and operating the existing bus system. On January 14, 1998, the LACMTA Board of Directors voted to suspend and demobilize construction on all rail projects other than MOS-2 and the MOS-3 North Hollywood Extension. The MTA submitted a recovery plan to FTA on May 15, 1998, which was approved by FTA on July 2, 1998.

On June 9, 1997, FTA and LACMTA negotiated a revised FFGA covering the North Hollywood segment (Phase 1-A) of MOS-3. The North Hollywood Extension is 6.3 miles in length, with three stations, entirely in subway. It extends the Hollywood branch of the MOS-2 generally to the north under the Santa Monica Mountains to North Hollywood in the San Fernando Valley. The estimated cost of the extension is $1.31 billion. When the North Hollywood extension opened for service in June 2000, ridership for the entire system essentially doubled to approximately 125,000 daily boardings, far exceeding the projected daily boardings for 2010.

The total capital cost of the North Hollywood project is estimated at $1,310.82 million, of which the revised FFGA commits $778.79 million in §5309 New Starts funds. Through FY 2001, a total of $721.68 million has been appropriated for MOS-3 (including the North Hollywood, Eastside Corridor LRT, and Mid-City/Exposition LRT); an additional $16.62 million was provided in FY 2002. To complete the commitment under the revised FFGA, FTA recommends $40.49 million in FY 2003.

Memphis/Medical Center Extension

The Memphis Area Transit Authority (MATA), in cooperation with the City of Memphis, is building a 2-mile light rail extension to the Main Street Trolley/Riverfront Loop vintage rail system. The extension would expand service from the central business district (CBD) east to the Medical Center area. The line would operate on city streets in mixed traffic and would connect with the Main Street Trolley, sharing a lane with automobile traffic on Madison Avenue between Main Street and Cleveland Street. Six new stations would be located along the route. The line will be designed to accommodate light rail vehicles, but vintage rail cars would be used until a proposed regional LRT line is implemented and a fleet of modern LRT vehicles is acquired. The revenue operating date is March 2004. The total capital cost of this project is estimated at $74.58 million. This project would be the last segment of the downtown rail circulation system as well as the first segment of a possible regional light rail line.

Section 3030(a)(43) of TEA-21 authorized the Memphis Corridor to enter final design and construction. On December 12, 2000 FTA issued an FFGA committing a total of $59.67 million in §5309 New Starts funds to the Medical Center Extension. A total of $16.33 million has been appropriated for this project through FY 2001, including $0.5 million of funding prior to the FFGA. An additional $18.98 million was provided in FY 2002 leaving $24.86 million needed to complete the project. In accordance with Attachment 6 of the FFGA, it is recommended that $15.61 million in §5309 New Starts funds be provided in FY 2003, with the remaining $9.25 million to be provided in future years.

Minneapolis/Hiawatha Corridor LRT

Metro Transit and the Metropolitan Council of Minneapolis (the local metropolitan planning organization), in cooperation with the Minnesota Department of Transportation (MnDOT), Hennepin County, and the Metropolitan Airports Commission (MAC), are constructing an 11.6-mile, 17-station light rail line linking downtown Minneapolis, the Minneapolis-St. Paul International Airport, and the Mall of America in Bloomington. The line would operate along the corridor following Hiawatha Avenue and Trunk Highway 55. The line begins in the central business district and travels south on the existing transit mall along 5th Street, follows the former Soo Line Railroad from the Metrodome to Franklin Avenue, and then runs parallel with Hiawatha Avenue towards the airport. The line will tunnel under the runways and taxiways for 1.8 miles, with one station, emerge on the west side of the airport, and continue south to the vicinity of the Mall of America in Bloomington. The project is expected to serve 24,800 average weekday boardings by the year 2020; 19,300 average weekday boardings are projected in the opening year. Revenue service is scheduled to commence in December 2004. The total capital cost of the Hiawatha Corridor LRT is estimated at $675.40 million.

Section 3030(a)(91) of TEA-21 authorizes the “Twin Cities – Transitway Corridors” for final design and construction. In January 2001, FTA issued an FFGA that commits a total of $334.30 million in §5309 New Starts funds to the Hiawatha Corridor LRT. Of this amount, $118.85 million has been provided in FY 2001 and prior years, and an additional $49.50 million was appropriated in FY 2002. This leaves a total of $105.95 million that will be needed to fulfill the FFGA. In accordance with Attachment 6 of the FFGA, it is recommended that $60 million in §5309 New Starts funds be provided to this project in FY 2003.

Northern New Jersey/Hudson-Bergen MOS-1

The New Jersey Transit Corporation (NJ Transit) is constructing a 9.6-mile, 16-station light rail line along the Hudson River Waterfront in Hudson County, from the Hoboken Terminal to 34th Street in Bayonne and Westside Avenue in Jersey City. This line is intended as the initial minimum operable segment (MOS-1) of a larger 21-mile, 30-station line extending from the Vince Lombardi park-and-ride lot in Bergen County to Bayonne, passing through Port Imperial in Weehauken, Hoboken, and Jersey City. The core of the completed system will serve the high-density commercial centers in Jersey City and Hoboken, and provide connections with NJ Transit commuter rail service, PATH trains to Newark and Manhattan, and the Port Imperial ferry from Weehauken to Manhattan. This initial operating segment is being constructed under a turnkey contract to design, build, operate, and maintain the system, which was awarded in October 1996. Total costs are expected to be $992.14 million for MOS-1; construction began in December 1996. A portion of the MOS-1 line, between 34th Street and Exchange Place, opened in April 2000, and NJ Transit began revenue service from Exchange Place north to the Pavonia-Newport Station in November 2000. Full service to Hoboken Terminal will begin in Fall 2002. The full 21-mile system is expected to carry 94,500 riders per day.

The Department issued an FFGA on October 15, 1996, that commits $604.09 million in §5309 New Starts funding for MOS-1. Through FY 2001, a total of $445.30 million has been appropriated for this project. The FY 2002 appropriation provided an additional $139.59 million, leaving $19.20 million needed to complete the Federal commitment.

Northern New Jersey/Hudson-Bergen MOS-2

The second Minimum Operable Segment (MOS-2) of the NJ Transit Hudson-Bergen LRT system is a 5.1-mile, seven-station segment running north from Hoboken Terminal to the Tonnelle Avenue park-and-ride lot in North Bergen, and south to 22nd Street in Bayonne. The Hudson-Bergen MOS-2 line will serve an area with one of the highest residential densities in the region, and the downtown Jersey City area contains the largest concentration of office development in Hudson County. By providing connections to ferry and commuter rail service, the line will also serve the Manhattan central business district. MOS-2 is scheduled for completion in 2005 and is anticipated to carry 34,900 average weekday boardings in 2010. Total costs for MOS-2 are estimated at $1,215.40 million.

FTA issued an FFGA for this project on October 31, 2000, committing a total of $500 million in §5309 New Starts funds. The MOS-2 project does not require funding from the §5309 New Starts program until FY 2003; the issuance of the FFGA at this point provided NJ Transit with the authority to borrow funds to begin construction while the MOS-1 is being completed, under the same turnkey contract. This permits the entire Hudson-Bergen project to be constructed at a lower cost by avoiding the significant costs associated with stopping and then restarting a major construction project. No prior year funding has been appropriated for MOS-2 from the §5309 New Starts program. It is recommended that $50 million be provided in FY 2003, in accordance with Attachment 6 of the FFGA for this project.

Northern New Jersey/Newark Rail Link (MOS-1)

The New Jersey Transit Corporation (NJ Transit) is developing a one-mile, five-station extension of the Newark City Subway light rail line, running from Broad Street Station in Newark-to-Newark Penn Station. This project is the first minimum operable segment (MOS-1) of a proposed 8.8-mile, 16-station light rail system that will link the cities of Newark and Elizabeth, New Jersey. The second stage is a planned one-mile segment from Newark Penn Station to Camp Street in downtown Newark, and the third is the planned remaining seven-mile segment to Elizabeth, which includes a station serving Newark International Airport. The total cost of the MOS-1 segment is estimated at $207.70 million. It will serve 13,300 average weekday boardings in 2015. The projected opening date for this project is June 2005.

Section 3030(a)(57) of TEA-21 authorized the New Jersey Urban Core Project, which consists of eight separate elements including the Newark-Elizabeth Rail Link, for final design and construction. On August 2, 2000 FTA issued an FFGA committing a total of $141.95 million in §5309 New Starts funds to the Newark Rail Link MOS-1 project. Through FY 2001, Congress has appropriated a total of $39.59 million for this project. An additional $19.80 million was provided in FY 2002, leaving a total of $82.56 million remaining to complete the project. As specified in Attachment 6 of the FFGA for this project, it is recommended that $60 million be provided to this project in FY 2003, with the remaining $22.56 million to be provided in future years.

Pittsburgh/Stage II LRT Reconstruction

The Port Authority of Allegheny County (Port Authority) is in the process of reconstructing Pittsburgh's old 25-mile trolley lines to modern light rail standards. The reconstruction is taking place in two stages. The Stage I Light Rail Transit (LRT) project, undertaken in the 1980s, included reconstruction of the first segment and construction of Pittsburgh's first subway. Ground was broken on the Stage I LRT project in December 1980, and the reconstruction of this segment was completed in 1987. The Stage II LRT project includes reconstruction of the remaining 12 miles of the system, which consists of the Overbrook, Library and Drake trolley lines, to modern LRT standards. Single-track segments will be double-tracked, the Overbook and Drake lines (which are currently closed) would be reopened, and 28 new light rail vehicles would be purchased.

In order to prioritize program needs against financing requirements, Port Authority reconfigured its rail improvement program in 1999. As a result, the Stage II LRT project will itself be undertaken in segments. The revised Stage II LRT Priority Program includes reconstruction of 10.7 miles on both the Overbrook Line and a portion of the Library Line, construction of 2,400 park-and-ride spaces, and the purchase of 28 light rail vehicles. The Revenue Operating Date for the project is June 2004. The total capital cost of the Stage II Priority Program is estimated at $386.40 million. The remaining portions of the original Stage II LRT project will be undertaken as local funding becomes available.

Section 3030(a)(98) authorizes the "Pittsburgh – Stage II Light Rail" project for final design and construction. In January 2001, FTA issued an FFGA for this project that would commit a total of $100.20 million in §5309 New Starts funding. Through FY 2001, a total of $23.71 million has been appropriated for this project, and an additional $17.82 million was provided in FY 2002. This leaves a total of $58.67 million needed to complete the anticipated Federal commitment to this project. In accordance with Attachment 6 of the FFGA, it is recommended that $26.25 million be provided in FY 2003.

Portland/Interstate MAX LRT Extension

The Tri-County Metropolitan Transit District of Oregon (Tri-Met) is developing a 5.8-mile, 10-station extension of the Metropolitan Area Express (MAX) light rail system, which will connect Portland's central business district with the regional Exposition Center in north Portland. Riders will be able to transfer between the Interstate MAX extension and the existing 33-mile East/West MAX line at the Rose Quarter station. This line will complement regional land use plans by connecting established residential, commercial, entertainment and other major activity centers, and will provide a key transportation link in the region's welfare-to-work programs. The total cost of the Interstate MAX project is estimated at $350 million. Tri-Met estimates that the MAX extension will have 18,100 average weekday boardings and 8,400 daily new riders by 2020. Revenue service is scheduled to commence in September 2004.

On September 20, 2000, FTA and Tri-Met entered into an FFGA that commits a total of $257.50 million in §5309 New Starts funds to the MAX project. This does not include $5.96 million appropriated in prior years that were allocated to Portland Metro for the 12-mile South-North light rail line originally proposed for this corridor. Through FY 2001, $13.39 million was appropriated for this project. The FY 2002 appropriation provided $63.36 million for the MAX light rail extension. It is recommended that $70 million be provided for this project in FY 2003; this is the amount specified in Attachment 6 of the FFGA. The remaining $116.71 million needed to complete the project would be provided in future years.

St. Louis/Metrolink St.Clair Extension

The Bi-State Development Agency (Bi-State) is developing a 26-mile extension of the Metrolink light rail line from downtown East St. Louis, Illinois to the Mid America Airport in St. Clair County. A 17.4-mile Minimum Operable Segment (MOS) extends from the current Metrolink terminal in downtown East St. Louis to Belleville Area College (now known as Southwest Illinois College). This segment consists of eight stations, seven park-and-ride lots, 20 new light rail vehicles, and a new maintenance facility in East St. Louis. The route makes extensive use of abandoned railroad rights-of-way. Revenue service began on May 5, 2001. The total capital cost of the St. Clair MOS is estimated at $339.20 million.

On October 17, 1996, FTA and Bi-State entered into an FFGA that commits a total of $243.93 million in §5309 New Starts funding to complete the 17.4-mile MOS to Southwest Illinois College, and provides for extending the system to Mid-America Airport should funding become available at a later date. The funding committed to the MOS does not include $8.48 million in Federal New Starts funding provided prior to FY 1996, which brings total Federal funding for this project to $252.41 million under the New Starts program. Through FY 2001, a total of $221.32 million has been appropriated for this project. The FY 2002 appropriation provided the additional $27.72 million. To fulfill the original Federal funding commitment, FTA recommends $3.37 million in FY 2003 New Starts funding.

Salt Lake City/CBD to University LRT

The Utah Transit Authority (UTA) has implemented a 2.5-mile, four-station light rail line in eastern Salt Lake City, from the downtown area to Rice-Eccles Stadium on the University of Utah campus. The line connects with the existing North/South line at Main Street and travels east along 400 South and 500 South to the stadium. The light rail vehicles are operating on city streets and property owned by Salt Lake City, the Utah Department of Transportation, and the University. The line is intended to significantly improve access to jobs, educational opportunities, health care, and housing throughout the 400 South corridor. The CBD to University line is scaled back from the originally proposed 10.9-mile West/East line from the airport to the university. UTA estimates ridership at 4,360 boardings per average weekday in January 2002. The line opened for service on December 15, 2001. Total capital costs are estimated at $105.80 million.

FTA issued an FFGA for the CBD to University LRT project on August 17, 2000, committing a total of $84.60 million in §5309 New Starts funds. This does not include $4.96 million in FY 2000 and prior year funding which brings the total amount of New Starts funding for this project to $89.56 million. Including prior year funding, the total amount of Federal funds provided to this project through FY 2001 is $6.94 million. An additional $13.86 million was appropriated in FY 2002. As specified in Attachment 6 of the FFGA for this project, it is recommended that $68.76 million be provided in FY 2003, completing the federal commitment to this project.

Salt Lake City/North-South LRT

The Utah Transit Authority (UTA) has completed construction of a 15-mile light rail transit (LRT) line from downtown Salt Lake City to the southern suburbs. The line opened for regular weekday service on December 6, 1999. The system operates on city streets downtown for two miles and then follows a lightly-used railroad alignment owned by UTA to the suburban community of Sandy for 13 miles. This project is one component of the Interstate 15 corridor improvement initiative, which includes reconstruction of a parallel segment of I-15. Though original ridership projections for the South LRT system estimated daily ridership at 14,000 daily passengers in 2000 and 23,000 passengers by 2010, current ridership averages 19,000 weekday passengers. Total capital costs for this project were $312.49 million.

For the 2002 Winter Olympic and Paralympic Games, this project connects major hotels and local residential areas with the Olympic venues for figure skating, medal rounds for ice hockey, and the International Broadcast Center, and connects with bus service to venues for speed skating, curling, and the Nordic alpine events.

On August 2, 1995, FTA issued an FFGA for this project that committed a total of $237.39 million in Federal New Starts funding. This does not include $6.60 million in prior year funds that were provided before the FFGA was issued, which brings the total amount of §5309 New Starts funding to $243.99 million. A total of $243.28 million has been appropriated in FY 2001 and prior years. No new funding was appropriated in FY 2002. In FY 2003, FTA recommends $718,006 for the Salt Lake City North-South LRT project, completing the Federal commitment to this project.

San Diego/Mission Valley East LRT Extension

The Metropolitan Transit Development Board (MTDB) is constructing a 5.9-mile, four-station light rail extension of its existing Blue Line, from east of Interstate 15 to the City of La Mesa, where it will connect to the existing Orange Line near Baltimore Drive. The Mission Valley East line will serve four new and two existing stations, and would include elevated, at-grade, and tunnel portions. The project includes two park and ride lots and a new access road between Waring Road and the Grantville Station. The corridor runs parallel to Interstate 8 in eastern San Diego and La Mesa, and is characterized by a mix of low- to moderate-density industrial, residential, and commercial uses, but includes several major activity centers such as San Diego State University, the Grossmont regional shopping center, Kaiser Hospital, the Alvarado Medical Center, and the Grantville employment area. Over 24,000 jobs and nearly 10,000 residences are located within walking distance of the proposed stations, and existing zoning is generally supportive of transit. The project is expected to serve approximately 10,800 average weekday boardings in the year 2015. Revenue operations are scheduled to begin on December 31, 2005. Total capital costs are estimated at $431 million.

On June 22, 2000, FTA issued an FFGA committing a total of $329.96 million in §5309 New Starts funding to this project. Through FY 2001, Congress has appropriated $53.32 million for this project, and an additional $59.40 million was provided in FY 2002. As specified in Attachment 6 of the FFGA, it is recommended that $65 million be provided for this project in FY 2003, with the remaining $152.24 million to be provided in future years.

San Francisco/BART Extension to San Francisco Airport

Bay Area Rapid Transit (BART) in San Francisco and the San Mateo County Transit District (SamTrans) are constructing an 8.7-mile, four-station extension of the BART rapid transit system to serve San Francisco International Airport (SFO). The project consists of a 7.5-mile mainline extension from the existing BART station at Colma, through Colma, South San Francisco, and

San Bruno, terminating at the Millbrae Avenue BART/CalTrain Station. An additional 1.2-mile spur from the main line north of Millbrae will take BART trains directly into the airport, to a station adjoining the new International Terminal. Ridership is projected to be 73,800 average weekday passengers by 2010, including approximately 17,800 daily trips by air travelers and airport employees. The Revenue Operation Date is in Fall of 2002.

The San Francisco International Airport is a major partner in this project. All structures and facilities to be constructed on airport property, and installation of related equipment, are being funded, designed and constructed by the airport for BART. This project is also part of the FTA Turnkey Demonstration Program to determine if the design/build approach will reduce implementation time and cost.

On June 30, 1997, FTA entered into an FFGA for the BART-SFO extension, committing a total of $750 million in Federal New Starts funds to the project; total capital costs at that time were estimated at $1,054 million. The total cost has since increased to an estimated $1,510.20 million; a surge in local construction activity resulted in higher than estimated costs for construction of this project. Per the terms of the FFGA, such cost increases are the responsibility of the local project sponsors. Thus, the original Federal commitment is unchanged at $750 million. Through FY 2001, a total of $296.45 million has been appropriated for this project. An additional $74.92 million was provided in FY 2002, leaving $378.63 million of the total commitment remaining. In accordance with Attachment 6 of the FFGA for this project, it is recommended that $100 million be provided in FY 2003. The remaining $278.63 million would be provided in future years.

San Juan/Tren Urbano

The Puerto Rico Department of Transportation and Public Works (DTPW) is constructing a 10.7-mile, 16-station rapid rail line between Bayamon Centro and the Sagrado Corazon area of Santurce in the San Juan metropolitan area. The system consists of a double-track line operating over at-grade and elevated rights-of-way with a short below-grade segment, and a maintenance facility. When complete, this system is expected to carry 113,300 riders per day by 2010. The Revenue Operation Date for this project was originally scheduled for May 2002. This project has been selected as one of FTA's turnkey demonstration projects, which incorporates contracts to design, build, operate, and maintain the system. During 1996 and 1997, seven were awarded under procurement. >

On March 13, 1996, FTA entered into an FFGA committing $307.41 million in §5309 New Starts funds to this project, out of a total project cost of $1,250 million. The total capital cost of this project is now estimated at $1,653.60 million. The funding level under the FFGA does not include $4.96 million in Federal New Starts funding provided prior to FY 1996, which brings total Federal New Starts funding for this project to $312.37 million. This FFGA was amended in July 1999 to include two additional stations and 10 additional railcars. This amendment included $141 million in §5307 funds and $259.90 million in flexible funding; no additional §5309 New Starts funds were committed. Due to schedule, cost and management concerns, FTA withheld $165.69 million until the Puerto Rico Highway and Transportation Authority (PRTHA) submitted a Recovery Plan. The funds withheld include $105.69 million of New Starts funding for fiscal years 2000 and 2001, $20 million of §5307 Urbanized Area Formula funds for FY 2001 and $40 million of Flexible funds for

FY 2001. The Recovery Plan has been submitted and the funds will be released once the Recovery Plan is accepted.

A total of $158.93 million in §5309 funds has been allocated to the Tren Urbano project in FY 2001 and prior years, and an additional $39.60 million was appropriated in FY 2002. This leaves $113.84 million needed to complete the FFGA. In accordance with Attachment 6 of the FFGA, it is recommended that $59.74 million be provided to this project in FY 2003, with the remaining $54.11 million to be provided in future years.

Washington, D.C. Metropolitan Area/Largo Metrorail Extension

The Maryland Transit Administration (MTA) and the Washington Metropolitan Area Transit Authority (WMATA) are developing a joint project to extend the Blue Line of the Washington Metrorail system from the Addison Road station to Largo Town Center in Prince George's County, Maryland. The 3.1-mile, two-station extension will be operated by WMATA as an integral part of the regional Metrorail system, providing access to downtown Washington, D.C. and the surrounding counties in Maryland and Virginia. The line follows an alignment through central Prince George's County that has been preserved as a rail transit corridor in the county's Master Plan. The two new stations will be located at Summerfield Boulevard north of MD-214 (Central Avenue) and at Largo Town Center just outside the Capital Beltway (Interstate-95/495). Shuttle bus service is proposed to link both new stations with FedEx Field. MTA managed the project through preliminary engineering, and WMATA has assumed responsibility for managing the final design and construction activities. MTA and WMATA expect this extension to open for service by December 31, 2004. Average weekday boardings are estimated at 28,500 including 16,400 daily new riders. Total capital costs are estimated at $433.90 million.

This project is authorized by Section 3030(a)(94) of TEA-21 to enter final design and construction. On December 15, 2000, FTA entered into an FFGA with WMATA that commits a total of $265.95 million in §5309 New Starts funds to this project. This does not include $5.65 million in prior year funds that were provided to the MTA for planning activities associated with this project, which would bring the total amount of §5309 New Starts funding to $265.95 million. A total of $17.74 million has been appropriated through FY 2001, and an additional $54.45 million was provided in FY 2002. This leaves $198.42 million required to complete the pending FFGA. In accordance with Attachment 6 of the FFGA, it is recommended that $60 million be provided for this project in FY 2002, with the remaining $138.42 million to be provided in future years.

Pending Federal Funding Commitments

In addition to the funding recommendations for existing Federal commitments discussed above, new commitments are pending for two additional projects. In anticipation of these commitments, FTA recommends that a total of $79.10 million be allocated to these projects in FY 2003. These projects have been rated as “recommended” or “highly recommended” under the criteria and processes specified by TEA-21. The funding recommendations described below are based on the anticipated funding needs of each project in FY 2003. Both of these projects have been authorized by TEA-21 for final design and construction.

New Orleans/Canal Streetcar Line

The New Orleans Regional Transit Authority (RTA) is developing a 5.43-mile streetcar project in the downtown area, along the median of Canal Street. The Canal Streetcar Spine will extend from the Canal Ferry at the Mississippi River in the central business district, through the Mid-City neighborhood to Carrolton Avenue, where one branch will continue on Canal Street to the Cemeteries and another will follow Carrollton Avenue to City Park/Beauregard Circle. The corridor is located in an existing, built-up area that was originally developed in the streetcar era. Much of the corridor lies within the central business district and historic areas, where employment and housing densities, mix of uses, and pedestrian-oriented development are generally good. The central business district includes a high-density mix of office, retail, hotels and leisure attractions. The total capital cost of this project is estimated at $161.30 million, of which RTA is seeking $129.05 million (80 percent) in §5309 New Starts funding.

RTA completed a major investment study for this project in March 1995, fulfilling the requirement for an alternatives analysis. FTA approved entry into preliminary engineering in September 1995, and RTA initiated final design activities in September 1997. Final design is essentially complete, contracts for vehicle assembly have been awarded, and construction contracts were awarded in early 2001. This project has been rated “medium-high” for project justification and “medium” for local financial commitment, earning it an overall rating of “recommended.” RTA expects to open this line in July 2004. In the year 2015, RTA estimates that 31,400 average weekday boardings, including 5,300 daily new riders, will occur on the Canal Streetcar Line.

Section 3030(a)(51) of TEA-21 authorizes the New Orleans Canal Streetcar Project for final design and construction. Through FY 2001, Congress has appropriated a total of $55.18 million for this project; $14.85 million was appropriated in FY 2002. FTA anticipates that RTA will be ready for an FFGA for this project before the end of FY 2002. In preparation for this expected commitment, FTA recommends that a total of $37.10 million be provided to the Canal Streetcar Project in FY 2003.

Oceanside-Escondido Rail Corridor

The North County Transit District (NCTD) in northern San Diego County, California is planning to convert an existing 22-mile freight railroad corridor between Oceanside and Escondido into a rail transit line. The line would run east from the City of Oceanside through the cities of Vista and San Marcos and unincorporated portions of San Diego County, to the City of Escondido, using diesel multiple unit (DMU) rail vehicles. The alignment also includes 1.7 miles of new right-of-way to serve the campus of California State University San Marcos (CSUSM). The line is located along the State Route 78 corridor, the principal east-west corridor in the county. The complete 23.7-mile system will serve 15 stations, four of which would be located at existing transit centers. Passenger rail service would have exclusive use of the rail line during pre-defined hours of operation.

An Environmental Impact Report (EIR) for the Oceanside-Escondido project was certified in 1990, and a separate EIR for the CSUSM alignment was certified in 1991. A Major Investment Study was not required under the procedures in effect at the time, based on concurrence from FTA, FHWA, the San Diego Association of Governments, Caltrans, the City of San Marcos, and NCTD. Advance planning was completed in December 1995, and the Environmental Assessment/Supplemental Environmental Impact Report was completed in early 1997. FTA approved NCTD’s request to enter final design in February 2000.

The total capital cost for this project is estimated at $332.30 million, of which NCTD is seeking $152.10 million (46 percent) in FTA §5309 New Starts funds. Ridership is estimated at 15,100 average weekday boardings in 2015, of which 8,600 would be daily new riders. Revenue operations are scheduled to begin in January 2004. This project will help to alleviate the heavy congestion of northern San Diego County along the Route 78 corridor. The project will serve large intermodal transit centers in both Oceanside and Escondido, and the corridor between contains a dispersed mix of commercial, industrial, and single- and multiple-family residential developments. This project is rated “medium-high” for both finance and justification, earning an overall rating of “highly recommended.”

Section 3030(a)(77) of TEA-21 authorized this project for final design and construction. Through FY 2001, Congress has appropriated $17.84 million in §5309 New Starts funds for this project, and an additional $6.44 million was provided in FY 2002. FTA anticipates that NCTD will be ready for an FFGA for this project before the end of FY 2002. In preparation for this expected commitment, it is recommended that $42 million be provided for this project in FY 2003.

Proposed Funding Commitments

In addition to the funding recommendations for the existing and pending Federal commitments discussed above, two proposed projects are expected to be ready for commitments before the end of FY 2003 (i.e., September 30, 2003). In anticipation of these new commitments, FTA recommends that a total of $55 million be allocated to these projects in FY 2003. These projects have been rated as “recommended” or “highly recommended” under the criteria and processes specified by TEA-21. Both of these projects have been authorized by TEA-21. The funding recommendations described below are based on the anticipated funding needs of each project in FY 2003.

Los Angeles/Eastside Light Rail Transit System

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is developing a 5.9-mile, eight station light rail transit (LRT) system to serve a relatively urbanized, heavily transit-dependent area between downtown Los Angeles and East Los Angeles. The proposed light rail system has been determined the best solution to increase transit capacity in the corridor. The light rail is estimated to carry 15,000 average weekday boardings in 2020, including 7,600 daily new riders. Based on 1990 census data, there are an estimated 5,328 low-income households within a one-half mile radius of the transit station areas, representing 17 percent of all households located within one-half mile of the transit station areas. There are an estimated 84,000 employees within one-half mile of the transit station areas. The Los Angeles region is classified as an “extreme” area for ozone, a “serious” area for carbon monoxide and particulate matter, and as an “attainment” area for nitrogen oxides. This project, a replacement for the MOS-3 Subway project originally proposed, has a high level of support from local elected officials, businesses, and citizens.

As originally defined, MOS-3 included a heavy-rail Eastside project, a 3.7-mile, four-station subway extension under the Los Angeles River to First and Leona in East Los Angeles. On January 14, 1998, however, the LACMTA Board of Directors voted to suspend and demobilize construction on the Eastside rail project as well as the Mid-City proposed rail construction. Following this decision, LACMTA conducted extensive alternative analyses and in October 2000, FTA approved entry into preliminary engineering for the Eastside light rail line.

Section 3030(a)(38) of TEA-21 authorizes the LACMTA Eastside LRT for final design and construction. In early 2002, LACMTA completed the National Environmental Policy Act processes and entered into final design. The total capital costs of the Eastside LRT are expected to be $818 million, of which LACMTA is seeking $491 million (60 percent of total cost) in §5309 New Starts funding. Commitment authority totaling $647 million was set aside by an earlier FFGA for this and the West Los Angeles corridor. In FY 2001, Congress appropriated $1.98 million to the Eastside LRT project. Subsequently, Congress appropriated $7.43 million in FY 2002. FTA believes that the Eastside LRT will be sufficiently developed for an FFGA before the end of FY 2003, and therefore recommends that $35 million in §5309 New Starts funding be provided to the Eastside LRT in FY 2003.

Salt Lake City/Medical Center Extension

The Utah Transit Authority (UTA) is proposing the Medical Center Extension project, a 1.5-mile light rail transit (LRT) system extending from the University Line station at Rice-Eccles Stadium to the University of Utah Health Science Complex (Medical Center). The proposed Medical Center LRT Line includes three stations: Huntsman Center, Wasatch Drive, and Medical Center. The Medical Center LRT Line will connect to the University Line LRT and the existing North/South LRT corridor. Station areas encompass a number of significant activity generators, including student housing, campus buildings, and a complex of medical facilities. Population in the corridor is about 5,000 and total Medical Center and University employment is about 18,000. Revenue Operations are scheduled to begin in 2004. Based on 1990 census data, there are an estimated 140 low-income households within a one-half mile radius of the proposed three stations. Ridership is estimated at 4,100 average weekday boardings, 3,400 of whom are new riders.

FTA and UTA signed a Full Funding Grant Agreement (FFGA) in August 2000 for the Central Business District (CBD) to University LRT project. The University LRT project opened for service on December 15, 2001. In August 2001, FTA approved the initiation of Final Design for the Medical Center Extension project.

The total capital costs for this project are projected to be $89.4 million. UTA is seeking $53.6 million from FTA in §5309 New Starts funding, which is 60 percent of the total cost. FTA approved entrance into Final Design in August 2001. In FY 2002, Congress appropriated $2.97 million for the Salt Lake City Medical Center extension. In preparation for the expected FFGA commitment, FTA recommends that a total of $20 million be provided to the Medical Center Extension project in FY 2003.

Other Projects

The FTA has identified five meritorious projects that may be ready to progress through Final Design and Construction by the end of FY 2003. These projects are located in areas that are highly congested or rapidly growing and have demonstrated a high level of local financial commitment and strong support from local citizens, businesses, and elected officials. Thus, for five of the projects, FTA recommends that New Starts funding be allocated to undertake Preliminary Engineering and Final Design activities. These projects include: Chicago Ravenswood Line Extension, Cleveland Euclid Corridor, Minneapolis Northstar Commuter Rail, Las Vegas Resort Corridor, and New York East Side Access. In FY 2003, $31 million funding is recommended for these projects. The status of these projects and the individual funding recommendations for FY 2003 are described below.

Chicago/Ravenswood Line Expansion

The Chicago Transit Authority (CTA) is planning a series of capital improvements to enhance the operation of the Ravenswood heavy rail line, a line that currently serves 104,000 average weekday boardings through a high-density 9.3-mile corridor. The improvements include the expansion of existing station platforms on the line to accommodate eight-car trains, straightening of alignment curves to handle increased speeds, and other infrastructure enhancements. As the existing system is over 100 years old, improvements will allow for expansion of service to an already strong transit corridor with crowded conditions. Based on 1990 census data, CTA estimates that there are 11,551 low-income households within a one-half mile radius of the proposed 19 stations. This represents approximately 13 percent of the total number of households within a one-half mile radius of the proposed project. CTA also estimates that the proposed Ravenswood Line Expansion would serve approximately 80,350 jobs that are located within a one-half mile radius of station areas. In addition, CTA estimates that improvements to the Ravenswood Line would yield approximately 5.1 million hours of travel-time savings in the forecast year 2020.

The total capital costs of the Ravenswood Line Expansion project are estimated at $550 million of which CTA is expected to seek $245.5 million in Federal New Starts funding. This project receives a recommended rating based upon “high” rating for project justification and “medium” rating for financial support.

With the consent of the region's metropolitan planning organization, CTA has committed $134 million (28 percent) of FTA §5307 Urbanized Area Formula funds to this project. These funds have been programmed in the region's long-range transportation plan and Transportation Improvement Program.

Through FY 2001, a total of $4.92 million was provided for this project, and an additional $2.97 million was provided in FY 2002. To continue progress on this project, FTA recommends that a total of $4 million be provided to the Ravenswood Line Expansion project in FY 2003.

Cleveland/Euclid Corridor Transportation Project

The Greater Cleveland Regional Transit Authority (GCRTA) is currently completing the preliminary engineering and environmental review process for a 9.8-mile bus rapid transit (BRT) line that would operate from downtown Cleveland's Public Square east to University Circle and terminating at the Stokes/Windermere rapid transit station in East Cleveland. The project would include development of exclusive bus lanes, pedestrian zone enhancements to encourage transit usage, roadway reconstruction, traffic signal prioritization, ADA compliance, bus station development, landscaping and streetscaping, redistribution of traffic, and operation of higher-capacity vehicles. This project would serve major activity centers including the Cleveland central business district and the University Circle area. Ridership in forecast year 2025 is expected to be about 29,500 passengers per day, including 2,400 daily new riders. Based on 1990 census data, GCRTA estimates that there are approximately 12,406 low-income households within a one-half mile radius of the proposed project. This represents approximately 55 percent of the total households within a one-half mile radius of the proposed project. GCRTA estimates that the proposed line would serve approximately 175,000 jobs that are located within a one-half mile radius of proposed station areas. In addition, GCRTA estimates that the project would yield approximately one million hours of travel-time savings in the forecast year 2025.

The total capital costs of this project are estimated at $230.3 million, of which GCRTA is requesting $135.0 million, or 59 percent of total costs, from §5309 New Starts funding. In FY 2002, Congress appropriated $5.94 million for the Cleveland Euclid Corridor project. In FY 2003, FTA recommends $4 million of funding be provided to this project.

Las Vegas/Resort Corridor

The Las Vegas Regional Transportation Commission (RTC) is in the process of conducting preliminary engineering on the proposed 3.1-mile Resort Corridor Automated Guideway Transit (elevated monorail) project. The monorail will serve the Las Vegas central business district and the northern part of the resort corridor along the Las Vegas "strip" from Freemont Avenue to Sahara Avenue. The Resort Corridor represents the region's largest primary employment center, as about 50 percent of the regional jobs (206,000) are located in this corridor. There are an estimated 69,300 jobs and 21,800 residents within a one-half mile from the proposed monorail boarding points. The RTC estimates the proposed system will carry approximately 58,500 weekday boardings, including 19,880 daily new riders in 2020. Based in the 1990 census data, there are an estimated 1,690 low-income households within a one-half mile radius of the proposed six stations. Revenue operations are scheduled to begin in January 2004.

This project represents an extension to a four-mile fully-automated monorail that is currently under construction by the Las Vegas Monorail Company (LVMC). The first phase of the monorail is also expected to be complete in January 2004.

The estimated capital cost for the 3.2-mile Resort Corridor monorail project is estimated to be $440 million, of which the RTC is seeking $130 million, or 30 percent, in New Starts funding. FTA recommends that $4 million of §5309 New Starts funding be allocated to the Las Vegas Resort Corridor in FY 2003 to continue development of this project.

Minneapolis/Northstar Corridor Commuter Rail

The Minnesota Department of Transportation (DOT) is currently undertaking preliminary engineering on a proposal to design and construct an 82-mile commuter rail line within the Northstar Corridor that extends from downtown Minneapolis northwest to Rice, Minnesota. The Northstar Corridor project also includes the construction of a 1,750-foot light rail transit extension of the Hiawatha Corridor LRT project currently under construction. The project serves a growing part of the region in a corridor faced with significant traffic congestion. Ridership is expected to be 10,800 passengers per day, including 5,400 daily new riders. Based on 1990 census data, the Minnesota DOT estimates that there are approximately 1,092 low-income households within a one-half mile radius of the proposed eleven stations. Minnesota DOT estimates that the proposed commuter rail would yield approximately 0.4 million hours of travel-time savings in forecast year 2020. The proposed project would serve approximately 35,700 jobs located within a one-half mile radius of the proposed station areas, encompassing the Minneapolis, St. Cloud and Rice central business districts.

Early in 2002, the Minnesota State legislature is expected to make a decision on the State financial commitments for this project. A final design request for the 82-mile commuter rail line is expected to be submitted to FTA in spring 2002.

Total capital costs for this project are estimated to be $294 million with 44 percent ($147 million) requested from New Starts funding. Congress provided $9.90 million to this project in FY 2002. To continue progress on the Northstar Corridor Commuter Rail, FTA recommends $4 million for §5309 New Starts funding in FY 2003.

New York/East Side Access

The New York Metropolitan Transit Authority (MTA) is currently completing preliminary engineering on a proposed direct access for Long Island Rail Road (LIRR) passengers to a new passenger concourse in Grand Central Terminal in east Midtown Manhattan. The proposed four-mile, two station, commuter rail extension under the East River, using an existing rail tunnel, is anticipated to improve Long Island Rail Road (LIRR) tunnel capacity constraints and enable the overall growth of the nation's largest commuter rail system. The project would provide access to the eastern part of midtown Manhattan for users of the LIRR who now must get to east midtown by subway or walking from Penn Station. By allowing some LIRR passengers to use Grand Central Terminal (GCT), the project would also free up capacity at Penn Station for New Jersey Transit and Amtrak.

This East Side Access (ESA) project will serve the strongest transit market in the country. By 2020, is it projected that the LIRR East Side Access project will have 351,000 average weekday boardings including 15,400 daily new riders. Based on 1990 census data, MTA/LIRR estimates that there are approximately 4,443 low-income households within a one-half mile radius of proposed station areas. MTA/LIRR estimates that the ESA project would yield 7.4 million hours of travel-time savings to existing transit riders via the proposed stations. MTA estimates that ESA would serve approximately 698,200 jobs that are located within a one-half mile radius of the proposed station areas.

Construction is expected to begin on the tunnels in both Manhattan and Queens in 2002. The project is scheduled for completion by December 2011 at a projected cost of $4.35 billion. MTA is proposing a request for $2.17 billion (50 percent share) of §5309 New Starts funding.

In FY 2002, Congress appropriated $14.60 million in New Starts funding for the continued development of the East Side Access project. To continue progress on this project, FTA recommends $15 million in FY 2003 New Starts funding.

Conclusion

The proposed New Starts funding level of $1,214.40 million is based on the guaranteed funding level authorized by TEA-21 for FY 2002. After setting aside one percent of these funds for oversight activities as specified in the Administration's FY 2002 budget proposal and approved by P.L. 107-87, and funding for ferry capital projects in Alaska or Hawaii as required by §5309(m)(5)(A), $1,191.96 million is available for project grants.

Twenty-five projects have existing FFGAs that commit FTA to provide specified levels of major capital investment funding, requiring a total of $1,026.86 million in FY 2003. All of these projects have been authorized by TEA-21, and all were either under an FFGA prior to TEA-21 or were rated as "recommended" or higher at the time the FFGA was issued.

New funding commitments are pending for two additional New Starts projects. In anticipation of these commitments, FTA recommends that a total of $79.10 million be allocated to these projects in FY 2003. These projects have been rated as "recommended" or "highly recommended" under the criteria and processes specified by TEA-21. The funding recommendations are based on the anticipated funding needs of each project in FY 2003.

Two proposed projects are expected to be ready for commitments before the end of FY 2003 (i.e., September 30, 2003). In anticipation of these new commitments, FTA recommends that a total of $55 million be allocated to these projects in FY 2003. These projects have been rated as "recommended" or "highly recommended" under the criteria and processes specified by TEA-21. These projects have been authorized by TEA-21. The funding recommendations are based on the anticipated funding needs of each project in FY 2003.

In addition to the current, pending, and proposed projects, five other projects have been identified as worthy of inclusion in this report and have been recommended at total of $31 million in FY 2003 New Starts funding.

The amounts specified for each project in this report, plus $10.30 million for ferry capital projects as specified by §5309(m)(5)(A), and $12.14 million for FTA oversight activities as provided under §5327(c), equal the total FY 2003 funding request of $1,214.40 million for the §5309 New Starts program, which is the guaranteed amount of funding authorized by TEA-21.

Table 1A - Summary of New Starts Project Ratings for FY 2003 Budget

Phase and City (Project)	Total Capital Cost (millions)	Total Section 5309 Funding Requested (millions)	Section 5309 Funds Share of Capital Costs	Overall Project Rating	Financial Rating	Project Justification Rating
Final Design						
Alaska Marine Highway System	$38.5 (YOE)	$24.9	65%	**Exempt**	Exempt	Exempt
Alaska Railroad (South Anchorage Double Track)	$69.6(YOE)	$15.0	22%	**Exempt**	Exempt	Exempt
Alaska Railroad (Knik River to Wasilla Track Improvements)	$11.3 (YOE)	$9.0	80%	**Exempt**	Exempt	Exempt
Galveston, Texas (Rail Trolley Extension) * **	$9.4 (YOE)	$8.3	80%	**Exempt**	Exempt	Exempt
**Little Rock (River Rail Project) * **	$15.1 (YOE)	$8.6	57%	**Exempt**	Exempt	Exempt
**Los Angeles-San Diego (LOSSAN Rail Corridor Improvements) * **	$35.7 (YOE)	$24.1	68%	**Exempt**	Exempt	Exempt
**Nashville (East Corridor Commuter Rail) * **	$33.2 (YOE)	$22.9	69%	**Exempt**	Exempt	Exempt
Pawtucket, Rhode Island (Commuter Rail Improvement Program)	$18.5 (YOE)	$10.0	54%	**Exempt**	Exempt	Exempt
Salt Lake City (Medical	$89.4 (YOE)	$53.6	60%	**Recommended**	Medium-	Medium

Center Extension LRT)					High	
San Francisco (Third Street Light Rail, Phase I)	$557.9(YOE)	$0.0	0%	**Exempt**	Exempt	Exempt
Seattle (Central Link Initial Segment)	$2,280.0 (YOE)	$500.0	22%	**Recommended**	Medium	Medium
Preliminary Engineering						
Austin (Rapid Transit Project MOS) **	$749.2 (YOE)	$374.6	50%	**Not Rated**	Not Rated	Not Rated
Bridgeport, Connecticut (Intermodal Transportation Center)	$62.4 (YOE)	$24.9	40%	**Exempt**	Exempt	Exempt
Charlotte (South Corridor LRT)	$348.2 (YOE)	$174.1	50%	**Highly Recommended**	Medium-High	Medium-High
Chicago (Ravenswood Line Expansion)	$476.0 (YOE)	$245.6	52%	**Recommended**	Medium	High
Cincinnati (Interstate 71 Corridor LRT)	$899.9 (YOE)	$449.9	50%	**Not Recommended (C)**	Low-Medium	Medium
Cleveland (Euclid Corridor Transportation Project)	$228.6 (YOE)	$135.1	59%	**Recommended**	Medium-High	Medium
Columbus (North Corridor LRT)	$501.8 (YOE)	$250.9	50%	**Recommended**	Medium	Medium
Dallas (Northwest/Southeast Light Rail MOS)	$1,237.5 (YOE)	$500.0	40%	**Recommended**	Medium	Medium
Denver (West Corridor LRT)	$624.3 (YOE)	$366.3	59%	**Recommended**	Medium-High	Medium
Fort Collins, Colorado	$66.0 (YOE)	$52.3	79%	**Recommended**	Medium	Medium

(Mason Street Transportation Corridor)						
Hartford (New Britain-Hartford Busway)	$160.0 (YOE)	$79.4	50%	**Recommended**	Medium	Medium-High
Honolulu	$683.4 (YOE)	$231.6	34%	**Recommended**	Medium	Medium-High
Kansas City, Johnson County (I-35 Commuter Rail) *	$30.9 (YOE)	$24.8	80%	**Exempt**	Exempt	Exempt
Las Vegas (Resort Corridor Fixed Guideway)	$440.0 (YOE)	$130.0	30%	**Recommended**	Medium	Medium-High
Los Angeles (Eastside Corridor LRT)	$817.9 (YOE)	$490.7	60%	**Recommended**	Medium	Medium
Los Angeles (Mid-City/Exposition LRT)	$343.9 (YOE)	$160.3	47%	**Recommended**	Medium	Medium
Los Angeles (San Fernando Valley East-West Transit Corridor)	$314.0 (YOE)	$0.0	0%	**Recommended**	Medium-High	Medium
Louisville (South Central Corridor LRT)	$671.2 (YOE)	$380.2	57%	**Recommended**	Medium-High	Medium
Lowell, Massachusetts-Nashua, New Hampshire (Lowell-Nashua Commuter Rail Extension) *	$41.0 (YOE)	$18.0	44%	**Exempt**	Exempt	Exempt
Maryland (MARC Commuter Rail Improvements) **	$90.7 (YOE)	$37.8	42%	**Exempt**	Not Rated	Exempt
Miami (North 27th Avenue)	$87.9 (YOE)	$61.5	70%	**Not Recommended (JOC)**	Low	Low-Medium

Minneapolis (Northstar Corridor Commuter Rail)	$294.0 (YOE)	$147.0	50%	**Recommended**	Medium	Medium
New Orleans (Desire Corridor Streetcar)	$93.5 (YOE)	$56.1	60%	**Recommended**	Medium	Medium
New York (Long Island Rail Road East Side Access)	$4,350.0 (YOE)	$2,175.0	50%	**Recommended**	Medium	Medium-High
New York (Second Avenue Subway)	$16,809.0 (YOE)	$8,385.0	50%	**Recommended**	Medium	Medium-High
Orange County (Centerline LRT Project)	$1,889.0 (YOE)	$944.5	50%	**Recommended**	Medium-High	Medium
Philadelphia (Schuylkill Valley MetroRail)	$1,831.7 (YOE)	$1,465.4	80%	**Recommended**	Medium	Medium
Phoenix (Central Phoenix/East Valley Corridor) **	$1,180.6 (YOE)	$590.3	50%	**Recommended**	Medium-High	Medium
Pittsburgh (North Shore Connector LRT)	$389.9 (YOE)	$272.9	70%	**Recommended**	Medium	Medium
Raleigh (Phase I Regional Rail Project)	$754.8 (YOE)	$377.3	50%	**Recommended**	Medium	Medium
San Diego (Mid Coast Corridor)	$131.5 (YOE)	$65.6	50%	**Highly Recommended**	Medium-High	Medium-High
San Juan (Tren Urbano Minillas Extension)	$561.5 (YOE)	$449.2	80%	**Not Recommended (JC)**	Low-Medium	Not Rated
Seattle (Everett-to-Seattle Commuter Rail) *	$104.0 (YOE)	$24.9	24%	**Exempt**	Exempt	Exempt
Seattle (Link Extension and North Link) **	N/A (YOE)	N/A	N/A	**Not Rated**	Not Rated	Not Rated

Seattle-Tacoma (Lakewood-to-Tacoma Commuter Rail) *	$86.0 (YOE)	$24.9	29%	**Exempt**	Exempt	Exempt
Stamford (Urban Transitway and Intermodal Transportation Center)	$24.0 (YOE)	$18.0	75%	**Exempt**	Exempt	Exempt
Tampa (Tampa Bay Regional Rail System)	$1,455.0 (YOE)	$727.7	50%	**Not Recommended (C)**	Low-Medium	Medium
Washington County (Wilsonville-Beaverton Commuter Rail) *	$82.8 (YOE)	$24.9	30%	**Exempt**	Exempt	Exempt
Washington, D.C. (Dulles Corridor Rapid Bus Transit)	$389.1 (YOE)	$233.5	60%	**Recommended**	Medium	Medium

Note:

* This project has not been rated; under §5309(e)(8)(A), proposed new starts projects requiring less than $25.00 million in §5309 new starts funding are exempt from the project evaluation and rating process required by §5309(e).

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Table 1B - Summary of FY 2003 New Starts Ratings

Phase and City (Project)	Overall Project Rating	Financial Rating	Financial Rating Criteria		Project Justification Rating	Project Justification Criteria				
			Capital Finance Rating	Operating Finance Rating		Mobility Improvement Rating	Environment Benefits Rating	Operating Efficiency Rating	Cost Effectiveness Rating	Land Use Rating
Final Design										
Alaska Marine Highway System	*Exempt*	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Alaska Railroad (South Anchorage Double Track)	*Exempt*	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Alaska Railroad (Knik River to Wasilla Track Improvements)	*Exempt*	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Galveston, TX (Rail Trolley Extension) ***	*Exempt*	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Little Rock (River Rail Project) *	*Exempt*	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt

Los Angeles-San Diego (LOSSAN Rail Corridor Improvements) *	*Exempt*	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Nashville (East Corridor Commuter Rail) *	*Exempt*	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Pawtucket, RI (Commuter Rail Improvement Program)	*Exempt*	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Salt Lake City (Medical Center Extension LRT)	*Recommended*	Medium-High	Medium-High	Medium-High	Medium	Low-Medium	Medium	Medium	Medium	Medium
San Francisco (Third Street Light Rail, Phase I)	*Exempt*	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Seattle (Central Link Initial Segment)	*Recommended*	Medium	Medium	Medium-High	Medium	Low-Medium	Medium	Medium	Low-Medium	Medium
Preliminary Engineering										
Austin (Rapid Transit Project MOS) **	*Not Rated*	Not Rated	Not Rated	Not Rated	Not Rated	Not Rated	Not Rated	Not Rated	Not Rated	Not Rated
Bridgeport, CT (Intermodal Transportation	*Exempt*	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt

Center)										
Charlotte (South Corridor LRT)	*Highly Recommended*	Medium-High	Medium-High	Medium-High	Medium-High	Medium-High	Medium	Medium	Medium-High	Medium-High
Chicago (Ravenswood Line Expansion)	*Recommended*	Medium	Medium	Medium-High	High	High	High	Medium	Medium-High	High
Cincinnati (Interstate 71 Corridor LRT)	*Not Recommended (C)*	Low-Medium	Low-Medium	Medium	Medium	Medium-High	Medium	Medium	Low-Medium	Medium
Cleveland (Euclid Corridor Transportation Project)	*Recommended*	Medium-High	Medium-High	Medium-High	Medium	Medium	Medium	High	Low	Medium-High
Columbus (North Corridor LRT)	*Recommended*	Medium	Medium	Medium	Medium	Medium	Medium	Medium-High	Low-Medium	Medium
Dallas (Northwest/Southeast Light Rail MOS)	*Recommended*	Medium	Medium-High	Medium	Medium	Medium	Medium	Low	Medium	Medium
Denver (West Corridor LRT)	*Recommended*	Medium-High	Medium-High	Medium-High	Medium	Medium-High	High	Medium	Low-Medium	Medium
Fort Collins, CO (Mason Street Transportation Corridor)	*Recommended*	Medium	Medium	Medium	Medium	Medium	High	High	Medium-High	Medium
Hartford (New Britain-Hartford	*Recommended*	Medium	Medium	Medium-	Medium-High	Medium-High	High	Low	High	Medium

Busway)				High						
Honolulu (Primary Transportation Corridor Project)	*Recommended*	Medium	Medium	Medium	Medium-High	Medium	Medium	Medium	Medium-High	Medium-High
Kansas City, Johnson County (I-35 Commuter Rail) *	*Exempt*	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Las Vegas (Resort Corridor Fixed Guideway)	*Recommended*	Medium	Medium	Medium	Medium-High	Medium-High	High	High	High	Medium
Los Angeles (Eastside Corridor LRT)	*Recommended*	Medium	Medium-High	Medium	Medium	Medium	High	Medium	Low	Medium-High
Los Angeles (Mid-City/Exposition LRT)	*Recommended*	Medium	Medium	Medium	Medium	Medium-High	High	Low	Low-Medium	Medium
Los Angeles (San Fernando Valley East-West Transit Corridor)	*Recommended*	Medium-High	High	Medium	Medium	Medium	High	Medium	Low-Medium	Medium
Louisville (South Central Corridor LRT)	*Recommended*	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Low-Medium
Lowell, MA-Nashua, NH (Lowell-Nashua	*Exempt*	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt

Commuter Rail Extension) *										
Maryland (MARC Commuter Rail Improvements) **	*Exempt*	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Miami (North 27th Avenue)	*Not Recommended (JOC)*	Low	Low	Low	Low-Medium	Low-Medium	Medium	Medium	Low	Low-Medium
Minneapolis (Northstar Corridor Commuter Rail)	*Recommended*	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium
New Orleans (Desire Corridor Streetcar)	*Recommended*	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium-High	Medium-High
New York (Long Island Rail Road East Side Access)	*Recommended*	Medium	Medium	Medium-High	Medium-High	Medium	High	Medium	Low	High
New York (Second Avenue Subway)	*Recommended*	Medium	Medium	Medium	Medium-High	Medium-High	High	Medium	Low	High
Orange County (Centerline LRT Project)	*Recommended*	Medium-High	Medium-High	Medium-High	Medium	Medium	High	High	Medium	Medium
Philadelphia (Schuylkill Valley	*Recommended*	Medium	Medium	Medium	Medium	Medium-High	High	Medium-	Low-Medium	Medium-

MetroRail)								High		High
Phoenix (Central Phoenix/East Valley Corridor) **	*Recommended*	Medium-High	Medium-High	Medium-High	Medium	Medium	Medium	High	Medium-High	Medium
Pittsburgh (North Shore Connector LRT)	*Recommended*	Medium	Medium	Medium	Medium	Low-Medium	Medium	Medium	Medium	Medium-High
Raleigh (Phase I Regional Rail Project)	*Recommended*	Medium	Medium	Medium	Medium	Medium-High	Low-Medium	High	Low-Medium	Medium
San Diego (Mid Coast Corridor)	*Highly Recommended*	Medium-High	Medium-High	High	Medium-High	Medium	High	Medium	High	Medium
San Juan (Tren Urbano Minillas Extension)	*Not Recommended (JC)*	Low-Medium	Low-Medium	Medium	Not Rated	N/A	N/A	N/A	N/A	Medium
Seattle (Everett-to-Seattle Commuter Rail) *	*Exempt*	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Seattle (Link Extension and North Link) **	*Not Rated*	Not Rated	Not Rated	Not Rated	Not Rated	Not Rated	Not Rated	Not Rated	Not Rated	Not Rated
Seattle-Tacoma (Lakewood-to-Tacoma Commuter Rail) *	*Exempt*	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt

Stamford (Urban Transitway and Intermodal Transportation Center)	*Exempt*	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Tampa (Tampa Bay Regional Rail System)	*Not Recommended (C)*	Low-Medium	Low-Medium	Medium	Medium	Medium	Medium	Medium	Medium-High	Low-Medium
Washington County (Wilsonville-Beaverton Commuter Rail) *	*Exempt*	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Washington, DC (Dulles Corridor Bus Rapid Transit)	*Recommended*	Medium	Medium	Medium	Medium	Medium	Medium	Medium-High	Low-Medium	Medium

* This project has not been rated; under §5309(e)(8)(A), proposed new starts projects requiring less than $25.00 million in §5309 new starts funding are exempt from the project evaluation and rating process required by §5309(e).

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Table 1C - Summary of FY 2003 New Starts Ratings

Phase and City (Project)	Financial Rating	Financial Rating Criteria		
		Section 5309 Funds as Share of Capital Costs	Capital Finance Rating	Operating Finance Rating
Final Design				
Alaska Marine Highway System	Exempt	N/A	Exempt	Exempt
Alaska Railroad (South Anchorage Double Track)	Exempt	22%	Exempt	Exempt
Alaska Railroad (Knik River to Wasilla Track Improvements)	Exempt	80%	Exempt	Exempt
Galveston, TX (Rail Trolley Extension) ***	Exempt	80%	Exempt	Exempt
Little Rock (River Rail Project) *	Exempt	57%	Exempt	Exempt
Los Angeles-San Diego (LOSSAN Rail Corridor Improvements) *	Exempt	68%	Exempt	Exempt
Nashville (East Corridor Commuter Rail) *	Exempt	69%	Exempt	Exempt
Pawtucket, RI (Commuter Rail Improvement Program)	Exempt	54%	Exempt	Exempt
Salt Lake City (Medical Center Extension LRT)	Medium-High	60%	Medium-High	Medium
San Francisco (Third Street Light Rail, Phase I)	Exempt	0%	Exempt	Exempt
Seattle (Central Link Initial Segment)	Medium	%22	Medium	Medium
Preliminary Engineering				

Austin (Rapid Transit Project MOS)	*Not Rated*	50%	Not Rated	Not Rated
Bridgeport, CT (Intermodal Transportation Center)	*Exempt*	40%	Exempt	Exempt
Charlotte (South Corridor LRT)	*Medium-High*	50%	Medium-High	Medium-High
Chicago (Ravenswood Line Expansion)	*Medium*	52%	Medium	High
Cincinnati (Interstate 71 Corridor LRT)	*Low-Medium*	50%	Low-Medium	Medium
Cleveland (Euclid Corridor Improvement Project)	*Medium-High*	59%	Medium-High	Medium
Columbus (North Corridor LRT)	*Medium*	50%	Medium	Medium
Dallas (Northwest/Southeast Light Rail MOS)	*Medium*	40%	Medium-High	Medium
Denver (West Corridor LRT)	*Medium-High*	59%	Medium-High	Medium
Fort Collins, CO (Mason Street Transportation Corridor)	*Medium*	79%	Medium	Medium
Hartford (New Britain-Hartford Busway)	*Medium*	50%	Medium	Medium-High
Honolulu (Primary Transportation Corridor Project)	*Medium*	34%	Medium	Medium-High
Kansas City, Johnson County (I-35 Commuter Rail) *	*Exempt*	80%	Exempt	Exempt
Las Vegas (Resort Corridor Fixed Guideway)	*Medium*	30%	Medium	Medium-High
Los Angeles (Eastside Corridor LRT)	*Medium*	60%	Medium-High	Medium
Los Angeles (Mid-City/Exposition LRT)	*Medium*	47%	Medium	Medium

Los Angeles (San Fernando Valley East-West Transit Corridor)	*Medium-High*	0%	High	Medium
Louisville (South Central Corridor LRT)	*Medium*	57%	Medium	Medium
Lowell, MA-Nashua, NH (Lowell-Nashua Commuter Rail Extension) *	*Exempt*	44%	Exempt	Exempt
Maryland (MARC Commuter Rail Improvements Projects) **	*Exempt*	42%	Exempt	Exempt
Miami (North 27th Avenue)	*Low*	70%	Low	Low-Medium
Minneapolis (Northstar Corridor Commuter Rail)	*Medium*	50%	Medium	Medium
New Orleans (Desire Corridor Streetcar)	*Medium*	60%	Medium	Medium
New York (Long Island Rail Road East Side Access Project)	*Medium*	50%	Medium	Medium-High
New York (Second Avenue Subway)	*Medium*	50%	Medium	Medium-High
Orange County (Centerline LRT Project)	*Medium-High*	50%	Medium-High	Medium
Philadelphia (Schuylkill Valley MetroRail)	*Medium*	80%	Medium	Medium
Phoenix (Central Phoenix/East Valley Corridor) **	*Medium-High*	50%	Medium-High	Medium
Pittsburgh (North Shore Connector LRT)	*Medium*	70%	Medium	Medium
Raleigh (Phase I Regional Rail Project)	*Medium*	50%	Medium	Medium
San Diego (Mid Coast Corridor)	*Medium-High*	50%	Medium-High	Medium-High
San Juan (Tren Urbano Minillas	*Low-*	80%	Low-Medium	Not Rated

Extension)	*Medium*			
Seattle (Everett to Seattle Commuter Rail) *	*Exempt*	24%	Exempt	Exempt
Seattle (Link Extension and North Link) ***	*Not Rated*	N/A	Not Rated	Not Rated
Seattle-Tacoma (Lakewood-to-Tacoma Commuter Rail) *	*Exempt*	29%	Exempt	Exempt
Stamford (Urban Transitway and Intermodal Transportation Center)	*Exempt*	75%	Exempt	Exempt
Tampa (Tampa Bay Regional Rail System)	*Low-Medium*	50%	Low-Medium	Medium
Washington County (Wilsonville to Beaverton Commuter Rail) *	*Exempt*	30%	Exempt	Exempt
Washington DC (Dulles Corridor Rapid Transit)	*Medium*	60%	Medium	Medium

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"N/A" = Not Available

Table 1D - Summary of FY 2003 New Starts Ratings

Phase and City (Project)	Project Justification Rating	Mobility Improvement Rating	Mobility Improvements			Environment Benefits Rating	Environmental Benefits			
			Annual Travel Time Savings (millions hours) NS Vs. Baseline	Low Income Households within ½ mile	Employees within ½ mile		Annual Reduction in Greenhouse Gas Emmissions (tons CO2) NS Vs. Baseline	Annual Reduction in Regional Energy Consumption (million BTU's) NS Vs. Baseline	EPA Classification	
									Ozone	Carbon Monoxide
Final Design										
Alaska Marine Higway System	**Exempt**	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A	N/A	N/A
Alaska Railroad (South Anchorage Double Track)	**Exempt**	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A	N/A	N/A
Alaska Railroad (Knik River to Wasilla Track Improvements)	**Exempt**	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A	N/A	N/A
Galveston, TX (Rail Trolley Extension) ***	**Exempt**	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A	N/A	N/A
Little Rock (River Rail	**Exempt**	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A	N/A	N/A

Project) *										
Los Angeles-San Diego (LOSSAN Rail Corridor Improvements) *	**Exempt**	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A	N/A	N/A
Nashville (East Corridor Commuter Rail) *	**Exempt**	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A	N/A	N/A
Pawtucket, RI (Commuter Rail Improvement Program)	**Exempt**	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A	N/A	N/A
Salt Lake City (Medical Center Extension LRT)	**Medium**	Low-Medium	0.2	27,600	140	Medium	N/A	584	Maintenance	Non-Attainment
San Francisco (Third Street Light Rail, Phase 1)	**Exempt**	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A	N/A	N/A
Seattle (Central Link Initial Segment)	**Medium**	Low-Medium	5.7	196,300	2,600	Medium	9,800	120,100	Maintenance	Maintenance
Preliminary Engineering										
Austin (Rapid Transit Project MOS) **	Not Rated	Not Rated	N/A	N/A	N/A	Not Rated	N/A	N/A	N/A	N/A
Bridgeport, CT (Intermodal	**Exempt**	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A	N/A	N/A

Transportation Center)										
Charlotte (South Corridor LRT)	**Medium-High**	Medium-High	4.9	77,300	1,440	Medium	15,660	196,800	Maintenance	Maintenance
Chicago (Ravenswood Line Expansion)	**High**	High	5.1	80,350	11,550	High	18,900	235,300	Severe	Attainment
Cincinnati (Interstate 71 Corridor LRT)	**Medium**	Medium-High	0.8	192,600	18,880	Medium	1,970	19,200	Moderate	Attainment
Cleveland (Euclid Corridor Transportation Project)	**Medium**	Medium	1.0	175,000	12,400	Medium	8,480	76,150	Maintenance	Moderate
Columbus (North Corridor LRT)	**Medium**	Medium	1.1	235,000	6,060	Medium	7,870	91,120	Attainment	Attainment
Dallas (Northwest/Southeast Light Rail MOS)	**Medium**	Medium	1.7	49,170	3,060	Medium	30,000	356,500	Serious	Attainment
Denver (West Corridor LRT)	**Medium**	Medium-High	2.6	27,400	1,180	High	2,870	23,680	Maintenance	Serious
Fort Collins, CO (Mason Street Transportation Corridor)	**Medium**	Medium	0.5	25,389	1,336	High	1,970	23,656	Attainment	Moderate
Hartford (New Britain-Hartford	**Medium-High**	Medium-High	2.8	N/A	4,380	High	12,160	160,080	Serious	Attainment

Busway)										
Honolulu (Primary Transportation Corridor Project)	**Medium-High**	Medium	1.6	340,320	8,600	Medium	6,400	73,540	Attainment	Attainment
Kansas City, Johnson County (I-35 Commuter Rail) *	**Exempt**	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A	N/A	N/A
Las Vegas (Resort Corridor Fixed Guideway)	**Medium-High**	Medium-High	7.1	69,300	1,690	High	24,070	260,300	Attainment	Serious
Los Angeles (Eastside Corridor LRT)	**Medium**	Medium	0.2	84,000	5,330	High	2,030	16,110	Extreme	Serious
Los Angeles (Mid-City/Exposition LRT)	**Medium**	Medium-High	1.2	150,350	7,900	High	15,360	212,060	Extreme	Serious
Los Angeles (San Fernando Valley East-West Transit Corridor)	**Medium**	Medium	0.2	54,500	3,550	High	4,400	48,260	Extreme	Serious
Louisville (South Central Corridor LRT)	**Medium**	Medium	1.3	3,070	15,950	Medium	2,980	35,600	Non-Attainment	Attainment
Lowell, MA-Nashua, NH (Lowell-Nashua Commuter Rail	**Exempt**	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A	N/A	N/A

Extension) *										
Maryland (MARC Commuter Rail Improvements) **	**Exempt**	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A	N/A	N/A
Miami (North 27th Avenue)	**Low-Medium**	Low-Medium	0.6	N/A	3,080	Medium	1,030	13,440	Maintenance	Attainment
Minneapolis (Northstar Corridor Commuter Rail)	**Medium**	Medium	0.4	35,700	1,092	Medium	12,360	161,250	Attainment	Attainment
New Orleans (Desire Corridor Streetcar)	**Medium**	Medium	0.1	89,340	4,600	Medium	-113	-5,337	Attainment	Attainment
New York (Long Island Rail Road East Side Access)	**Medium-High**	Medium	7.4	698,200	4,443	High	16,890	150,430	Severe	Moderate
New York (Second Avenue Subway)	**Medium-High**	Medium-High	18.0	1,200,000	41,044	High	18,460	216,110	Severe	Moderate
Orange County (Centerline LRT Project)	**Medium**	Medium	N/A	125,780	9,340	High	7,120	37,610	Extreme	Serious
Philadelphia (Schuylkill Valley MetroRail)	**Medium**	Medium-High	1.8	379,400	28,400	High	65,260	818,140	Non-Attainment	Attainment

Phoenix (Central Phoenix/East Valley Corridor) **	**Medium**	Medium	14.4	145,700	4,370	Medium	2,826	48,122	Serious	Serious
Pittsburgh (North Shore Connector LRT)	**Medium**	Low-Medium	0.1	N/A	1,350	Medium	13,160	22,960	Moderate	Attainment
Raleigh (Phase I Regional Rail Project)	**Medium**	Medium-High	3.9	N/A	1,330	Low-Medium	-318	332	Maintenance	Maintenance
San Diego (Mid Coast Corridor)	**Medium-High**	Medium	0.8	6,800	260	High	11,180	143,750	Serious	Moderate
San Juan (Tren Urbano Minillas Extension)	**Not Rated**	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Seattle (Everett-to-Seattle Commuter Rail) *	**Exempt**	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A	N/A	N/A
Seattle (Link Extension and North Link) **	**Not Rated**	Not Rated	N/A	N/A	N/A	Not Rated	N/A	N/A	Maintenance	Maintenance
Seattle-Tacoma (Lakewood-to-Tacoma Commuter Rail) *	**Exempt**	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A	N/A	N/A
Stamford (Urban Transitway and	**Exempt**	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A	N/A	N/A

Intermodal Transportation Center)										
Tampa (Tampa Bay Regional Rail System)	**Medium**	Medium	3.5	86,900	6,960	Medium	9,090	98,250	Maintenance	Attainment
Washington County (Wilsonville-Beaverton Commuter Rail) *	**Exempt**	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A	N/A	N/A
Washington, DC (Dulles Corridor Bus Rapid Transit)	**Medium**	Medium	1.9	49,200	155	Medium	10,890	68,820	Serious	Moderate

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"N/A" = Not Available

Phase and City (Project)	**Operating Efficiency Rating**	**Operating Efficiencies**		**Cost Effectiveness Rating**	**Cost Effectiveness**	**Land Use Rating**
		Systemwide Operating Cost per Passenger Mile			**Incremental Cost per Incremental Passenger (NS Vs. Baseline)**	
		Baseline	**New Start**			

Final Design						
Alaska Marine Highway System	Exempt	N/A	N/A	Exempt	N/A	Exempt
Alaska Railroad (South Anchorage Double Track)	Exempt	N/A	N/A	Exempt	N/A	Exempt
Alaska Railroad (Knik River to Wasilla Track Improvements)	Exempt	N/A	N/A	Exempt	N/A	Exempt
Galveston, TX (Rail Trolley Extension) ***	Exempt	N/A	N/A	Exempt	N/A	Exempt
Little Rock (River Rail Project) *	Exempt	N/A	N/A	Exempt	N/A	Exempt
Los Angeles-San Diego (LOSSAN Rail Corridor Improvements) *	Exempt	N/A	N/A	Exempt	N/A	Exempt
Nashville (East Corridor Commuter Rail) *	Exempt	N/A	N/A	Exempt	N/A	Exempt
Pawtucket, RI (Commuter Rail Improvement Program)	Exempt	N/A	N/A	Exempt	N/A	Exempt
Salt Lake City (Medical Center Extension LRT)	Medium	$0.32	$0.32	Medium	$13.40	Medium
San Francisco (Third Street Light Rail, Phase 1)	Exempt	N/A	N/A	Exempt	N/A	Exempt
Seattle (Central Link Initial Segment)	Medium	$0.52	$0.51	Low-Medium	$15.60	Medium-High
Preliminary Engineering						
Austin (Rapid Transit	Not Rated	N/A	N/A	Not Rated	N/A	Not

Project MOS) **						Rated
Bridgeport, CT (Intermodal Transportation Center)	Exempt	N/A	N/A	Exempt	N/A	Exempt
Charlotte (South Corridor LRT)	Medium	$0.38	$0.37	Medium-High	$7.20	Medium-High
Chicago (Ravenswood Line Expansion)	Medium	$0.16	$0.16	Medium-High	$8.10	High
Cincinnati (Interstate 71 Corridor LRT)	Medium	$0.46	$0.47	Low-Medium	$17.60	Medium
Cleveland (Euclid Corridor Transportation Project)	High	$0.71	$0.71	Low	$35.30	Medium-High
Columbus (North Corridor LRT)	Medium-High	$0.70	$0.67	Low-Medium	$19.50	Medium
Dallas (Northwest/Southeast Light Rail MOS)	Low	$0.63	$0.65	Medium	$13.10	Medium
Denver (West Corridor LRT)	Medium	$0.40	$0.42	Low-Medium	$22.80	Medium
Fort Collins, CO (Mason Street Transportation Corridor)	High	$1.48	$1.38	Medium-High	$10.60	Medium
Hartford (New Britain-Hartford Busway)	Low	$0.74	$0.68	High	$5.00	Medium
Honolulu (Primary Transportation Corridor Project)	Medium	$0.26	$0.26	Medium-High	$7.15	Medium-High
Kansas City, Johnson County (I-35 Commuter	Exempt	N/A	N/A	Exempt	N/A	Exempt

Rail) *						
Las Vegas (Resort Corridor Fixed Guideway)	High	$0.55	$0.48	High	$3.00	Medium
Los Angeles (Eastside Corridor LRT)	Medium	$0.36	$0.36	Low	$28.15	Medium-High
Los Angeles (Mid-City/Exposition LRT)	Low	$0.36	$0.35	Low	$28.15	Medium-High
Los Angeles (San Fernando Valley East-West Transit Corridor)	Medium	$0.36	$0.36	Low-Medium	$15.40	Medium
Louisville (South Central Corridor LRT)	Medium	$0.56	$0.57	Medium	$12.60	Low-Medium
Lowell, MA-Nashua, NH (Lowell-Nashua Commuter Rail Extension) *	Exempt	N/A	N/A	Exempt	N/A	Exempt
Maryland (MARC Commuter Rail Improvements) **	Exempt	N/A	N/A	Exempt	N/A	Exempt
Miami (North 27th Avenue)	Medium	$0.45	$0.41	Low	$42.50	Low-Medium
Minneapolis (Northstar Corridor Commuter Rail)	Medium	$0.33	$0.34	Medium	$14.80	Medium
New Orleans (Desire Corridor Streetcar)	Medium	$0.54	$0.54	Medium-High	$10.90	Medium-High
New York (Long Island Rail Road East Side Access)	Medium	$0.23	$0.25	Low	$34.50	High
New York (Second Avenue Subway)	Medium	$0.48	$0.48	Low	$128.50	High

Orange County (Centerline LRT Project)	High	$0.49	$0.42	Medium	$11.40	Medium
Philadelphia (Schuylkill Valley MetroRail)	Medium-High	$0.26	$0.25	Low-Medium	$16.90	Medium-High
Phoenix (Central Phoenix/East Valley Corridor) **	High	$0.66	$0.51	Medium-High	$9.90	Medium
Pittsburgh (North Shore Connector LRT)	Medium	$0.46	$0.46	Medium	$14.70	Medium-High
Raleigh (Phase 1 Regional Rail Project)	High	$0.67	$0.56	Low-Medium	$19.50	Medium
San Diego (Mid Coast Corridor)	Medium	$0.26	$0.26	High	$4.10	Medium
San Juan (Tren Urbano Minillas Extension)	N/A	N/A	N/A	N/A	N/A	Medium
Seattle (Everett-to-Seattle Commuter Rail) *	Exempt	N/A	N/A	Exempt	N/A	Exempt
Seattle (Link Extension and North Link) **	Not Rated	N/A	N/A	Not Rated	N/A	Not Rated
Seattle-Tacoma (Lakewood-to-Tacoma Commuter Rail) *	Exempt	N/A	N/A	Exempt	N/A	Exempt
Stamford (Urban Transitway and Intermodal Transportation Center)	Exempt	N/A	N/A	Exempt	N/A	Exempt
Tampa (Tampa Bay Regional Rail System)	Medium	$0.50	$0.51	Medium-High	$10.30	Low-Medium
Washington County (Wilsonville-Beaverton	Exempt	N/A	N/A	Exempt	N/A	Exempt

Commuter Rail) *						
Washington, DC (Dulles Corridor Bus Rapid Transit)	Medium-High	$0.26	$0.25	Low-Medium	$15.40	Medium

* This project has not been rated; under §5309(e)(8)(A), proposed new starts projects requiring less than $25.00 million in §5309 new starts funding are exempt from the project evaluation and rating process required by §5309(e).

** "Not Rated" indicates that sufficient information for a complete evaluation of this project was not available for this Report; for information on a specific project, see Appendix A.

*** The Galveston Trolley plans to use funding from toll revenue credits to bring the local share to 20 percent.

"N/A" = Not Available

Table 2 – FY 2003 Funding for New Starts Projects (Millions of Dollars)

City/Project	Overall Project Rating	Fiscal Year 2001 and Prior Year Earmarks	Fiscal Year 2002 Earmarks	Fiscal Year 2003 Recommended Funding	Remaining FFGA Funding	Total Recommended Funding
Totals by Phase						
Existing Full Funding Grant Agreements		$3,311.52	$881.12	$1,026.86	$2,236.59	$7,456.19
Pending Full Funding Agreements		$73.02	$21.29	$79.10		
Proposed Full Funding Grant Agreements		$0.00	$2.97	$55.00		
Proposed Projects		$86.13	$33.41	$31.00		
Other Projects in Final Design		$67.93	$13.37			
Other Projects in Preliminary Engineering		$260.44	$100.69			
Additional Fiscal Year 2002 Earmarks			$62.00			
Ferry Capital Projects (AK or HI) (§5309(m)(5)(A)			$10.19	$10.30		

Oversight Activities			$11.36	$12.14		
Grand Total		**$3,799.04**	**$1,136.40**	**$1,214.40**	**$2,236.59**	**$7,456.19**
Existing Full Funding Grant Agreements						
Atlanta - North Springs (North Line Extension)	FFGA	$329.59 (1)	$24.75	$16.11	FFGA Complete	370.54 (1)
Baltimore - Central LRT Double-Tracking	FFGA	$8.62	$12.87	$24.25	$74.26	$120.00
Boston - South Boston Piers Transitway Phase 1	FFGA	$319.53	$10.52	$0.68	FFGA Complete	$330.73
Chicago - Douglas Branch Reconstruction	FFGA	$19.78 (2)	$32.42	$55.00	$212.90	$320.10
Chicago - North Central Corridor Commuter Rail	FFGA	$33.84 (3)	$17.42	$20.00	$64.06	$135.32
Chicago - South West Corridor Commuter Rail	FFGA	$17.86 (3)	$20.64	$20.00	$44.52	$103.02
Chicago - Union-Pacific West Line Extension	FFGA	$16.45 (3)	$16.39	$12.00	$35.92	$80.76
Dallas - North Central LRT Extension	FFGA	$161.61	$69.30	$70.00	$32.09	$333.00
Denver - Southeast	FFGA	$6.41	$54.45	$70.00	$394.14	$525.00

Corridor LRT						
Fort Lauderdale - Tri-County Commuter Rail Upgrades	FFGA	$25.67	$26.73	$39.69	$18.41	$110.50
Los Angeles - MOS-3 Extensions of Metro Rail (North Hollywood)	FFGA	$721.68 (4)	$16.62 (4)	$40.49	FFGA Complete	$778.79
Memphis - Medical Center Extension	FFGA	$16.33 (5)	$18.98	$15.61	$9.25	$60.17
Minneapolis - Hiawatha Corridor LRT	FFGA	$118.85	$49.50	$60.00	$105.95	$334.30
Northern New Jersey - Hudson-Bergen MOS-1	FFGA	$445.30	$139.59	$19.20	FFGA Complete	$604.09
Northern New Jersey - Hudson-Bergen MOS-2	FFGA	$0.00	$0.00	$50.00	$450.00	$500.00
Northern New Jersey - Newark Rail Link (MOS-1)	FFGA	$39.59	$19.80	$60.00	$22.56	$141.95
Pittsburgh - Stage 2 LRT Reconstruction	FFGA	$23.71	$17.82	$26.25	$32.42	$100.20
Portland - Interstate MAX LRT Extension	FFGA	$13.39 (5)	$63.36	$70.00	$116.71	$263.46 (5)

St. Louis - Metrolink St. Clair Extension	FFGA	$221.32 (5)	$27.72	$3.37	FFGA Complete	$252.41 (5)
Salt Lake City - CBD to University LRT	FFGA	$6.94 (5)	$13.86	$68.76	FFGA Complete	$89.56 (5)
Salt Lake City - North-South LRT	FFGA	$243.28 (5)	$0.00	$0.72	FFGA Complete	$243.99 (5)
San Diego - Mission Valley East LRT Extension	FFGA	$53.32	$59.40	$65.00	$152.24	$329.96
San Francisco - BART Extension to San Francisco Airport	FFGA	$296.45	$74.92	$100.00	$278.63	$750.00
San Juan - Tren Urbano	FFGA	$158.92 (5)	$39.60	$59.74	$54.11	$312.37 (5)
Washington DC/MD - Largo Metrorail Extension	FFGA	$13.08 (5)	$54.45	$60.00	$138.42	$265.95 (5)
Subtotal		**$3,311.52**	**$881.12**	**$1,026.86**	**$2,236.59**	**$7,456.19**
Proposed Funding Commitments						
Los Angeles - Eastside Corridor LRT	Recommended	$0.00 (4)	$0.00 (4)	$35.00		
Salt Lake City - Medical Center Extension	Recommended	$0.00	$2.97	$20.00		

Subtotal		**$0.00**	**$2.97**	**$20.00**		
Proposed Other Project Funding Commitments						
Chicago - Ravenswood Line Extension	Recommended	$4.92	$2.97	$4.00		
Cleveland - Euclid Corridor BRT	Recommended	$8.73 (6)	$5.94	$4.00		
Las Vegas - Resort Corridor Fixed Guideway MOS	Recommended	$13.88	$0.00	$4.00		
Minneapolis - Northstar Commuter Rail	Recommended	$4.95	$9.90	$4.00		
New York - East Side Access	Recommended	$53.65	$14.60	$15.00		
Subtotal		**$86.13**	**$33.41**	**$31.00**		

Note: Totals may not add due to rounding or FFGA shortfalls.

(1) Reflects amendment to FFGA and prior year funding not included in FFGA. See text.

(2) FY 2001 appropriations provided a total of $14.89 million for "Chicago Ravenswood and Douglas Branch Reconstruction Projects."

(3) Reflects reallocation of FY 2000 and FY 2001 funds for "Metra Commuter Rail Project" by grantee.

(4) The MOS-3 Extensions of Metrorail (North Hollywood) includes funding for all MOS-3 elements which includes Mid-City and Eastside.

(5) Totals include prior year funding not included in FFGA. See text.

(6) Total reflects reprogramming of $4.72 million from Cleveland Euclid Corridor.

(7) Under §5309(e)(8)(A), proposed New Starts projects requiring less than $25.00 million in §5309 new starts funding are exempt from the project evaluation and rating process required by

§5309(e). However, FTA strongly encourages sponsors who believe their projects to be exempt to nonetheless submit information for evaluation and rating purposes.

(8) Funding is included in Ferry Capital Projects (AK or HI) as directed by §5309(m)(5)(A).

(9) Funding is included in Alaska Railroad - South Anchorage Double Track.

(10) Funding is included in Seattle - Central Link Initial Segment.

(11) Funding is included in Seattle - Everett to Seattle Commuter Rail.

City/Project	Overall Project Rating	Fiscal Year 2001 and Prior Year Earmarks	Fiscal Year 2002 Earmarks	Fiscal Year 2003 Recommended Funding	Remaining FFGA Funding	Total Recommended Funding
Other Projects in Final Design						
Alaska Marine Highway System	Exempt (7)	$0.00 (8)	$0.00 (8)			
Alaska Railroad - South Anchorage Double Track	Exempt (7)	$24.77	$2.48			
Alaska Railroad - Knik River to Wasilla Commuter Rail	Exempt (7)	$0.00 (9)	$0.00 (9)			
Galveston - Trolley Extension	Exempt (7)	$4.95	$0.00			
Little Rock - River Rail Project	Exempt (7)	$5.95	$1.98			
Los Angeles - LOSSAN Rail Corridor Improvement Project	Exempt (7)	$23.84	$0.00			
Nashville - East Corridor	Exempt (7)	$7.91	$3.96			

Commuter Rail						
Pawtucket, RI - Rhode Island Commuter Rail Improvement Program	Exempt (7)	$0.50	$4.95			
San Francisco - Third Street Light Rail Phase 1	Not Rated	$0.00	$0.00			
Seattle - Central Link Initial Segment	Recommended	$90.97	$0.00			
Subtotal		**$67.93**	**$13.37**			
Projects in Preliminary Engineering						
Austin - Rapid Transit Project	Not Rated	$3.96	$0.00			
Bridgeport, CT - Intermodal Center	Exempt (7)	$0.00	$0.00			
Charlotte - South Corridor Light Rail	Highly Recommended	$12.85	$6.93			
Cincinnati - Interstate-71 Corridor LRT	Not Recommended	$9.76	$0.00			
Columbus - North Corridor	Recommended	$0.00	$0.50			
Dallas - Northwest-Southeast Corridor LRT MOS	Recommended	$1.00	$0.00			

Denver - West Corridor	Recommended	$0.00	$0.00			
Fort Collins - Mason Street Transportation Corridor	Recommended	$0.00	$0.00			
Hartford - New Britain-Hartford Busway	Recommended	$1.49	$0.00			
Honolulu - Primary Transportation Corridor Project	Recommended	$2.48	$11.88			
Kansas City - Johnson County I-35 Commuter Rail	Exempt (7)	$2.96	$1.49			
Los Angeles - Mid-City Exposition LRT	Recommended	$0.00 (4)	$0.00 (4)			
Los Angeles - San Fernando Valley East-West Transit Corridor	Recommended	$0.00	$0.00			
Louisville - South Central Corridor LRT	Recommended	$0.00	$0.00			
Lowell, MA-Nashua, NH - Commuter Rail	Exempt (7)	$2.96	$2.97			
Maryland - MARC Commuter Rail Improvements	Exempt (7)	$2.48	$11.88			

Miami - North 27th Avenue	Not Recommended	$11.92	$0.00			
New Orleans - Desire Corridor Streetcar	Recommended	$5.97	$1.19			
New York - Second Avenue Subway	Recommended	$0.00	$1.98			
Orange County, CA - Centerline LRT Project	Recommended	$7.45	$0.00			
Philadelphia - Schuylkill Valley Metrorail	Recommended	$16.81	$8.91			
Phoenix/Central Phoenix - East Valley Corridor	Recommended	$23.77	$9.90			
Pittsburgh - North Shore Connector LRT	Recommended	$15.75	$7.92			
Raleigh - Phase 1 Regional Rail Project	Recommended	$41.64	$8.91			
San Diego - Mid Coast Corridor	Highly Recommended	$11.33	$0.99			
San Juan - Tren Urbano Minillas Extension	Not Recommended	$0.00	$0.00			
Seattle - Everett to Seattle Commuter Rail	Exempt (7)	$59.52	$19.80			

Seattle - Link Extension and North Link	Not Rated	$0.00 (10)	$0.00 (10)			
Seattle-Tacoma - Lakewood to Tacoma Commuter Rail	Exempt (7)	$0.00 (11)	$0.00 (11)			
Stamford, CT - Urban Transitway and ITC Improvements	Exempt (7)	$9.90	$4.95			
Tampa - Tampa Bay Regional Rail System	Not Recommended	$5.94	$0.00			
Washington County, OR - Wilsonville to Beaverton Commuter Rail	Recommended	$10.50	$0.50			
Washington DC - Dulles Corridor Rapid Transit	Recommended	$90.93	$24.75			
Subtotal		**$260.44**	**$100.69**			

Note: Totals may not add due to rounding or FFGA shortfalls.

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Figure 1

New Starts Projects with Pending and Existing Full Funding Grant Agreements

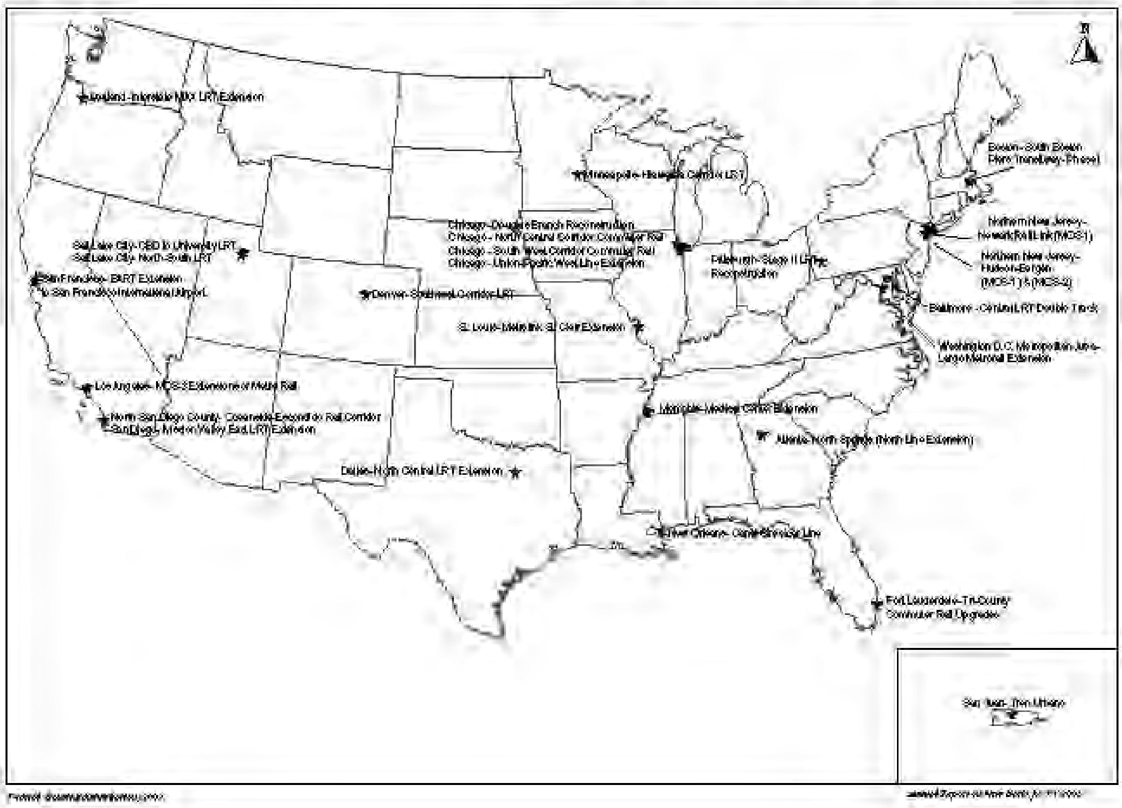

Figure 2

New Starts Projects in Final Design and Preliminary Engineering