

Table 2
FY 2004 Funding for New Starts Projects
(Millions of Dollars)

City/Project	Overall Project Rating	FY 2002 and Prior Year Earmarks	FY 2003 Requested	FY 2004 Recommended Funding	Remaining FFGA Funding	Total Recommended Funding
TOTALS BY PHASE						
Existing Full Funding Grant Agreements		\$1,668.44	\$1,046.87	\$994.26	\$1,342.92	\$4,900.19
Pending Full Funding Grant Agreements		102.73	114.10	139.02		
Proposed Full Funding Grant Agreements		180.94	23.00	235.00		
Other Projects in Final Design and Preliminary Engineering		634.54	8.00	121.19		
Ferry Capital Projects (AK or HI)		10.19	10.30	10.30		
Oversight Activities			12.14	15.15		
GRAND TOTAL		\$2,596.85	\$1,214.40	\$1,514.92	\$1,342.92	\$4,900.19
EXISTING FULL FUNDING GRANT AGREEMENTS						
Fully Funded in the FY 2003 Budget Request						
Atlanta - North Springs (North Line Extension)	FFGA	\$354.34 (1)	\$16.11		FFGA Complete	\$370.54 (1)
Boston - South Boston Piers Transitway Phase 1	FFGA	330.05	0.68		FFGA Complete	330.73
Los Angeles - MOS-3 Extensions of Metro Rail (North Hollywood)	FFGA	640.55	40.49		FFGA Complete	681.04
Northern New Jersey - Hudson-Bergen MOS-1	FFGA	584.89	19.20		FFGA Complete	604.09
St. Louis - Metrolink St. Clair Extension	FFGA	249.04 (2)	3.37		FFGA Complete	252.41 (2)
Salt Lake City - CBD to University LRT	FFGA	20.80 (2)	68.76		FFGA Complete	89.56 (2)
Salt Lake City - North-South LRT	FFGA	243.28 (2)	0.72		FFGA Complete	243.99 (2)
Funding Requested in FY 2004 Budget Request						
Baltimore - Central LRT Double-Tracking	FFGA	21.49	24.25	40.00	34.26	120.00
Chicago - Douglas Branch Reconstruction	FFGA	52.20 (3)	55.00	85.00	127.90	320.10
Chicago - North Central Corridor Commuter Rail	FFGA	51.26 (4)	20.00	20.00	44.06	135.32
Chicago - Southwest Corridor Commuter Rail	FFGA	38.50 (4)	20.00	20.00	24.52	103.02
Chicago - Union-Pacific West Line Extension	FFGA	32.84 (4)	12.00	12.00	23.92	80.76
Dallas - North Central LRT Extension	FFGA	230.91	70.00	30.16	1.90	330.00
Denver - Southeast Corridor LRT	FFGA	60.86	70.00	80.00	314.14	525.00
Fort Lauderdale - Tri-County Commuter Rail Upgrades	FFGA	52.40	39.69	18.41	FFGA Complete	110.50
Memphis - Medical Center Extension	FFGA	34.81 (2)	15.61	9.25	FFGA Complete	59.67 (2)
Minneapolis - Hiawatha Corridor LRT	FFGA	168.35	60.00	74.98	30.97	334.30
Northern New Jersey - Hudson-Bergen MOS-2	FFGA	0.00	50.00	100.00	350.00	500.00
Northern New Jersey - Newark Rail Link MOS-1	FFGA	59.39	60.00	22.57	FFGA Complete	141.95
Pittsburgh - Stage II LRT Reconstruction	FFGA	41.53	26.25	30.24	2.18	100.20
Portland - Interstate MAX LRT Extension	FFGA	70.79 (2)	70.00	77.50	39.21	257.50 (2)
Salt Lake City - Medical Center Extension	FFGA	2.97	20.00	30.66	FFGA Complete	53.63
San Diego - Mission Valley East LRT Extension	FFGA	112.72	65.00	65.00	87.24	329.96
San Francisco - BART Extension to San Francisco Airport	FFGA	371.37	100.00	169.95	178.63	819.95
San Juan - Tren Urbano	FFGA	198.52 (2)	59.74	43.54	10.57	312.37 (2)
Washington DC/MD - Largo Metrorail Extension	FFGA	67.53 (2)	60.00	65.00	73.42	265.95 (2)
SUBTOTAL		\$1,668.44	\$1,046.87	\$994.26	\$1,342.92	\$4,900.19
PENDING FEDERAL FUNDING COMMITMENTS						
Los Angeles - Eastside Corridor LRT	Recommended	\$8.42	\$35.00	\$55.00		
New Orleans - Canal Street	Recommended	70.03 (2)	37.10	36.02		
San Diego - Oceanside/Escondido Rail Corridor	FFGA	24.28	42.00	48.00		
SUBTOTAL		\$102.73	\$114.10	\$139.02		
PROPOSED FEDERAL FUNDING COMMITMENTS						
Chicago - Ravenswood Line Extension	Not Rated (5)	\$7.89	\$4.00	\$45.00		
Las Vegas - Resort Corridor Fixed Guideway	Recommended	13.85	4.00	40.00		
New York - Long Island Rail Road East Side Access	Recommended	68.23	15.00	75.00		
Seattle - Central Link Initial Segment	Highly Recommended	90.97	0.00	75.00		
SUBTOTAL		\$180.94	\$23.00	\$235.00		

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

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

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

(5) FTA and the project sponsor were unable to successfully implement the software necessary to calculate the user benefit information for this project. However, FTA and the project sponsor have calculated an estimate of user benefits, which we believe to be reasonable and which would result in a recommended rating for the project. FTA will continue to work with the project sponsor to implement the software and confirm this estimate.

Table 2 (continued)
 FY 2004 Funding for New Start Projects
 (Millions of Dollars)

City/Project	Overall Project Rating	FY 2002 and Prior Year Earmarks	FY 2003 Requested	FY 2004 Recommended Funding	Remaining FFGA Funding	Total Recommended Funding
OTHER PROJECTS IN FINAL DESIGN						
Baltimore - MARC Penn-Camden Connection	Exempt (6)	\$0.80				
Cleveland - Euclid Corridor BRT	Recommended	19.38 (7)	4.00			
Galveston - Trolley Extension	Exempt (6)	4.95				
Girdwood, AK - South Anchorage Double Track	Exempt (6)	27.25				
Girdwood, AK - Eagle River to Knik River Commuter Rail	Exempt (6)	0.00 (8)				
Alaska Railroad - Knik River to Wasilla Commuter Rail	Exempt (6)	0.00 (8)				
Little Rock - River Rail Project	Exempt (6)	7.93				
Los Angeles - LOSSAN Rail Corridor Imp. Project	Exempt (6)	23.84				
Nashville - East Corridor Commuter Rail	Exempt (6)	11.87				
Pawtucket, RI - Rhode Island Commuter Rail Imp. Program	Exempt (6)	5.45				
Prince William Sound, AK - Alaska Marine Highway System	Exempt (6)	0.00 (9)				
SUBTOTAL		<u>\$101.48</u>	<u>\$4.00</u>			
PROJECTS IN PRELIMINARY ENGINEERING						
Austin - Rapid Transit Project	Not Available (10)	\$3.96				
Boston - Silver Line Phase 3	Recommended	0.00				
Bridgeport, CT - Intermodal Center	Exempt (6)	10.20				
Burlington, VT - Burlington-Essex Commuter Rail	Exempt (6)	6.90				
Charlotte - South Corridor Light Rail	Recommended	19.78				
Cincinnati - Interstate-71 Corridor LRT	Not Recommended	9.76				
Columbus - North Corridor	Recommended	0.50				
Dallas - Northwest-Southeast Corridor LRT MOS	Recommended	1.00				
Denver - West Corridor Light Rail	Recommended	0.00				
Fort Collins - Mason Street Transportation Corridor	Not Recommended	0.00				
Harrisburg, PA - CorridorOne Rail	Exempt (6)	1.97				
Hartford - New Britain-Hartford Busway	Not Rated	1.49				
Honolulu - Primary Transportation Corridor Project	Recommended	14.36				
Kansas City - Johnson County I-35 Commuter Rail	Exempt (6)	4.45				
Los Angeles - Mid-City Exposition LRT	Not Rated	12.88				
Louisville - Transportation Tomorrow South Central LRT	Not Available (10)	0.00				
Lowell, MA-Nashua, NH - Commuter Rail Extension	Exempt (6)	5.93				
Miami - North Corridor Metrorail Extension	Not Recommended	11.92				
Minneapolis - Northstar Corridor Rail Project	Not Recommended	14.85	4.00			
New Orleans - Desire Corridor Streetcar	Not Recommended	7.16				
New York - Second Avenue Subway	Recommended	4.98				
Norfolk, VA - Norfolk Light Rail Project	Not Recommended	10.91				
Orange County, CA - Centerline LRT Project	Not Rated	7.45				
Philadelphia - Schuylkill Valley Metrorail	Not Recommended	25.72				
Phoenix - Central Phoenix East Valley Corridor	Highly Recommended	33.67				
Pittsburgh - North Shore Connector LRT	Not Recommended	23.67				
Raleigh - Phase I Regional Rail Project	Recommended	50.55				
San Diego - Mid Coast Corridor	Not Rated	12.32				
San Francisco - New Central Subway	Not Recommended	0.00				
San Juan - Tren Urbano Minillas Extension	Not Recommended	0.00				
Santa Clara County, CA - Silicon Valley Rapid Transit	Not Yet Available (11)	0.00				
Seattle - Airport Link	Not Available (10)	0.00 (12)				
Seattle - North Link Extension	Not Available (10)	0.00 (12)				
Seattle - Everett-to-Seattle Commuter Rail	Exempt (6)	79.32				
Seattle - Lakewood-to-Tacoma Commuter Rail	Exempt (6)	0.00 (13)				
Silver Spring, MD - MARC Intermodal Transit Center	Exempt (6)	0.00				
Stamford, CT - Urban Transitway and ITC Improvements	Exempt (6)	14.85				
Tampa - Tampa Bay Regional Rail System	Not Recommended	5.94				
Washington, DC - Dulles Corridor Rapid Transit	Recommended	115.68				
Washington, DC - MARC Mid-Day Storage	Exempt (6)	9.90				
Washington County, OR - Wilsonville to Beaverton Commuter Rail	Not Yet Available (11)	11.00				
SUBTOTAL		<u>\$533.07</u>	<u>\$4.00</u>			

(6) Under §5309(e)(8)(A), proposed New Starts projects requiring less than \$25.00 million in Section 5309 New Starts Funding are exempt from the project evaluation and rating process required by Section 5309(e). However, FTA strongly encourages sponsors who believe their projects to be exempt to nonetheless submit information for evaluation and rating purposes.

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

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

(9) Funding is included in Ferry Capital Projects (AK or HI).

(10) Complete information is not yet available to adequately rate these projects.

(11) These projects did not submit New Starts criteria for the FY 2004 Annual Report on New Starts.

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

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