

**Table 1-D
Summary of FY2004 New Starts Ratings**

Phase and City (Project)	Project Justification Rating	Mobility Improvement Rating	Mobility Improvements				Environmental Benefits			
			Annual Travel Time Savings (millions hours) NS Vs. Baseline	Employees within 1/2 mile	Low Income Households within 1/2 Mile	Environment Benefits Rating	Annual Reduction in Greenhouse Gas Emissions (tons CO2) NS. Vs. Baseline	Annual Reduction in Regional Energy Consumption (million BTU's) NS. Vs. Baseline	EPA Classification	
									Ozone	Carbon Monoxide
Final Design										
Baltimore, MARC Penn-Camden Connection (2)	Exempt	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A		
Chicago, Ravenswood Expansion Project (3)	Not Rated	Not Rated	N/A	80,351	11,551	High	(18,910)	(235,320)	Severe	
Cleveland, Euclid Corridor Transportation Project	Medium	Low-Medium	0.96	177,324	11,018	Medium-High	(5,720)	(74,800)	Maintenance	
Galveston, Rail Trolley Extension (2)	Exempt	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A		
Girdwood, Alaska Railroad - South Anchorage Double Track (2)	Exempt	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A		
Girdwood, Alaska Railroad - Eagle River to Knik River Track Improvements (2)	Exempt	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A		
Girdwood, Alaska Railroad - Knik River to Wasilla Track Improvements (2)	Exempt	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A		
Little Rock, River Rail Project (2)	Exempt	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A		
Los Angeles, LOSSAN Rail Corridor Improvements (2)	Exempt	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A		
Nashville, East Corridor Commuter Rail (2)	Exempt	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A		
New York, Long Island Rail Road East Side Access	Medium-High	High	19.43	572,200	4,443	High	(30,810)	(334,557)	Severe	Moderate
Pawtucket, Commuter Rail Improvement Program (2)	Exempt	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A		
Prince William, Alaska Marine Highway System (2)	Exempt	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A		
Seattle, Central Link Initial Segment	Medium-High	Medium	3.16	169,300	2,616	Medium	(9,833)	(120,143)		
Preliminary Engineering										
Boston, Silver Line Phase III (4)	Medium	High	27.71	182,198	3,602	High	(46,288)	(603,661)	Serious	Maintenance
Bridgeport, Intermodal Transportation Center (2)	Exempt	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A		
Burlington, Burlington-Essex Commuter Rail Project (2)	Exempt	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A		
Charlotte, South Corridor LRT	Medium	Medium	3.48	71,257	1,350	Medium	(10,767)	(103,172)		
Cincinnati, Interstate 71 Corridor LR	Medium	Medium-High	4.11	173,530	7,513	Medium	21,830	(276,800)	Moderate	
Columbus, North Corridor LRT	Medium-High	Medium-High	6.49	125,200	7,091	Medium	(7,870)	(91,120)		
Dallas, Northwest/Southeast Light Rail MOS	Medium	Medium	2.23	141,960	3,060	High	(30,000)	73,969	Serious	
Denver, West Corridor LRT (4)	Medium	Low-Medium	1.99	34,100	3,764	High	(1,004)	(2,184)		Serious
Fort Collins, Mason Street Transportation Corridor (4, 5, 6)	Not Rated	Not Rated	N/A	34,633	1,336	Medium-High	(1,969)	(23,656)	Moderate	
Harrisburg, CORRIDORone Rail MOS (2)	Exempt	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A		
Hartford, New-Britain - Hartford Busway (7)	Not Rated	Medium	7.98	0	4,381	High	(12,158)	(160,084)	Serious	
Honolulu, Primary Corridor Transportation Project	High	Medium	2.16	271,134	8,600	Medium	6,397	73,537		
Johnson County, I-35 Commuter Rail (2)	Exempt	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A		
Las Vegas, Resort Corridor Fixed Guideway	Medium	Medium	0.80	40,192	1,381	High	(24,070)	(107,824)		Serious
Los Angeles, Mid-City/Exposition LRT (7)	Not Rated	Not Rated	N/A	150,351	7,900	High	(4,374)	(212,060)	Extreme	Serious
Lowell, MA- Nashua NH, Commuter Rail Extension (2)	Exempt	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A		
Miami, North Corridor Metrorail Extension	Medium	Medium	6.37	12,086	1,383	Medium	(17,587)	(197,549)		
Minneapolis, Northstar Corridor Rail Project (8)	Not Rated	Not Rated	N/A	35,700	1,068	Medium-High	(12,362)	(161,247)		
New Orleans, Desire Corridor Streetcar (4)	Low-Medium	Low-Medium	0.78	91,910	4,840	Medium	1,833	27,775		
New York, Second Avenue Subway	Medium	Medium-High	1.86	1,209,035	42,639	High	(777)	15,140	Severe	Moderate
Norfolk, Norfolk LRT	Low-Medium	Low-Medium	1.91	72,077	1,870	Medium	(4,071)	(98,876)		
Orange County, Centerline LRT Project (7)	Not Rated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Extreme	Serious

(4, 5)										
Phoenix, Central Phoenix/East Valley Corridor	Medium-High	Medium	3.26	145,700	4,370	High	(62,809)	(8,232,300)	Serious	Serious
Pittsburgh, North Shore Connector LRT (4)	Medium	Medium-High	15.58	72,100	1,350	Medium-High	(3,759)	(22,960)		
Raleigh, Phase I Regional Rail Project (4)	Medium	Low-Medium	1.39	94,051	1,330	Medium	2,261	26,510		
San Diego, Mid-Coast Corridor (7)	Not Rated	Not Rated	N/A	6,800	260	High	(80,669)	(143,750)	Serious	
San Francisco, New Central Subway Project (4, 5, 9)	Not Yet Available	Not Rated	N/A	267,768	4,029	Medium	(485)	(4,178)	Other	Maintenance
San Juan, Tren Urbano Minillas Extension (4, 5, 6)	Not Submitted	Not Submitted	Not Submitted	Not Submitted	Not Submitted	Not Submitted	Not Submitted	Not Submitted		
Santa Clara County, Silicon Valley Rapid Transit Corridor (9)	Not Yet Available	Not Rated	N/A	48,500	4,000	Medium	(28,880)	(342,960)	Other	
Seattle, Everett-to-Seattle Commuter Rail (2)	Exempt	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A		
Seattle, Lakewood-to-Tacoma (2)	Exempt	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A		
Silver Spring, Silver Spring Intermodal Transit Center (2)	Exempt	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A		
Stamford, Urban Transitway and Intermodal Transportation Center Improvements (2)	Exempt	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A		
Tampa Bay, Tampa Bay Regional Rail (9)	Not Yet Available	Medium-High	N/A	191,226	7,278	Medium	(5,214)	(48,653)	Marginal	Maintenance
Washington, Dulles Corridor Bus Rapid Transit (4, 5)	Medium	Medium	4.36	65,800	175	High	440,852	(5,680,762)	Serious	
Washington, MARC Mid-Day Storage Facility (2)	Exempt	Exempt	N/A	N/A	N/A	Exempt	N/A	N/A		
Washington County, Wilsonville to Beaverton Commuter Rail Project (4, 5, 9)	Not Yet Available	Not Rated	N/A	N/A	N/A	Medium	(2,966)	N/A		

"N/A" = Not Available, "J" represents the Project Justification Rating, "O" represents the Operating Finance Rating, "C" represents the Capital Finance Rating.

(1) The following projects did not submit New Starts criteria for the FY 2004 Annual Report on New Starts: Austin Rapid Transit Project MOS, Louisville Transportation Tomorrow South Central Corridor LRT, Seattle Airport Link and the Seattle North Link. Thus, these projects are not shown on the table.

(2) 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.

(3) 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.

(4) The Administration is seeking legislation that would limit the Federal New Starts share to no more than 50 percent beginning in FY2004. Future ratings of these projects would be affected by that change.

(5) The Conference Report accompanying the FY 2002 Department of Transportation Appropriations Act instructs that, as of October 1, 2002, no new Full Funding Grant Agreements may be executed with a Federal New Starts share greater than 60 percent. Accordingly, in the future, project financial ratings will reflect this Congressional instruction at all stages of project development.

(6) The project sponsor did not submit information for this measure.

(7) This project was "Not Rated" for project justification, mobility, cost-effectiveness and the overall rating because FTA has serious concerns about the information submitted for these measures; the underlying assumptions used by the project sponsor may have produced an inaccurate representation of the benefits of the project. FTA continues to work with this project sponsor to validate the assumptions, information, and projections. This information will be made available to Congress and other interested parties when the issues are resolved.

(8) This project was "Not Rated" for project justification, mobility, and cost-effectiveness because FTA has serious concerns about the information submitted for these measures; the underlying assumptions used by the project sponsor may have produced an inaccurate representation of the benefits of the project. FTA continues to work with this project sponsor to validate the assumptions, information, and projections. This information will be made available to Congress and other interested parties when the issues are resolved.

(9) Projects not submitting transportation system user benefit information have been rated "Not Yet Available" for the project justification, mobility and overall rating.

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