

Medical Center Extension

Memphis, Tennessee

(November 2002)

Description

The Memphis Area Transit Authority (MATA), in cooperation with the City of Memphis, is constructing a 2.0-mile light rail transit (LRT) extension to the Main Street Trolley/Riverfront Loop village rail system. The project includes six stations, renovation of three historic trolley vehicles, and purchase of one new replica vehicle to supplement the existing fleet, right-of-way acquisition, and the construction of a park-and-ride facility. The Memphis Medical Center Extension will expand the central business district (CBD) rail circulation system to serve the Medical Center area east of the CBD. The project is the last segment of the downtown rail circulation system as well as the first segment of a regional light rail line. The rail vehicles will operate on street level in mixed traffic and will connect with the Main Street Trolley, sharing a lane with automobile traffic on Madison Avenue between Main Street and Cleveland Street. At the eastern terminus, near Cleveland Street, a bus transfer point and a small park-and-ride lot will be constructed to accommodate transfers with buses and cars. At the western terminus, existing stations on Main Street near Madison Avenue will be utilized for transfers to/from the Main Street Trolley/Riverfront Loop system. The line is designed to accommodate light rail vehicles, but vintage rail cars will be utilized until a proposed regional LRT line is implemented and a fleet of modern LRT vehicles is acquired.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$74.58 million. The Section 5309 New Starts funding share for the project is \$59.67 million.

Status

A Major Investment Study/Environmental Assessment (MIS/EA), resulting in the selection of a trolley service extension as the Locally Preferred Alternative, was completed in June 1997. The project was approved entry into Preliminary Engineering on April 9, 1998. A Supplemental EA was prepared to document proposed changes to the preferred alternative. FTA issued a Finding of No Significant Impact for the Medical Center Rail Extension on April 7, 2000. The project was approved into Final Design (FD) on May 2, 2000. MATA and FTA entered into an FFGA in December 2000 with a revenue operations date scheduled for March 16, 2004.

MATA completed FD in July 2001. Utility relocation work began in April 2001 at the Danny Thomas Boulevard and I-240 bridges. Construction commenced in July 2001 and is currently 38 percent complete.

TEA-21 Section 3030(a)(43) authorizes the Memphis Medical Center Extension for final design and construction. Through FY 2002, Congress has appropriated \$35.31 million in Section 5309 New Starts funds to the project. This total includes \$0.50 million in prior year funds that are not included in the FFGA commitment.

Reported in Year of Expenditure Dollars		
<u>Source of Funds</u>	<u>Total Funding (million)</u>	<u>Appropriations to Date</u>
Federal: Section 5309 New Starts FFGA Commitment	\$59.67	\$35.31 million appropriated through FY 2002 *
State: Tennessee DOT	\$ 7.46	
Local: City of Memphis	\$ 7.46	
TOTAL	\$74.58	

NOTE: Total may not add due to rounding.

* The appropriations to date reported above include \$0.5 million in prior year Section 5309 New Starts funds that are not included in the FFGA commitment.

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