

Pending FFGAs

Eastside Corridor LRT

Los Angeles, California

(November 2002)

Description

The Los Angeles County Metropolitan Transportation Authority is proposing to implement a 5.9-mile light rail transit (LRT) line in the Eastside Corridor, connecting Downtown Los Angeles with low- to moderate-income communities in East Los Angeles. The proposed system would include eight stations and will traverse eastward from Union Station (the city's major intermodal hub, serving intercity, commuter, and regional rail service, as well as local and express bus services) along Alameda Street through the City Terrace, Belvedere, and East Los Angeles communities of unincorporated Los Angeles County. The project would terminate at Atlantic Boulevard, where a 200-space park-and-ride facility is planned. The project is primarily at-grade, with a 1.8-mile mid-section underground in tunnel. There are currently 60 heavily used bus routes operating in this highly transit dependent corridor, and the proposed project will provide travel time savings and increased transit capacity to residents accessing jobs in Downtown Los Angeles and other employment destinations along the MTA Red line, the light rail system, and rapid bus routes. There are 15,000 average weekday boardings are forecasted on the proposed line in 2020, including 7,600 daily new riders. The project is estimated to cost \$888.0 million in escalated dollars, with a Section 5309 New Starts funding share of \$490.7 million. The capital cost of the project has increased \$70 million since the FY 2003 Annual Report on New Starts, primarily due to refinements in cost estimates at the conclusion of Preliminary Engineering.

Status

Initial systems planning efforts for the Eastside Corridor began in 1989, and an Alternatives Analysis on the corridor commenced in 1990, resulting in the selection of a heavy rail subway line from Union Station to Whittier/Atlantic Boulevard in 1993. A Record of Decision on the corridor was issued in December 1994. FTA and MTA entered into a Full Funding Grant Agreement (FFGA) on three heavy rail corridors ("MOS-3"), which included the North Hollywood, Mid-City, and Eastside corridors, in May 1993. In January 1997, FTA requested that the MTA submit a Recovery Plan to demonstrate its ability to complete the FFGA while maintaining and operating the existing bus system. Pursuant to the request, in January 1998, the LACMTA Board of Directors voted to suspend and demobilize rail construction activities on the Mid-City and Eastside projects. The MTA subsequently submitted a Recovery Plan to FTA in May 1998. FTA approved the plan in July 1998.

In 1998, the MTA undertook a Regional Transit Alternatives Analysis (RTAA) to analyze and evaluate feasible alternatives for the Eastside and Mid-City corridors. In June 1999, the MTA initiated a Re-Evaluation/Major Investment Study on the Eastside corridor, and began a Draft Environmental Impact Statement on the corridor in March 2000. In June 2000, the MTA board formally selected a light rail transit technology in the Eastside corridor as the Locally Preferred Alternative. FTA approved the initiation of Preliminary Engineering in August 2000. The LACMTA completed the NEPA process and received a Record of Decision in June 2002. FTA approved the project into Final Design in October 2002.

Reported in Year of Expenditure Dollars		
<u>Proposed Source of Funds</u>	<u>Total Funding (million)</u>	<u>Appropriations to Date</u>
Federal:		
Section 5309 New Starts	\$490.7	\$8.42 million appropriated through FY 2002
FHWA CMAQ	\$4.4	
Section 5309 Fixed Guideway Modernization	\$38.9	
State:		
Traffic Congestion Relief	\$236.3	
State Reg. Imp. Program	\$5.2	
Local:		
Proposition A	\$112.8	
TOTAL	\$888.3	

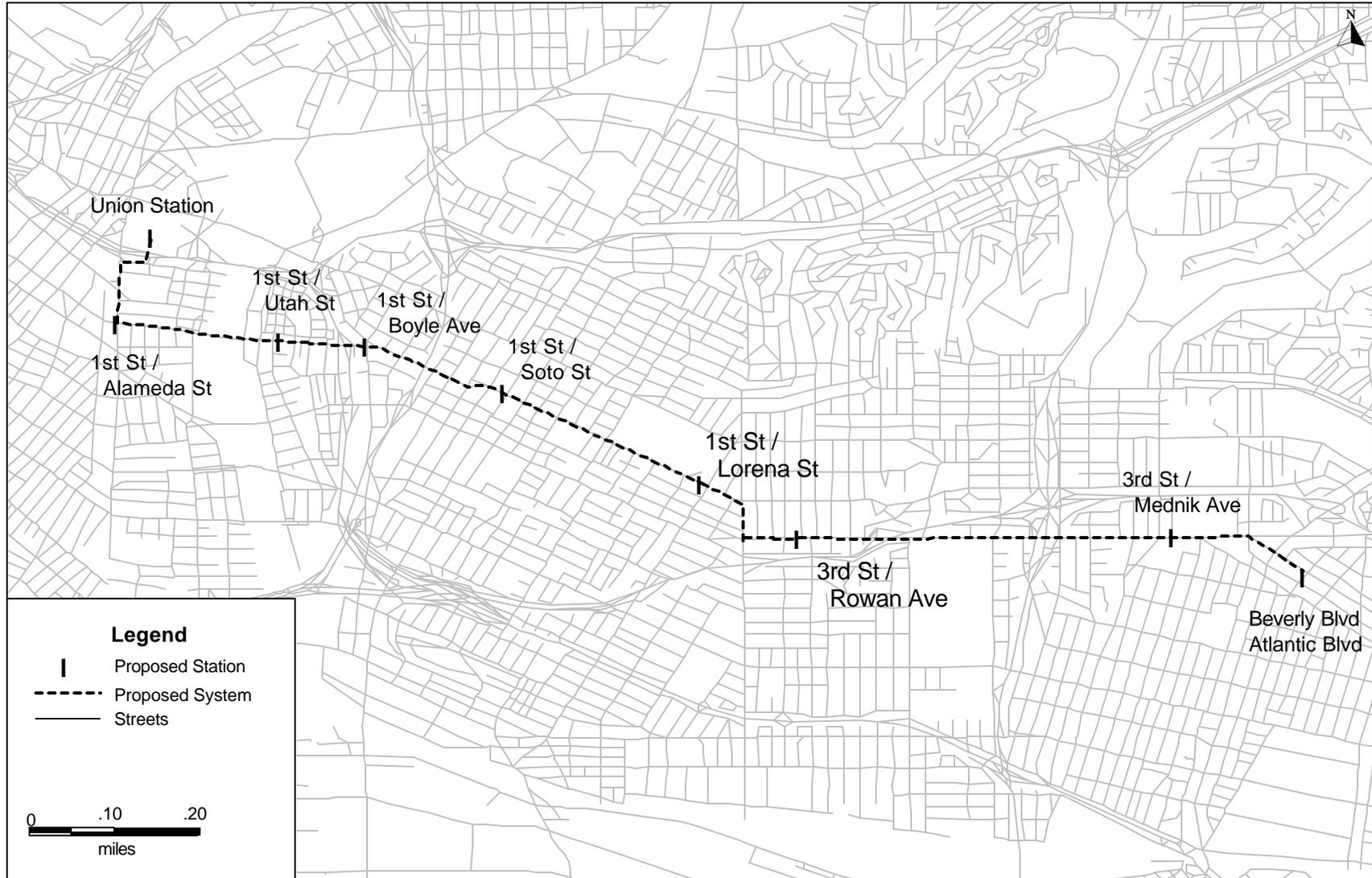
NOTE: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions. Total may not add due to rounding.

The President’s FY 2003 budget recommends that a Full Funding Grant Agreement be executed for this project by the end of FY 2003.

TEA-21 Section 3030(a)(38) authorized the Los Angeles MOS-3 for Final Design and construction. Through FY 2001, Congress appropriated \$76.48 million for the original Mid-City and Eastside subway alignments. Through FY 2002, Congress appropriated \$8.42 million for the Eastside Corridor project.

Los Angeles Eastside Corridor LRT Project

Los Angeles, California



Canal Streetcar Line

New Orleans, Louisiana

(November 2002)

Description

The Regional Transit Authority (RTA) is proposing to return streetcar service on Canal Street extending along the Mississippi River to the cemeteries, including a spur on Carrollton Avenue from Canal Street to City Park, a total distance of 5.4 miles of double track. The project also includes 37 stations: 26 stations on Canal Street, five stations on the City Park spur and six stations on the Riverfront Line. In addition, the project includes the assembly of 24 streetcars, real estate acquisition, utility relocation, power distribution, signals, communication systems, upgrades to power substations, track alignments on the Riverfront Line, construction of a paint/vehicle storage facility, and a new service/inspection/storage facility on the grounds of the existing Randolph Street facility on Canal Street. Total capital costs are estimated at \$161.3 million (escalated dollars), including a proposed \$129.05 million in Section 5309 New Starts funds. 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.

Status

RTA completed a Major Investment Study/Alternatives Analysis of the Canal Street corridor in March 1995. The Regional Planning Commission (local metropolitan planning organization) has included the Canal Streetcar Line and the Carrollton Spur to City Park in the region's long-range transportation plan and Transportation Improvement Program. FTA approved the initiation of preliminary engineering and the preparation of a Draft Environmental Impact Statement (DEIS) in September 1995. The DEIS was published in March 1997 and the Final EIS was published in July 1997. FTA issued a Record of Decision on the environmental review process in August 1997. RTA initiated final design in September 1997. The U.S. Department of Transportation recommended the project for a Full Funding Grant Agreement (FFGA) in the FY 2002 Annual New Starts Report based on an evaluation of the project's New Starts criteria. RTA has submitted a request for an FFGA for the Canal Streetcar Line that FTA has forwarded to Congress. Final design for the project is complete and construction is 30 percent complete.

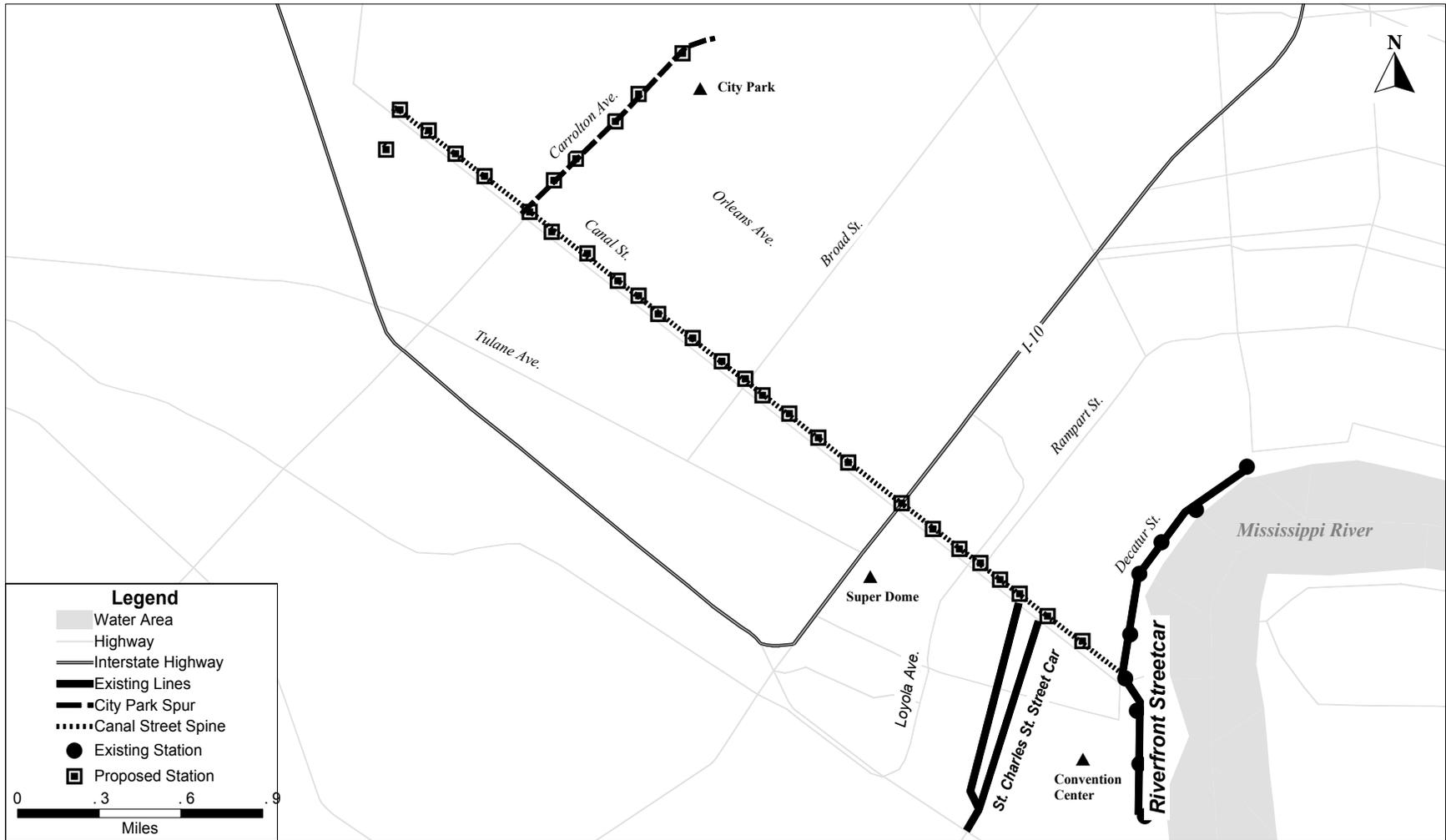
Section 3030(a)(51) authorizes the Canal Streetcar Line for final design and construction. Through FY 2002, Congress has appropriated \$70.03 million in Section 5309 New Starts funds to the project.

Reported in Year of Expenditure Dollars		
<u>Proposed Source of Funds</u>	<u>Total Funding (million)</u>	<u>Appropriations to Date</u>
Federal:		
Section 5309 New Starts	\$129.05	\$70.03 million appropriated through FY 2002
Local:		
Right-of-Way	\$ 3.20	
RTA Loan Funds	\$ 28.10	
Material Donations (Poles)	\$ 1.00	
TOTAL	\$161.30	

NOTE: Funding proposal reflects assumptions made by project sponsors, and are not DOT or FTA assumptions.
Totals may not add due to rounding.

Canal Streetcar Line

New Orleans, Louisiana



Oceanside-Escondido Rail Corridor

San Diego, California

(November 2002)

Description

The North County Transit District (NCTD) will be converting an existing 22-mile freight rail corridor into a diesel multiple unit (DMU) transit system running east from the coastal city of Oceanside through the cities of Vista, San Marcos, and unincorporated portions of San Diego County, to the City of Escondido. The alignment will include approximately a 1.7-mile loop of new right-of-way to serve the campus of California State University-San Marcos (CSUSM). The proposed project is located along the State Highway 78 corridor, which connects Interstate Highways 5 and 15, the primary east-west corridor in Northern San Diego County. The proposed project also includes 15 stations, 12 diesel multiple unit vehicles, and a maintenance and storage facility. Four stations will be located at existing transit centers. NCTD estimates that average daily ridership in 2020 will total 19,000 passengers.

The total project cost under the currently proposed Full Funding Grant Agreement (FFGA) is \$351.52 million. The Section 5309 New Starts funding share is \$152.10 million.

Status

An Environmental Impact Report (EIR) for the Oceanside-Escondido Rail project and an EIR for the CSUSM alignment were published and certified in 1990 and 1991, respectively. An Environmental Assessment/Subsequent Environmental Impact Report (EA/SEIR) was completed in early 1997. The North County Transit Development Board certified the SEIR in March 1997 and the Federal Transit Administration (FTA) issued a Finding of No Significant Impact in October 1997. FTA approved the project entry into Final Design in February 2000. The U.S. Department of Transportation recommended the project for an FFGA in the FY 2002 Annual New Starts Report. FTA and NCTD anticipate executing an FFGA in December 2002 with a revenue operations date scheduled for December 31, 2005. Construction is scheduled to start in early 2003.

Section 3030(a)(77) authorizes the Oceanside-Escondido Corridor for Final Design and construction. Through FY 2002, Congress has appropriated \$24.28 million in Section 5309 New Starts funds to the project.

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	\$152.10	\$24.28 million appropriated through FY 2002
State: 108	\$ 19.47	
STIP	\$ 7.34	
TCRP	\$ 88.52	
Local: Transnet (NCTD)	\$ 67.38	
Transnet (MTDB)	\$ 11.29	
Regional TIP	\$ 5.42	
TOTAL	\$351.52	

NOTE: Total may not add due to rounding.

Oceanside - Escondido Rail Corridor

San Diego, California

