

Web-Only Appendix K

California Discretionary Allocations from the New Starts Capital Investment Program

Capital Investment Program: New Starts (Section 5309)

The following lists New Starts projects in California and includes information regarding their current status and, if applicable, the amount of CIP funds received to date. The information was supplied in February 2004 by the U.S. Department of Transportation in documents accompanying its fiscal year 2005 budget request.

New Starts Fixed Guideway Systems with Existing Full Funding Grant Agreements as of Fiscal Year 2004

Los Angeles Minimum Operable Segments (MOS-3) North Hollywood Red Line Extension. To date, this project has received \$680 million in federal dollars out of a total \$1.3 billion cost. No funding was appropriated for this project in fiscal year 2004; however, the fiscal year 2005 budget has recommended a \$66 million installment to complete the remaining share of federal commitments under the FFGA.

Sacramento South Corridor LRT (Light Rail Transit) Project. Out of a total \$222 million, the project is proposed to receive \$112.93 million in federal New Starts grants (completed).

San Diego-Mission Valley East Light Rail Transit Extension Project. The federal share of Section 5309 funds for this project is an estimated \$330 million out of a \$431 million total projected cost. Upon passage of the fiscal year 2004 appropriations conference report, \$240.62 million has been appropriated by Congress toward that end. The 2005 budget proposes \$81.64 million in additional funds.

San Diego County Oceanside-Escondido Light Rail Extension Project. Estimated to receive \$152 million in federal grant aid out of \$351.5 million in total capital expenses, this project was allotted \$84.86 million since being approved for construction. An additional \$55 million is attached to the president's fiscal year 2005 budget for this project.

San Francisco BART Extension to San Francisco Airport. The federal share included in this projects FFGA amounts to \$750 million (50.6%) out of a revised \$1.552 billion in projected costs. Through the end of fiscal year 2004, the

extension will receive an estimated \$567.93 million. The president's 2005 budget calls for additional appropriations of \$100 million.

San Jose-Tasman West Light Rail Transit. The project is to receive \$182.75 million in New Starts obligations plus \$61.96 million in highway program transfers out of a total capital construction cost of \$325 million.

Los Angeles Metro Goldline Eastside Corridor Light Rail Transit. Following issuance of an FFGA in April 2004, the Goldline project was formally approved for construction on June 1. The federal share is projected to reach \$534 million (derived from New Starts, Fixed Guideway Modernization and CMAQ transfer funds), out of a total cost of \$888.3 million. The Bush administration recommended \$80 million in fiscal year 2005 appropriations for this project.

New Starts Projects in Final Design Phase

Los Angeles-San Diego LOSSAN (Los Angeles to San Diego) Rail Corridor Improvements Project. (This project was approved for alternatives analysis and preliminary engineering in TEA-21): \$24.1 million in federal New Starts funds is requested from the federal government (\$19.89 million having been appropriated before 1998), out of a \$35.7 million total project cost. Because projected federal costs lie below \$25 million, this project is exempt from New Starts evaluation and rating requirements. Congress met \$23.84 million of its obligation through fiscal year 2002.

San Francisco Third Street Light Rail Extension Phases I and II. Of a total \$557 million projected cost, no New Starts federal aid for this extension plan is expected; thus, this project does not require a New Starts approval rating or FFGA issuance.

New Starts Projects in Preliminary Engineering Phase

Los Angeles Mid-City/Exposition Light Rail Transit. This project's \$631.5 cost will be \$389.6 million (61.7%) derived from federal sources, according to estimates. Funds drawn from New Starts will be coupled with CMAQ and STP transfers.

Los Angeles San Fernando Valley East-West Transit Corridor. This project's estimated total cost is \$300.3 million, funded entirely from nonfederal sources. An FFGA was submitted to remain eligible for future grant requests.

Orange County Center Line Light Rail Project. The federal government is projected to provide \$944.5 million in federal funds to cover 50 percent of the \$1.889 billion price tag before this project's completion.

San Diego, Mid-Coast Corridor. This project is estimated to require \$65.6 million in federal New Starts funds out of a total \$131.5 million projected cost.

San Jose Silicon Valley Rapid Transit Corridor Project. The proposed federal contribution stands at \$973 million (20.4%) out of a total \$4.78 billion cost for this capital project.

Other TEA-21 Projects Awaiting New Starts Authorization

Los Angeles Metrolink-San Bernardino Line Extension

Los Angeles Metrolink Union Station to Fullerton

Los Angeles-San Bernardino Transportation Corridor

Los Angeles-Santa Monica Boulevard Transit Parkway

Marin/Sonoma-North Bay Commuter Rail

Oakland Airport-BART Corridor

Riverside County-San Jacinto Branch Line (Riverside to Romoland)

Sacramento-Folsom Extension

Sacramento-Placer County Corridor

San Francisco-San Jose-Hollister to Gilroy Caltrain Extension

San Joaquin Regional Transit Corridor

Santa Cruz Fixed Guideway

Stockton-Altamont Commuter Rail Project

Yosemite, Area Regional Transportation System