

Mid-Coast Corridor Project

San Diego, California

(December 2016)

The San Diego Association of Governments (SANDAG) is constructing the Mid-Coast Corridor Transit Project (the Project) which would extend the San Diego Trolley Blue Line from Santa Fe Depot in downtown San Diego to the University Towne Center (UTC) Transit Center in University City. The Project would use the existing Trolley tracks for approximately 3.5 miles from the Santa Fe Depot to a point just north of the Old Town Transit Center (OTTC) and south of the San Diego River. In this area, the Trolley Blue Line trains would share the tracks with the Trolley Green Line trains. Improvements to this segment of the line include upgrades to signaling and traction power systems.

The Project also would include construction of approximately 10.92 miles of new double track that would extend from south of the San Diego River to the terminus at the UTC Transit Center. Of the 10.92 miles of new double track, 6.84 miles are at-grade, 4.05 miles are aerial, and 0.03 miles are underground cut and cover. Nine stations would be constructed as part of this light rail transit project with four at-grade stations (Tecolote Road, Clairemont Drive, Balboa Avenue, and VA Medical Center), and five elevated stations (Nobel Drive, Pepper Canyon (UCSD West), Voigt Drive (UCSD East), Executive Drive, and the UTC Transit Center). The UTC Transit Center station and two existing stations served by the extension (Santa Fe Depot and Old Town) are major transfer points to other rail and bus lines. The Project includes five park-and-ride facilities providing 1,170 spaces along with two transfer centers (Balboa and UTC stations). The project will also include 36 light rail vehicles, train control and signals, communications, traction power supply and distribution, and fare collection systems and equipment. Thirteen new traction power substations would be constructed as part of the project.

Hours of operation in the opening year of 2022 will be from 4:00 a.m. to 2:00 a.m. on weekdays and weekends. Service will be provided using three-car train consists every fifteen minutes during the weekdays (peak and off-peak periods) and weekends and every thirty minutes during the evening weekday period. By 2030, hours of operation will be the same as in 2021, with service provided every 7.5 minutes during the weekdays (peak and off-peak periods) and every fifteen minutes during the evening weekday period. Weekend service would be every fifteen minutes. Estimated daily linked trips on the Project using current year inputs would be 24,600. This number is expected to grow to 31,800 daily linked trips by 2035.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$2,172.20 million. The Section 5309 New Starts funding share is \$ 1,043.38 million.

Status

The project was adopted into the fiscally constrained long range transportation plan in October 2010. Under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), FTA approved the project into New Starts Preliminary Engineering in August 2011. Under the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Project was considered to be in the New Starts Project Development phase since it had not yet

completed the environmental review process as of the date MAP-21 took effect. The Draft Supplemental EIS was issued in May 2013. FTA issued a Final Supplemental EIS and ROD in October 2014. FTA approved the project into New Starts Engineering in April 2015. SANDAG and FTA entered into an FFGA in September 2016, with revenue operations scheduled for November 2022. SANDAG is utilizing the Construction Manager/General Contractor (CM/GC) as the primary project delivery method. All design work is nearly complete and advanced utility relocation activities are underway. As of December 31, 2016, approximately 88% of the dollar value of the construction contracts including stations, guideway as well as the light rail vehicle contracts have been awarded.

Section 3005 of the Fixing America's Surface Transportation ("FAST") Act (Pub. L. 114-94; Dec. 4, 2015) authorized FTA to award Federal major capital investment funds for final design and construction of the Mid-Coast Corridor Transit project. Through FY 2016, Congress has appropriated a total of \$100 million for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	Total Funding (\$million)	Appropriations to Date
Federal: Section 5309 New Starts	\$1,043.38	\$100.00 million in total appropriations through FY 2016
Local: Transit Net Sale Tax Revenues and Bond Proceeds	\$1,128.82	
TOTAL	\$2,172.20	

NOTES: The sum of the figures may differ from the total as listed due to rounding.

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