



Transit and Intercity Rail Capital Program 2018 Awards

| # | Agency | Project Title | Key Project Elements | TIRCP Funds (FY18/19 to FY22/23) | Multi-Year Funding Agreement (FY23/24 to FY27/28) | Total Project Cost (FY18/19 to FY27/28) |
|---|--|---|---|----------------------------------|---|---|
| 1 | Alameda Contra Costa Transit District (AC Transit) | Purchase Zero Emission High Capacity Buses to Support Transbay Tomorrow and Clean Corridors Plan | Deploys 45 zero-emission buses to support the Transbay Tomorrow and Clean Corridors project, primarily on the MacArthur-Grand corridor, and to add capacity on the Bay Bridge Transbay network. | \$14,000,000 | | \$67,145,000 |
| 2 | Anaheim Transportation Network (ATN) | #Electrify Anaheim: Changing the Transit Paradigm in Southern California | Deploys 40 zero-emission electric buses to double service levels on up to 8 routes, add 2 new routes, and implement a new circulator/on-demand first-mile/last-mile service. Also includes construction of a new maintenance facility with solar canopy structures. | \$28,617,000 | | \$45,201,000 |
| 3 | Antelope Valley Transit Authority (AVTA) and Long Beach Transit (LBT) | From the Desert to the Sea: Antelope Valley Transit Authority and Long Beach Transit Zero Emission Bus Initiative | Deploys 7 zero-emission battery electric buses and upgrades charging infrastructure serving AVTA local and commuter bus routes, bringing the entire AVTA system to fully electric status (the first in the nation) by 2019. Deploys 5 zero-emission battery electric buses and related infrastructure for Long Beach Transit services. Increased frequency on up to 5 local and community transit routes operated by LBT. | \$13,156,000 | | \$18,581,000 |
| 4 | Bay Area Rapid Transit (BART) | The Transbay Corridor Core Capacity Program | Deploys 272 new rail vehicles and completes a communication-based train control system (CBTC), allowing an increase in train frequency to 30 trains per hour through the Transbay tunnel as well as an increase in train length to 10 car trains during peak hours to alleviate crowding. Allows for over 200,000 new riders per day to ride BART. | \$144,490,000 | \$174,110,000 | \$3,409,000,000 |
| 5 | Capitol Corridor Joint Powers Authority (CCJPA) | The Northern California Corridor Enhancement Program | Rail projects to increase ridership by moving Capitol Corridor trains to a faster Oakland to San Jose corridor, saving 10-15 minutes compared to 2018 travel times. Also funds statewide service and ticket integration, providing opportunities for riders on at least 10 rail and transit systems to plan travel and purchase tickets in a single, seamless transaction. | \$80,340,000 | | \$275,041,000 |



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| 6 | City of Fresno | Southwest Fresno Community Connector | Purchase of 6 zero-emission battery-electric buses and the construction of charging infrastructure to allow extension of 15-min service connecting Southwest Fresno to the northern part of Fresno and creating a new route providing access to job centers. | \$7,798,000 | | \$8,638,000 |
| 7 | City of Los Angeles (LA DOT) | Los Angeles City: Leading the Transformation to Zero-Emission Electric Bus Transit Service | Acquire 112 zero-emission buses to replace existing propane vehicles and add new vehicles, in order to increase frequency of all existing DASH routes to 15-minute service and add 4 new routes, serving communities throughout the City of Los Angeles as recommended in the comprehensive Transit Service Analysis. | \$36,104,000 | | \$102,790,000 |
| 8 | City of Santa Monica | Electric Blue: Electrification of City of Santa Monica's Big Blue Bus | Purchase 10 zero-emission battery electric vehicles to add new express service and increase ridership on route 7, which connects Santa Monica with the Purple and Expo Metrorail lines and Downtown LA. | \$3,050,000 | | \$9,698,000 |
| 9 | Livermore Amador Valley Transit Authority (LAVTA) | Dublin/Pleasanton Capacity Improvement and Congestion Reduction Program | Increase BART ridership through construction of a new multi-level parking structure to create over 500 additional parking spaces, including prioritized vanpool parking, at the Dublin-Pleasanton BART station. | \$20,500,000 | | \$34,500,000 |
| 10 | Los Angeles County Metropolitan Transportation Authority (LA Metro) | Los Angeles Region Transit System Integration and Modernization Program of Projects | Capital improvements that will broaden and modernize transit connectivity in Los Angeles County and the Southern California region by advancing new transit corridors simultaneously: Gold Line Light Rail Extension to Montclair, East San Fernando Valley Transit Corridor, West Santa Ana Light Rail Transit Corridor, Green Line Light Rail Extension to Torrance, and the Orange/Red Line to Gold Line Bus Rapid Transit Connector (North Hollywood to Pasadena). Includes support for the development of a Vermont Transit Corridor Project and regional network integration with Metrolink, Amtrak, and additional transit services. Projects will add over 120,00 additional riders per day by 2028. | \$330,200,000 | \$758,299,000 | \$5,767,700,000 |



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| 11 | Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN) | All Aboard 2018: Transforming SoCal Rail Travel | Improve on-time performance and rail corridor capacity for Pacific Surfliner and Coaster trains by investing in signal optimization, a more robust capital maintenance program and new right of way fencing. These projects prepare the corridor for higher frequency services on the Pacific Surfliner and COASTER. Also includes study of San Diego maintenance/layover facility relocation. | \$40,412,000 | | \$65,570,000 |
| 12 | Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN) | Building Up: LOSSAN North Improvement Program | Investments that increase Pacific Surfliner service to Santa Barbara from five to six round trips, and to San Luis Obispo from two to three round trips, and also improves travel time, reliability and safety for both Metrolink and the Pacific Surfliner in the Los Angeles to San Luis Obispo corridor. | \$147,930,000 | | \$201,669,000 |
| 13 | Peninsula Corridor Joint Powers Board (PCJPB) | Peninsula Corridor Electrification Expansion Project | Supports all-electric passenger service on the Caltrain system and increases the ridership capacity by expanding electric multiple units (EMUs) rail cars under procurement. Lengthens platforms to accommodate longer trains. Additional funding also improves wayside bicycle facilities and expands onboard Wi-Fi. | \$123,182,000 | \$41,340,000 | \$203,638,000 |
| 14 | Sacramento Regional Transit (SacRT) | Accelerating Rail Modernization and Expansion in the Capital Region | Expanded service to Folsom. Combines with previous TIRCP award to allow for 15 min service during weekdays, plus 3 peak express trains in the peak hour direction. Begins initial effort to replace the existing fleet with low-floor rail vehicles (LRVs). Includes funding 20 expansion and replacement vehicles and an investment in the highest priority platform conversions to allow efficient and accessible boarding to the new vehicles. | \$40,535,000 | \$23,815,000 | \$144,350,000 |
| 15 | San Bernardino County Transportation Authority (SBCTA) | Diesel Multiple Unit Vehicle to Zero- or Low-Emission Vehicle Conversion and West Valley Connector Bus Rapid Transit | Pilot effort to develop a Zero Emission Multiple Unit (ZEMU) train set that would operate on the Redlands Passenger Rail Corridor, along with conversion of Diesel Multiple Unit (DMU) rail vehicles used in the Redlands Passenger Rail service, creating the zero emission fleet operations. This conversion includes statewide testing that could impact future equipment acquisition for other rail services, like Metrolink, statewide. | \$30,000,000 | | \$306,240,000 |



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| 16 | San Diego Association of Governments (SANDAG) | Ride Between the Line: Enhancing Access to Transit in San Diego | Construction of multi-modal ADA compliant transit islands including rapid boarding stations along 2.3 miles of University Avenue in the City of San Diego for faster transit services, increased ridership and safer movements for pedestrians and bicyclists. | \$5,763,000 | | \$7,204,000 |
| 17 | San Diego Metropolitan Transit System (MTS) | Blue Line Rail Corridor Transit Enhancements | Increased ridership through investments allowing Blue Line trolley frequency increases and the addition of a new Rapid Bus service connecting Imperial Beach and the Otay Mesa International Border Crossing for 15-min frequency to the Blue Line Trolley, also includes supplemental funding to acquire eleven, 60-foot articulated zero-emission buses, as well as station improvements. | \$40,098,000 | | \$50,200,000 |
| 18 | San Francisco Municipal Transportation Agency (SFMTA) | Transit Capacity Expansion Program | Increases ridership and reduces greenhouse gas emissions by funding an additional 8 zero-emissions expansion vehicles for the Muni light rail system, bringing the total expansion fleet to 50 vehicles. These vehicles provide for more frequent and longer trains, reducing crowding. | \$26,867,000 | | \$287,309,000 |
| 19 | San Joaquin Joint Powers Authority (SJJPA) & San Joaquin Regional Rail Commission (SJRRC) | Valley Rail | Creates new round trips between Fresno, Merced and Sacramento on the Amtrak San Joaquin line, initiates phased service expansion on the Altamont Corridor Express (ACE) train service beginning with 1 train originating in Sacramento and connecting to San Jose during the peak period. Creates new ACE service out of Ceres with zero-emission feeder bus connections to Merced that will connect with San Jose and Sacramento. These services will connect Merced, Ceres, Modesto, Stockton and Sacramento, as well as between Fresno and Sacramento and allow for ridership growth. Includes numerous new stations, and improved connectivity to Bay Area and Bakersfield services. | \$426,700,000 | \$73,800,000 | \$904,600,000 |



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| 20 | San Mateo County Transit District (SamTrans) | SamTrans Express Bus Pilot | Introduce 4 limited stop express bus routes along US-101 in San Mateo, Santa Clara, and San Francisco Counties, using 37 zero-emission vehicles, for reduced travel times and improved reliability of operations. Proposed routes include San Bruno to Sunnyvale, Foster City to San Francisco, Redwood Shores to San Francisco, and San Mateo to San Francisco. Creates 15-minute peak-period service along US-101 in conjunction with the completion of the managed lanes project in late 2021, and includes service to the Transbay Terminal. Service will be integrated with Caltrain and AC Transit service. | \$15,000,000 | | \$36,503,000 |
| 21 | Santa Barbara County Association of Governments (SBCAG) | Coastal Express/Pacific Surfliner Peak Hour Service Expansion and Integration Project | Complements rail service for commuters between Ventura and Santa Barbara counties by enhancing bus services that will allow seamless use of both rail and transit service to commute to employment centers in Goleta from Oxnard and Ventura in Ventura County with 5 zero-emission coach buses. Improvements will result in a travel time reduction of 45 minutes while providing a service extension to Oxnard. | \$9,600,000 | | \$10,175,000 |
| 22 | Santa Barbara County Association of Governments (SBCAG) | Goleta Train Depot | Improves transit facility for bus, train, bicycle and pedestrians by constructing a modern, multi-modal train station that provides a safe, functional and inviting facility that accommodates improved bus transit service and shuttles from Santa Barbara Airport and the University of California Santa Barbara. | \$13,009,000 | | \$19,709,000 |
| 23 | Santa Clara Valley Transportation Authority (SCVTA) | VTA's BART Silicon Valley Extension, Phase II | Extends BART into downtown San Jose and out to Santa Clara, creating 4 new stations. Will serve over 52,000 new riders per day in 2035 and more than 100,000 by 2075 while increasing connectivity to Caltrain, Amtrak, and transit services at San Jose Diridon station. | \$238,360,000 | \$491,640,000 | \$4,779,935,000 |



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| 24 | Shasta Regional Transportation Agency (SRTA) | North State Intercity Bus System | New service between the North State and Sacramento, through intercity bus service using 7 battery electric coaches, with connections to the San Joaquin and Capitol Corridor train services, and the Sacramento international Airport. Funds the I-5 Backbone Service (Redding-Red Bluff-Williams-SMF Airport-Sac) and the North Valley Feeder (Red Bluff-Corning-Orland-Willows-Williams). | \$8,641,000 | | \$9,516,000 |
| 25 | Solano Transportation Authority (STA) | Solano Regional Transit Improvements | Increases frequency and reduces travel time on a restructured, zero-emission, electrified SolanoExpress system connecting Solano County to Sacramento and a number of Bay Area communities including the Walnut Creek and El Cerrito del Norte BART stations, as well as the Vallejo Ferry Terminal. | \$10,788,000 | | \$24,204,000 |
| 26 | Sonoma-Marín Area Rail Transit District (SMART) | SMART Larkspur to Windsor Corridor | Completes critical rail segments extending rail service to Larkspur with its regional ferry service and northward to Windsor. Also provides for project development efforts related to the extension of service to Healdsburg and Cloverdale. | \$21,000,000 | | \$144,100,000 |
| 27 | Southern California Regional Rail Authority (SCRRA - Metrolink) | Southern California Optimized Rail Expansion (SCORE) | Delivers more frequent, more reliable rail services throughout Southern California, with station reconfiguration with run-through tracks for Metrolink and Pacific Surfliner trains at Los Angeles Union Station to improve train movement through the station, and 30-min services on multiple Metrolink corridors in the LA Basin. Includes significant investments to improve the frequency and performance of rail services to Moorpark, Santa Clarita, San Bernardino, Riverside, and Orange County. Part of a high-performance long-range vision. | \$763,712,000 | \$111,996,000 | \$ 2,049,700,000 |
| 28 | Transportation Agency for Monterey County (TAMC) | Rail Extension to Monterey County | Extension of 2 round trip passenger rail services from Gilroy to Salinas, including a layover facility and positive train control. Adds 95,000 new riders in the first year, connecting Salinas to the Silicon Valley. | \$10,148,000 | | \$81,519,000 |
| TOTALS | | | | \$2,650,000,000 | \$1,675,000,000 | \$19,064,435,000 |