



## Transit and Intercity Rail Capital Program 2020 Awards Fourth Round Selected Projects — 5-Year Program of Projects

#	Agency	Project Title	Key Project Elements	TIRCP Funds Awarded	Total Project Cost
1	<b>Antelope Valley Transit Authority (AVTA)</b>	Reaching the Most Transit-Vulnerable: AVTA's Zero Emission 'Microtransit' and Bus Expansion Proposal	Purchase of 11 zero emission battery electric buses and supportive charging infrastructure to allow for expansion of the zero-emission bus fleet and implement a new zero-emission microtransit service that is fully integrated into local and regional intermodal transit networks.	\$6,503,000	\$8,481,000
2	<b>Bay Area Rapid Transit (BART)</b>	The Transbay Corridor Core Capacity Program: Vehicle Acquisition	Expansion of the Core Capacity rail car fleet by 34 vehicles to 306 cars to support the completion of the Core Capacity Program, allowing rail service through the Transbay tube to increase from 23 to 30 trains per hour in each direction, as well as the operation of 10-car trains on all service in peak hours.	\$107,100,000	\$3,536,400,000
3	<b>Capitol Corridor Joint Powers Authority (CCJPA), with City of Sacramento, SacRT, &amp; Downtown Railyards Venture, LLC</b>	Sacramento Valley Station (SVS) Transit Center	Construction of a new northside station access route to connect the Sacramento Valley Station to the future Railyards Plaza where 10,000 housing units are planned. Includes funding for key service integration efforts related to improving light rail and regional bus service to the station, including an I-5 Northbound Ramp Reconfiguration Study, a Bus Layover Facility Study, and a Downtown Sacramento Service Integration Study.	\$3,914,000	\$6,014,000
4	<b>City of Inglewood</b>	Inglewood Transit Connector Project	Construction of a 1.6-mile electrically powered automated people mover (APM) system and three new stations in the City of Inglewood. The project will create a new connection for passengers directly from the LA Metro Crenshaw/LAX Line's Downtown Inglewood Station to new housing and employment centers, and regionally serving sports and entertainment including the Los Angeles Sports and Entertainment District (LASED) at Hollywood Park/SoFi Stadium and the proposed Inglewood Basketball and Entertainment Center (IBEC) Project. The project will connect the City of Inglewood's high growth areas with LA Metro's regional rail system.	\$95,200,000	\$1,016,000,000



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5	<b>Lake Transit Authority</b>	North State Intercity Bus System	Construction of a new transit center in Clearlake and purchase 4 hydrogen fuel-cell buses with associated infrastructure. The project would expand service to out of county destinations, including the Sonoma County Airport and the Santa Rosa Bus Terminal in Downtown Santa Rosa. Hydrogen fuel cell technology is used in order to allow extended range services to be operated, contributing to increased ridership.	\$12,994,000	\$13,344,264
6	<b>Long Beach Transit</b>	LBT/UCLA Electric Commuter Express	Purchase of 5 zero-emission battery- electric buses and the construction of charging infrastructure to create a zero-emission over-the-road coach commuter route between the Greater Long Beach area and the University of California, Los Angeles (UCLA).	\$6,451,000	\$6,481,000
7	<b>Los Angeles County Metropolitan Transportation Authority (LA Metro), with Southern California Regional Rail Authority (Metrolink)</b>	Metrolink Antelope Valley Line Capital and Service Improvements	Add targeted capacity-increasing infrastructure, increase service in step with new capacity, and assess the feasibility of rail multiple unit (RMU) and zero-emission propulsion service through a pilot project on the Metrolink Antelope Valley Line (AVL). Together, the components will allow regular 60-minute bi-directional service on the entire line, and 30-minute bi-directional service between Los Angeles Union Station and Santa Clarita.	\$107,050,000	\$220,850,000
8	<b>Los Angeles- San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)</b>	Building Up Control: LOSSAN Service Enhancement Program	Increase ridership through service restructuring, increased frequencies, and longer trains made possible by relocation and construction of a new Central Coast Layover Facility, design and construction of a San Diego County Layover and Maintenance Facility, and investment in the overhaul and modernization of the Pacific Surfliner railcars.	\$38,743,000	\$87,196,969
9	<b>Sacramento Regional Transit District</b>	Light Rail Modernization and Expansion of Low-Floor Fleet	Purchase of 8 new low-floor light rail vehicles to enable low-floor operations on the Gold Line. This project leverages investment in targeted low-floor conversions along the Gold Line awarded in 2018.	\$23,600,000	\$47,200,000
10	<b>San Bernardino County Transportation Authority (SBCTA) &amp; Omnitrans</b>	West Valley Connector Bus Rapid Transit Phase 1 & Zero-Emission Bus Initiative	Construct a green, state-of-the-art BRT system that will improve corridor mobility, transit efficiency and provide clean and efficient transit service connecting the cities of Pomona, Montclair, Ontario, and Rancho Cucamonga. The project will provide connections to the Ontario International Airport passenger terminals from the Metrolink San Bernardino Line in Rancho Cucamonga as well as the Riverside Line at Downtown Pomona.	\$15,000,000	\$286,966,000



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11	<b>San Diego Association of Governments (SANDAG), with San Diego MTS &amp; North County Transit District</b>	SDConnect: San Diego Rail Improvement Program	The construction of an additional track and platform along a one mile stretch in El Cajon to allow for the Green Line and Orange Line to terminate at the El Cajon Transit Center, with a Trolley shuttle continuing to provide service between El Cajon Transit Center and Santee Trolley Station. This would relieve operational constraints currently impacting the entire line, while still providing service between El Cajon and Santee. Includes funds for advancing phase 5 of the Del Mar Bluffs Stabilization Project.	\$12,100,000	\$35,944,000
12	<b>San Francisco Municipal Transportation Agency (SFMTA)</b>	Core Capacity Program	Implements two of the three highest priority routes in the Muni <i>Forward</i> program, which includes a combination of transit signal priority, transit-only lanes, stop consolidation, and complementary facility and pedestrian improvements. Included in the award are a set of targeted improvements to two key rail corridors—the J and M-Lines. Project will increase near term capacity and efficiency as well as build service capacity and enable future growth of the system. Includes funding for project development to advance the Train Control Upgrade Program and the third Muni <i>Forward</i> corridor.	\$41,668,000	\$86,948,000
13	<b>Santa Monica Big Blue Bus</b>	For People, Place and Planet: Connecting Inglewood to Regional Opportunities	Purchase 7 zero emission buses to enhance and extend Route 14 from Playa Vista to Inglewood, bringing new transit opportunities to disadvantaged communities, while also integrating light rail and bus services.	\$1,105,000	\$6,743,000
14	<b>Solano Transportation Authority (STA)</b>	Solano Regional Transit Improvements Phase 2	Improve the frequency, reliability, and access of transit options available to Solano County commuters and travelers by improving integration of SolanoExpress regional bus service with other regional transit providers such as BART, WETA, and Capitol Corridor. STA has coordinated with other commuter bus providers such as Napa Valley Vine and Contra Costa County Connection to share inductive charging at regional transit facilities, seeking to reduce GHG for all systems. Investments are planned for the Vacaville Transit Center, Fairfield-Vacaville Hannigan Rail Station, Fairfield Transit Center, Vallejo Transit Center, Suisun City Amtrak Station, Sacramento Valley Station, and the Walnut Creek BART Station.	\$10,400,000	\$17,150,000



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15	<b>Torrance Transit Department</b>	Torrance Transit Bus Service Enhancement Program	Purchase 7 electric buses to expand services on Line 4X (between Torrance and Downtown LA), on an extended line 10 (serving the Metro Green Line Crenshaw station and the Inglewood Stadium and Entertainment District, an extended line 9 (newly serving the Kaiser Permanente South Bay Medical Center), and the acquisition of the western portion of LA Metro's Route 130 between the Blue Line Artesia Station and the South Bay Galleria Mall.	\$6,000,000	\$7,200,000
16	<b>Transit Joint Powers Authority of Merced County (TJPAMC)</b>	Improving Air Quality and the Economic Growth with Electric Buses in Merced County, the Gateway to Yosemite	Purchases 3 zero-emission electric buses to increase fleet size and extend bus service levels on 2 fixed routes in Merced county. The proposed project allows for an expansion of service frequency on one existing inter-community route connecting rural communities to the city of Merced. The route currently operates on limited frequency and is not enough to keep up with existing demand. The project also expands local service on one local route to provide better bus service to a developed residential area currently with limited access to service.	\$3,112,000	\$3,696,513
17	<b>San Francisco Bay Area Water Emergency Transportation Authority (WETA)</b>	Expansion of WETA ferry services	Acquisition of a new all-electric vessel and related shoreside charging infrastructure to provide a critical 2.6-mile link between the Mission Bay and the Downtown San Francisco Ferry Terminals.	\$9,060,000	\$54,670,000
<b>TOTALS</b>				<b>\$500,000,000</b>	<b>\$5,441,284,746</b>