

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 6-7, 2023

From: CHAD EDISON, Chief Deputy Secretary

Reference Number: 4.9, Information

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Subject: 2023 Transit and Intercity Rail Capital Program Grant Awards

Summary:

On January 31, April 24, and July 6 of 2023, the California State Transportation Agency (CalSTA) announced the award of \$3,479,449,000 in Transit and Intercity Rail Capital Program (TIRCP) grants for 50 transformative transit and rail projects throughout California. Unlike prior cycles of TIRCP funding, 100% of the funding for this cycle comes from General Fund and State Highway Account resources due to the legislative provisions that made this off-cycle distribution of funding possible.

The funding was awarded in three phases, with the first being for Existing TIRCP Projects Leveraging Federal and Local Funds, awarded on January 31, 2023. This phase provided \$2,537,695,000 to 15 existing projects that had received funding in prior cycles of TIRCP awards. All projects maintained and/or leveraged significant sources of additional local or federal funds to return project or project elements to full funding status, a key legislative requirement of this funding category, as follows:

- Supports completing construction on 3 projects statewide that are currently being implemented under Federal Transit Administration (FTA) Capital Investment Grant (CIG) Full Funding Grant Agreements (FFGAs) – BART Core Capacity, Caltrain Electrification and OC Streetcar. Failure to return these projects to full funding status could put federal funds at risk.
- Supports finalization of 3 additional FTA CIG FFGAs – Inglewood Transit Connector (\$784 million), East San Fernando Valley LRT (\$908.8 million), and BART Silicon Valley Phase II (\$4,602.9 million).
- Supports 6 projects statewide that are maintaining and/or leveraging significant commitments of Federal Railroad Administration (FRA) or United States Department of Transportation (USDOT) federal grants.

The second phase of funding was for New Projects, including those major projects pursuing Project Development (but not yet construction) through the FTA CIG program or through the FRA Corridor Development Program. This phase awarded \$690,254,000 to 28 projects on April 24, 2023. With a total budget of over \$2.6 billion consisting of federal, state and local funding, the projects will directly benefit disadvantaged communities and reduce greenhouse gas emissions by an estimated 2.1 million metric tons.

The third phase of funding was for High Priority Grade Crossing Improvement and Separation Projects. This phase awarded \$251.5 million to 7 projects on July 6, 2023.

Background:

The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862, modified by SB 9, along with additional funding provided through SB 1 to provide grants to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to reduce emissions of greenhouse gases by reducing congestion and vehicle miles travels throughout California.

The goal of the TIRCP is to provide monies to fund transformative capital improvements related to intercity rail, bus, ferry and rail transit systems and achieve the following goals:

- Reduce greenhouse gas emissions;
- Expand and improve rail service to increase ridership;
- Integrate the rail service of the state's various rail operations, including integration with the high-speed rail system; and
- Improve safety.

AB 180 amended the Budget Act of 2021 (Chapters 21, 69 and 240 of the Statutes of 2021) to appropriate \$3.63 billion of General Fund to the Transit and Intercity Rail Capital Program and \$350 million of General Fund for High Priority Grade Crossing Improvement and Separation projects.

Since 2015, TIRCP has provided more than \$10 billion in funding to 132 projects.

Attachments:

- Attachment A: 2023 TIRCP Award List – Existing Projects
- Attachment B: 2023 TIRCP Award List – New Projects
- Attachment C: 2023 TIRCP Detailed Project Award Summary – New Projects
- Attachment D: 2023 TIRCP Award List – High-Priority Grade Crossing Improvement and Separation Projects
- Attachment E: 2023 TIRCP Detailed Project Award Summary– High-Priority Grade Crossing Improvement and Separation Projects

Reference No.: 4.9
December 6-7, 2023
Attachment A

2023 TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM

EXISTING TIRCP PROJECTS LEVERAGING FEDERAL AND LOCAL FUNDS RESERVE

JANUARY 31, 2023



Award Summary:

- **\$2,537,695,000 awarded to 16 existing projects throughout California**
 - \$1,309,492,000 awarded to 7 projects, plus a portion of a shared LOSSAN Rail Corridor project, in Southern California
 - \$1,228,203,000 awarded to 8 projects, plus a portion of a shared LOSSAN Rail Corridor project, in the rest of the state
- **Projects are maintaining and/or leveraging significant sources of additional local or federal funds to return project or project elements to full funding status**
 - Supports completing construction on 3 projects statewide that are currently being implemented under Federal Transit Administration (FTA) Capital Investment Grant (CIG) Full Funding Grant Agreements (FFGAs) – *BART Core Capacity*, *Caltrain Electrification* and *OC Streetcar*. Failure to return these projects to full funding status could put federal funds at risk.
 - Supports finalization of 3 additional FTA CIG FFGAs – *Inglewood Transit Connector (\$784 million)*, *East San Fernando Valley LRT (\$908.8 million)*, and *BART Silicon Valley Phase II (\$4,602.9 million)*. Inglewood award is contingent on favorable FTA CIG ratings by April 2023.
 - Supports 6 projects statewide that are maintaining and/or leveraging significant commitments of Federal Railroad Administration (FRA) or United States Department of Transportation (USDOT) federal grants.
- **Funding remains for additional TIRCP Cycle 6 awards to New Projects and Major Project Development Reserve Projects, as well as High Priority Grade Crossing Improvement and Separation Projects, with applications due February 10, 2023**
 - \$522,008,000 for New Projects and Major Project Development Reserve projects in Southern California (Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego and Ventura counties)
 - \$270,297,000 for New Projects and Major Project Development Reserve projects in the rest of the state
 - \$350,000,000 for High Priority Grade Crossing Improvement and Separation projects statewide

1. Bay Area Rapid Transit (BART)

Project: Transbay Corridor Core Capacity Program (TCCCP)

Rest of State Additional Award:	\$250,000,000
Total TIRCP:	\$675,700,000 <i>(prior funding in Cycles 3 & 4)</i>
Revised Total Budget:	\$4,306,000,000

The TCCCP is receiving supplemental funding from TIRCP to facilitate completion of construction of this key project, which is adding capacity and frequency to the BART system, and to ensure that it maintains access to its \$1.16 billion Full Funding Grant Agreement (FFGA) from the Federal Transit Administration (FTA). It also anticipates receiving additional TIRCP funding from regionally allocated formula resources as part of completing its full funding package. Project completion is scheduled for 2030, at which time 10-car trains and 30 trains per hour will be able to operate in each direction through the Transbay Tunnel, allowing for maximum capacity and ridership to be achieved using the existing tunnel.

2. Capitol Corridor Joint Powers Authority (CCJPA)

Project Component: Sacramento to Roseville Third Track Project

A project component within the original Cycle 2 Increased Rail Service to Roseville, Service Optimization, and Standby Power Investments project, funded with \$8,479,000 of that cycle's award.

Rest of State Additional Award:	\$30,000,000
Total TIRCP:	\$38,479,000 <i>(prior funding in Cycle 2)</i>
Revised Total Component Budget:	\$213,990,000

The Sacramento to Roseville Third Track Project Component is receiving supplemental funding from TIRCP to facilitate completion of its full funding plan necessary to leverage \$42.51 million applied for in a 2022 Federal Railroad Administration (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) application, the \$25 million applied for in its state- and regionally-prioritized SB1 Solutions for Congested Corridor Program (SCCP) application, and to provide full access to its existing and reserved state and local funds. Project completion is scheduled for 2028, at which time 3 round trip trains will operate on the Capitol Corridor to the Bay Area, up from one today. Project also lays the foundation for future additional frequencies. Access to award funds is contingent on CRISI and SCCP funds being awarded.

3. City of Inglewood

Project: Inglewood Transit Connector (ITC)

SoCal Additional Award:	\$407,364,000
Total TIRCP:	\$502,561,000 <i>(prior funding in Cycle 4)</i>
Revised Total Budget:	\$1,565,000,000

The Inglewood Transit Connector is receiving supplemental funding from TIRCP to complete its full funding plan necessary to leverage a \$784 million FFGA in the New Starts Program from the FTA. Project completion is scheduled for 2028, allowing service to begin in support of the 2028 Los Angeles Summer Olympics. Meeting this timeline is expected to need execution of an FFGA by the end of December 2023. This award is contingent upon the ITC receiving favorable ratings from the FTA that allow it to advance to an FFGA.

4. Los Angeles County Metropolitan Transportation Authority (LA Metro)

Project Component: East San Fernando Valley (ESFV) Transit Corridor

A project component within the original Cycle 3 Los Angeles Region Transit System Integration and Modernization Program of Projects, funded with \$204,999,000 of that cycle's award.

SoCal Additional Award:	\$600,000,000
Total TIRCP:	\$804,999,000 <i>(prior funding in Cycle 3)</i>
Revised Total Component Budget:	\$3,597,100,000

The ESFV Transit Corridor project is receiving supplemental funding from TIRCP to facilitate execution of its FFGA for \$908.8 million of funding from the FTA Expedited Project Delivery Program, for which it has a Letter of Intent. Project completion of the 6.7 miles initial segment between Van Nuys/Orange Line and Van Nuys/San Fernando stations is expected by 2030. This award is contingent on final execution of the FFGA with FTA.

5. LOSSAN Rail Corridor Agency (LOSSAN)

Project Component: Corridor Hardening

A project component within the original Cycle 3 Building UP: LOSSAN North Improvement Program, funded with \$3,055,000 of that cycle's award.

SoCal Additional Award:	\$6,610,000
Rest of State Additional Award:	\$10,406,000
Total TIRCP:	\$20,071,000 <i>(prior funding in Cycle 3)</i>
Revised Total Component Budget:	\$85,767,000

The Corridor Hardening component of the Building UP: LOSSAN North Improvement Program will receive \$6,610,000 to complete the Ventura County Rincon Point Slope Repairs and \$10,406,000 to complete the Santa Barbara County Hollister Ranch Repairs and Drilled Piers project, providing matching funds that will be used to leverage federal funding for four additional corridor hardening projects in the corridor.

6. LOSSAN Rail Corridor Agency (LOSSAN)

Project Component: Central Coast Layover Facility

A project component within the original Cycle 4 Building Up Control: LOSSAN Service Enhancement Program, funded with \$10,303,500 of that cycle's award.

Rest of State Additional Award:	\$14,000,000
Total TIRCP:	\$24,303,500 <i>(prior funding in Cycle 4)</i>
Revised Total Component Budget:	\$77,013,500

The Central Coast Layover Facility component of the Building Up Control: LOSSAN Service Enhancement Program will receive \$14,000,000 to complete Phase 1 of the project, providing matching funds that will be used to leverage federal funding for the full facility build out. Once complete in 2026, the project component will increase total overnight storage and maintenance capacity in San Luis Obispo (SLO) to allow for service growth on the Central Coast both north and south of SLO.

7. Orange County Transportation Authority (OCTA)

Project Component: OC Streetcar

A project component within the original Cycle 2 OC Streetcar and OCTA System-Wide Mobile Ticketing project, funded with \$25,586,000 of that cycle's award.

SoCal Additional Award:	\$149,841,000
Total TIRCP:	\$175,427,000 <i>(prior funding in Cycle 2)</i>
Revised Total Component Budget:	\$509,540,000

The OC Streetcar is receiving supplemental funding from TIRCP to fully fund completion of construction of this key project, which is adding 4.15 route miles of new rail transit in Orange County in Santa Ana and Garden Grove, and to ensure that it maintains access to its \$149 million FFGA from the FTA. Project completion is scheduled for 2024. Funding will allow OCTA to retain sufficient reserves to cover remaining project risks and cost increases, which are expected to lead to a further increase in the project budget, as it progresses on its overall rail transit program for Orange County.

8. Peninsula Corridor Joint Powers Board (PCJPB)

Project: Peninsula Corridor Electrification Project

Rest of State Additional Award:	\$367,000,000
Total TIRCP:	\$387,000,000 <i>(prior funding in Cycle 2)</i>
Revised Total Budget:	\$2,440,000,000

The PCJPB is receiving supplemental funding from TIRCP to fully fund completion of construction for this key project, which is electrifying Caltrain rail service and acquiring new electric multiple unit trains for improved and more frequent service, and to ensure that it maintains access to its \$647 million FFGA from FTA. Project completion is scheduled for 2024.

9. San Bernardino County Transportation Authority (SBCTA)

Project Component: DMU to ZEMU - Diesel Multiple Unit (DMU) Vehicles to Zero-Emission Vehicle (ZEMU) Conversion

A project component from Cycle 3 that was part of the broader Redlands Passenger Rail project, which also received TIRCP funding in Cycle 2.

SoCal Additional Award:	\$15,772,000
Total TIRCP:	\$45,772,000 <i>(prior funding in Cycle 3)</i>
Revised Total Component Budget:	\$53,214,000

SBCTA is receiving supplemental funding from TIRCP to fully fund the introduction of zero emission multiple unit trains on the Redlands Passenger Rail project, which will be delivered for testing in 2023 and revenue service in 2024. The funding award leverages additional locally directed transit funding.

10. San Bernardino County Transportation Authority (SBCTA) & Omnitrans

Project: West Valley Connector Bus Rapid Transit Phase 1 & Zero-Emission Bus Initiative

SoCal Additional Award:	\$18,778,000
Total TIRCP:	\$33,778,000 <i>(prior funding in Cycle 4)</i>
Revised Total Budget:	\$320,335,000

SBCTA is receiving supplemental funding from TIRCP to fully fund completion of construction for this key project, which will introduce a new 19-mile BRT system upon completion, connecting Rancho Cucamonga, Ontario Airport, Ontario, Montclair and Pomona. The funding award leverages additional locally directed federal transit funding, additional local funds, and maintains \$113 million of federal discretionary funding, to bring the project back to fully funded status. Project completion is expected by 2025.

11. San Diego Association of Governments (SANDAG)

Project: Ride Between the Lines: Enhancing Access to Transit in San Diego *(University Bikeway Project)*

SoCal Additional Award:	\$4,227,000
Total TIRCP:	\$9,990,000 <i>(prior funding in Cycle 3)</i>
Revised Total Budget:	\$31,495,000

SANDAG is receiving supplemental funding from TIRCP to fully fund completion of the University Bikeway Project, leveraging significant additional local and federal funds committed to the project. When the project is complete in 2026 it will provide substantial active transportation and bus corridor improvements in San Diego's urban core, including the communities of City Heights, Eastern San Diego and La Mesa.

12. San Joaquin Joint Powers Authority (SJJPA) and San Joaquin Regional Rail Commission (SJRRRC)

Project: Valley Rail

Rest of State Additional Award:	\$141,900,000
Total TIRCP:	\$1,042,400,000 <i>(prior funding in Cycle 3 and from SB 132)</i>
Revised Total Budget:	\$1,619,335,000

SJJPA and SJRRRC are receiving supplemental funding to bring the most critical project components of the Valley Rail Project to fully funded status, maintaining significant federal discretionary funding committed to the project and providing the opportunity to leverage additional federal funds. Investments from the supplemental funding will ensure completion of nine project components stretching geographically throughout the ACE and San Joaquin service area. The components include: (1) Natomas and Elk Grove stations in the Sacramento region, (2) the Stockton Diamond grade separation and North Lathrop Transfer Station, (3) Manteca, Modesto, Ceres and Madera station projects, and (4) 10-car ACE platform extensions at Lathrop/Manteca, Tracy, Vasco Rd, Livermore and Pleasanton stations. The project will open in phases beginning in 2025.

13. Santa Barbara County Association of Governments (SBCAG)

Project: Goleta Train Depot Improvements

Rest of State Additional Award:	\$5,559,000
Total TIRCP:	\$18,568,000 <i>(prior funding in Cycle 3)</i>
Revised Total Budget:	\$26,727,400

SBCAG is receiving supplemental funding to bring the project to fully funded status, leveraging additional local funding provided to the project. The project will deliver a modern multi-modal station with improved customer amenities, as well as better active transportation and transit access. Project completion is expected in 2025.

14. Santa Clara Valley Transportation Authority (VTA)

Project: BART Silicon Valley Phase II Extension Project

Rest of State Additional Award:	\$375,000,000
Total TIRCP:	\$1,125,000,000 <i>(prior funding in Cycles 2 and 3)</i>
Revised Total Budget:	\$9,317,600,000

VTA is receiving supplemental funding from TIRCP to facilitate completion of construction of this key project, which will bring BART service to Downtown San Jose and Santa Clara, and to ensure that VTA successfully executes its \$4,602,900,000 FFGA from the FTA. It also anticipates receiving additional TIRCP funding from regionally allocated formula resources as part of completing its full funding package. Project completion is scheduled for 2033. This award is contingent on final execution of the FFGA with FTA.

15. Sonoma-Marín Area Rail Transit (SMART)

Project: Larkspur to Windsor Corridor Project

Rest of State Additional Award:	\$34,338,000
Total TIRCP:	\$55,338,000 <i>(prior funding in Cycle 3)</i>
Revised Total Budget:	\$193,839,000

SMART is receiving supplemental funding from TIRCP to facilitate expeditious completion of Sonoma County Airport to Windsor construction and completion of project development activities necessary to begin construction to Healdsburg, maintaining federal grants and additional local funds provided to the project and fully completing the project components funded in TIRCP Cycle 3. Funding will allow for design-build contracting methods to be used for completion of Windsor construction, which was 30% complete when suspended in 2021, and to advance Healdsburg through design and into construction with leveraged RM 3 funding.

16. Southern California Regional Rail Authority (Metrolink)

Project Components: El Monte Siding & Station Improvements
 Fullerton Junction Reconfiguration & Fullerton to Esperanza 3rd Track
 Simi Valley Double Track

Project components within the original Cycle 3 Southern California Optimized Rail Expansion (SCORE) project, funded with \$197,000,000 of that cycle's award.

SoCal Additional Award:	\$106,900,000
Total TIRCP:	\$303,900,000 (prior funding in Cycle 3)
Revised Total Component Budget:	\$340,700,000

Metrolink is receiving funding to fully fund three critical SCORE project components that provide key capacity and safety improvements in Los Angeles, Orange and Ventura counties. Funding will maintain \$32 million of FRA CRISI and State of Good Repair funding and will realize the full benefits of a \$4.8 million Federal Highway Administration commuter rail safety grant. Project completion is scheduled for 2027.



Transit and Intercity Rail Capital Program 2023 Awards
Cycle 6 Selected Projects

#	Agency	Project Title	Key Project Elements	TIRCP Funds Awarded	Total Project Cost
1	Antelope Valley Transit Authority (AVTA) and Victor Valley Transit Agency	High Desert Clean Connector	Creates a new, zero-emission commuter transit connection between Antelope Valley and Victorville, which is not currently served by transit. Includes the purchase of four zero-emission buses that will be served by existing charging infrastructure supporting current zero-emission transit operations.	\$3,902,000	\$5,454,000
2	Capitol Corridor Joint Powers Authority (CCJPA), with City of Sacramento, City of Hercules, and Santa Cruz Metropolitan Transit District	Capitol Corridor Emerging Market Access Program	The project constructs a two-story regional bus and mobility hub at the Sacramento Valley Station. Also purchases and implements contactless EMV readers on buses in CCJPA Thruway, SJPA Thruway, and Santa Cruz METRO systems. Also includes project development activities, with funding for design of the Hercules station and design for the Sacramento to Roseville Third Track Project, Phase 2 (which will increase daily roundtrips from the three funded in Phase 1 to ten at the end of Phase 2).	\$30,871,000	\$163,861,000
3	Capitol Corridor Joint Powers Authority (CCJPA)	Capitol Corridor Emerging Market Access Program	Funding will support planning to identify project concepts to advance into and through environmental review for the Link21 Megaregional Rail Program. Work will result in a Record/Notice of Determination (ROD/NOD) for a new transbay rail crossing between Oakland and San Francisco, with associated improvements elsewhere in the area. Work is being advanced in partnership with BART.	\$11,276,000	\$294,000,000
4	City of Pasadena	Pasadena Transit System Legacy Project: #MoreService-LessEmissions	Purchases 40 zero-emission buses and associated infrastructure and implements a set of interrelated transit improvements. Includes service optimization improvements such as transit signal priority and other corridor improvements, installation of fare payment validators, and onboard passenger amenities.	\$14,424,000	\$144,263,000

Transit and Intercity Rail Capital Program 2023 Awards

5	City of Richmond	Richmond MOVES Microtransit	The Project expands existing microtransit services to provide service with the entire city boundaries of the City of Richmond with zero-emission vehicles. In total, the applicant's microtransit fleet will expand from 3 to a total of 8 zero-emission vehicles to operate the service city-wide.	\$3,117,000	\$6,235,000
6	City of Santa Monica	Ridership Growth, Workforce Development, and Zero Emission Regional Connectivity	The Project expands frequency on two high-performing routes and fully delivers phases 2-4 of the City's bus charging infrastructure plan. This includes the implementation of a new vehicle charging system and utility upgrades, including construction of a charging canopy, to support fleet electrification efforts; and purchase up to 103 zero-emission buses to replace existing CNG buses (which includes a mix of 30-foot, 40-foot and 60-foot vehicles).	\$22,977,000	\$147,477,000
7	City of Simi Valley	Simi Valley Regional Transit Center and Pathway to Transition to a Zero Emissions Transit Fleet	The Project constructs a new transit center, linking city bus routes with regional routes, including to regional rail service; constructs a park-and-ride lot at the proposed new transit center; purchases 6 zero-emission buses to replace existing CNG buses that will allow the applicant to operate three routes with zero-emission buses.	\$7,053,000	\$8,303,000
8	Culver City	CityBus Local Mobility Expansion Project	The Project implements a new transit service using electric minibuses to serve underserved communities and includes purchasing 5 zero-emission buses. Also establishes an all-day and late-night micro-transit service in the Downtown area of Culver City and includes procuring 5 vehicles to operate the service	\$3,247,000	\$3,547,000
9	High Desert Corridor Joint Powers Agency (HDC JPA)	High Desert Intercity High-Speed Rail Corridor Preliminary Engineering	Funding advances project development, including completion of environmental clearance and 30% preliminary engineering. Once constructed, the project will result in a new high speed rail alignment between Palmdale and Victor Valley, along with a new maintenance facility and station in Palmdale. This will create a connection between future California High Speed Rail service and planned Brightline West service to Las Vegas, Nevada.	\$8,000,000	\$57,000,000

Transit and Intercity Rail Capital Program 2023 Awards

10	Humboldt Transit Authority (HTA) with Yurok Tribe and Redwood Coast Transit Authority	Expanding Transit Service and Growing Zero-Emission Fleets on California's North Coast	This project deploys 4 zero-emission buses in Tribal and low-income population regions, constructs a new transit center in Crescent City, expand existing intercity routes under a unified Redwood Coast Express brand to reduce transfers and increase ridership, and accelerate statewide efforts to develop a prototype fuel cell electric over-the-road coach (procuring 1 demonstration coach)	\$8,612,000	\$17,591,000
11	Los Angeles County Metropolitan Transportation Authority (LA Metro)	CORE Capacity & System Integration Project	The Project includes capital, operational, rehabilitation, and expansion (i.e., CORE) improvements for the Metro K (Crenshaw/LAX) Line and C (Green) Line light rail transit (LRT) lines that are necessary to accommodate and allow the operation of three-car trains, including: platform expansion at Aviation/LAX, Douglas, Mariposa, and Redondo Beach stations; the addition of two new traction power substations (TPSS); replacement of the failing 30-year-old Overhead Catenary System (OCS) on Metro's C Line; and replacement of wooden track ties at crossovers and rail fasteners at bridges, stations, and aerial structures on the C Line between Redondo Beach and Crenshaw stations.	\$95,000,000	\$141,700,000
12	Los Angeles County Metropolitan Transportation Authority (LA Metro)	Eastside Transit Corridor Phase 2	Funding will complete project development, including advancing to partial design, for the locally preferred alignment of the L Line (Gold) Eastside Corridor Extension. Once constructed, the project will result in a 4.6-mile extension of the Gold Line to Greenwood Avenue in Montebello.	\$35,000,000	\$47,100,000
13	North County Transit District (NCTD) and San Diego Association of Governments (SANDAG)	San Dieguito Bridge Replacement, Double Track and Special Events Platform Project	Construction of Phase 2 of the San Dieguito Double Track project. Work will include replacement of the aging wooden trestle San Dieguito Lagoon rail bridge, construction of a special events platform for the Del Mar Fairgrounds, the construction of 0.3 miles of new main track, and siding rehabilitation/track improvements to 0.9 miles of siding track to create a total of 1.2 miles of new usable double track.	\$100,000,000	\$230,800,000

Transit and Intercity Rail Capital Program 2023 Awards

14	Orange County Transportation Authority (OCTA) with Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN)	Coastal Rail Corridor Relocation Study	Assesses the potential realignment of part of an eleven-mile segment of the LOSSAN rail corridor to inland on the Interstate 5 freeway or adjacent to the I-5. The analysis will entail further researching into the previous environmental analysis and preliminary design for the FRA Program Environmental Impact Report/Statement.	\$5,000,000	\$5,500,000
15	Orange County Transportation Authority (OCTA)	Central Mobility Loop	The Project includes a set of interrelated investments with five components, including: Purchasing 33 expansion zero-emission buses and associated infrastructure to expand service; Replacing 10 gas-powered paratransit vehicles with zero-emission vehicles to support an existing paratransit bus pilot effort; Implementation of transit signal priority along a key 12-mile corridor; Installation of bicycle lockers and fast charging stations at targeted transit stations.	\$39,407,000	\$75,565,000
16	Riverside County Transportation Commission (RCTC) with Southern California Regional Rail Authority (SCRRA)	Metrolink Double Track Project: Moreno Valley to Perris	Reconstructs an existing and outdated freight track, within the Metrolink 91/Perris Valley Line (91/PVL) right-of-way. As the existing track does not currently support passenger service, this project will create a second mainline track that will accommodate Metrolink trains traveling at passenger train speeds up to 79 mph, while also safely accommodating local freight trains serving freight rail shippers along the corridor.	\$15,500,000	\$34,000,000
17	Sacramento Regional Transit (SacRT)	Increasing Ridership Through System Enhancement	This project will replace multiple disparate information systems, implement new systems, create methods of communication between all systems and create and implement necessary integrations between the systems on-board vehicles, the Backoffice, in the stations, and to third party apps which will ultimately deliver improved and more efficient transit operations while in parallel, enabling customer service conveniences such as wireless service and real-time ridership information, and ability to use third party apps.	\$8,553,000	\$17,079,000

Transit and Intercity Rail Capital Program 2023 Awards

18	San Diego Metropolitan Transit System (MTS)	Zero Emission Transit Enhancements 2.0	The Project will construct a new overhead charging system for the first 30 zero-emission buses based at the Kearny Mesa Division which will maximize bus parking and charging. and will support the applicant's transition to a zero-emission fleet. It will also provide enhancements along the 18 miles of track including grade crossing safety, new universal interlocking crossovers and replacement of signaling interfaces along MTS's Orange Line.	\$60,447,000	\$75,559,000
19	San Francisco Bay Area Water Emergency Transportation Authority (WETA)	San Francisco – Alameda/Oakland Rapid Electric Emission Free Ferry (REED)	Expands electrical infrastructure to the Downtown San Francisco Ferry Terminal, the Alameda Main Street Ferry Terminal, and WETA's Central Bay Maintenance Facility. This will enhance the electric capacity at those sites and allow for expansion of electric propelled, zero-emission ferry service along the Main Street Alameda-Oakland to San Francisco route utilizing 3 zero emission expansion ferries and conversion to zero emission for existing vessels.	\$13,800,000	\$134,353,000
20	Santa Clara Valley Transportation Authority (VTA)	Eastridge to BART Regional Connector (EBRC)	The project would extend the existing Orange Light Rail line by 2.4 miles from Alum Rock Station to the Eastridge Transit Center, creating a direct rail link between VTA's 2nd busiest bus transit center at Eastridge Mall in San Jose, the new Milpitas BART Station (now in service), and the rest of the VTA light rail system. The project also constructs 2 new light rail stations.	\$46,593,000	\$529,900,000
21	Santa Cruz County Regional Transportation Commission (RTC)	Zero Emission Passenger Rail & Trail Project	Award funds the project concept report phase of the project. The project concept report will refine the locally preferred alternative from earlier planning work and provide a stable project definition that would then be carried through subsequent project phases to and through the draft and final CEQA/NEPA environmental documents. Once constructed, the full scope the project will result in a zero-emission passenger rail service on 22 miles of the RTC-owned Santa Cruz Branch Rail Line, as well as the remaining sections the Coastal Rail Trail.	\$3,450,000	\$8,760,000

Transit and Intercity Rail Capital Program 2023 Awards

22	Santa Cruz Metropolitan Transit District (Metro)	Santa Cruz Zero Emission Intercity Transit Service Expansion Project	Purchases 24 zero-emission buses to expand service frequency on the heavily traversed Highways 1 and Highway 17 corridors while also redeveloping the Watsonville Transit Station and Pacific Station to include more than 180 mixed-use, affordable housing units and implements real time passenger information, bicycle amenities and other multimodal improvements.	\$38,589,000	\$201,975,000
23	Southern California Regional Rail Authority (SCRRA)	Metrolink Locomotive Modernization Study, Pilot and Implementation	The Project includes three phases (Study, Pilot, Implementation) resulting in deployment of one or more fuel efficiency strategies to significantly reduce locomotive fuel consumption and associated GHG and criteria pollutant emissions. The Project also studies, pilots, and implements modern maintenance activities, such as a transition to condition-based maintenance for Metrolink assets, to improve safety, reliability, state-of-good- repair, and to reduce operations and maintenance costs to support service.	\$10,000,000	\$12,000,000
24	Town of Truckee	Keep Truckee Moving: Expansion and Electrification	Purchases on-demand micro-transit technology to implement a new microtransit service and includes the purchase of 7 zero-emissions vans for expansion, and 2 zero-emission replacement vans with associated infrastructure to support the service.	\$4,437,000	\$8,520,000
25	Transbay Joint Powers Authority (TJPA)	Downtown Rail Extension TIRCP Project Development	Funding will advance final design for the Downtown Rail Extension (DTX) while positioning the project to advance in engineering work with the Federal Transit Association (FTA) Capital Investment Grants (CIG) New Starts program by meeting FTA local funding milestones. Once constructed, the project will extend Caltrain's existing terminus approximately two miles into downtown San Francisco which will connect two new stations including the Salesforce Transit Center and a new underground station at Fourth and Townsend streets.	\$60,000,000	\$146,968,000

Transit and Intercity Rail Capital Program 2023 Awards

26	Transportation Agency for Monterey County (TAMC)	Pajaro/Watsonville Multimodal Station Project	The project will advance environmental work on the project, including completion of NEPA review and an update to the CEQA document. Once constructed, the project will deliver a new multimodal transit station in Pajaro located in Monterey County which will serve as regional hub in a disadvantaged community, providing key links to local transit, intercity rail, and long-distance rail services.	\$2,274,000	\$2,274,000
27	Tri-Valley – San Joaquin Valley Regional Rail Authority	Valley Link Rail	The project will advance design, equity focused community engagement and third-party agreements for the Valley Link Rail Project during the current Project Development phase under the Federal Transit Administration’s (FTA) Capital Investment Grants (CIG) Program. Once completed, the project will create a new 22-mile passenger rail transit system connecting the cities of Dublin, Pleasanton, Livermore, and the Mountain House Community Services District with all-day, bi-directional service at frequent intervals throughout the day.	\$25,000,000	\$40,000,000
28	Yuba-Sutter Transit	Next Generation Zero-Emission Bus Operations and Administration Facility	Constructs a new transit facility that can support a growing zero-emission vehicle fleet and purchases 15 zero-emission buses to implement a new on-demand local bus service in five newly formed transit service zones within Yuba and Sutter counties. Also includes 1 zero-emission over-the-road coach to implement a new commuter service to Roseville.	\$13,725,000	\$49,259,000
TOTALS				\$690,254,000	\$2,609,043,000



**Transit and Intercity Rail Capital Program
Sixth Round Selected Projects – Project Detail Summary**

April 24, 2023

Total Funding Awarded:

\$371,957,000 awarded to 11 new projects in Southern California

\$168,297,000 awarded to 9 new projects in the Rest of the State

\$150,000,000 awarded to 8 projects statewide in the Major Projects – Project Development category

Estimated 2,068,000 metric tons of CO₂e (MTCO₂e) reduced

1. Antelope Valley Transit Authority (AVTA) and Victor Valley Transit Agency (VVTA)

Project: High Desert Clean Connector

Award: \$3,902,000
Total Budget: \$5,454,000

Estimated TIRCP GHG Reductions: 11,000 MTCO_{2e}

The project will purchase four zero emission buses to provide a new commuter service between Antelope Valley and Victorville, which is currently not served by transit. The new buses also further expand AVTA's zero emission fleet, which is one that is already 100% electrified. The project leverages recent investments by Caltrans to expand Highway 138 as well as investments from Victorville into their transit hub and will improve direct connectivity between the regions and enhance connectivity to other regional services, including Metrolink and future high speed rail stations in Palmdale and Victorville.

The route traverses largely low income and disadvantaged communities, providing improved transit, job access, and significant air quality and climate change benefits locally. Altogether, the project expands AVTA's leading zero emissions transit service into neighboring regions and improves zero emissions transit connectivity among Los Angeles, San Bernardino and Riverside Counties.

Project completion is expected by 2025.

Key Project Ratings:

Cost per GHG Ton Reduced: Medium-High

Increased Ridership: Medium

Service Integration: High

Improves Safety: Medium

Project Readiness: Medium

Funding Leverage: Medium

Multi-Agency Coordination/Integration: Medium

Priority Population Benefits: Medium

Housing Co-Benefits: Medium

2. Capitol Corridor Joint Powers Authority (CCJPA) with City of Sacramento, City of Hercules, and Santa Cruz Metropolitan Transit District

Project: Capitol Corridor Emerging Market Access Program

Award: \$30,871,000
Total Budget: \$163,861,000

Estimated TIRCP GHG Reductions: 161,000 MTCO_{2e}

The project delivers a set of interrelated investments in growing communities along the Capitol Corridor system that will create and improve access to intercity rail, connecting transit, and local communities.

Work will include:

- Delivering key multimodal access improvements at the Sacramento Valley Station (SVS) Transit center. Includes construction of a regional bus and mobility hub that allows for unified regional

buses, bicycles, electric vehicles, and car share within a short distance of regional rail services. This project is also expected to receive significant federal funding. The buses served by this future facility traverse corridors from many other counties near and far from Sacramento, providing a key opportunity to improve the integration of the statewide rail and bus system.

- Purchase and installation of contactless EMV readers on buses for the CCJPA Thruway, San Joaquins Point Powers Authority (SJJPA) Thruway, and Santa Cruz METRO systems to allow fares to be collected through contactless bank cards or smart devices, wholly consistent with ongoing statewide Cal-ITP efforts.
- Progresses design for a modern multimodal transit facility along the Capitol Corridor route in Hercules to be served by intercity rail, local bus, and proposed ferry services. The project will include associated improvements such as a third track designed to bypass the station for freight operations, grade-separated access to the new platform, and increased safety measures along the corridor. Once constructed, this station will be the centerpiece of a transit-oriented community.
- Progresses design for the Sacramento to Roseville Third Track Project, Phase 2, and positions CCJPA and project partners to pursue competitive federal funding, including the Federal Railroad Administration’s (FRA) Federal State Partnership Program (FSP). Once constructed, the project will allow for up to 20 trains daily between Sacramento and Roseville.

A portion of the funding awarded is contingent on the applicant securing non-TIRCP matching funds.

Project completion for the entire scope is expected by 2030.

Key Project Ratings:

Cost per GHG Ton Reduced: Medium-High

Increased Ridership: Medium-High

Service Integration: High

Improves Safety: Medium-High

Project Readiness: Medium

Funding Leverage: High

Multi-Agency Coordination/Integration: High

Priority Population Benefits: Medium-High

Housing Co-Benefits: Medium-High

3. Capitol Corridor Joint Powers Authority (CCJPA)

Project: Capitol Corridor Emerging Market Access Program

Award:	\$11,276,000
Total Budget:	\$294,000,000

Estimated TIRCP GHG Reductions: N/A (Pre-construction work only)

This award for funding from the Major Projects – Project Development category will continue support for the Link21 Megaregional Rail Program effort, which is planning for the construction of a second underground train crossing of the San Francisco Bay. This crossing will enable riders access to destinations across Northern California, which includes the greater San Francisco Bay Area, the Sacramento area, the Monterey Bay area, and the Northern San Joaquin Valley.

Specifically, the funding will support planning to identify project concepts to advance into and through environmental review. Work will result in a Record/Notice of Determination (ROD/NOD) for a new transbay rail crossing between Oakland and San Francisco, with associated improvements elsewhere in the area. Work will include coordination with host railroad Union Pacific and operations analysis.

Depending on the specific concepts advanced as a result of this work, Link21 could enable improvements such as direct intercity rail service between Sacramento and San Francisco, enhanced connections between Capitol Corridor and BART, new points of system access throughout the Transbay Corridor area, and separated passenger and freight tracks.

Project is a partnership between BART and CCJPA and is expected to leverage significant federal funds for project development.

Project completion for this phase is expected by 2027.

Key Project Ratings:

Cost per GHG Ton Reduced: N/A

Cost per GHG Ton Reduced: Medium-High

Increased Ridership: Medium-High

Service Integration: High

Improves Safety: Medium-High

Project Readiness: Medium

Funding Leverage: High

Multi-Agency Coordination/Integration: High

Priority Population Benefits: Medium-High

Housing Co-Benefits: Medium-High

4. City of Pasadena

Project: Pasadena Transit System Legacy Project: #MoreServiceLessEmissions

Award:	\$14,424,000
Total Budget:	\$144,263,000

Estimated TIRCP GHG Reductions:	144,000 MTCO₂e
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This project implements a set of interrelated transit improvements, which includes purchasing 25 fixed route zero-emission buses, 15 paratransit zero-emission buses, and supporting fueling infrastructure. The Project scope also includes a variety of service optimization improvements including transit signal priority and other corridor improvements, fare payment validators, and onboard passenger amenities.

All 40 new buses will be equipped aftermarket with onboard amenities designed to enhance passengers' experience including real-time information such as estimated time of arrival. All new buses will also be equipped with Bus Mobile Validators to allow for automatic fare collection via Metro's Transit Access Pass (TAP) System, Cal-ITP validators to expand standardized contactless payment system statewide, and standard ADA equipment, signage, communication devices, and reserved seating.

This award will allow the City of Pasadena to make its first significant investment toward a zero-emission fleet for a system that currently does not have any zero-emission vehicles or zero-emission

infrastructure. The 40 new buses will replace existing Renewable Natural Gas and unleaded gas buses at the end of their useful life and add new buses to expand the fleet.

Project completion is expected by 2028.

Key Project Ratings:

Cost per GHG Ton Reduced: High

Increased Ridership: High

Service Integration: Medium-High

Improves Safety: High

Project Readiness: High

Funding Leverage: High

Multi-Agency Coordination/Integration: Medium

Priority Population Benefits: High

Housing Co-Benefits: High

5. City of Richmond

Project: Richmond MOVES Microtransit

Award: \$3,117,000

Total Budget: \$6,235,000

Estimated TIRCP GHG Reductions: 3,000 MTCO_{2e}

The Project expands existing microtransit services to provide service across the entire city boundary of the City of Richmond with zero-emission vehicles. In total, the applicant's microtransit fleet will expand from 3 to a total of 8 zero-emission vehicles to operate the service city-wide.

Launched in April 2022, the service known as “Richmond MOVES”, was designed with the goal of providing better service to disadvantaged areas of Richmond by providing general mobility and greater access to regional mobility hubs such as the Richmond BART/Amtrak station, the El Cerrito del Norte BART station and the Richmond Ferry Terminal. The service will utilize zero-emission electric vehicles, grouping multiple passengers heading in the same direction, and books them into a shared vehicle, thereby improving efficiencies for both the rider and the city.

Project completion is expected by 2027.

Key Project Ratings:

Cost per GHG Ton Reduced: Medium

Increased Ridership: Medium

Service Integration: Medium-High

Improves Safety: Medium

Project Readiness: Medium-High

Funding Leverage: Medium-High

Multi-Agency Coordination/Integration: Medium-High

Priority Population Benefits: High

Housing Co-Benefits: Medium-Low

6. City of Santa Monica

Project: Ridership Growth, Workforce Development, and Zero Emission Regional Connectivity

Award: \$22,977,000
Total Budget: \$147,477,000

Estimated TIRCP GHG Reductions: 229,000 MTCO_{2e}

The Project expands frequency on two high-performing routes and fully delivers phases 2-4 of the City's bus charging infrastructure plan. This includes the implementation of a new vehicle charging system and utility upgrades, including construction of a charging canopy, to support fleet electrification efforts; and purchase up to 103 zero-emission buses to replace existing CNG buses (which includes a mix of 30-foot, 40-foot and 60-foot vehicles)

By leveraging openings of new rail lines in the region, the City of Santa Monica will be investing approximately 11,500 annual service hours to increase frequencies to every 10 minutes on Lincoln Blvd (Route 3 and Rapid 3). This corridor service and new buses will provide seamless connectivity for customers flying into Los Angeles from the new LAX Multi-Modal Transportation Center to the Westside of LA, and Santa Monica. Importantly, the increase in service levels will provide direct and meaningful benefits to customers along these routes living in disadvantaged communities, and 88 percent report belonging to low-income households.

Project completion is expected by 2028.

Key Project Ratings:

Cost per GHG Ton Reduced: High

Increased Ridership: Medium

Service Integration: Medium-Low

Improves Safety: Medium

Project Readiness: Medium

Funding Leverage: Medium-High

Multi-Agency Coordination/Integration: Medium

Priority Population Benefits: Medium-Low

Housing Co-Benefits: Low

7. City of Simi Valley

Project: Simi Valley Regional Transit Center and Pathway to Transition to a Zero Emissions Transit Fleet

Award: \$7,053,000
Total Budget: \$8,303,000

Estimated TIRCP GHG Reductions: 11,000 MTCO_{2e}

The project will construct a new transit center for Simi Valley, linking the city bus routes with the regional routes provided by the Ventura County Transportation Commission (VCTC), providing connections from those routes and the other city routes to a city route which connects with the Metrolink/Amtrak stations at Simi Valley and Chatsworth, and the LA Metro "Orange Line" at the Chatsworth station.

Includes the construction of a regional transit hub, including the infrastructure to allow “in-route” charging of electric transit vehicles, which will allow the agency to operate three routes with electric buses. The second component is the purchase of six electric buses to convert all the transit buses which will be eligible for replacement in the next three years and place the electric buses into service by the end of the useful life of the existing six CNG buses that will be replaced.

Project completion is expected by 2025.

Key Project Ratings:

Cost per GHG Ton Reduced: Medium-High

Increased Ridership: Medium-High

Service Integration: Medium

Improves Safety: Medium

Project Readiness: Medium

Funding Leverage: Medium-Low

Multi-Agency Coordination/Integration: Low

Priority Population Benefits: Medium

Housing Co-Benefits: Low

8. Culver City

Project: CityBus Local Mobility Expansion Project

Award: \$3,247,000

Total Budget: \$3,547,000

Estimated TIRCP GHG Reductions: 5,000 MTCO_{2e}

The project aims to incentivize mode shift away from private vehicles with the following two components.

The Jefferson Circulator is a new transit service which will provide frequent all-day service between a light rail station and a transit hub along a commercial corridor, and will also serve parks, dense housing, and a community college, all of which are currently underserved by transit. The corridor is expected to add thousands of jobs and new residents in the next decade and this transit investment will serve the area and capture new trips created as a result of its growth. The new service will also serve a disadvantaged community at its northern end. Includes the purchase of five electric minibuses and associated infrastructure for use in the new service.

The second component is implementation of an all-day and late-night microtransit service in the Downtown Culver City area, served by a dedicated city-owned electric vehicle fleet. This service will be operated in cooperation with LA Metro and will be used to evaluate the possibility of further expanding microtransit service to other parts of the city. Also Includes the purchase of five electric minibuses and associated infrastructure for use in the new service.

Project completion is expected by 2025.

Key Project Ratings:

Cost per GHG Ton Reduced: Medium-High

Increased Ridership: Medium-High
 Service Integration: Medium
 Improves Safety: Medium
 Project Readiness: Medium-High
 Funding Leverage: Medium-Low
 Multi-Agency Coordination/Integration: Medium-Low
 Priority Population Benefits: Medium
 Housing Co-Benefits: Medium

9. High Desert Corridor Joint Powers Authority

Project: High Desert Intercity High-Speed Rail Corridor Preliminary Engineering

Award: \$8,000,000
Total Budget: \$57,000,000

Estimated TIRCP GHG Reductions: N/A (Pre-construction work only)

This award for funding from the Major Projects – Project Development category will result in the completion of the necessary environmental clearance and 30% preliminary engineering for the High Desert Intercity Rail Corridor.

Once fully constructed, the project will result in a new high speed rail alignment between Palmdale and Victor Valley creating a critical connection between future California High Speed Rail service and planned Brightline West service to Las Vegas, Nevada. The project also includes construction of a new maintenance facility and station in Palmdale.

This TIRCP award will be used as matching funds as the awardee pursues additional federal funds for the project, including but not limited to, the FRA's Corridor ID Program.

Project completion for this phase is expected by 2027.

Key Project Ratings:
 Cost per GHG Ton Reduced: N/A
 Increased Ridership: High
 Service Integration: High
 Improves Safety: High
 Project Readiness: High
 Funding Leverage: Medium
 Multi-Agency Coordination/Integration: Medium-High
 Priority Population Benefits: Medium-High
 Housing Co-Benefits: Medium-Low

10. Humboldt Transit Authority (HTA) with Yurok Tribe and Redwood Coast Transit Authority

Project: Expanding Transit Service and Growing Zero-Emission Fleets on California's North Coast

Award: \$8,612,000
Total Budget: \$17,591,000

Estimated TIRCP GHG Reductions: 4,000 MTCO₂e

This project will deploy 4 battery electric buses on the Yurok Tribal Transit Service for two routes, including a dial-a-ride service for tribal members, providing key connections to the statewide transit and rail system. The routes will be operated by the Yurok Tribe and provide service from Orleans to Willow Creek through the Karuk, Yurok, and Hoopa Tribal lands.

The awardee will also deploy 6 zero-emission vehicles on an existing Redwood Coast Transit intercity route to Arcata, extend service into Eureka, and construct a new transit center in Crescent City. Importantly, this will leverage a previous TIRCP award by integrating an existing route and expand service to the new Eureka Regional Transit and Housing Center, which was the subject of a Cycle 5 TIRCP award.

Lastly, the project will design and pilot a prototype over-the-road fuel cell electric coach in an effort to more permanently address the challenges posed with operating zero-emission long-distance routes.

Project completion for the funded phases is expected by 2027.

Key Project Ratings:

Cost per GHG Ton Reduced: Medium-Low

Increased Ridership: Medium

Service Integration: High

Improves Safety: Medium

Project Readiness: Medium

Funding Leverage: Medium-High

Multi-Agency Coordination/Integration: Medium-High

Priority Population Benefits: High

Housing Co-Benefits: Medium

11. Los Angeles County Metropolitan Transportation Authority (LA Metro)

Project: CORE Capacity & System Integration Project

Award: \$95,000,000

Total Budget: \$141,700,000

Estimated TIRCP GHG Reductions: 234,000 MTCO₂e

The Project includes capital, operational, rehabilitation, and expansion (i.e., CORE) improvements for the Metro K (Crenshaw/LAX) Line and C (Green) Line light rail transit (LRT) lines that are necessary to accommodate and allow the operation of three-car trains, including: platform expansion at Aviation/LAX, Douglas, Mariposa, and Redondo Beach stations; the addition of two new traction power substations (TPSS); replacement of the failing 30-year-old Overhead Catenary System (OCS) on Metro's C Line; and replacement of wooden track ties at crossovers and rail fasteners at bridges, stations, and aerial structures on the C Line between Redondo Beach and Crenshaw stations.

Importantly, the project will expand passenger capacity on the C (Green) Line and the integrated K (Crenshaw/LAX) Line by 50 percent through these targeted investments. The project solves capacity deficiencies caused by short platforms at the four stations and insufficient traction power.

The increased capacity will be sufficient to handle surges in demand related to special events, including the 2028 Summer Olympic and Paralympic Games, while also increasing day-to-day passenger capacity. These investments will support an expanding light rail network that will provide direct connections to the Los Angeles International Airport (LAX) and future planned extensions to Torrance and Hollywood.

Project completion is expected by 2028.

Key Project Ratings:

Cost per GHG Ton Reduced: Medium-High

Increased Ridership: Medium

Service Integration: High

Improves Safety: High

Project Readiness: Medium-High

Funding Leverage: Medium

Multi-Agency Coordination/Integration: High

Priority Population Benefits: High

Housing Co-Benefits: High

12. Los Angeles County Metropolitan Transportation Authority (LA Metro)

Project: Eastside Transit Corridor Phase 2

Award: \$35,000,000

Total Budget: \$47,100,000

Estimated TIRCP GHG Reductions: N/A (Pre-construction work only)

This award for funding from the Major Projects – Project Development category will advance to partial design for the locally preferred alignment of the L Line (Gold) Eastside Corridor Extension. Advancing the project development on the project will position the applicant to compete for Federal Transit Administration (FTA) Capital Investment Grant (CIG) funding.

Once constructed, the project will result in a 4.6-mile extension of the Gold Line to Greenwood Avenue in Montebello, closing a gap in service and providing a new rail connection for communities located in East Los Angeles. The project will serve concentrated areas of employment, activity centers, and residential communities while addressing the needs of transit-dependent populations without reliable access to the rail system.

Project completion for this phase is expected by 2025.

Key Project Ratings:

Cost per GHG Ton Reduced: N/A

Increased Ridership: Medium

Service Integration: Medium

Improves Safety: Medium

Project Readiness: Medium-High

Funding Leverage: Medium

Multi-Agency Coordination/Integration: Medium-High

Priority Population Benefits: Medium-High

Housing Co-Benefits: Medium-Low

13. North County Transit District (NCTD) and San Diego Association of Governments (SANDAG)

Project: San Dieguito Bridge Replacement, Double Track and Special Events Platform Project

Award: \$100,000,000
Total Budget: \$230,800,000

Estimated TIRCP GHG Reductions: 148,000 MTCO_{2e}

The project will build a special events platform at the Del Mar Fairgrounds, replace the 107-year-old wooden trestle San Dieguito River Railway Bridge and construct 0.9 miles of double track along the San Diego subdivision of the LOSSAN Corridor.

The project location is an existing single track that creates bottleneck, which restricts rail capacity and operational flexibility. Passenger trains moving in the same direction cannot pass slower moving freight trains and trains moving in the opposite direction must wait for the oncoming train to clear the single tracked area before proceeding. Providing a second track for passing around the San Dieguito River will provide increased operational flexibility for freight and passenger movements and eliminate the need for trains to sit idling, waiting at a siding for another train to use the single-track segment, particularly when service disruptions occur.

When complete, combined with other investments along the LOSSAN corridor, this project will allow an additional 10 Pacific Surfliner trains, 8 commuter trains, and 7 freight trains on an average weekday. These increased service frequencies will ensure the rail corridor is prepared for increased public transportation demand ahead of the 2028 Olympics in Los Angeles, among other large regional events.

Note that additional greenhouse gas emission reduction benefits are being investigated that may improve the number of tons reduced published in this summary.

Project completion is expected by 2028.

Key Project Ratings:

Cost per GHG Ton Reduced: Medium-High

Increased Ridership: High

Service Integration: High

Improves Safety: High

Project Readiness: Medium

Funding Leverage: Medium

Multi-Agency Coordination/Integration: Medium-High

Priority Population Benefits: Medium-Low

Housing Co-Benefits: Medium-High

14. Orange County Transportation Authority (OCTA) with Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN)

Project: Coastal Rail Corridor Relocation Study

Award: \$5,000,000
Total Budget: \$5,500,000

Estimated TIRCP GHG Reductions: N/A (Pre-construction work only)

This award for funding from the Major Projects – Project Development category assesses the potential realignment of part of an eleven-mile segment of the LOSSAN rail corridor to inland on the Interstate 5 freeway or adjacent to the I-5. Most of the rail line in the study area is approximately 200 feet or less from the coastline in south Orange County, making it vulnerable to catastrophic failure as coastal erosion and rising sea levels impact operations. The analysis will entail further researching into the previous environmental analysis and preliminary design for the FRA Program Environmental Impact Report.

This TIRCP award will be used as matching funds as the awardee pursues additional federal funds for the project, including but not limited to, the FRA’s Corridor ID Program to support future phases of the realignment proposal.

Project completion for this phase is expected by 2026.

Key Project Ratings:

Cost per GHG Ton Reduced: N/A

Increased Ridership: Medium-High

Service Integration: High

Improves Safety: High

Project Readiness: Medium

Funding Leverage: Medium-Low

Multi-Agency Coordination/Integration: Medium

Priority Population Benefits: Medium

Housing Co-Benefits: Medium-High

15. Orange County Transportation Authority (OCTA)

Project: Central Mobility Loop

Award: \$39,407,000
Total Budget: \$75,565,000

Estimated TIRCP GHG Reductions: 170,000 MTCO_{2e}

The project consists of a number of components, including:

- Purchasing 33 expansion hydrogen fuel-cell buses and associated infrastructure for expanded service.
- Replaces 10 gasoline-powered paratransit vehicles with zero-emission vehicles, which leverages a recent federal grant awarded to OCTA.
- Implements transit signal priority at 60 traffic signals and to all buses traveling along the 12-mile Bravo! 543 route, allowing buses to move through intersections with more consistent speeds. Notably, this builds on OCTA’s 94 signal timing projects throughout Orange County that has resulted in 3,285 signals being synchronized over 838 miles of streets.
- Installation of new bike storage at the Santa Ana Regional Transportation Center (SARTC) as well as fast charging stations at both SARTC as well as the Fullerton Transportation Center.

Together, these components will build on OCTA's prior transit and paratransit investments. In particular, this project leverages previous TIRCP investment in the OC Streetcar project, which was the subject of a Cycle 2 TIRCP award and subsequent supplemental award in 2023.

Project completion is expected by 2027.

Key Project Ratings:

Cost per GHG Ton Reduced: High
 Increased Ridership: Medium-High
 Service Integration: Medium-High
 Improves Safety: High
 Project Readiness: Medium
 Funding Leverage: Medium
 Multi-Agency Coordination/Integration: Medium
 Priority Population Benefits: Medium-High
 Housing Co-Benefits: Medium

16. Riverside County Transportation Commission (RCTC) with Southern California Regional Rail Authority (SCRRA)

Project: Metrolink Double Track Project: Moreno Valley to Perris

Award: \$15,500,000
Total Budget: \$34,000,000

Estimated TIRCP GHG Reductions: 313,000 MTCO_{2e}

The project reconstructs an existing and outdated freight track, within the Metrolink 91/Perris Valley Line (91/PVL) right-of-way. As the existing track does not currently support passenger service, this project will create a second mainline track that will accommodate Metrolink trains traveling at passenger train speeds up to 79 mph, while also safely accommodating local freight trains serving freight rail shippers along the corridor and will serve the cities of Perris and Moreno Valley, as well as unincorporated areas of Riverside County.

Once implemented, the project will improve reliability, allow increased frequency, and facilitate on-time performance. Through these improvements, Metrolink will have the capacity to expand train frequency by 50 percent on the 91/PVL and provide service at consistent and more frequent intervals throughout the day in each direction, with the goal being every 30 minutes, consistent with the Metrolink Southern California Optimized Rail Expansion (SCORE) Program and California State Rail Plan.

Project completion is expected by 2026.

Key Project Ratings:

Cost per GHG Ton Reduced: High
 Increased Ridership: High
 Service Integration: Medium-High
 Improves Safety: Medium-High
 Project Readiness: Medium-High
 Funding Leverage: Medium
 Multi-Agency Coordination/Integration: Medium

Priority Population Benefits: Medium
 Housing Co-Benefits: Medium-Low

17. Sacramento Regional Transit (SacRT)

Project: Increasing Ridership Through System Enhancement

Award: \$8,553,000
Total Budget: \$17,079,000

Estimated TIRCP GHG Reductions: 10,000 MTCO_{2e}

This TIRCP award fully funds the train technology implementation component, which will greatly enhance SacRT's system reliability as well as the quality of rider information, and result in increasing ridership. This project will replace multiple disparate information systems, implement new systems, create methods of communication between all systems and create and implement necessary integrations between the systems on-board vehicles, the back office, in the stations, and to third party apps which will ultimately deliver improved and more efficient transit operations while in parallel, enabling customer service conveniences such as wireless service and real-time ridership information, and ability to use third party apps.

Specific elements of the project include:

- Implementing computer aided dispatch (CAD) /automatic vehicle location (AVL) which will enable dispatchers to communicate directly with vehicles and will be the underlying technology for the GTFS information.
- Real-Time GTFS information – By implementing a CAD/AVL system SacRT can provide enhanced and real-time passenger information not currently available. This project will meet all California Minimum GTFS Guidelines and provide real-time arrival information for passengers as well as to third-party smartphone applications.
- Implementation of disruption management solutions that will provide staff the ability to react quickly to unavoidable service disruptions. Disruption management will ensure that both operators and passengers get the updated information in real-time.
- Implementation of an on-board next station announcement system as well as on-board wi-fi access on all light rail vehicles.

Project completion for the funded element is expected by 2025.

Key Project Ratings:

Cost per GHG Ton Reduced: Medium

Increased Ridership: Medium-High

Service Integration: Medium

Improves Safety: Medium-High

Project Readiness: Medium-High

Funding Leverage: Medium-High

Multi-Agency Coordination/Integration: Medium-High

Priority Population Benefits: High

Housing Co-Benefits: Medium-High

18. San Diego Metropolitan Transit System (MTS)

Project: Zero Emission Transit Enhancements 2.0

Award: \$60,447,000

Total Budget: \$75,559,000

Estimated TIRCP GHG Reductions: 48,000 MTCO_{2e}

The project consists of two components that enhance both MTS's Orange light rail line and bus operations at the Kearny Mesa Division.

- The first component electrifies the Kearny Mesa Division. Includes the construction of a new overhead charging system for the first 30 battery-electric buses based at the Kearny Mesa Division, as part of MTS agency wide transition to a zero-emission fleet by 2040.
- The second component upgrades MTS's existing signaling system, completes track safety and state of good repair improvements along MTS's Orange Line. This will provide enhancements along 18 miles of track including grade crossing safety, new universal interlocking crossovers and replacement of signaling interfaces. This component also leverages a 2022 TIRCP award, which invested in general track, signal and grade crossing improvements at various locations along the Orange line.

Together, these components enhance operational flexibility and reliability and helps MTS maintain a state of good repair while also positioning the agency for a transition to a zero-emission fleet in phases.

Project completion is expected by 2030.

Key Project Ratings:

Cost per GHG Ton Reduced: Medium

Increased Ridership: Medium-Low

Service Integration: Medium

Improves Safety: Medium-High

Project Readiness: High

Funding Leverage: Medium

Multi-Agency Coordination/Integration: Medium

Priority Population Benefits: Medium

Housing Co-Benefits: Low

19. San Francisco Bay Area Water Emergency Transportation Authority (WETA)

Project: San Francisco – Alameda/Oakland Rapid Electric Emission Free Ferry (REED)

Award: \$13,800,000

Total Budget: \$134,353,000

Estimated TIRCP GHG Reductions: 317,000 MTCO_{2e}

The project expands electrical infrastructure to the Downtown San Francisco Ferry Terminal, the

Alameda Main Street Ferry Terminal, and WETA's Central Bay Maintenance Facility. This will enhance the electric capacity at those sites and allow for expansion of electric propelled, zero-emission ferry service along the Main Street Alameda-Oakland to San Francisco route. The existing vessels will be converted to electric operations, and three new electric vessels will also be procured.

Notably, the project will allow for the doubling of service from the existing 20 round trips between Oakland and San Francisco to up to 40 round trips in the corridor at 15-minute frequencies during peak periods. Ferry ridership demand has proven to be resilient during pandemic recovery compared to other regional transit options and increased service frequencies will maximize the system's ability to fully capture latent demand as job and population growth continues in this service area.

Once implemented, the project further strengthens regional transit connectivity. The Downtown San Francisco ferry terminal is located within walking distance to several transit options including BART and MUNI buses, trolleys, light rail, and Amtrak bus connections. In addition, connecting Golden Gate Transit ferries to Marin County, and WETA/San Francisco Bay Ferries to Oakland, Alameda, Vallejo, and Richmond arrive and depart from the Downtown San Francisco Ferry Terminal. WETA's Oakland terminal features a convenient connection to Capitol Corridor intercity rail service.

The project is matched by significant local, regional and federal investment. Project completion is expected by 2025.

Key Project Ratings:

Cost per GHG Ton Reduced: High

Increased Ridership: High

Service Integration: Medium-High

Improves Safety: Medium

Project Readiness: Medium-High

Funding Leverage: High

Multi-Agency Coordination/Integration: Medium

Priority Population Benefits: Medium

Housing Co-Benefits: Medium-High

20. Santa Clara Valley Transportation Authority (VTA)

Project: Eastridge to BART Regional Connector (EBRC)

Award:	\$46,593,000
Total Budget:	\$529,900,000

Estimated TIRCP GHG Reductions: **39,000 MTCO_{2e}**

The project will result in a 2.4-mile extension of the VTA light rail system intended to create new regional and multimodal connectivity for East San Jose. It creates a direct rail link between VTA's 2nd busiest bus transit center at Eastridge Mall in San Jose, the new Milpitas BART Station, and the rest of the VTA light rail system.

The extension will include an elevated light rail station at Story Road with a pedestrian overcrossing, and a ground level station at the Eastridge Transit Center. Also includes installation of two traction power substation to power the light rail system. When this project is complete, VTA riders will be able to get on light rail at the Eastridge Transit Center and connect directly with BART at Milpitas Station.

Long a priority for the region, this award represents the final piece to bring rail into Eastridge Transit center and is matched by significant local funding. The congested, transit dependent neighborhoods of East San Jose are all classified as low-income communities and these residents will be able to travel on protected rail right-of-way through some of the Bay Area's most congested corridors to the major regional job centers.

Project completion is expected by 2029.

Key Project Ratings:

Cost per GHG Ton Reduced: Medium

Increased Ridership: Medium

Service Integration: Medium-High

Improves Safety: Medium

Project Readiness: Medium-High

Funding Leverage: High

Multi-Agency Coordination/Integration: Medium

Priority Population Benefits: Medium

Housing Co-Benefits: Medium-High

21. Santa Cruz County Regional Transportation Commission (RTC)

Project: Zero Emission Passenger Rail & Trail Project

Award: \$3,450,000

Total Budget: \$8,760,000

Estimated TIRCP GHG Reductions: N/A (Pre-construction work only)

This award for funding from the Major Projects – Project Development category and fully funds the project concept report phase of the project. The project concept report will refine the locally preferred alternative from earlier planning work and provide a stable project definition that would then be carried through subsequent project phases to and through the draft and final CEQA/NEPA environmental documents. The Report will involve extensive community outreach and early engineering, requiring multiple iterations to complete initial system planning.

Once constructed, the full scope the project will result in a zero-emission passenger rail service on 22 miles of the RTC-owned Santa Cruz Branch Rail Line, as well as the remaining sections the Coastal Rail Trail, within the project limits. Implementation of the future capital project will convert the underutilized branch line into a multimodal corridor, transforming the way people travel to and within Santa Cruz County.

Project completion for this phase is expected by 2025.

Key Project Ratings:

Cost per GHG Ton Reduced: N/A

Increased Ridership: Medium-High

Service Integration: Medium-High

Improves Safety: Medium-High

Project Readiness: Medium

Funding Leverage: Medium-High
 Multi-Agency Coordination/Integration: Medium
 Priority Population Benefits: Medium
 Housing Co-Benefits: Medium

22. Santa Cruz Metropolitan Transit District (Metro)

Project: Santa Cruz Zero Emission Intercity Transit Service Expansion Project

Award: \$38,589,000
Total Budget: \$201,975,000

Estimated TIRCP GHG Reductions: 91,000 MTCO_{2e}

The project delivers a set of interrelated improvements, which includes:

- Purchasing 24 zero emission buses to expand service on routes 71, 17, and 91 along the heavily traversed Highway 1 and Highway 17 corridors. Service is expected to have every 15-minute service along the corridors. The expanded service will connect Watsonville and Santa Cruz residents with regional rail service including Caltrain, Capitol Corridor, the Alameda Corridor Express (ACE) and future High-Speed service at Diridon Station in San Jose.
- Implement rapid bus enhancements along the Soquel Drive/Main Street corridor, coordinate with regional transit agency scheduling, and implement Cal-ITP integrated ticketing. This includes improving boarding platforms, enhancing bus shelters and expanding bike parking to improve multimodal connections.
- Construct a hydrogen fueling station, maintenance bay upgrades and workforce development. The fueling center will include both bus fueling and over-the-fence retail fueling accessing to the public.
- Redevelop the Watsonville Transit Center supporting Infill Housing Development and install a Bike Hub.
- Construct Pacific Station, METRO's downtown Santa Cruz transit center, as a 180+ unit mixed-use, affordable housing development with a bike hub, real time passenger information, off-board fare payment and other multimodal improvements. Notably, free transit passes will be provided to all residents of the future developments, catalyzing additional ridership.

Together, these components will reduce travel time, improve reliability, create safer boarding areas, reduce crossing distances, and lower traffic speeds, while delivering needed affordable housing to the region.

Project completion is expected by 2028.

Key Project Ratings:

Cost per GHG Ton Reduced: Medium-High
 Increased Ridership: High
 Service Integration: High
 Improves Safety: Medium
 Project Readiness: Medium-High
 Funding Leverage: Medium-High
 Multi-Agency Coordination/Integration: Medium-High
 Priority Population Benefits: Medium-High
 Housing Co-Benefits: High

23. Southern California Regional Rail Authority (SCRRA)

Project: Metrolink Locomotive Modernization Study, Pilot and Implementation

Award: \$10,000,000
Total Budget: \$12,000,000

Estimated TIRCP GHG Reductions: 105,000 MTCO_{2e}

The Project includes three phases (Study, Pilot, Implementation) resulting in deployment of one or more fuel efficiency strategies to significantly reduce locomotive fuel consumption and associated GHG and criteria pollutant emissions. The Project also studies, pilots, and implements modern maintenance activities, such as a transition to condition-based maintenance for Metrolink assets, to improve safety, reliability, state-of-good-repair, and to reduce operations and maintenance costs to support service. The Project operationalizes Metrolink's emissions reduction intentions and streamlines processes and actions by identifying the best automated data collection, communications, behavioral advice and feedback approaches, and systems to help identify and automate alerts for corrective actions to reduce fuel consumption to reduce emissions while simultaneously improving the fleet's state-of-good-repair. These changes will result in significant GHG reductions due to the emissions reductions that are realized.

This Project's initial study phase will allow Metrolink to delve more deeply into a range of potential solutions that have become available. Phase 2 will design and conduct a pilot so that Metrolink can determine which strategy or strategies would be beneficial for fleetwide rollout, and finally Phase 3 deploys the selected strategies for an initial 18-month period of implementation, based on the findings of the first two phases. Following the initial implementation phase, a full, permanent systemwide deployment will begin in 2027.

Project completion is expected by 2027

Key Project Ratings:

Cost per GHG Ton Reduced: High

Increased Ridership: Medium

Service Integration: Medium-High

Improves Safety: Medium-High

Project Readiness: Medium-High

Funding Leverage: Medium-Low

Multi-Agency Coordination/Integration: Medium

Priority Population Benefits: Medium

Housing Co-Benefits: Low

24. Town of Truckee

Project: Keep Truckee Moving: Expansion and Electrification

Award: \$4,437,000
Total Budget: \$8,520,000

Estimated TIRCP GHG Reductions: 8,000 MTCO_{2e}

The project will purchase on-demand microtransit technology to implement a new microtransit service and includes the purchase of seven zero-emissions vans for system-wide expansion, and two zero-emission replacement vans with supporting charging infrastructure at the new Railyard Transit Center/Mobility Hub in the town of Truckee to begin the zero-emission fleet transition. Includes construction of the transit center building and final streetscape amenities to complete the Truckee Railyard Transit Center/Mobility Hub and enables Placer County Tahoe Truckee Area Regional Transportation (TART) which currently operates two routes connecting to Truckee to utilize the new charging infrastructure.

As demonstrated in Truckee's recent microtransit pilot studies, microtransit service has shown to increase ridership while complementing fixed route service. Currently, the town operates one local fixed route on hourly headways. The new on-demand microtransit service will operate in many neighborhoods not currently served by the existing fixed route, help to overcome first and last mile connection barriers to transit use and bikeshare locations, and enable new connections to regional transit at the Truckee Railyard Transit Center/Mobility hub, as well as to the Amtrak rail, Amtrak bus and Greyhound bus service. Due to extreme cold, winter road conditions, and terrain, complete transition to zero-emission presents challenges where all-wheel drive options will be needed. In the interim, purchasing zero-emission vehicles for on-demand service will help safely begin the zero-emission transition until additional options are available.

The current Transit Center is housed in the historic Train Depot and lacks adequate bus staging as well as adequate bicycle and pedestrian facilities due to the historic nature of the building and site. The new Railyard Transit Center will be located less than a mile east of the Train Depot and centrally located close to downtown Truckee with passenger and bike amenities, improved access to the bicycle and pedestrian network including the Truckee River Legacy and Trout Creek trails and will support planned increase in transit services including zero-emission charging as well as the planned Town E-Bike Share Network.

Project completion is expected by 2027.

Key Project Ratings:

Cost per GHG Ton Reduced: Medium-High

Increased Ridership: High

Service Integration: Medium

Improves Safety: Medium-High

Project Readiness: Medium-High

Funding Leverage: Medium

Multi-Agency Coordination/Integration: Medium

Priority Population Benefits: Medium-Low

Housing Co-Benefits: Medium

25. Transbay Joint Powers Authority (TJPA)

Project: Downtown Rail Extension TIRCP Project Development

Award: \$60,000,000

Total Budget: \$146,968,000

Estimated TIRCP GHG Reductions: N/A (Pre-construction work only)

Funding will advance final design for the Downtown Rail Extension (DTX) while positioning the project to

advance in engineering work with the Federal Transit Association (FTA) Capital Investment Grants (CIG) New Starts program by meeting FTA local funding milestones. Funding will also position the project to apply for future construction funding from TIRCP.

Once constructed, the project will extend Caltrain's existing terminus approximately two miles into downtown San Francisco which will connect two new stations including the Salesforce Transit Center and a new underground station at Fourth and Townsend streets. Both Caltrain's commuter rail service and California's future High-Speed Rail services will operate on the DTX and provide passenger service to both Fourth and Townsend and Salesforce Transit Center stations. The project will fill the critical last mile gap for Peninsula commuters and travelers and connect eight Bay Area counties and the State of California through 11 transit systems: Caltrain, AC Transit, Golden Gate Transit, Greyhound, Muni, SamTrans, WestCat Lynx, Amtrak, Paratransit, BART, and the future California High-Speed Rail system.

Completion of final design is expected by 2023.

Key Project Ratings:

Cost per GHG Ton Reduced: N/A

Increased Ridership: High

Service Integration: High

Improves Safety: High

Project Readiness: High

Funding Leverage: Medium-High

Multi-Agency Coordination/Integration: Medium-High

Priority Population Benefits: Medium-High

Housing Co-Benefits: High

26. Transportation Agency for Monterey County (TAMC)

Project: Pajaro/Watsonville Multimodal Station Project

Award: \$2,274,000

Total Budget: \$2,274,000

Estimated TIRCP GHG Reductions: N/A (Pre-construction work only)

The project will receive funding for environmental to advance project development, including completion of NEPA review and an update to the CEQA document, positioning the project to apply for federal funding, as well as future construction funding from TIRCP.

Once constructed, the project will deliver a new multimodal transit station in Pajaro located in Monterey County which will serve as regional hub in a disadvantaged community, providing key links to local transit, intercity rail, and long-distance rail services. Key links will be enabled through connectivity at the station between Monterey-Salinas Transit (MST), Santa Cruz Metro (METRO), and Caltrain, with an opportunity to add an Amtrak *Coast Starlight* stop to provide enhanced rail network connections between the Monterey Peninsula, Santa Cruz, Salinas, and Hollister to future High-Speed Rail in Gilroy as well as connections with San Francisco County and beyond. The station will include contactless open payment services through the California Integrated Travel Project and charging stations to support electric vehicles with the possibility of connecting a bike and walking lane that will directly connect to the station as part of the Santa Cruz County Regional Transportation Commission's (SCCRTC) Monterey Bay Sanctuary Scenic Trail project. The station also serves a critical link for the SCCRTC Zero Emission Rail

Transit project on the Santa Cruz Branch Rail Line and Coastal Rail Trail in development which will connect to the station.

Completion of environmental is expected by 2025.

Key Project Ratings:

Cost per GHG Ton Reduced: N/A

Increased Ridership: High

Service Integration: High

Improves Safety: Medium-High

Project Readiness: Medium

Funding Leverage: Low

Multi-Agency Coordination/Integration: High

Priority Population Benefits: Medium-High

Housing Co-Benefits: Medium

27. Tri-Valley – San Joaquin Valley Regional Rail Authority

Project: Valley Link Rail

Award: \$25,000,000

Total Budget: \$40,000,000

Estimated TIRCP GHG Reductions: N/A (Pre-construction work only)

This award for funding from the Major Projects – Project Development category will advance design, equity focused community engagement and third-party agreements for the Valley Link Rail Project during the current Project Development phase under the Federal Transit Administration’s (FTA) Capital Investment Grants (CIG) Program. This funding will serve as a resource in identifying and addressing major risks prior to completing Project Development in May 2024 and solidify the CIG program funding request with the most accurate project cost estimate while ensuring the advancement of equitable and authentic community engagement.

Once completed, the project will create a new 22-mile passenger rail transit system connecting the cities of Dublin, Pleasanton, Livermore, and the Mountain House Community Services District with all-day, bi-directional service at frequent intervals throughout the day. The Valley Link Rail Project includes construction of the line with four stations, two operations and maintenance facility sites, and the purchase of ten zero emission, multiple-unit rail cars to operate the service. The future service will connect to Bay Area Rapid Transit (BART) at the Dublin/Pleasanton BART Station to link riders to the broader Bay Area including Oakland, San Francisco, and San Jose. The east end of the system connects to over 105,000 commuters traveling daily over the Altamont Pass, providing a transit alternative through the highly congested Interstate 580 highway corridor.

Completion for this phase of project development is expected by 2024

Key Project Ratings:

Cost per GHG Ton Reduced: N/A

Increased Ridership: Medium-High

Service Integration: Medium-High

Improves Safety: Medium

Project Readiness: Medium
 Funding Leverage: Medium
 Multi-Agency Coordination/Integration: Medium
 Priority Population Benefits: Medium-Low
 Housing Co-Benefits: Medium

28. Yuba-Sutter Transit

Project: Next Generation Zero-Emission Bus Operations and Administration Facility

Award: \$13,725,000
Total Budget: \$49,259,000

Estimated TIRCP GHG Reductions: 17,000 MTCO_{2e}

The project will construct a new solar powered transit facility with supporting charging infrastructure on a former brownfield site, located on Avondale Avenue at North Beale Road in the community of Linda, to support a growing zero-emission vehicle fleet. The project includes the purchase of 15 zero-emission buses to replace existing gas buses and to implement a new bi-county on-demand bus service in five newly formed transit service zones (Yuba City, Marysville, Linda, Olivehurst, and Plumas Lake) within Yuba and Sutter counties. The on-demand service will replace underperforming fixed routes, increasing operational flexibility while complementing existing key fixed routes. The project also includes one zero-emission over-the-road coach to replace an existing diesel vehicle and implement a new commuter service to Roseville at the Roseville Galleria. The new commuter service will provide connectivity to Placer County Transit and Roseville Transit services for connections to surrounding employment, retail, and other key destinations including Roseville Amtrak.

The project complements a recent Affordable Housing and Sustainable Communities grant which installs a crosswalk and bus stop amenities on both sides of North Beale Road at the intersection of Avondale Avenue adjacent to the project as well as sidewalks, greenscaping, and streetlights to improve access, usability, and safety.

The project is receiving matching funds from the Affordable Housing and Sustainable Communities program as well as the Low Carbon Transit Operations Program.

Project completion is expected by 2027.

Key Project Ratings:
 Cost per GHG Ton Reduced: Medium-High
 Increased Ridership: High
 Service Integration: Medium
 Improves Safety: Medium-High
 Project Readiness: Medium
 Funding Leverage: Medium-High
 Multi-Agency Coordination/Integration: Medium
 Priority Population Benefits: Medium
 Housing Co-Benefits: Medium-Low

**Transit and Intercity Rail Capital Program 2023 Awards
High Priority Grade Crossing Improvement and Separation Projects**

#	Agency	Project Title	Key Project Elements	TIRCP Funds Awarded	Total Project Cost
1	City of Burlingame with Peninsula Corridor Joint Powers Board (PCJPB) and the San Mateo County Transportation Authority (SMCTA)	Broadway Grade Separation	Eliminates the existing at-grade railroad crossing at Broadway in the City of Burlingame, and will create a grade-separated crossing at the intersection. Includes replacing the existing Broadway Station with a new station and reconfiguring the platforms, which will eliminate the need for trains to be held off while another train is boarding at the station. The Project will address numerous safety and congestion challenges directly attributable to the at-grade crossing, including high numbers of crashes, slow response times for emergency personnel, heavy delays, and queuing in and around the Project site.	\$70,000,000	\$291,976,000
2	City of Fresno	Blackstone & McKinley BNSF Grade Separation Project	The Project will eliminate two existing at-grade crossings by grade separating North Blackstone Avenue and East McKinley Avenue under BNSF Mainline Track, thus improving multimodal accessibility, safety, and freight operations. Both avenues will be improved to create complete street corridors, which includes installation of Class IV protected bikeways, raised landscaped median, wide sidewalks, ADA compliant curb ramps, and new bus stops for the City's bus rapid transit (BRT) service.	\$80,000,000	\$151,900,000
3	City of Mountain View	The City of Mountain View Caltrain Grade Separation Project	Eliminates two grade crossings at Castro Street in Downtown Mountain View and at Rengstorff Avenue, providing benefit to Caltrain, and provides pedestrians and bicyclists a safer crossing for the rail corridor and Central Expressway with fewer delays. The project will provide multi-modal access to the regional transportation network for the City's residents and a key transfer point for employees in Mountain View and the greater Silicon Valley area. It will provide pedestrians and bicyclists with a safer crossing of the rail corridor and Central Expressway and with fewer delays and addresses the expected growth from expanded Caltrain and light rail service, and the eventual development of the California High-Speed Rail.	\$20,000,000	\$397,715,000

Transit and Intercity Rail Capital Program 2023 Awards

4	City of Palo Alto	Connecting Palo Alto – Palo Alto Rail Grade Separation	The project will advance final design for the Churchill Avenue component and positions the larger project to proceed with the bidding process for construction and to pursue matching funds from federal sources to deliver the construction phase. Upon completion of the construction phase, the project will grade separate three locations along the Caltrain corridor in the City of Palo Alto and is expected to significantly improve regional safety	\$23,790,000	\$54,300,000
5	City of Santa Ana	Santa Ana Blvd. Grade Separation Project	The project will advance final design and positions it to pursue matching funds from other state and federal sources. Upon completion, the project will grade separate Santa Ana Boulevard under the Metrolink Orange Subdivision, which is used by BNSF Railway in addition to Metrolink and Amtrak services, resulting in significant traffic delay and safety improvements. Project will also include bikeway and pedestrian improvements in the project area.	\$7,000,000	\$7,000,000
6	Los Angeles County Metropolitan Transportation Authority (LA Metro)	San Fernando Valley Regional Rail Program of Projects	The program of projects includes the Doran Street Grade Separation and the Brighton to Roxford Double Track project. Once constructed, the Brighton to Roxford Double Track component will add second main line rail track to an 11-mile single track corridor allowing for greater operational flexibility and safety benefits while the Doran Street component will eliminate the at-grade rail crossing of Doran Street with a highly trafficked passenger and freight rail corridor between Los Angeles Union Station and the City of Burbank.	\$46,550,000	\$358,300,000
7	Yolo County	County Road 32A Crossing Relocation and Grade Separation Project	The project will advance pre-construction project development activities, including advancing environmental and design, and positions it to pursue matching funds from other state and federal sources. Once constructed, the project will relocate, and grade separate the existing crossing with the Union Pacific Railroad (UPRR) Martinez Subdivision crossing, which carries significant freight and passenger service. The project will reduce conflicts, thus improving safety, and improve goods movement reliability.	\$4,160,000	\$5,200,000
TOTALS				\$251,500,000	\$1,266,391,000



Transit and Intercity Rail Capital Program

Sixth Round Selected Projects – High Priority Grade Crossing Improvement and Separation Project Detail Summary

July 6, 2023

Total Funding Awarded:

\$251,500,000 awarded to 7 High Priority Grade Crossing Improvement and Separation projects statewide from TIRCP.

\$98,500,000 awarded to 6 High Priority Grade Crossing Improvement and Separation projects statewide from the Port and Freight Infrastructure Program (PFIP).

1. City of Burlingame with Peninsula Corridor Joint Powers Board (PCJPB) and the San Mateo County Transportation Authority (SMCTA)

Project: Broadway Grade Separation

Award: \$70,000,000
Total Budget: \$291,976,000

This funding award will fully fund the Broadway Grade Separation, which is ranked as the top priority on the California Public Utilities Commission (CPUC) Grade Separation Fund Priority List.

The project eliminates the existing at-grade railroad crossing at Broadway in the City of Burlingame and will create a grade-separated crossing at the intersection. Work will also include replacing the existing Broadway Station with a new station and reconfiguring the platforms, which will eliminate the need for trains to be held off while another train is boarding at the station. The project will also enhance access and connectivity for pedestrians and bicyclists by providing sidewalks and bike access along reconstructed portions of Broadway, California Drive, and Carolan Avenue. It will also provide better east-west connectivity and connect to existing north-south, and east-west bike facilities.

The project will address numerous safety and congestion challenges directly attributable to the at-grade crossing, including high numbers of crashes, slow response times for emergency personnel, heavy delays, and queuing in and around the project site.

This project may request a letter of no prejudice if necessary. Project completion is expected by 2028.

Key Project Ratings:

Maximize Safety and Reduce/Eliminate Conflicts: High

Climate Change and Sustainability: High

Promote Transportation Equity: Medium

Funding Match: Medium-High

Project Readiness: Medium-High

2. City of Fresno

Project: Blackstone & McKinley BNSF Grade Separation Project

Award: \$80,000,000
Total Budget: \$151,900,000

This funding award will complete the funding plan for this project, which is also included on the CPUC Grade Separation Fund Priority List.

The project addresses two at-grade crossings under BNSF mainline track. The project will eliminate the existing at-grade crossings by grade separating North Blackstone Avenue and East McKinley Avenue under the BNSF Mainline Track, thus improving multimodal accessibility, safety, and freight operations. This key intersection, which provides access to Fresno City College (FCC),

Design Science College High School, San Joaquin Memorial High School, Fresno High School, Heaton Elementary, and SR 41, has experienced multiple train-highway user collisions over the years and delivery of this project is a top safety priority.

Both avenues will be improved to create complete street corridors, which includes installation of Class IV protected bikeways, raised landscaped median, wide sidewalks, ADA compliant curb ramps, and new bus stops for the City's bus rapid transit (BRT) service. The project will also be designed to accommodate 100-year stormwater flows to provide an all-weather rail crossing addressing resiliency and climate change vulnerabilities, thus improving freight train reliability that will increase the economic competitiveness of the region.

This project may request a letter of no prejudice if necessary. Project completion is expected by 2028.

Key Project Ratings:

Maximize Safety and Reduce/Eliminate Conflicts: High

Climate Change and Sustainability: High

Promote Transportation Equity: High

Funding Match: Medium

Project Readiness: Medium

3. City of Mountain View

Project: The City of Mountain View Caltrain Grade Separation Project

Award:	\$20,000,000
Total Budget:	\$397,715,000

This funding award advances the project towards full funding to, eliminate two at grade crossings. Both crossings are included on the CPUC Grade Separation Fund Priority List.

The project eliminates a grade crossing at Castro Street in Downtown Mountain View and at Rengstorff Avenue and was jointly developed by the Santa Clara Valley Transportation Authority (VTA), the City of Mountain View, and Caltrain with the engagement of and input from the Mountain View community.

The project will provide multi-modal access to the regional transportation network for the City's residents and a key transfer point for employees in Mountain View and the greater Silicon Valley area. It will provide pedestrians and bicyclists with a safer crossing of the rail corridor and Central Expressway with fewer delays and addresses the expected growth from expanded Caltrain and light rail service, and the eventual development of the California High-Speed Rail.

The project will include a new vehicle ramp to provide an alternate route for vehicles; construction of undercrossing and vertical circulation for pedestrians and cyclists to facilitate passage to both the local transit center and Downtown Mountain View; enhanced bicycle connections; designation of new areas for bus/shuttle pick-up along the project area; extension of the Caltrain boarding platforms to allow for increased Caltrain capacity; and addition of secure bicycle parking at the Transit Center.

The TIRCP funding will position this project to compete for \$60 million of federal funding by providing critical matching funds. A letter of no prejudice may be requested if necessary. Project completion is expected by 2027.

Key Project Ratings:

Maximize Safety and Reduce/Eliminate Conflicts: High
Climate Change and Sustainability: High
Promote Transportation Equity: Medium
Funding Match: High
Project Readiness: Medium-High

4. City of Palo Alto

Project: Connecting Palo Alto – Palo Alto Rail Grade Separation

Award:	\$23,790,000
Total Budget:	\$54,300,000

This award advances final design for the Churchill Avenue component of the project and positions the project to proceed with the bidding process for construction and to pursue matching funds from federal sources to deliver the construction phase. Notably, this funding leverages a recent Federal Railroad Administration (FRA) Railroad Crossing Elimination (RCE) Program award that contributes to project development activities across three locations in Palo Alto.

Once constructed, the project will grade separate three locations along the Caltrain corridor in the City of Palo Alto and is expected to significantly improve regional safety as it will address multiple grade crossings that are in the top 10 locations of the Federal Rail Administration’s (FRA) Predictive Accident list in California. The project will address safety, mobility, and environmental concerns resulting from increased services along the corridor. Additional co-benefits will accrue to Caltrain and future High Speed Rail service.

This project is expected to request a letter of no prejudice. Project completion for this phase is expected by 2025.

Key Project Ratings:

Maximize Safety and Reduce/Eliminate Conflicts: Medium-High
Climate Change and Sustainability: Medium
Promote Transportation Equity: Medium
Funding Match: Medium-High
Project Readiness: Medium-Low

5. City of Santa Ana

Project: Santa Ana Blvd. Grade Separation Project

Award:	\$7,000,000
Total Budget:	\$7,000,000

This award advances design for the project and positions it to pursue matching funds from other state and federal sources.

Once constructed, the project will grade separate Santa Ana Boulevard under the Metrolink Orange Subdivision, which is used by BNSF Railway in addition to Metrolink and Amtrak services. In total, an average of 54 trains pass through this crossing daily resulting in significant traffic delays and safety concerns. Upon completion the project is also expected to deliver new protected Class IV bikeways and pedestrian improvements parallel to the project area. The project is expected to improve the efficiency of the local roadway and rail network while strengthening transportation reliability, improving safety, and strengthening economic competitiveness.

The TIRCP funding provided for this project is expected to position the project to compete for future federal and state funding programs. This project is expected to request a letter of no prejudice. Project completion for this phase is expected by 2025.

Key Project Ratings:

Maximize Safety and Reduce/Eliminate Conflicts: Medium-High

Climate Change and Sustainability: Medium

Promote Transportation Equity: High

Funding Match: Low

Project Readiness: Medium-Low

6. Los Angeles County Metropolitan Transportation Authority (LA Metro)

Project: San Fernando Valley Regional Rail Program of Projects

Award:	\$46,550,000
Total Budget:	\$358,300,000

This funding, leveraged with a 2020 TIRCP award, provides significant state resources to the program and positions the project to be competitive in pursuing matching funds from federal sources to complete the funding package. The program of projects includes the Doran Street Grade Separation and the Brighton to Roxford Double Track project. Notably, this funding also leverages a recent FRA RCE Program award of \$38.3 million for the Doran Street elements.

The Doran Street Grade Separation component will allow for the closing of an at-grade crossing of the Antelope Valley Line (AVL) and Ventura County rail lines at Doran Street at the border of the cities of Glendale and Los Angeles, and constructing a new access road into the North Atwater Village neighborhood. The new grade separation structure will eliminate the at-grade rail crossing of Doran Street in a highly trafficked passenger and freight rail corridor between Los Angeles Union Station and the City of Burbank.

The Brighton to Roxford Double Track Project will further improve the operation of the AVL by adding a second main line rail track to an 11-mile single rail track transportation corridor in east San Fernando Valley. The addition of a second main line rail track will allow trains traveling in opposing directions to run on separate tracks, therefore improving the overall flow of trains and

effectively creating a “two-way street” for train operations.

This project is expected to request a letter of no prejudice. Project completion for the Doran Street component is expected by 2026 and segment 2 of the Brighton to Roxford component by 2027.

Key Project Ratings:

Maximize Safety and Reduce/Eliminate Conflicts: High

Climate Change and Sustainability: Medium-High

Promote Transportation Equity: Medium-High

Funding Match: Medium-High

Project Readiness: Medium

7. Yolo County

Project: County Road 32A Crossing Relocation and Grade Separation Project

Award: \$4,160,000

Total Budget: \$5,200,000

This award advances the environmental and design elements for the project and positions it to pursue matching funds from other state and federal sources.

Once constructed, the project will relocate, and grade separate the existing crossing with the Union Pacific Railroad (UPRR) Martinez Subdivision crossing. The current rail line carries 19 freight and 20 passenger trains daily, and the existing crossing’s geometry creates safety and operational challenges. The Project will reduce conflicts between trains and roadway users, improve goods movement reliability, ease traffic congestion, and reduce environmental impacts. Upon completion, the project is also expected to increase freight train reliability and improve regional economic competitiveness.

The TIRCP funding provided for this project is expected to position the project to compete for future federal and state funding programs. This project is expected to request a letter of no prejudice. Project completion for the funded phases is expected by 2026.

Key Project Ratings:

Maximize Safety and Reduce/Eliminate Conflicts: Medium-High

Climate Change and Sustainability: Medium

Promote Transportation Equity: Medium-Low

Funding Match: Medium

Project Readiness: Medium-Low