

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 12-13, 2020

From: STEVEN KECK, Chief Financial Officer

Reference Number: 4.22, Information Item

Prepared By: Kyle Grading, Chief  
Division of Rail and Mass Transportation

Subject: **TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP) – PROGRAM UPDATE**

### **SUMMARY:**

The California Department of Transportation is presenting to the California Transportation Commission an update to the Program Update for the California State Transportation Agency's Transit and Intercity Rail Capital Program (TIRCP). This updated includes the list of awarded projects, separated by components, with allocations and programming projections from award year 2018 and four recently awarded 2020 projects seeking concurrent allocations at the August 2020 Commission Meeting.

### **BACKGROUND:**

The TIRCP was created to fund transformative capital improvements that modernize California's intercity rail, bus (including feeder buses to intercity rail services, as well as vanpool services that are eligible to report as public transit to the Federal Transit Administration), ferry, and rail transit systems (collectively referred to as transit services or systems inclusive of all aforementioned modes unless otherwise specified) to achieve all of the following policy objectives, as established in Section 75220(a) of the Public Resources Code (PRC):

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

*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability"*

Additionally, Section 75221(c) of the PRC establishes a programmatic goal to provide at least 25 percent of available funding to projects that provide a direct, meaningful, and assured benefit to disadvantaged communities, consistent with the objectives of Chapter 830 of the Statutes of 2012. Assembly Bill (AB) 1550 (Chapter 369, Statutes of 2016) provides further requirements related to ensuring investments meet the needs of priority populations, a term used to cover disadvantaged communities, low-income communities and low-income households. Investments made by TIRCP are expected to collectively meet or exceed the requirements in AB 1550.

**Programming Actions:**

The Program Update for the program, and for any awarded project, may be adjusted over time to address project or program needs and is used to plan and track the allocation of projects as reflected below and in the enclosed attachment. Described below are updates to the Program Update for the 2018 projects and four newly awarded 2020 projects with concurrent August allocations. The remaining 2020 awarded projects will be included in the update to the Commission in October.

- 2018: Project 1 – (PPNO 2320B)
  - Reprogram and allocate \$7,500,000 from Plans, Specifications and Estimates and Construction phase for Zero Emission buses and Supporting Infrastructure
  - Program \$6,000,000 to Construction phase for Supporting Infrastructure component
- 2018: Project 13 – (PPNO CP039)
  - De-allocate \$1,475,000 from Plans, Specifications and Estimates phase from Corridor Wide Broadband Communications Network and Bike Parking component,
  - Allocate \$1,475,000 to Construction phase to the Corridor Wide Broadband Communications Network and Bike Parking component
  - Allocate \$17,000,000 to Construction phase for Procurement of Electric Multiple Units component and reprogram remaining balance to 2021-22

2018 & 2020 Transit and Intercity Rail Capital Program - Program Plan Update																
Cycle 3 and 4 - Updated as of July 9, 2020																
Project Information						Project Programming										Balance
Award No.	Award Amount	Award Recipient	Implementing Agency	Project Title	Separable Phases/ Components	PPNO	Phase	PRIOR	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25 +	NOT Allocated	
2018: 1	\$ 14,000,000	Alameda Contra Costa Transit District	Alameda Contra Costa Transit District	Purchase Zero Emission High Capacity Buses to Support Transbay Tomorrow and Clean Corridors Plan	Zero-Emission Buses for Service Expansion	2320B	CONST			\$ 6,500,000					\$ 6,000,000	
					Facilities and bus charging infrastructure		PS&E			\$ 1,000,000						
							CONST				\$ 6,000,000					
					Network Integration	2320BN	CONST	\$ 500,000								
2018: 2	\$ 28,617,000	Anaheim Transportation Network	Anaheim Transportation Network	#Electrify Anaheim: Changing the Transit Paradigm in Southern California	10 Microtransit Electric Vehicles, Signage & Mobile App Development	CP027	CONST	\$ 802,000							\$ -	
					Zero-Emission Electric Buses		CONST	\$ 22,857,000								
					Construction of New O&M facility with Solar Canopy to Charge Zero-Emission Vehicles		CONST		\$ 4,958,000							
2018: 3	\$ 13,156,000	Antelope Valley Transit Authority & Long Beach Transit	Long Beach Transit	From the Desert to the Sea: Zero Emission Bus Initiative (LBT Component)	5 Zero-Emission Battery Electric Buses	CP028	CONST	\$ 3,951,000							\$ -	
			Antelope Valley Transit Authority	From the Desert to the Sea: Zero Emission Bus Initiative (AVTA Component)	7 Zero-Emission Electric Buses and Upgrades to Supporting Infrastructure		CONST	\$ 7,755,000								
					Facility Improvements		CONST		\$ 1,200,000							
					Network Integration	CP028N	CONST	\$ 250,000								
2018: 4	\$ 318,600,000	Bay Area Rapid Transit District	Bay Area Rapid Transit District	Transbay Corridor Core Capacity Program	New BART Rail Vehicles and Communication-Based Train Control System for Improved Service	CP055Y	CONST		\$ 51,492,000					\$ 174,110,000	\$ 267,108,000	
2018: 5	\$ 80,340,000	Capitol Corridor Joint Powers Authority	Capitol Corridor Joint Powers Authority	Northern California Corridor Enhancement Program	Oakland to San Jose Service Expansion, Phase 2	CP036	PA&ED	\$ 3,200,000							\$ 30,300,000	
							PA&ED		\$ 17,500,000							
							CONST				\$ 10,300,000	\$ 20,000,000				
					Integrated Travel Program for Statewide Service and Ticket Integration	CP036	CONST	\$ 6,000,000								
					Integrated Travel Program for Statewide Service and Ticket Integration (Ph 3b & 4)		CONST		\$ 21,340,000							
					Network Integration	CP036N	CONST	\$ 2,000,000								
2018: 6	\$ 7,798,000	City of Fresno	City of Fresno	Southwest Fresno Community Connector	Supporting Infrastructure for Buses	CP079	PS&E		\$ 243,000						\$ -	
					Purchase 6 long-range electric buses		CONST		\$ 7,555,000							
2018: 7	\$ 36,104,000	City of Los Angeles	City of Los Angeles	Los Angeles City: Leading the Transformation to Zero-Emission Electric Bus Transit Service	Zero-Emission Electric Buses, Supporting Infrastructure, and Facility Upgrades	CP029	CONST	\$ 35,854,000							\$ -	
					Network Integration	CP029N	CONST	\$ 250,000								
2018: 8	\$ 3,050,000	City of Santa Monica	City of Santa Monica	Electric Blue: Electrification of City of Santa Monica Big Blue Bus	10 Zero-Emission Electric Buses	CP054	CONST	\$ 3,050,000							\$ -	
2018: 9	\$ 20,500,000	Livermore Amador Valley Transit Authority	Livermore Amador Valley Transit Authority	Dublin/Pleasanton Capacity Improvement and Congestion Reduction Program	Multi-level Parking Structure	CP051	CONST		\$ 20,000,000						\$ -	
					Network Integration	CP051N	CONST	\$ 500,000								

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2018:10	\$ 1,088,499,000	Los Angeles County Metropolitan Transportation Authority	Los Angeles County Metropolitan Transportation Authority	Los Angeles Region Transit System Integration and Modernization Program of Projects	Gold Line Foothill Light Rail Extension Azusa to Pomona	CP030Y	CONST		\$ 41,000,000	\$ 46,000,000	\$ 56,000,000	\$ 56,000,000		\$ 50,200,000	\$ 832,299,000	
					Gold Line Foothill Light Rail Extension Pomona to Montclair								\$ 41,000,000			
					Orange/Red Line to Gold Line BRT Connector	CP030	CONST				\$ 25,000,000		\$ 25,000,000			
					East San Fernando Valley Transit Corridor		CONST					\$ 204,999,000				
					West Santa Ana Light Rail Transit Corridor		CONST			\$ 62,900,000		\$ 237,100,000				
					Vermont Transit Corridor		PA&ED		\$ 5,000,000							
					Green Line Light Rail Extension to Torrance		CONST			\$ 31,300,000		\$ 200,000,000				
Network Integration	CP030N	CONST	\$ 7,000,000													
2018:11	\$ 40,412,000	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)	North County Transit District	All Aboard 2018: Transforming Southern California Rail Travel	North San Diego County Fencing	CP031	PS&E		\$ 259,000						\$ 32,446,000	
							PS&E		\$ (200,000)							
							CONST		\$ 1,241,000							
					Wireless Mesh Node		CONST		\$ 5,208,000							
					BNSF Junction Control Point		CONST		\$ 597,000							
					OTC Pedestrian Crossing		CONST		\$ 1,313,000							
					Signal Train Control Replacement		CONST		\$ 5,697,000							
			Sorrento Valley Grade Crossing and CP Improvements		CONST		\$ 3,085,000									
			Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)		On-Time Performance Incentive Program for Service Improvements	CP031Y	CONST	\$ 2,299,000								
								\$ 4,367,000								
Network Integration	CP031N	CONST				\$ 3,907,000	\$ 3,448,000	\$ 8,941,000								
2018:12	\$ 147,930,000	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)	Building Up: LOSSAN North Improvement Program	Island Centralized Traffic Control	CP042	PS&E	\$ 1,500,000						\$ 124,458,000		
					Upgrade of Non-Powered Switches		PS&E	\$ 2,500,000								
					Track, Signal, and Siding Wave 1		CONST		\$ 22,792,000							
					Pre 1949 Rail Replacement		CONST		\$ 6,034,000							
					Narlon Bridge Replacement		CONST		\$ 6,474,000							
					Rail Tie Replacement		CONST		\$ 2,500,000							
					Goleta Layover Facility Improvements		PS&E	\$ 180,000								
					Track, Signal, Siding & Layover Facility Wave 2		PA&ED		\$ 4,780,000							
							CONST		\$ 66,772,000	\$ 7,539,000	\$ 3,299,000					
					On-Time Performance Program for Service Improvements	CP042Y	CONST	\$ 4,284,000								
							\$ 7,283,000	\$ 2,999,000	\$ 8,994,000							

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2018:13	\$ 164,522,000	Peninsula Corridor Joint Powers Board	Peninsula Corridor Joint Powers Board	Peninsula Corridor Electrification Expansion	Corridor Wide Broadband Communications Network and Bike Parking Enhancements	CP039	PS&E	\$ 1,525,000							\$ 41,340,000	
							PS&E			\$ (1,475,000)						
							CONST			\$ 1,475,000						
					Procurement of 37 Electric Multiple Units (Multi-Year Funding)	CP039Y	CONST	\$ 58,000,000			\$ 17,000,000	\$ 40,082,000	\$ 2,100,000			\$ 41,340,000
					Network Integration	CP039N	CONST	\$ 3,000,000								
2018:14	\$ 64,350,000	Sacramento Regional Transit District	Sacramento Regional Transit District	Accelerating Rail Modernization and Expansion in the Capital Region	Purchase 20 Replacement and Expansion Low Floor LRVs	CP053Y	CONST		\$ 30,932,000	\$ 9,353,000			\$ 23,815,000		\$ 33,168,000	
					Network Integration	CP053N	CONST	\$ 250,000								
2018:15	\$ 30,000,000	San Bernardino County Transportation Authority	San Bernardino County Transportation Authority	DMU to ZEMU - Diesel Multiple Unit Vehicles to Zero-Emission Multiple Unit Procurement	Supporting Infrastructure for Zero-Emission Vehicles	CP034	PA&ED	\$ 500,000							\$ 3,000,000	
					DMU to ZMU Conversion (Design)		PS&E		\$ 3,000,000							
					ZEMU Vehicle Procurement		PS&E		\$ (1,500,000)							
							CONST	\$ 12,000,000								
							CONST		\$ 11,500,000							
							CONST			\$ 3,000,000						
2018:16	\$ 5,763,000	San Diego Association of Governments	San Diego Association of Governments	Ride Between the Line: Enhancing Access to Transit in San Diego	Improvements to transit stops for improved services including separated bike lane along University Avenue	CP077	CONST			\$ 5,763,000					\$ 5,763,000	
2018:17	\$ 40,098,000	San Diego Metropolitan Transit System	San Diego Metropolitan Transit System	Blue Line Rail Corridor Transit Enhancements	Blue Line Bus Stop Improvements (Design)	CP032	PS&E	\$ 1,555,000							\$ 30,577,000	
					Middletown Station Double Crossover - Green Line Trolley		CONST		\$ 4,977,000							
					Old Town Transit Center Enhancements - Blue Line		CONST		\$ 2,367,000							
					Zero-Emission Bus Infrastructure at South Bay Bus Yard (Design)		PS&E		\$ 372,000							
					Blue Line Trolley Corridor Improvements and New Blue Line Feeder Bus Service.		CONST			\$ 30,577,000						
					Network Integration	CP032N	CONST	\$ 250,000								
2018:18	\$ 26,867,000	San Francisco Municipal Transportation Agency	San Francisco Municipal Transportation Agency	Transit Capacity Expansion Program	Procurement of 8 Additional Expansion Light Rail Vehicles	CP006B	CONST	\$ 26,867,000							\$ -	

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2018:19	\$ 500,500,000	San Joaquin Joint Powers Authority and San Joaquin Regional Rail Commission	San Joaquin Regional Rail Commission	Valley Rail (Valley Rail Program includes \$400 million in SB 132 funds (Cycle 2+) to extend ACE from Lathrop to Merced, and this \$500.5 million to extend ACE from Stockton to Sacramento.)	Environmental Clearance and Preliminary Engineering for Multiple Stations	CP035Y	PA&ED	\$ 12,699,000							\$ 470,225,000
					Final Design (Oakley Station)		PS&E	\$ 626,000							
					Final Design		PS&E		\$ 5,340,000	\$ 7,000,000					
					Design for BNSF Track Improvements		PS&E	\$ 450,000							
					Acquisition of Right of Way		R/W		\$ 13,829,000	\$ 8,963,000					
					Coach Car Procurement (4 + 8 Matching)		CONST	\$ 15,500,000							
					Procurement, Station Construction, Track Expansion, Layover Facilities and Improvements (Multi-Year Funding)		CONST		\$ 305,704,000	\$ 26,250,000	\$ 29,339,000	\$ 73,800,000			
					Network Integration	CP035N	CONST	\$ 1,000,000							
2018:20	\$ 15,000,000	San Mateo County Transit District	San Mateo County Transit District	SamTrans Express Bus Pilot	Procurement of New Zero-Emission Electric Buses	CP078	CONST			\$ 15,000,000					\$ 15,000,000
2018:21	\$ 9,600,000	Santa Barbara County Association of Governments	Santa Barbara County Association of Governments	Coastal Express/Pacific Surfliner Peak Hour Service Expansion & Integration	Transit Facility Improvements for New Fleet and Services	CP048	PS&E	\$ 300,000							\$ -
							CONST		\$ 1,200,000						
					Central Coast Regional Transit Facility		R/W		\$ 3,800,000						
					Procurement of Zero-Emission Buses		CONST		\$ 4,300,000						
2018:22	\$ 13,009,000	Santa Barbara County Association of Governments	Santa Barbara County Association of Governments	Goleta Train Depot Improvements	New Multi-Modal Facility Adjacent to Existing Amtrak Train Station	CP047	PA&ED	\$ 590,000							\$ 10,809,000
							PA&ED		\$ 960,000						
							PS&E		\$ 1,212,000						
							CONST		\$ 9,597,000						
					Electric Shuttles and Associated Charging Station Infrastructure	CP047	CONST	\$ 400,000							
					Network Integration	CP047N	CONST	\$ 250,000							
2018:23	\$ 730,000,000	Santa Clara Valley Transportation Authority	Santa Clara Valley Transportation Authority	VTA's BART Silicon Valley Extension, Phase II	BART Rail Service Extension to San Jose (Multi-Year Funding)	CP057	CONST			\$ 68,660,000	\$ 80,200,000	\$ 89,500,000		\$ 491,640,000	\$ 730,000,000
2018:24	\$ 8,641,000	Shasta Regional Transportation Agency	Shasta Regional Transportation Agency	North State Intercity Bus System	Procurement of 7 Electric Coaches & Related Infrastructure	CP045	CONST	\$ 8,641,000							\$ -
2018:25	\$ 10,788,000	Solano Transportation Authority	Solano Transportation Authority	Solano Regional Transit Improvements	Charging Vehicle Infrastructure	CP046	PS&E		\$ 2,000,000						\$ 2,663,000
					Vehicle Procurement		CONST		\$ 2,663,000						
					Capital Improvements for Improved Transit Service		CONST	\$ 5,875,000							
					Network Integration	CP046N	CONST	\$ 250,000							
2018:26	\$ 21,000,000	Sonoma-Marin Area Rail Transit District	Sonoma-Marin Area Rail Transit District	SMART Larkspur to Windsor Corridor	Rail Extension to Windsor and Larkspur	CP041	CONST	\$ 20,000,000							\$ -
					Network Integration	CP041N	CONST	\$ 1,000,000							

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2018:27	\$ 875,708,000	Southern California Regional Rail Authority	Southern California Regional Rail Authority	Southern California Optimized Rail Expansion (SCORE)	Environmental Assessment for Wave 1 and Wave 2	CP033	PA&ED	\$ 6,500,000							\$ 615,844,000	
					Design for Service Improvements Wave 1 and Wave 2 on the SB, VC, OC and LA Trunk lines (Multi-Year Funding)	CP033W	PS&E	\$ 29,825,000								
					LA to Fullerton Trunk Line, Track Improvements, for Wave 1A, Design/Build (Multi-Year Funding)	CP033X	CONST	\$ 5,200,000		\$ 30,708,000	\$ 2,653,000					
					Orange County Maintenance Facility, Ph 1a	CP033	PA&ED		\$ 4,829,000							
			Orange County Transportation Authority		Fleet and Facility Improvements, Ph 1 (Multi-Year Funding)	CP033Y	CONST	\$ 23,160,000								
					Fleet and Facility Improvements, Ph 2		CONST			\$ 19,016,000	\$ 2,062,000					
					Fleet and Facility Improvements, Ph 2		CONST			\$ 2,380,000	\$ 19,040,000	\$ 26,180,000				
					Construction Ccomponent for Wave 1B	CP033	CONST		\$ 500,000			\$ 4,284,000	\$ 39,472,000	\$ 51,427,000		
			Los Angeles County Metropolitan Transportation Authority		WAVE 2: Siding, Station Improvements, Signals and Capacity Improvements		CONST			\$ 3,662,000	\$ 29,296,000	\$ 40,280,000				\$ 60,820,000
					LINK US	CP033U	PA&ED	\$ 23,021,000								
							PS&E									
							R/W		\$ 68,531,000							
							R/W		\$ 68,532,000							
					Southern California Regional Rail Authority	Rail Yard Rehabilitation & Modernization (Throat Segment)		CONST		\$ 19,766,000						
					Los Angeles County Metropolitan Transportation Authority	LINK US (Multi-Year Funding)		CONST				\$ 55,381,000	\$ 51,164,000			\$ 51,176,000
Southern California Regional Rail Authority	Network Integration	CP033N		CONST	\$ 10,000,000											
2018:28	\$ 10,148,000	Transportation Agency for Monterey County	Transportation Agency for Monterey County	Rail Extension to Monterey County	New Passenger Rail Service to Salinas	1155	CONST			\$ 8,033,000				\$ 9,648,000		
					Positive Train Control		CONST			\$ 1,615,000						
					Network Integration	1155N	CONST	\$ 500,000								
2020:1	\$ 6,503,000	Antelope Valley Transit Authority	Antelope Valley Transit Authority	Reaching the Most Transit-Vulnerable: AVTA's Zero-Emission "Microtransit" and Bus Expansion Proposal	Purchase of 11 Zero-Emission Vehicles and Supporting Infrastructure	CP059	CONST			\$ 6,253,000				\$ -		
					Network Integration	CP059N	CONST			\$ 250,000						
2020-3	\$ 3,914,000	Capitol Corridor Joint Powers Authority	Capitol Corridor Joint Powers Authority	Sacramento Valley Station (SVS) Transit Center	New Northside station access	CP061	CONST				\$ 3,194,000				\$ 3,194,000	
					Network Integration	CP061N	CONST			\$ 720,000						
2020-4	\$ 95,200,000	City of Inglewood	City of Inglewood	Inglewood Transit Center	Automated People Mover	CP062	PA&ED			\$ 20,000,000					\$ 75,200,000	
							R/W				\$ 14,800,000					
							CONST					\$ 60,400,000				

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2020-11	\$ 12,100,000	San Diego Association of Governments	San Diego Association of Governments	SD Connect: San Diego Rail Improvement Program	Double Track for Green and Orange Line	CP069	PS&E								\$ 8,326,000
							CONST								
					Del Mar Bluffs Stabilization		PS&E			\$ 3,774,000					
							CONST				\$ 1,126,000				
	\$ 4,442,717,000							\$ 358,116,000	\$ 483,303,000	\$ 770,157,000	\$ 492,592,000	\$ 653,374,000	\$ 97,615,000	\$ 1,577,385,000	\$ 3,347,368,000





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

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



## Transit and Intercity Rail Capital Program 2020 Awards

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



## Transit and Intercity Rail Capital Program 2020 Awards

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



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