

## CalSTA Transit and Intercity Rail Capital Program

### First Round Selected Projects – Project Detail Summary

June 30, 2015

**Total Available Funding: \$224,278,000 from FY14-15 and FY15-16 funds**

- **14 projects recommended for funding, with budgets totaling \$718,000,000**
- **Estimated 865,000 tons of CO2 reduced**
- **13 of 14 projects contribute direct, meaningful and assured benefits to disadvantaged communities**

**1. *Antelope Valley Transit Authority (AVTA) – Regional Transit Interconnectivity & Environmental Sustainability Project***

**Award: \$24,403,000**

Increases ridership and reduces greenhouse gas emissions through development of a major Bus Rapid Transit (BRT) route in Lancaster and Palmdale that features a major commitment to battery electric bus purchases and supporting infrastructure, as well as electrification of at least two long-distance commuter routes. Purchases at least 29 electric buses to fully launch an AVTA Bus Rapid Transit line in Palmdale and Lancaster (using 13 60-foot battery electric articulated buses) featuring increased service frequency and service to the Palmdale Transportation Center with Metrolink and future High Speed Rail connectivity. Also launches significant, long-distance commuter bus electrification (using at least 16 45-foot battery electric buses with a range of 170 miles) on at least two routes serving the San Fernando Valley and Downtown Los Angeles. Provides a major demonstration of long-distance battery electric bus technology with implications for development of electric intercity bus and electric long-distance truck technology. Benefits accrue to disadvantaged communities both in the Antelope Valley and throughout the Los Angeles basin served by the AVTA commuter bus routes.

**2. *Capitol Corridor Joint Powers Authority (CCJPA) – Capitol Corridor Travel Time Reduction Project***

**Award: \$4,620,000**

Partners with Union Pacific Rail Road and Altamont Corridor Express (ACE) on track and curve improvements between San Jose and Martinez that will result in faster journeys and ridership increases, particularly benefiting passengers using the San Jose Diridon, Santa Clara-University, and Great America stations. Travel time savings estimated of up to 10 minutes of travel time savings on CCJPA services, 7 minutes of travel time savings on ACE services and 3 minutes of travel time savings on Amtrak San Joaquin services. Eight stations on the CCJPA and ACE corridors that will benefit from reduced travel times are located in or within ½ a mile of disadvantaged communities. Significant benefits to Central Valley and Sacramento region travelers, in addition to those in the Bay Area. Improves services that connect with BART at

Richmond and Oakland Coliseum stations, Caltrain at Santa Clara-University and San Jose Diridon stations, and future BART and High Speed Rail services at San Jose Diridon station.

**3. Los Angeles County Metropolitan Transportation Authority (Metro) – Willowbrook/Rosa Parks Station and Blue Line Light Rail Operational Improvements Project**

**Award: \$38,494,000**

Delivers increased ridership and reduced greenhouse gas emissions through Blue Line station and infrastructure improvements that will allow increased service frequency, more reliable service, and improvements to a major transfer station. Blue Line infrastructure improvements include upgrades to the signal and crossover system and near downtown storage capacity, which prepares the Blue Line for increased service to Union Station (with Metrolink, Amtrak and future High Speed Rail connections), Expo, and Gold Line stations once the Regional Interconnector project is complete. Revitalizes and significantly improves the Willowbrook/Rosa Parks Station, addressing connectivity between the Blue Line, Green Line, and buses, and also station access, safety and connectivity with the surrounding community. All project elements have significant benefits for disadvantaged communities, and contribute to increased ridership on a heavily used and congested system, as well as reduced GHG emissions.

**4. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN) – Pacific Surfliner Transit Transfer Program (Demonstration Project)**

**Award: \$1,675,000**

Collaborative effort among LOSSAN and 12 transit agencies spanning from San Luis Obispo to San Diego counties to demonstrate the ability to increase use of transit for access to and from intercity rail services through the use of seamless ticketing and transfer policies, combined with free or discounted transfers. Includes significant survey work and data analysis to gather lessons learned for further program improvements as well as statewide expansion. Improves access to intercity rail services that connect to future High Speed Rail services at multiple station locations planned for the LOSSAN corridor.

**5. Monterey-Salinas Transit (MST) – Monterey Bay Operations and Maintenance Facility/Salinas Transit Service Project**

**Award: \$10,000,000**

Renovate and expand the 37-year old Monterey maintenance facility to allow much more of the MST fleet to be maintained near where it provides service. The current situation has 2/3 of the operations in the Monterey area, but only 1/3 of the buses stored there, resulting in 30 buses a day each traveling more than 28 miles per day without carrying passengers. Money saved from reduced fuel and labor costs will be used to operate more frequent transit service using a new zero emission bus in a heavily traveled corridor in east Salinas, a disadvantaged community. The Salinas route also provides connectivity to Amtrak, Amtrak Thruway, and Greyhound bus services at the Salinas Intermodal Station.

**6. Orange County Transportation Authority (OCTA) – Bravo! Route 560 Rapid Buses**

**Award: \$2,320,000**

Purchases five 40-foot compressed natural gas buses (including OCTA match) to launch OCTA's second Rapid bus route linking the Santa Ana Regional Transportation Center (with connections to Metrolink and Amtrak services), the Veterans Affairs Hospital and California State University in Long Beach. Builds on the success of OCTA's first Rapid bus service on Harbor Boulevard (which it also connects with), serves 17 disadvantaged community census tracts (with nearly 100,000 residents), and attracts increased ridership to transit by providing a frequent, limited stop service in a busy corridor.

**7. Sacramento Regional Transit District (RT) – Refurbishment of Seven Light Rail Vehicles**

**Award: \$6,427,000**

Refurbishment of the last 7 of 21 vehicles acquired from Santa Clara Valley Transportation Authority in order to support 15 min peak hour service frequencies throughout the RT light rail system and enable future limited stop service on the RT Gold and Blue Lines during the next 15 years. The project will result in increased ridership, eliminate impacts from the overhaul program needed on the rest of RT's fleet, and connect residents in disadvantaged communities to jobs. Improved service on the system also increases the attractiveness of connectivity to Amtrak services and future High Speed Rail service at the Sacramento Intermodal Facility.

**8. San Diego Association of Governments (SANDAG) – South Bay Bus Rapid Transit Project**

**Award: \$4,000,000**

This project is also recommended for \$7,000,000 from the Strategic Growth Council's Affordable Housing and Sustainable Communities FY14-15 grant program, scheduled for adoption on June 30, 2015. Completes the final 11 miles of a new 21 mile higher-speed Bus Rapid Transit route operating between Downtown San Diego and the Otay Mesa International Border Crossing with service as frequent as every 15 minutes. Includes a new intermodal transportation center at the border, and direct connections to Trolley, Amtrak and Coaster rail services. Includes purchase of 15 60-foot, low-floor articulated buses powered by compressed natural gas. Provides benefits to disadvantaged communities along its route.

**9. San Diego Metropolitan Transit System – Trolley Capacity Improvements**

**Award: \$31,936,000**

Provides a new Courthouse Trolley Station as the terminus for the Orange Line, relieves congestion in Santa Fe Depot with benefits for continued growth potential for Amtrak and Coaster rail services, and purchases at least 8 new trolley vehicles that will provide additional service and increased ridership on the Blue and Orange lines, addressing overcrowded conditions on the current system. Benefits will accrue to disadvantaged communities throughout the Trolley service area.

**10. San Francisco Municipal Transportation Agency (SFMTA) – Expanding the SFMTA Light Rail Vehicle Fleet**

**Award: \$41,181,000**

Purchases 8 zero emissions light rail vehicles to begin to address surging demand on the Muni system that will see further ridership growth with the completion of the Central Subway Project in 2019 and with continuing Mission Bay jobs and housing growth. Allows an increase of capacity and frequency on the system to accommodate increased ridership, especially in peak hours. Takes advantage of attractive option pricing made possible by a preceding commitment to 24 light rail vehicles for the Central Subway Project as well as SFMTA’s already secured funding for 151 replacement vehicles that will begin to be replaced in 2021. Provides improved service and greater capacity to a system that provides connectivity to BART, Caltrain, regional bus, ferry and future High Speed Rail services. Provides benefits to disadvantaged communities served by the Muni light rail system. Vehicles include crash energy management systems that improve safety for passengers and operators.

**11. San Joaquin Regional Rail Commission (SJRRRC) – Altamont Corridor Express (ACE) Wayside Power Project**

**Award: \$200,000**

Installation of wayside power sources at ACE’s new Downtown Stockton SJRRRC/ACE Regional Maintenance Facility, which will eliminate the need for overnight idling of diesel engines during routine maintenance, and result in fewer emissions and less noise pollution in adjacent disadvantaged community neighborhoods.

**12. San Joaquin Regional Transit District (RTD) – BRT Expansion: MLK Corridor and Crosstown Miner Corridor Project**

**Award: \$6,841,000**

Expands RTD’s BRT system (with three existing lines) in Stockton to improve transit attractiveness and increase ridership through high-frequency, limited-stop BRT services in two new corridors. Provides significant time savings compared to current services, and connects with both Altamont Corridor Express (ACE) and Amtrak at the Stockton ACE station. Includes purchase of 12 new diesel-hybrid buses. Both corridors are completely within disadvantaged communities.

**13. Southern California Regional Rail Authority (Metrolink) – Purchase of Nine Fuel-Efficient Tier IV EMD F-125 Locomotives for Metrolink Commuter Rail Service**

**Award: \$41,181,000**

Provides cleaner, safer, more reliable and faster travel to current Metrolink train services throughout the entire Metrolink service area by replacing 7 locomotives, and also acquiring 2 additional locomotives that will be used to increase service on the Antelope Valley and Ventura County lines within Los Angeles County, both of which provide connectivity to current Amtrak and future High Speed Rail services. Both project elements contribute to increased ridership and reduced GHG emissions, and benefit disadvantaged communities throughout the Metrolink

service area. New locomotives feature both crash energy management and Positive Train Control technology that dramatically improve passenger and operator safety.

**14. Sonoma-Marin Area Rail Transit District (SMART) – SMART Rail Car Capacity Project**

**Award: \$11,000,000**

Leverages a one-time opportunity to cost-effectively purchase 3 additional rail cars for insertion to SMART’s already ordered 2-car Diesel Multiple Unit fleet, allowing additional capacity to be available for weekend, peak period, seasonal and special event demand periods. Design of the infrastructure makes more frequent service than currently planned 30 minute peak headways expensive to achieve, but the system has been designed to allow for three-car trains, the only way to affordably increase system capacity. This is the only project not specifically serving CalEPA designated disadvantaged communities, but service is provided to Metropolitan Transportation Commission-designated “Communities of Concern” with higher than average transit use patterns and significant numbers of lower-income households.