

California State Transportation Agency
2023 Transit and Intercity Rail Capital Program

TIRCP Cycle 6 - Applications Received

New Projects

No.	Agency	Project Title	Key Project Elements*	TIRCP Funds Requested**	Total Project Cost**
1	Alameda Contra-Costa Transit District (AC Transit)	Zero-Emission Buses and Hydrogen Infrastructure	Purchase of 42 zero-emission buses as well as the design and construction of a hydrogen fueling station and supporting maintenance facilities to serve the growing fleet.	\$ 20,000,000	\$ 75,000,000
2	Alameda County Transportation Commission (ACTC)	7th Street Grade Separation East	The Project will alleviate a chokepoint in a major Port gateway that provides access to approximately 40 percent of the average daily Port traffic. Includes realignment and reconstruction of the aging, substandard four lane bridge that carries Union Pacific Railroad tracks, installation of intelligent transportation system technology elements, installation of video detection pedestrian/bicycle signal activators and greening of project walls.	\$ 13,500,000	\$ 378,000,000
3	Antelope Valley Transit Authority (AVTA) with Victor Valley Transit Agency (VVTA)	High Desert Clean Connector	The Project 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.	\$ 3,902,640	\$ 5,454,640
4	Capitol Corridor Joint Powers Authority (CCJPA)	Capitol Corridor Rail Safety Incentive Program	The Project implements a safety incentive program to assist cities along the route to improve safety at these public railroad crossings, to identify, design and implement appropriate railroad safety improvements within their jurisdictions. Will include conducting a needs and hazard identification assessment of at-grade crossings along the corridor, development of an outreach program for local cities to raise awareness of grade crossing safety issues as well as crossings that need safety improvements, and provide financial support for interested cities along the route to design and construct high-priority railroad grade crossing improvements.	\$ 2,500,000	\$ 11,250,000
5	Capitol Corridor Joint Powers Authority (CCJPA) with City of Sacramento, Solano Transportation Authority, City of Hercules, and Santa Cruz Metropolitan Transit District	Capitol Corridor Emerging Market Access Program	Construction components includes a set of interrelated projects to modernize Sacramento Valley Station (SVS). This includes multimodal access improvements to SVS and construction of a two-story regional bus and mobility hub. Also purchases and implements contactless EMV readers on buses in CCJPA thruway, SJPA thruway, and Santa Cruz METRO systems. The project also includes a number of project development activities, including funding for environmental and design for the Suisun-Fairfield Station; design for the Hercules station along the Capitol Corridor route; planning to identify project concepts to advance into environmental review for the Link21 effort; and development of a Capital Corridor service development plan.	\$ 85,573,000	\$ 479,694,000
6	City of Burlingame with Peninsula Corridor Joint Powers Board (PCJPB) / Caltrain 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	\$ 291,976,025
7	City of Clovis	Clovis Transit Center – Zero Emission Transition	Design and construction of a new transit center to support the applicant's transition to a zero-emission fleet in advance of the California Air Resources Board (CARB) Innovative Clean Transit regulation.	\$ 33,465,000	\$ 158,700,350
8	City of Elk Grove	Kammerer Road/UPRR Grade Separation Project	The project eliminates an existing at-grade railroad crossing in an urbanized area and replaces it with a new railroad grade separation over the UPRR railroad corridor along the new Capital Southeast Connector, which is located in a more rural setting. The Project will address numerous safety and congestion challenges.	\$ 17,500,000	\$ 35,000,000
9	City of Fairfield	Fairfield Zero Emission Microtransit Service and Operational Redesign	Implements a set of interrelated transit improvements, including deployment of a new, zero-emission microtransit service and associated facility upgrades to support zero-emission operations. The Project also includes various customer-focused enhancements such as new real-time information displays at each bus bay and a redesign of local fixed route service.	\$ 7,445,100	\$ 16,761,500
10	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

11	City of Mountain View	The City of Mountain View Caltrain Grade Separations Project	Eliminates two grade crossings at Castro Street in Downtown Mountain View and at Rengstroff 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 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.	\$ 25,000,000	\$ 397,715,000
12	City of Palo Alto	Connecting Palo Alto - Palo Alto Rail Grade Separation	Supports the completion of final design including utility relocation, right-of-way, and preparation of final engineering documents for grade separation improvements at Churchill Avenue, Meadow Drive and Charleston Road. Completion of design and right-of way will enable the project to move forward with a construction bid and will allow for the project to leverage the federal funding to complete the construction of the project for each location.	\$ 79,000,000	\$ 566,200,000
13	City of Palo Alto	Palo Alto Link Expansion: Leveraging Expanded Microtransit Service to Strengthen Accessible Commuting and Equitable Mobility Options in	Converts the on-demand microtransit program to an all-electric fleet with 9 electric vehicles (currently 6 hybrid and 3 electric vehicles), increases service hours during weekdays and adds new weekend service to promote greater mode shift.	\$ 5,566,000	\$ 11,131,949
14	City of Pasadena	Pasadena Transit System Legacy Project: #MoreServiceLessEmissions	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.	\$ 14,424,426	\$ 144,263,722
15	City of Richmond	Richmond MOVES Microtransit Expansion	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.	\$ 3,117,740	\$ 6,235,480
16	City of Santa Ana	Santa Ana Blvd Grade Separation Project	The Project grade separates the existing crossing with the Metrolink Orange Line on Santa Ana Boulevard adjacent to the Santa Ana Regional Transportation Center (SARTC). The Project will reconstruct the SCRRA Orange line rail crossing by grade separating Santa Ana Boulevard, providing a new pedestrian bridge over Santa Ana Boulevard connecting to SARTC, and providing new raised medians, Class IV protected bikeways, sidewalks, and space for a transportation opportunity zone and pedestrian plaza.	\$ 39,489,000	\$ 81,020,000
17	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).	\$ 22,977,962	\$ 22,977,962
18	City of Simi Valley	Simi Valley Regional Transit Center and Pathway to Transition to a Zero Emissions Transit Fleet	The Project has three key elements: construction of a new transit center, linking city bus routes with regional routes, including to regional rail service; construction of a park-and-ride lot at the proposed new transit center; the purchase of 6 zero-emission buses to replace existing CNG buses that will allow the applicant to operate three routes with zero-emission buses.	\$ 7,053,080	\$ 8,303,080
19	Contra Costa Transportation Authority (CCTA) with Livermore Amador Valley Transit Authority (LAVTA), Eastern Contra Costa Transit Authority (Tri-Delta Transit), Central Contra Costa Transit Authority (County Connection)	I-680 Express Bus Program	The Project is additive to a 2022 TIRCP award. Specific elements include construction of a small scale hydrogen fueling station and maintenance facility to support implementation of the new express bus service; construction of a new Atlantis maintenance facility to support fixed-route services that cannot be accommodated at existing facilities; design and construction of three new shared mobility hubs to allow for easier connections between services; implementation of part-time transit lanes/bus on shoulder element; and funding to conduct research and development to improve first/last mile connectivity to station.	\$ 107,120,000	\$ 282,110,000
20	Culver City	Culver CityBus Local Mobility Expansion Project	The Project implements a set of transportation investments with two main components. The first component delivers a new transit service using electric minibuses to serve underserved communities and includes purchasing 5 zero-emission buses. Second is establishment of an all-day and late-night micro-transit service in the Downtown area of Culver City and includes procuring 6 vehicles to operate the service.	\$ 3,247,000	\$ 3,547,000
21	Foothill Transit	Big Bus Tiny Footprint: 24 Zero-Emission Transit Buses	Purchase of 24 zero-emission buses that will replace existing CNG buses and will be deployed onto express and local-express routes with connections to various other transit services in the region.	\$ 7,942,200	\$ 31,200,000
22	Fresno Area Express (FAX)	Zero-Emissions Technology Investment Project: Innovative Clean Transit Plan Fulfillment Project	The Project proposes to deliver a set of related investments, including: purchase and deploy 23 zero-emission replacement buses as well as 24 'near-zero' emissions CNG buses to replace older CNG buses throughout the service area. Also includes installation of supportive fueling and charging infrastructure at existing facilities.	\$ 60,462,378	\$ 97,212,745

23	High Desert Corridor Joint Powers Authority (HDCJPA)	High Desert Intercity High-Speed Rail Corridor Preliminary Engineering	Funding will advance 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 critical connection between future California High Speed Rail service and planned Brightline West service to Las Vegas, Nevada.	\$ 8,000,000	\$ 57,000,000
24	Humboldt Transit Authority (HTA) with Yurok Tribe and Redwood Coast Transit Authority (RCTA)	Expanding Transit Service and Growing Zero-Emission Fleets on California's North Coast	This project seeks to deploy battery electric buses in Tribal and low income population regions, construct a new transit center in Crescent City, expand existing intercity routes under a unified Redwood Coast Express brand to reduce transfers and increase ridership, construct the first phase of a new transit administration and maintenance facility in Eureka, and support and accelerate statewide efforts to develop a prototype fuel cell electric over-the-road coach.	\$ 40,931,000	\$ 81,598,000
25	King City	King City Platform and Multimodal Station	Constructs a new multimodal transportation center which includes new platform, electric vehicle charging stations, and park-and-ride facilities. The new transportation center will support a mix of services including local transit, and regional and long-distance train service.	\$ 30,897,185	\$ 38,397,185
28	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.	\$ 94,988,000	\$ 141,669,000
26	Los Angeles County Metropolitan Transportation Authority	Locally Preferred Alternative of the Metro L (Gold) Line 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. 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.	\$ 35,000,000	\$ 47,100,000
27	Los Angeles County Metropolitan Transportation Authority (LA Metro)	San Fernando Valley Regional Rail Program of Projects	Implementation of two projects, including the Doran Street grade separation and Brighton to Roxford double track. Specific elements tied to the Doran Street project includes grade separating the intersection of Doran Street and San Fernando Road at the border of Los Angeles and Glendale and construct a new grade-separated bridge structure taking vehicles north of the project location. Sealing the corridor by closing or separating all at-grade multi-modal intersections is necessary to accommodate future High Speed Rail service. Also includes 16 grade and two pedestrian crossing improvements as part of a larger, approximately 11-mile Antelope Valley Line (AVL) improvement project located within Los Angeles County that is to be completed in four segments. A double-tracked corridor will improve connectivity for passengers along Metrolink's AVL with connections to the future East San Fernando Valley Transit Corridor and North Hollywood to Pasadena Transit Corridor.	\$ 113,300,000	\$ 358,030,000
29	Monterey-Salinas Transit (MST)	Electrifying MST and Carbon Neutral Resiliency Planning Project	Includes purchasing 23 zero-emission buses and charging infrastructure including in-route charging along the new SURF! Busway and BRT and the proposed 5th Street Station which will serve the SURF! Busway and BRT riders, but also provide additional access for key destinations near the project area. Also includes funding to complete a planning study to assess MST's ability to respond to future disasters.	\$ 4,366,192	\$ 29,089,000
30	Napa Valley Transportation Authority (NVTA)	Transportation, Community, and the Environment: Improving Transit Services while Accelerating the Napa Vine's Transition to Zero-Emission Bus Electrification	Purchase of 8 30-foot zero-emission buses to expand existing transit services provided by NVTA as well as create new routes/services for existing and future communities. This will include headway improvements to three existing routes, adding two new local routes in the City of Napa in response to future development and student housing being built at Napa Valley College, and expanding services to the City of American Canyon to account for the future development in the region.	\$ 7,348,990	\$ 9,186,328
31	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	\$ 230,753,000
32	Orange County Transportation Authority (OCTA)	Central Mobility Loop	The Project includes a set of interrelated investments with five components, including: 1) purchase 33 expansion zero-emission buses and associated infrastructure to expand service; 2) replace 10 gas-powered paratransit vehicles with zero-emission vehicles to support an existing paratransit bus pilot effort; 3) implement transit signal priority along a key 12-mile corridor; 4) install bicycle lockers at the Santa Ana Regional Transportation Center (SARTC); and 5) install fast charging stations at Fullerton Transportation Center and SARTC for use by the general public.	\$ 39,407,895	\$ 75,565,790

33	Orange County Transportation Authority (OCTA) with Los Angeles – San Diego – San Luis Obispo (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	\$	5,000,500
34	City of Rancho Cucamonga	Etiwanda Avenue Grade Crossing Separation	The Project will eliminate the at-grade roadway crossing and construct an elevated street section and bridge, which includes two through lanes in each direction of travel on Etiwanda Avenue. The new roadway will include a striped median, dedicated five-foot Class IV bike lanes, and sidewalks separated from vehicular traffic by concrete mod barriers in both North and South directions.	\$	55,000,000	\$	130,150,000
35	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
36	Sacramento Regional Transit (SacRT)	Increasing Ridership Through System Enhancement	Delivers a three-part investment which includes constructing a new light rail station in the Twin Rivers community, converting all platforms at Blue Line stations to accommodate new low-floor light rail vehicles, and updating the applicant's legacy train technology systems for improved operations and customer service.	\$	58,653,560	\$	96,519,445
37	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.	\$	60,447,712	\$	75,559,640
38	San Francisco Bay Area Water Emergency Transportation Authority (WETA)	San Francisco-Alameda/Oakland Rapid Electric Emission-Free Ferry (REEF)	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.	\$	13,800,000	\$	134,353,805
39	San Joaquin Regional Rail Commission (SJRRRC) with San Joaquin Joint Powers Authority (SJJPA)	Valley Rail Expansion Project	The Project extends Altamont Corridor Express (ACE) service to Turlock and implements a 9th daily roundtrip between Natomas and Stockton to the existing Modesto, Turlock-Denair, and Merced, stations. Specific work includes construction of new track and track upgrades to accommodate the planned services. Also includes network integration funding.	\$	258,414,586	\$	354,414,586
40	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 would also involve the construction of 2 new light rail stations.	\$	46,593,000	\$	529,900,000
41	Santa Cruz County Regional Transportation Commission (SCCRTC)	Zero Emission Passenger Rail & Trail Project - Watsonville/Pajaro to Santa Cruz	Progresses the project development effort and will provide state and federal environmental clearance for 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 within Santa Cruz County.	\$	16,000,000	\$	26,237,000
42	Santa Cruz Metropolitan Transit District (Metro)	Santa Cruz Zero Emission Intercity Transit Service Expansion Project	Purchases 24 zero-emission buses and associated fueling infrastructure to expand frequency on Highways 1 and 17 while also redeveloping the Watsonville Transit Station and Pacific Station to include mixed-use, affordable housing units and implement real time passenger information, bicycle amenities and other multimodal improvements at the stations.	\$	38,589,000	\$	201,975,000
43	Solano County Transit (SolTrans)	SolTrans Transition to Zero-Emissions: Fleet and Electrical Infrastructure Upgrade Project	The Project includes a package of 6 components, which includes: 1) purchasing 14 zero-emission buses and associated infrastructure to replace aging buses; 2) Installation of overhead electrical chargers at the operations and maintenance facility to support the growing fleet; 3) installation of underground power and data connections at the Sereno Transit Center (STC) to support the installation of currently planned passenger amenities, such as real-time, dynamic signage and enhanced lighting; 4) add open-loop payment validators to the existing local and express fleets, as well as necessary software; and 6) add USB, fast charging ports to the incoming fleet of new buses.	\$	13,565,220	\$	21,921,267

44	Sonoma County Transportation Authority (SCTA) with Santa Rosa CityBus, Sonoma County Transit, and Sonoma Marin Area Rail Transit District (SMART)	Sonoma Regional Transit Improvements Project	Constructs a suite of bus and commuter rail projects in the region that benefits multiple operators in the region. Includes bus transit electrification and transit hub improvements to replace older diesel and CNG buses, expand electric transit bus charging capacity and resiliency to accommodate and operate expanded electric fleets, and improve transit hub amenities. Also implements first/last mile bicycle and pedestrian connections over U.S. Highway 101 between Santa Rosa Junior College and the Coddington Transit Hub. Adds a 14th and 15th station (extending to Healdsburg and into Cloverdale) into the SMART regional rail system, providing better access to high-quality long-distance transit transportation for Healdsburg and surrounding areas. Lastly, includes network integration planning and implementation to build on existing integration efforts between Petaluma Transit, Santa Rosa CityBus, Sonoma County Transit, and to improve connections to SMART and other transit operators within Sonoma County.	\$	458,500,000	\$	543,921,000
45	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
46	Stanislaus County	North County Corridor Phase 1	The Project eliminates the existing at-grade BNSF rail crossing where vehicles, pedestrians and bicyclists cross an active rail line, and also realigns Claribel Road with a grade-separation over the railroad that includes bicycle and pedestrian improvements. Also constructs 2.3 miles of the North County Corridor 4-lane expressway with a grade separation over the BNSF railroad.	\$	25,000,000	\$	233,500,000
47	SunLine Transit Agency	Renewably Powering a Hydrogen Future	Constructs a solar photovoltaic (PV) microgrid and related infrastructure and energy storage that will enable the applicant to produce enough hydrogen to meet all its current and future needs as well as sell excess hydrogen to other clean vehicle owners. The project supports ongoing operations and plans for future conversion to an all-hydrogen vehicle fleet.	\$	32,739,857	\$	34,740,000
48	Tahoe Transportation District with Placer County, and Town of Truckee	Transforming Tahoe and the Trans-Sierra: Inter-Regional Electrified Rapid Transit Fleet, Facilities and Corridor Improvements Program of Projects	The Project addresses a series of multi-modal improvements that will establish an inter-regional transit network from Sacramento to the I-80 corridor through the Lake Tahoe Basin from the Town of Truckee to the City of South Lake Tahoe and El Dorado County. The project will include purchasing ten low-floor electric buses and four 40-foot electric buses, ten flexible mobility vehicle/cutaway paratransit/microtransit vehicles, four non-revenue vehicles, and associated charging infrastructure to expand services for the communities of Kings Beach and South Lake Tahoe. Also includes construction of a maintenance and storage facility to enable expanded electric transit services. Includes project development efforts for a number of initiatives including new cross-lake passenger ferry service; rapid transit lanes on SR 267 and SR 89; expanded maintenance and administration facility; and development of regional mobility hubs at three locations.	\$	48,322,000	\$	101,575,000
49	Torrance Transit System	Connect Torrance Project	Procures 7 zero-emission microtransit vehicles, including 3 that will be accessible for wheelchairs and equipped with lifts, to implement a new transit service that serves the City of Torrance, as well as Gardena, Carson, Los Angeles, and the unincorporated areas of Los Angeles County.	\$	2,070,000	\$	5,000,000
50	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 and help hasten the applicant's fleet to all zero-emission.	\$	4,437,000	\$	8,520,000
51	Transbay Joint Powers Authority (TJPA)	Downtown Rail Extension TIRCP Project Development	Funding will advance project development on the project and position the project to advance in the New Starts Project Development and Engineering work and meet FTA local funding milestones. Once constructed, the project will extend Caltrain's existing terminus approximately two miles into downtown San Francisco, connecting 11 transit systems at the Salesforce Transit Center.	\$	60,000,000	\$	146,968,000
52	Transportation Agency for Monterey County (TAMC)	Pajaro/Watsonville Multimodal Station Project	Funding will advance project development, including completion of NEPA review, an update to the CEQA document, final design, and right-of-way acquisition for the station, positioning the project to apply for construction funding. Once constructed, the project will result in a new multimodal transit station in Pajaro and provide key links at one location to commuter rail, long distance rail, and local transit services.	\$	19,499,000	\$	135,739,000
53	Transportation Authority of Marin (TAM) with Marin County Transit District (Marin Transit) and Golden Gate Bridge, Highway & Transportation District (GGBHTD)	Marin County Zero Emission Bus Transition and Transit Priority Lane	Designs and constructs part time transit lanes, spanning the full length of the county, on US 101. Also purchases and constructs bus maintenance and parking and electric bus charging facility to reduce operational costs and allow for zero emission conversion vehicles. Lastly, includes procuring 20 battery electric vehicles to be used on local routes by Marin Transit and the Golden Gate Bridge, Highway & Transportation District.	\$	24,800,000	\$	48,600,000

54	Tri-Valley – San Joaquin Valley Regional Rail Authority	Valley Link Rail	Funding will advance design, equity-focused community engagement, and third-party agreements during the current two-year Project Development period under the FTA CIG Program. Once constructed, 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.	\$ 40,000,000	\$ 40,000,000
55	Yolo County	County Road 32A Crossing Relocation and Grade Separation Project	The Project relocates and grade separates 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.	\$ 14,220,000	\$ 45,500,000
56	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	\$ 62,984,866
				\$ 2,518,400,723	\$ 7,353,120,865
<p><i>*Many projects include scalable or phased elements that may be considered, if funding of the entire request cannot be achieved. Projects and budgets are presented based on application summaries submitted by the applicants and are subject to revision and confirmation based on the evaluation process.</i></p> <p><i>**TIRCP funds requested and total budgets including matching funds are based on an initial screening of the applications and are subject to change pending further review and confirmation.</i></p>					