CalSTA
CALIFORNIA STATE TRANSPORTATION AGENCY

REBUILDING CALIFORNIA SB1

CALIFORNIA CLIMATE INVESTMENTS
Cap and Trade Dollars at Work

Transit and Intercity Rail Capital Program

Eight Round Selected Projects – Project Detail Summary

November 5, 2026

Total Funding Awarded:

- **$549,399,000 of FY 26-27 through FY 30-31 of SB1 and GGRF Funding**
- **$650,000,000 of Additional Multi-Year Funding Agreement Funding**

- 19 projects recommended for funding, with budgets totaling over $7,146,000,000.
- Estimated 4,542,611metric tons of CO2e (MTCO2e) reduced.
- 77 zero emission vehicles procured through awarded projects.

1. **Capitol Corridor Joint Powers Authority**

Project: Statewide Enhanced Rail Vehicles and Integrated Connections (SERVICES) Program

Award:	**$40,000,000**
Total Budget:	**$143,789,000**
Estimated TIRCP GHG Reductions:	**101,838 MTCO2e**

The project will overhaul and modernize California's shared bi-level passenger rail fleet serving the Capitol Corridor, Pacific Surfliner, and Gold Runner. The project will extend the lifespan of Northern California's intercity rail coaches by 15 years, preserving passenger capacity, preventing car withdrawals from service, reconfiguring cars to add additional seats per trainset and adding bike storage. These efforts will improve reliability, safety, and customer experience, while also providing an increase in capacity that supports ridership growth and greenhouse gas emissions reductions.

Work will address aging and obsolete systems, including HVAC, doors, wheelchair lifts, electrical components, toilets, and water systems, while refurbishing interiors, seating, flooring, lighting, communications systems, restrooms, and exterior paint.

Project completion is expected by 2033.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	Medium
Service Integration:	Medium
Improves Safety:	Medium
Project Readiness:	Medium-High
Funding Leverage:	Medium-High
Priority Population Benefits:	Medium-High

2. City of Beaumont

Project: The City of Beaumont's Transit Tap & Ride Project

Award:	**$550,000**
Total Budget:	**$650,000**
Estimated TIRCP GHG Reductions:	**128 MTCO2e**

This project will install contactless open-loop fare payment systems on twenty-two (22) city-owned buses, allowing passengers to pay electronically using compatible bank cards and contactless payment methods. The project includes fare validators, onboard cellular routers, back-end fare processing software, and integration with the City's transit data systems. The project will advance California Integrated Travel Project (Cal-ITP) open payment platform and make Beaumont Transit a more seamless, convenient, and rider friendly option. The project will also procure two (2) mobile fare inspection devices and provide training and launch-readiness testing to ensure the system is ready for operation.

Beaumont Transit provides regional connections to Yucaipa, Redlands, Loma Linda and San Bernardino, with transfer opportunities to Banning Connect, Riverside Transit Agency (RTA), Sunline Transit Agency (Sunline), Omnitrans, and Metrolink Commuter Rail, which may lead to additional ridership and greenhouse gas reduction benefits.

Project completion is expected by 2028.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium
Increased Ridership:	Medium
Service Integration:	Medium-High
Improves Safety:	Medium
Project Readiness:	High
Funding Leverage:	Medium-Low
Priority Population Benefits:	Medium

3. City of Burbank

Project: BurbankBus Service Optimization and Burbank - Downtown Metrolink Station Rider Improvements and First-Last Mile Connectivity

Award:	**$17,530,000**
Total Budget:	**$20,680,000**

Estimated TIRCP GHG Reductions: **13,000 MTCO2e**

This optimization project will modify the Orange Route to operate in both directions, improve connections to Downtown Burbank Metrolink and the Empire Center, and adjust service to reach the new Hollywood-Burbank Airport terminal. Improvements include up to six (6) new transit shelters, ADA-accessible sidewalk and crossing upgrades near the Empire Center, and real-time arrival displays at all 28 Orange Route stops. The project will also monitor changes in Pink Route ridership following the launch of Metro's North Hollywood–Pasadena BRT service and relocate or install up to six (6) shelters based on updated ridership patterns.

The Downtown Burbank Metrolink Station improvements will renovate the station and surrounding area to improve accessibility, passenger comfort, and connections to other transit services. The Burbank – Downtown station serves Metrolink and Amtrak rail passengers while also functioning as a key transfer point to LA Metro services, including the North Hollywood-Pasadena BRT project, expected to open in 2027, BurbankBus, and other transit and mobility services.

Work includes repaving and redesigning the parking lot, adding shade trees and lighting, improving station signage and wayfinding, upgrading building systems and restrooms, and installing platform amenities such as benches and shade structures. The project will also improve first- and last-mile connections with a new bike path linking existing bikeways, a protected sidewalk-level bikeway on Front Street, and pedestrian lighting, crosswalks, and curb extensions along Olive Avenue.

Project completion is expected by 2032.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium
Increased Ridership:	Medium-High
Service Integration:	Medium-High
Improves Safety:	High
Project Readiness:	Medium-High
Funding Leverage:	Medium-Low
Priority Population Benefits:	Medium

4. City of Camarillo

Project: Camarillo Transit Expansion Project

Award:	**$4,968,000**
Total Budget:	**$5,429,680**
Estimated TIRCP GHG Reductions:	**6,102 MTCO2e**

This project will introduce two (2) new fixed-route transit loops operating clockwise and counterclockwise to improve access to residential, commercial, educational, and employment areas. The routes will operate approximately 14 hours per weekday and connect with existing Camarillo Trolley and senior transit services, as well as regional transit at Camarillo Metrolink Station, VCTC Intercity, CSUCI, Coastal Express, and Amtrak Pacific Surfliner services.

The project includes the procurement of four (4) battery-electric cutaway buses, four (4) mobile charging units, supporting electrical upgrades, and operator and maintenance training. Improvements at approximately 64 bus stops will include shelters, seating, lighting, signage, ADA-accessible boarding areas, sidewalk connections, crosswalks, and pedestrian safety enhancements.

Project completion is expected by 2031.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	Medium-High
Service Integration:	Medium-High
Improves Safety:	High
Project Readiness:	High
Funding Leverage:	Medium-Low
Priority Population Benefits:	Medium

5. City of Montebello

Project: Purchase 10 Zero-Emission Buses to Improve Service Headways on Lines 10, 20, and 40

Award:	**$14,620,000**
Total Budget:	**$18,274,881**
Estimated TIRCP GHG Reductions:	**167 MTCO2e**

This project will procure ten (10) 40-foot New Flyer hydrogen fuel cell electric buses for Montebello Bus Lines, deploying them on Lines 10, 20, and 40. The buses will supplement existing service on these high-ridership corridors, supporting zero-emission operations and improving air quality in communities affected by transportation-related pollution. The new buses are intended to support 15-minute peak service on all three routes, reducing passenger wait times and improving service reliability and access. The project also includes training for maintenance personnel provided by New Flyer to support the safe operation and upkeep of hydrogen fuel cell technology.

Project completion is expected by 2030.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium
Increased Ridership:	Medium
Service Integration:	Medium
Improves Safety:	Medium
Project Readiness:	Medium-High
Funding Leverage:	Medium
Priority Population Benefits:	Medium-High

6. City of Santa Monica

Project: Delivering Zero Emission Buses, Service Enhancements, Stronger Communities

Award:	**$36,559,000**
Total Budget:	**$37,824,000**
Estimated TIRCP GHG Reductions:	**63,046 MTCO2e**

This project will procure eight (8) new battery-electric buses to replace aging compressed natural gas vehicles and support increased service on Routes 2 and 17. Adding approximately 9,000 annual service hours, bringing Route 17 to 12-minute weekday peak frequency and expanding weekend service on both routes. Specifically, the project will allow for higher trip frequency to LA Metro's new D Line heavy rail stations at Westwood and the Veterans Affairs (VA) Medical Center, UCLA, along the Wilshire Blvd. corridor, which is set to open in 2027.

The project will also build a charging canopy at the Big Blue Bus yard with overhead charging dispensers capable of charging up to thirty-six 36 electric buses simultaneously. The canopy will accommodate the yard's existing stacked bus parking layout and include smart charging technology to ensure buses are ready for service.

Project completion is expected by 2031.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	Medium-High
Service Integration:	Medium
Improves Safety:	Medium-Low
Project Readiness:	Medium-High
Funding Leverage:	Medium-Low
Priority Population Benefits:	Medium

7. City of Torrance

Project: Connect Torrance City-Wide Microtransit Expansion

Award:	**$1,597,000**
Total Budget:	**$5,597,470**

Estimated TIRCP GHG Reductions: **5,268 MTCO2e**

The Connect Torrance Project is designed to expand access to on-demand microtransit service, improve affordability, increase ridership, and provide more equitable transportation options. The project will expand the general microtransit service zone to encompass the entire City of Torrance. This expansion will increase access to on-demand public transportation for more than 40,000 additional residents and improve connections to employment centers, grocery stores, medical facilities, schools, and other essential destinations. The project will also reduce the general microtransit base fare by 50%, from $5.00 to $2.50 per trip, to improve affordability and reduce financial barriers to transit users. It is expected to generate an additional 10% to 25% ridership growth within 12 months of implementation.

Project completion is expected by 2029.

Key Project Ratings:

Cost per GHG Ton Reduced:	High
Increased Ridership:	Medium
Service Integration:	Medium-High
Improves Safety:	Medium
Project Readiness:	Medium-High
Funding Leverage:	Medium-High
Priority Population Benefits:	Medium

8. Kings County Area Public Transit Agency

Project: Kings County Connected: Zero-Emission Transit, Safer Streets, Connecting Communities to High-Speed Rail

Award:	**$46,630,000**
Total Budget:	**$84,993,218**
Estimated TIRCP GHG Reductions:	**2,908 MTCO2e**

This project will modernize KCAPTA's bus maintenance facility in Hanford to support zero-emission bus operations. The project will construct an updated facility with high-capacity electrical systems, specialized maintenance bays, improved safety systems, and expanded workspace to address existing structural deficiencies and inadequate electrical, ventilation, and fire protection infrastructure.

The project will also procure six (6) 35-foot battery-electric buses for Hanford Routes 3, 4, 5, and 8. Four buses will replace aging gasoline-powered buses, while two will replace a 9-passenger electric van on Route 8, increasing capacity to 31 passengers and doubling service frequency from every 60 minutes to every 30 minutes. With an average range of 180 miles per charge, the new buses will support full-day service and improve fleet reliability.

Along East Lacey Corridor in southeast Hanford, the project will improve transit access and street safety along approximately 1.5 miles connecting neighborhoods, commercial areas, and the future High-Speed Rail station. Improvements include two median-based and two curb-based ADA-compliant bus stops, a new signalized intersection at 9th Avenue, protected pedestrian crossings, pedestrian-scale lighting, transit signal priority, protected bicycle facilities, and continuous sidewalks.

Project completion is expected by 2030.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium
Increased Ridership:	Medium-High
Service Integration:	Medium-High
Improves Safety:	Medium-High
Project Readiness:	Medium
Funding Leverage:	Medium
Priority Population Benefits:	Medium-High

9. Marin County Transit District

Project: Marin Transit Clean Fleet Initiative: Electrifying Bus Facilities and Expanding Zero-Emission Service

Award:	**$24,840,000**
Total Budget:	**$88,814,000**
Estimated TIRCP GHG Reductions:	**96,488 MTCO2e**

This project includes electrification of Marin Transit's new 3.5-acre bus operations and maintenance facility at 1075 Francisco Boulevard East in San Rafael. The facility will consolidate maintenance, parking, and charging operations currently dispersed across five (5) leased locations and support the eventual charging of forty-nine (49) vehicles. Consolidating the existing will save transit operations costs which can be reinvested into additional bus service.

The project also includes the procurement of eleven (11) electric transit buses: upgrading nine (9) planned 40-foot hybrid diesel replacement buses to battery-electric buses and purchasing two (2) additional zero-emission buses to accommodate growing ridership. The project also includes targeted community engagement and outreach to increase awareness and use of contactless fare payment options, particularly among riders who pay with cash, lack smartphones, or have accessibility needs.

Project completion is expected by 2030.

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-High
Priority Population Benefits:	Medium-High

10. North County Transit District

Project: NCTD's Signal System Modernization and Positive Train Control (PTC) Implementation

Award:	**$63,000,000**
Total Budget:	**$63,000,000**
Estimated TIRCP GHG Reductions:	**99,473 MTCO2e**

The project includes comprehensive replacement and upgrade of existing signal and communications infrastructure. This modernization effort will replace obsolete Vital Processor Interlocking (VPI) and Harmon Crossing Processor (HXP) systems, and related crossing control equipment with current-generation wayside and crossing controllers. The signal design considerations are intended to minimize unnecessary crossing activations near station stops, improving pedestrian access and decreasing traffic congestion with expected 10-minute time savings per train which may be reinvested to increase service.

The project also includes the foundational work needed to implement Positive Train Control (PTC) across the SPRINTER corridor in the future. to enhance operational safety and enable more advanced rail operations. The SPRINTER corridor does not currently utilize PTC as existing signal and crossing equipment is obsolete, and the corridor's legacy architecture was not built for modern train control functionality. NCTD's signal modernization effort is therefore being designed to replace obsolete wayside and crossing controllers, expand fiber connectivity, and provide Wayside Interface Units (WIUs) for future PTC implementation.

Project completion is expected by 2032

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	Medium-High
Service Integration:	Medium-High
Improves Safety:	High
Project Readiness:	Medium-High
Funding Leverage:	Low
Priority Population Benefits:	High

11. Sacramento Regional Transit District

Project: Northern Sacramento and Yolo I-80 Intercity Zero-Emission and Transformative Project

Award:	**$57,722,000**
Total Budget:	**$87,552,400**
Estimated TIRCP GHG Reductions:	**137,530 MTCO2e**

This project will procure twenty-one 21 zero-emission fuel cell electric buses to improve service frequency and reliability on SacRT Routes 30, 81, and 138. Route 138's Causeway Connection between Davis and Sacramento will increase to up to 23 daily trips, with peak headways improving from 60 to 30 minutes. Routes 30 and 81 will provide all-day 15-minute weekday service, strengthening connections to Capitol Corridor, Altamont Corridor Express, and Caltrain at Sacramento Valley Station.

Additional improvements include cloud-based transit signal priority at thirty (30) intersections along Routes 30 and 81, smart bike parking at UC Davis and University/65th Street Station, and heat-resilient bus shelters at UC Davis Medical Center serving Routes 137 and 138. These investments aim to improve bus travel-time reliability, first- and last-mile connections, and passenger comfort and safety during extreme heat.

This project will also modernize SacRT's McClellan Bus Maintenance Facility (BMF-2) into a zero-emission bus maintenance and storage facility, supporting safe, reliable operations and improving operational resilience in the northern service area. It will also construct Northern Sacramento's first hydrogen fueling station at BMF-2, with potential shared public access, to support SacRT's transition to zero-emission buses and expand fueling capacity. The project also includes workforce development with American River College to train, place, and retain individuals from underrepresented communities in jobs supporting zero-emission vehicles and systems. Technical support from the Center for Transportation and the Environment will provide project management assistance and oversight during implementation.

Project completion is expected by 2030.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	Medium-High
Service Integration:	Medium-High
Improves Safety:	Medium
Project Readiness:	Medium
Funding Leverage:	Medium
Priority Population Benefits:	Medium

12. San Francisco Bay Area Rapid Transit District

Project: Ashby Transit-Oriented Development (TOD) Mobility Enhancements Project

Award:	**$25,000,000**
Total Budget:	**$70,150,000**
Estimated TIRCP GHG Reductions:	**44,984 MTCO2e**

This project will transform the Ashby station's west parking lot into a walkable, bikeable, high-density, mixed-use development aligned with BART's and the City of Berkeley's Joint Vision and Priorities for Transit-Oriented Development. The project includes reducing existing station parking by over 80% and consolidating rider parking into a new garage with ADA-accessible parking and sixteen (16) EV charging spaces.

The project includes pedestrian and bicycle infrastructure improvements, including widened sidewalks, protected bike lanes, Station Commons, and a new station entrance plaza with landscaping and separated pedestrian and bicycle ramps connecting to Adeline Street. The development will enable 618 new homes, including 307 affordable units for households earning up to 80% of area median income (AMI). The project also includes a 34.5 kV station traction power cable improvement to support reliable BART service and accommodate increased ridership from new residents and workers.

Project completion is expected by 2030.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	Medium-High
Service Integration:	Medium-High
Improves Safety:	Medium-High
Project Readiness:	Medium-High
Funding Leverage:	Medium-High
Priority Population Benefits:	Medium-High

13. San Joaquin Regional Rail Commission

Project: Newark–Albrae Siding Connection Project

Award:	**$30,000,000**
Total Budget:	**$38,605,753**
Estimated TIRCP GHG Reductions:	**145,465 MTCO2e**

Newark–Albrae Siding Connection Project is located in the Cities of Newark and Fremont within the Union Pacific Railroad (UPRR) corridor. This project eliminates a critical single-track bottleneck by adding and upgrading track infrastructure. It includes construction of a new second mainline track and siding upgrades, installation of high-speed turnouts and crossovers, railroad signal system improvements, construction of a new railroad bridge over Mowry Slough and safety enhancements at existing at-grade crossings. Eliminating the critical single-track bottleneck that currently constrains corridor capacity and unlocks implementation of the planned 2031 ACE service expansion, including a fifth daily round-trip between Stockton and San José.

Project completion is expected by 2030.

Key Project Ratings:

Cost per GHG Ton Reduced:	High
Increased Ridership:	High
Service Integration:	High
Improves Safety:	Medium-High
Project Readiness:	Medium
Funding Leverage:	Medium
Priority Population Benefits:	Medium

14. Santa Cruz Metropolitan Transit District

Project: South County Bus Operations & Maintenance Facility, Service and Access Enhancements Project

Award:	**$28,967,000**
Total Budget:	**$40,209,000**
Estimated TIRCP GHG Reductions:	**151,043 MTCO2e**

This project will complete the final design and construction of the new South County Bus Operations & Maintenance Facility in Watsonville, CA that will provide storage and parking for forty-four (44) fixed-route buses, twelve (12) ADA paratransit shuttles, and eight (8) non-revenue vehicles, along with new battery charging infrastructure, hydrogen and battery bus maintenance facilities, and a relocated portable hydrogen refueler. The new South County facility will let METRO store, fuel, and maintain buses near South County routes they serve instead of driving them long distances from central Santa Cruz, which lowers costs and frees money for more frequent, reliable service in Watsonville and surrounding communities. By reducing non-revenue 'deadhead' travel and bringing operations closer to the routes they serve, the project will improve METRO's operating efficiency, lower service costs, and allow resources to be reinvested into increased and more reliable service on priority routes serving Watsonville and surrounding South Santa Cruz County communities, resulting in increased ridership and reduced greenhouse gas emissions.

Included is a Watsonville bikeshare four-year pilot with partner "BCycle Santa Cruz". BCycle will provide thirty (30) docking stations and fifteen (15) electric bicycles dispersed across six locations during the first year of deployment. METRO and BCycle will develop and test a new integrated fare product that bundles bikeshare and transit access for customers of both systems. Integration with Cal-ITP will also allow METRO and BCycle to measure multimodal travel behavior and system performance and gain a better understanding of their customers' travel preferences.

Project completion is expected by 2031.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	Medium
Service Integration:	Medium-High
Improves Safety:	Medium
Project Readiness:	Medium
Funding Leverage:	Medium
Priority Population Benefits:	Medium-High

15. Southern California Regional Rail Authority

Project: Metrolink Integrated Payment and Journey Planning

Award:	**$28,970,000**
Total Budget:	**$28,970,000**
Estimated TIRCP GHG Reductions:	**271,787 MTCO2e**

This project will expand contactless "tap-to-pay" fare payment across all seven Metrolink lines, building on the existing pilot on the San Bernardino Line and Arrow service. Riders will be able to pay using contactless bank cards or mobile devices, with added features for verified discounts, fare capping, and easier transfers between Metrolink and other transit and rail operators by expanding trip planning, reservations, transferability of mobility benefits and rewards programs, and integrated payment across operators in Southern California.

The project will also integrate trip planning and payment systems, improve transfer tracking, and expand real-time passenger information through GTFS-Realtime upgrades. Work includes installing payment devices across the system, developing payment processing and back-office software, configuring and testing the system, and providing staff training and customer outreach.

This Project advances California's Mobility Marketplace initiatives by leveraging Cal-ITP Benefits to increase adoption and accessibility for verified discounted-fare riders while implementing GTFS-RT integrations to improve real-time transit information and connected trip planning.

Project completion is expected by 2031.

Key Project Ratings:

Cost per GHG Ton Reduced:	High
Increased Ridership:	Medium-High
Service Integration:	High
Improves Safety:	Medium
Project Readiness:	High
Funding Leverage:	Low
Priority Population Benefits:	Medium-High

16. Town of Truckee

Project: Keep Truckee Moving Phase 2: Multimodal Operations and Active Connections

Award:	**$12,848,000**
Total Budget:	**$20,173,000**
Estimated TIRCP GHG Reductions:	**14,282 MTCO2e**

This project will build a permanent transit operations center at Truckee's Public Services Center to support the Town's expanding transit system. The facility will provide vehicle storage, electric charging, dispatch, administrative and staff training space, and areas for e-bike storage and maintenance. It will support local microtransit, fixed-route buses, paratransit, and regional Tahoe Truckee Area Regional Transit services, including operations connecting Truckee with North Lake Tahoe. The new center will replace reliance on temporary facilities that lack adequate charging, covered storage, and infrastructure for operating electric vehicles in Truckee's harsh winter conditions.

Importantly, Placer County will be able to dispatch buses from the TIOC, which is located less than one mile from each route's start/endpoint in Truckee at the Railyard Mobility Hub. Locating these operations at the TIOC will significantly reduce deadhead mileage, improve fleet efficiency, reduce operating costs, and support more reliable regional service between Truckee and North Lake Tahoe. The efficiencies realized through this project may be reinvested to introduce additional service.

The project will also expand Truckee's e-bike share program by adding bikes and stations in neighborhoods and key destinations, purchasing existing program equipment, and providing safety materials, reflective branding, and helmets or other safety equipment for eligible users. These improvements will make it easier to reach transit, downtown, the Railyard Mobility Hub, and other destinations without driving.

Project completion is expected by 2032.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	Medium
Service Integration:	Medium-High
Improves Safety:	Medium
Project Readiness:	Medium-High
Funding Leverage:	Medium
Priority Population Benefits:	Medium

17. Transbay Joint Powers Authority

Project: The Portal, also known as the Downtown Rail Extension or "DTX"

Award:	**$100,000,000**
Multi Year Funding Agreement:	**$650,000,000**
[Total Award:	**$750,000,000]**
Total Budget:	**$7,571,867,000**
Estimated TIRCP GHG Reductions:	**3,388,000 MTCO2e**

This project has a Full Funding Grant Agreement contingency related to future federal funding through the New Starts Program of the Federal Transit Administration.

The Portal, also known as the Downtown Rail Extension or "DTX", will connect Caltrain's 77-mile regional rail system and the future California High-Speed Rail Authority's statewide system to the multimodal Salesforce Transit Center in downtown San Francisco. The Portal project will extend the Caltrain commuter rail system approximately 2.2 miles from its current San Francisco terminus into downtown San Francisco. The alignment includes a below-grade rail station at the Transit Center, a mined tunnel beneath portions of Second and Townsend streets, a new underground station at Fourth and Townsend streets, and an at-grade rail alignment extending to 16th Street. The direct connection to the highest concentration of jobs in Northern California through the Transit Center will eliminate the need for passengers to transfer at the existing Caltrain terminus at 4th and King streets, saving up to 60 minutes in additional travel time.

The major construction components include the Salesforce Transit Center rail station fit-out, including six tracks and three center platforms; cut-and-cover and open-cut structures, including the tunnel throat, station structures, and u-wall; the approximately 0.65-mile mined tunnel; and the Fourth and Townsend Street Station, with two tracks and an 875-foot center platform. Additional work includes ventilation and emergency egress structures, trackwork and rail systems, and modifications to the existing 4th and King railyards. The project also includes installation of rail systems such as signaling, train control, traction power, communications, ventilation, fire-life safety, security, and passenger information systems.

Project completion is expected by 2035

Key Project Ratings:

Cost per GHG Ton Reduced:	High
Increased Ridership:	High
Service Integration:	High
Improves Safety:	Medium-High
Project Readiness:	Medium-High
Funding Leverage:	High
Priority Population Benefits:	Medium

18. Transit Joint Powers Authority for Merced County

Project: Zero-Emission Microtransit Expansion to Improve First/Last Mile Connectivity in Merced County

Award:	**$4,014,000**
Total Budget:	**$6,175,418**
Estimated TIRCP GHG Reductions:	**11,742 MTCO2e**

This project will implement an expanded on-demand microtransit service in South Merced, replacing low-ridership fixed route segments with flexible, demand-responsive operations and strengthening first- and last-mile connectivity. To support the expanded microtransit operations, the project includes the procurement of six (6) 25-foot zero-emission cutaway buses. All vehicles will be ADA accessible and purpose-built for demand-response service, enabling efficient, reliable, and clean transportation.

The project also includes the installation of electric vehicle charging infrastructure and associated electrical upgrades at TJPAMC's Operations and Maintenance Facility. These improvements will increase electrical capacity and ensure reliable fleet charging to support daily service operations, including upgrades to maintenance bays, conduit work and electrical distribution, and operational safety enhancements required for electric fleet deployment.

The Transit Joint Powers Authority for Merced County will also implement workforce training programs for operations and maintenance staff focused on zero-emission vehicle technology, microtransit service operations, and safe EV maintenance procedures.

Project completion is expected by 2029.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	Medium-High
Service Integration:	Medium
Improves Safety:	Medium
Project Readiness:	Medium-Low
Funding Leverage:	Medium
Priority Population Benefits:	Medium

19. Tulare County Association of Governments

Project: Procurement of New Zero-Emission Buses for new BRT service along Mooney Boulevard

Award:	**$11,584,000**
Total Budget:	**$12,742,620**

Estimated TIRCP GHG Reductions: **11,742 MTCO2e**

Purchases six (6) zero emission buses to implement a new BRT service along Mooney Boulevard. The Mooney BRT will create a single, high-frequency, limited-stop spine with transit signal priority, upgraded stations, and consistent operations, enabling faster schedules and reliable connections between local service and the Cross Valley Express regional network.

The procurement of zero-emission buses for the Mooney BRT service is critical to supporting projected ridership growth, strengthening access to key activity centers, and enabling the corridor to function as the primary north–south transit backbone feeding future regional and high-capacity services.

The project directly builds upon, prior TIRCP Cycle 7 investments that advanced initial corridor improvements and high-capacity transit infrastructure associated with the Cross Valley Corridor and the Visalia–Tulare BRT corridor.

Project completion is expected by 2030.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium
Increased Ridership:	Medium-High
Service Integration:	Medium-High
Improves Safety:	Medium-High
Project Readiness:	Medium
Funding Leverage:	Medium-Low
Priority Population Benefits:	Medium