

California State Transportation Agency
2024 Transit and Intercity Rail Capital Program

TIRCP Cycle 7 - Applications Received

No.	Agency	Project Title	Key Project Elements*	TIRCP Funds Requested**	Total Project Cost**
1	AC Transit	Connecting Communities to a Zero Emission Future	The project has three primary components: "Realign Transit Service Enhancements" will better connect AC Transit riders to BART and serve Disadvantaged Communities. Zero Emission Vehicles: procurement of 120 zero-emission vehicles will replace diesel vehicles going out of service and are needed to support Realign Transit Service Enhancements. Zero Emission Infrastructure: This Hydrogen Fueling Infrastructure at AC Transit's Hayward Division will provide these Zero Emission Vehicles with the fuel they need to provide service.	\$ 74,567,574	\$ 245,505,313
2	BART	North Berkeley Transit-Oriented Development (TOD) Mobility Enhancements Project	The North Berkeley TOD Mobility Enhancements Project aims to transform the North Berkeley BART station area into a mixed-use, sustainable community. Key components include the consolidation of BART rider parking by more than 80%, ground-floor public uses, bike storage parking, publicly accessible open spaces, and a dedicated bike station. The project prioritizes affordable housing, with 50% of the units dedicated to households earning up to 80% of the Area Median Income (AMI), ensuring equitable access to housing and transportation.	\$ 25,000,000	\$ 37,441,753
3	Capitol Corridor Joint Powers Authority with SacDOT and the City of Sacramento	Capitol Corridor Revamping Accessibility and Performance for the Corridor ID Program (Capitol Corridor RAPID Program)	Components of the Capitol Corridor RAPID Program are as follows: 1) SVS – Railyards Western Connector: Connect the active transportation network around SVS with the growing Railyards District by extending Bercut Drive to meet the SVS Westside Tunnel path. The Bercut Drive extension will include bicycle and pedestrian infrastructure and layover facilities for SacRT buses. 2) Santa Clara Interlocking: Improve operational flexibility and reliability between San José and Newark by adding a new location for passenger and freight train to switch tracks. 3) Agnew Siding: Improve operational flexibility and reliability between San José and Newark by adding a new location for passenger and freight train to switch tracks. The Agnew Siding will also allow CCJPA, and possibly ACE, to run enhanced special event service to Levi's Stadium. 4) SR3T Phase 2: Complete design for nearly 12 new miles of third track between Sacramento and Roseville, allowing for seven new roundtrips. Funding the design phase will help CCJPA leverage newly available federal funds. 5) Watt Avenue Undercrossing Multimodal Improvements: Redesign of the rail bridge underpass on Watt Avenue to incorporate sidewalks and raised cycle tracks, in coordination with the widening of the rail bridge occurring in SR3T Phase 2. Together with other planned improvements, this will create a four-mile active transportation corridor leading to the SacRT Watt/I-80 Blue Line station.	\$ 20,154,000	\$ 35,190,000
4	Central Contra Costa Transit Authority	Solar Supported Zero Emission Vehicle Fleet and Service Modernization Project	County Connection's Solar Supported Zero Emission Vehicle Fleet and Service Modernization Project provides a set of interrelated transit improvements that include the installation of 90,000 square feet of solar panels and microgrid battery storage facilities to charge and support the purchase of 27 zero emission vehicles that will replace diesel emitting vehicles that will be utilized as part of a service optimization effort that improves upon a set of concurrent planning efforts designed to increase vehicle speeds, frequencies, and coordination with BART services.	\$ 15,950,000	\$ 48,900,500

5	City of Clovis	Clovis Transit Center – Zero Emission Transition Project	The project constructs a new, larger, and zero emission supportive transit center, related infrastructure, and employing zero emission transit buses (ZEVs) to replace diesel buses currently used in the fleet. The existing transit operations center lacks the necessary space, infrastructure, and electrical power source to support a zero emission fleet. A new building will provide Clovis Transit, the City's public bus service, the space, infrastructure, energy requirements, maintenance, and staff spacing needed to convert operations to zero emission.	\$ 56,874,070	\$ 216,745,350
6	City of Commerce	Zero-Emission Bus Operations, Maintenance, and Administration Facility and Expansion Battery Electric Buses	The project procures six zero-emission transit buses to support the expansion of service for the 200 and 600 routes, installs zero-emission infrastructure at the maintenance facility that supports fleet electrification, and provide employment workforce development and training benefits through CCT's Apprentice Technician program.	\$ 26,762,840	\$ 35,535,392
7	City of Irvine	Irvine CONNECT Clean Transit Service Project	The Project will purchase 12 City-operated electric cutaway buses to connect the Irvine Train Station to the Northwoods neighborhood, replacing the existing compressed natural gas (CNG) buses servicing the pilot route. The new route will improve local and regional connections by servicing Irvine Train Station, located on the Orange Line, which is a key stop along the route and serves as a significant transportation hub for the City.	\$ 4,426,560	\$ 6,542,787
8	City of Santa Monica	The POWER of Transportation: Clean Air, Access and Opportunity	City of Santa Monica's Big Blue Bus is requesting funds to procure 73 battery-electric buses, electrical charging infrastructure, and workforce development. The project will expand transit service by adding approximately 12,350 annual service hours to Route 2 (Wilshire Blvd) to be invested into 10-minute or better peak frequency. The high frequency bus service and the extended D Line will connect riders to and from Downtown Los Angeles and Santa Monica primarily via the Wilshire Blvd corridor, with the plan to increase peak service levels by 100% of current peak service levels.	\$ 53,280,857	\$ 138,140,728
9	City of Sunnyvale	Sunnyvale Zero-Emission First-Mile Last-Mile (FMLM) Microtransit Project,"	Sunnyvale will launch a 9-vehicle microtransit program to provide regional, low-cost, on-demand transportation across a 19.2 square mile citywide zone. The "Sunnyvale Microtransit Service" will administer efficient and flexible transportation solutions to bridge the first-mile last-mile (FMLM) gap for residents and commuters in Sunnyvale. The project will enhance connectivity to key transit hubs such as Caltrain stations, VTA Light Rail stops, Bay Area Rapid Transit (BART) and ACE stations.	\$ 4,179,000	\$ 8,358,000
10	Foothill Transit	Intercity Connectors: More Riders, Less Mess, Happy Life!	This project will deploy 30 Zero-Emission Hydrogen fuel cell buses on Lines 187 and 188 that provide a zero-emissions east-and-west-bound transit service from San Bernardino County to Los Angeles County. In addition, buses will be deployed on Line 295 (New Line), connecting the new Metro A-Line light rail station to Citrus College, Azusa Pacific University, Cal Poly Pomona University, and Mt. San Antonio College. The project adds Traffic Signal Priority to Line 188 and upgrades the TSP infrastructure on Line 187. In total, 133 intersections will be improved to enhance transit connectivity and Line efficiency in the region.	\$ 16,890,950	\$ 45,347,060
11	Fresno Area Express	System Efficiency and Accessibility Improvement Project	The project will add a new cross-town fixed route and implement various active transportation improvements along Church Avenue in south Fresno. FAX will also construct a new fueling station and maintenance/operations facility to accommodate the transition to FCEBs. The project will also include accessible bus stop improvements at up to 90 existing bus stops to full ADA-accessibility standards, and will construct up to 17 new ADA-accessible bus stops to accommodate upcoming route expansions. Lastly, FAX will conduct an analysis of our current on-demand paratransit system, and seek solutions for improvement.	\$ 52,194,200	\$ 115,146,400

12	Golden Empire Transit District	Get Road to 2030	The proposed GET Road to 2030 initiative will implement a series of transit improvements to include the procurement of 15 hydrogen-fuel-cell powered electric 40-foot buses and 3 hydrogen MCI buses, as well as the establishment of a robust hydrogen fueling infrastructure to accelerate the transition to zero-emission vehicles throughout the Central Valley. All new buses will be equipped with automated Cal-ITP-supportive fare validators to help expand the standardized contactless payment system statewide. These efforts will bolster a new zero-emission commuter express service between Bakersfield and key destinations to enhance connectivity to vital hubs, including the proposed Downtown Transit Plaza. Additionally, enhanced bus rapid transit (BRT) features along major corridors will include queue jump lanes, improved bus shelters, and expanded bike parking.	\$ 117,877,595	\$ 147,346,993
13	Humboldt Transit Authority	Introducing 15-Minute Headway Intercity Express Service, Improving System Safety, Constructing Phase 1 North Coast Zero Emission Training Center, and Expanding Humboldt's Hydrogen Fleet	The project aims to grow ridership by establishing the North Coast's first 15-minute headway intercity express service. To ensure the success of this new service, it's launch will be accompanied by the installation of new rebranded bus stop designs equipped with real-time signage and lighting and showcasing local art installations, and aggressive sustained marketing campaigns that build off the marketing work HTA and HCAOG have completed to date. This project will also continue HTA's work over the last two years to advance the development of a hydrogen supply chain in the North State and grow HTA's hydrogen fleet, which will increase the number of zero emission miles operated by HTA, and reduce operating costs through increased consumption of hydrogen fuel.	\$ 18,707,000	\$ 19,997,000
14	Imperial County Transportation Commission	Connecting Vulnerable Communities: Calexico East Port of Entry (POE) Intermodal Transportation Center (ITC) & System Improvements Project	Design and construct a new intermodal transportation center to serve the Calexico East Port of Entry and purchase four zero-emission vans to expand public transit to the new facility to connect vulnerable communities within the City of Calexico and Imperial County. The proposed station site is an open dirt field currently used as the unofficial pickup/drop-off location for pedestrians and bicyclists who cross the border commonly under extreme desert heat conditions that continue to worsen. Proposed station passenger amenities including shade structures, benches, restrooms and drinking fountains will improve the travel experience by making trips safer, easier, and more comfortable. The zero-emission vehicles will be used to expand Imperial Valley Transit (IVT) service to the new station which is expected to increase transit ridership and reduce vehicle emissions. The proposed intermodal transportation center will also provide bus bays for private transit service providers and designate areas for taxis and vehicle pick-up/drop-offs to support multimodal travel options to reduce vehicle miles travelled while protecting pedestrians and bicyclists from the extreme heat.	\$ 12,600,000	\$ 12,600,000
15	Livermore Amador Valley Transit Authority with the Tri-Valley—San Joaquin Valley Regional Rail Authority (Valley Link)	Tri-Valley--San Joaquin Valley Accelerating Hydrogen Electrification and Deployment (AHEAD) Project	The project would expand LAVTA's zero-emission fleet for more frequent BART and ACE rail feeder bus and first/last mile microtransit service throughout the rapidly growing Tri-Valley community, constructs a new maintenance facility in Livermore to support the expanded fleet and LAVTA's transition to zero emission, constructs the first phase of the Valley Link Hydrogen Production Facility to supply LAVTA with a local source for clean, affordable hydrogen, and implements a workforce development plan through a partnership with Las Positas College and the California Transit Training Consortium that will create a pipeline of workers from the Tri-Valley and the Central Valley ready to operate and maintain the new technology for LAVTA, Valley Link, and other employers in the zero-emissions transportation industry.	\$ 69,775,000	\$ 130,801,000

16	Los Angeles Metro	Project 1: Southeast Gateway Line (SGL) Project	The Southeast Gateway Line (SGL), previously named the West Santa Ana Branch Transit Corridor project (WSAB), is a new light rail transit (LRT) line that will connect southeast LA County to downtown Los Angeles. The 14.5-mile SGL Locally Preferred Alternative (LPA) is a proposed light rail transit project that connects from the City of Artesia in southeast Los Angeles (LA) County to the unincorporated Florence-Firestone community of LA County. It is a subcomponent of the full transit corridor, with plans for future extension to the Union Station in downtown LA. In addition, the line provides direct connection to the larger Metro rail network providing regional connectivity to the rest of LA County and beyond through connections with the A and C Lines.	\$ 500,000,000	\$ 7,167,000,000
17	Los Angeles Metro	Project 2: Los Angeles Metro Zero Emission Bus and NextGen Implementation Project	The project consists of the procurement of 134 battery-electric buses (BEBs) and supporting charging equipment and infrastructure for Metro's Division 7 bus operations. The 134 BEBs will replace the existing fleet of compressed natural gas (CNG) buses which will have exceeded their useful life for the 16 bus lines that operate from Division 7. The project will fully electrify Division 7 per Metro's Zero-Emission Bus (ZEB) Program, BEB Rollout Plan and 2022 ZEB Program Master Plan. The Project will be implemented with Metro's NextGen Bus Plan for network-wide bus operation and service improvements, including for fare payment to make it easier for riders to access transit service and attract new riders.	\$ 261,359,819	\$ 347,419,660
18	Metrolink	Metrolink Eastern Maintenance Facility (EMF) Development Project	The Project completes the design stage for the full buildout of the Eastern Maintenance Facility and constructs two service and inspection (S&I) tracks. The Project allows optimized servicing and staging of Metrolink trains to run longer in the morning and late evening while positioning trains to start service where and when service is desired. The two additional S&I tracks would increase the storage and daily servicing capacity at the Eastern Maintenance Facility (EMF). Trains stored overnight and serviced daily at EMF, often in the evenings, can operate throughout the day and thus provide more revenue service during the day than trains overnighing at other, less equipped facilities. By doubling the number of trains that can be serviced concurrently at EMF, trains could remain in revenue service longer into the night.	\$ 44,795,286	\$ 44,795,286
19	Monterey-Salinas Transit	Travel Information and Promotion System (TIPS)	The Travel Information and Promotion System (TIPS) project will be completed as a part of two scopes of work. The first component includes the procurement and deployment of Content Management Systems for the Salinas Transit Center, Marina Transit Exchange, Sand City Station, and Monterey Transit Plaza, vehicles, and bus stop shelters. The second component includes the integration of Tap-to-Pay and a Reward Ridership Program to MST's recommended Transit App. TIPS project will simplify the MST transit-rider experience and support the agency's goal of providing a fast and reliable service across the entire network and the SURF! Busway and BRT.	\$ 1,160,000	\$ 6,955,000
20	North County Transit District with the San Diego Association of Governments (SANDAG)	LOSSAN Double-Tracking and Bluff Stabilization project	The LOSSAN Double-Tracking and Bluff Stabilization project includes two upgrades: Eastbrook to Shell Double-Tracking (ESDT) and the Del Mar Bluffs Stabilization Phase 5 Continuation (DMB5C). The ESDT will address this by constructing 0.6 miles of double track and replacing a deteriorated century-old single-track bridge over the San Luis Rey River, creating a 10.3-mile continuous stretch of double track, eliminating an existing bottleneck, and upgrading an existing Class I bike path. The DMB5C will advance work in Phase 5 of an ongoing program to stabilize the bluffs, accelerating work into the existing phase and preventing line shutdowns from potential collapses.	\$ 38,467,861	\$ 233,809,594

21	Orange County Transportation Authority	Coastal Rail Infrastructure Resiliency Project	The Project will implement improvements at four locations within a 7-mile coastal section within the OCTA owned Orange Subdivision of the 351-mile Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor. An initial assessment evaluated and identified areas along this stretch of the coastal area that pose an imminent threat to rail operations. Coastal storm surges, combined with failing slopes and other environmental factors, have resulted in extended disruptions in freight and passenger rail service since 2021 and this project seeks to address these disruptions.	\$ 125,000,000	\$ 313,243,000
22	Riverside County Transportation Commission	Mead Valley Metrolink Station/Mobility Hub	The Project consists of environmental document revalidation, design, and construction of a new Metrolink station and mobility hub in Mead Valley on the 91/Perris Valley Line at Cajalco Expressway/Ramona Expressway, just west of Interstate 215. The station will provide a new access point to the Metrolink system between the existing Moreno Valley/March Field and Perris – Downtown stations to accommodate rising travel demand in the rapidly growing communities of Perris, San Jacinto, Hemet, and unincorporated Riverside. The station will include bicycle lockers, bus bays, and rideshare parking to facilitate transit integration and promote multimodal travel via active transportation, transit, carpooling, and vanpooling.	\$ 40,500,000	\$ 50,500,000
23	Sacramento Regional Transit District	Enhancing Ridership Through System Improvements, Public Engagement, and Workforce Development	The project will purchase six additional new S700 low-floor light rail vehicles, convert 17 light rail stations on the Blue Line to accommodate modern low-floor vehicles, construct the new Dos Rios Light Rail Station, construct the new Horn Road Light Rail Station in Rancho Cordova, closing a 2.5-mile gap between existing stations and serving a public library, parks, and American River access, and install Cal-ITP platform validator devices and integrate software with Scheidt & Bachman fare vending machines at 54 Light Rail Stations to enhance the customer experience by streamlining ticket purchasing and validation.	\$ 28,991,739	\$ 125,924,097
24	San Bernardino County Transportation Authority	Ontario International Airport (ONT) Connector Project	The ONT Connector Project will link the Ontario airport with the Rancho Cucamonga Metrolink Station. The project will operate as a zero-emission, autonomous, rubber-tire system in a dedicated bi-directional tunnel, separated from other traffic. The scope includes construction of the tunnels and procurement of the vehicles. The service will be available to riders on-demand, meaning that the system will naturally integrate with scheduled service on the Metrolink San Bernardino Line, Brightline West High-Speed Rail, and local bus routes at Rancho Cucamonga while also synching with flight arrival and departure times at ONT.	\$ 100,000,000	\$ 538,450,000
25	San Diego MTS	Clean Transit Advancement Campus (CTAC) Project	The requested funding would construct a new public transportation facility to accommodate low or no emission buses. The development of CTAC, a fully zero-emission vehicle facility, will be used for zero-emission bus operations, maintenance, and administrative support. The CTAC project will allow MTS to continue providing safe, vital, clean and efficient transportation services to the communities of San Diego, with zero-emission technology.	\$ 128,000,000	\$ 160,000,000
26	San Francisco Bay Ferry (WETA)	Harbor Bay Ferry Facility Electric Float and Infrastructure Project	The Project will construct a fully functioning electrified universal charging float (UCF) containing vessel charging equipment and a battery storage system, electrical infrastructure upgrades, electric vehicle charging infrastructure, and facility improvements to the Harbor Bay Ferry Terminal in the City of Alameda, CA. The project will expand electric propulsion ferry service in the Harbor Bay to San Francisco ferry route by providing the necessary infrastructure for fully electric ferries to rapidly charge while docked at this location. It will also increase EV charging for the public connecting to transit as well as safety and ADA upgrades for passengers.	\$ 12,500,000	\$ 21,500,000

27	San Francisco Municipal Transportation Agency	Train Control Upgrade Program (TCUP) Phase 2	The Train Control Upgrade Program (TCUP) Phase 2 increases near-term capacity and efficiency and enable future system growth by upgrading the Muni Metro light rail network to operate with a new communications-based train control (CBTC) system. The current system is a 30-year-old automatic train control system (ATCS) in the Market Street Subway and manual controls on the surface. With CBTC, the entire Muni Metro network can be managed centrally with a single, modernized system.	\$ 130,000,000	\$ 138,428,150
28	San Joaquin Regional Rail Commission with San Joaquin Joint Powers Authority (SJJPA)	Bridging Rail Initiatives, Technology, and Education (BRITE)	The program of projects includes multiple elements, including the Stockton Diamond Grade Separation project, which will construct a grade separation of BNSF and UPRR rail lines to reduce rail congestion and allow for an uninterrupted flow of passenger and freight rail traffic through the crossing. In addition, the South Stockton Yard Crossover project will construct crossover tracks to maintain uninterrupted access to the BNSF and the Port during construction of the Stockton Diamond. The program also includes funding for the Madera HSR Station, which will improve passenger rail service within the San Joaquin Valley Region and enable HSR operation for the Merced-Bakersfield EOS. Investment in the Hydrogen F40 Locomotive Program will enable the deployment of hydrogen-fueled trains, which will improve local air quality and public health outcomes for disadvantaged and low-income communities located along the rail corridors. Lastly, funding will provide training and education to build the necessary workforce to support the physical railroad infrastructure and network integration planning will support integration of intercity, regional, and local transit services throughout the San Joaquin Valley and implementation of improvements to intercity bus service between Bakersfield and the Newhall Station in Santa Clarita.	\$ 84,268,000	\$ 631,054,000
29	San Luis Obispo Council of Governments with Santa Barbara County Association of Governments (SBCAG), Santa Cruz County Regional Transportation Commission (SCCRTC), Transportation Agency for Monterey County (TAMC), Ventura County Transportation Commission (VCTC)	Facilitating and Accelerating Service Transformations (FAST) on the Central Coast Program	The FAST Central Coast Program will deliver the following four coordinated projects along the Coast Line between Monterey County and Santa Barbara County: 1. King City MMTC: Creates a new rail station in King City (south Monterey County), including undertaking necessary siding upgrades and creating a staging area for troops connecting between rail and Fort Hunter Liggett. 2. Orcutt Road Left-Hand Crossover: Creates a universal crossover near San Luis Obispo Station, providing the operational flexibility to run additional trains and introduce a more regular passenger rail service along the Central Coast. 3. Templeton Siding Improvements: Upgrades the existing Templeton Siding to a controlled, powered-up siding, providing a safe location for train meets, which will improve Coast Starlight reliability and support future Central Coast – Northern California passenger rail service. 4. Ortega Siding: Builds a siding that will directly enable LOSSAN to operate an additional (seventh) Pacific Surfliner roundtrip between Goleta and San Diego; it will also add overall corridor operational flexibility, support the planned third roundtrip to San Luis Obispo, and reduce delays.	\$ 63,259,000	\$ 102,405,000

30	Santa Barbara County Association of Governments with City of Lompoc Transit, Santa Barbara Metropolitan Transit District, and City of Santa Maria Regional Transit, City of Santa Barbara, Clean Air Express	Santa Barbara County Charging Forward Project – Advancing Clean Mobility for the Central Coast	The Santa Barbara County Charging Forward project is a multi-agency effort to upgrade transit throughout Santa Barbara County. The project elements will provide funding for 23 zero-emission battery-electric buses and related charging infrastructure, transit facility improvements and expansions, an integrated contactless fare payment system, lay the groundwork for bus rapid transit in Santa Barbara County’s largest City of Santa Maria, and complete bicycle and pedestrian undercrossing improvements in Santa Barbara.	\$ 61,649,875	\$ 148,433,029
31	Santa Clara Valley Transportation Authority	Light Rail Vehicle Research Project	VTA plans to procure and test two longer, more energy efficient vehicles with on board energy storage and off-catenary capabilities. These vehicles will be used for typical daily operations, but will also be tested under maximum passenger loads at Levi’s Stadium events including San Francisco 49ers football games, and large scale concerts. VTA has discovered that certain segments of the overhead catenary system are problematic, wear out faster, difficult to maintain, and account for a disproportionate share of maintenance costs. Limited off-wire capability would allow VTA to remove overhead catenary in select locations, operate trains during periods of corridor maintenance, and potentially extend the light rail system into new areas without the cost and visual pollution of overhead wires. The higher capacity cars will immediately provide capacity to increase ridership at stadium events (current capacity is capped at 600 per 3-car train)	\$ 14,042,400	\$ 29,255,000
32	Sonoma-Marin Area Rail Transit District	Sonoma-Marin Area Rail Transit District (SMART) Rail and Pathway Corridor Project	The Project rebuilds up to 25-miles of non-operating, publicly-owned railroad located between the Town of Windsor, through the City of Healdsburg and the community of Geyserville, to the Mendocino County line at the City of Cloverdale. Sonoma, Marin, Napa, Mendocino, Lake, Humboldt Counties, the SMART/Highway 101 corridor and other connecting highways will benefit from expansion of the rail network north, including from new and increased rail passengers, new freight rail services and non-motorized pathway users.	\$ 220,000,000	\$ 625,999,076
33	Stanislaus Regional Transit Authority	Next Generation Zero-Emission Bus Operations and Maintenance Facility	StanRTA will construct an operations and maintenance transit facility also known as the Stanislaus Transportation Center (STC) and purchase three hydrogen fuel cell buses to replace three old diesel buses. Upon completion of the STC, StanRTA will also launch its first Bus Rapid Transit (BRT) corridor in Stanislaus County. StanRTA is currently leasing a facility for its bus maintenance, which is undersized as it was originally designed for a smaller fleet of about 90 vehicles and StanRTA currently operates over 125 vehicles.	\$ 25,000,000	\$ 95,670,000
34	SunLine Transit Agency	Bringing Easy Ticketing Solutions to the Coachella Valley	The project will procure and install an open loop, contactless payment system on all its service vehicles. SunLine will purchase an open loop, contactless payment system using the state contract, in coordination with Cal-ITP. SunLine will promote the new fare payment media while educating the community on its use and benefits.	\$ 612,160	\$ 612,160
35	Tahoe Transportation District	Connecting Tahoe – Public Transit Infrastructure	The Project is the design-build approach of a maintenance and administration facility (MAF). This facility is necessary to serve as a foundation for the systemic transportation improvements planned for the Tahoe Basin. Improvements will include connections with Capitol Corridor bus service, as well as the California Zephyr in Truckee. TTD’s current facility is in disrepair and does not meet the current needs of the transit operation or the future needs to support the goal of 20% mode split adopted by the TMP.	\$ 30,000,000	\$ 71,397,000

36	Tulare County Association of Governments	Cross Valley Express: Kings – Tulare County Regional Bus and Capital Infrastructure Plan	The Cross Valley Express will provide two core transit services within an interconnected Kings and Tulare County transit bus network, with connections to regional San Joaquin Amtrak and future California High-Speed Rail. This funding request supports capital infrastructure investment costs for two service components within the Cross Valley Express: 1) a Cross Valley Express “core service” connecting the Hanford Amtrak Station with the City of Lindsay in an initial pilot phase and 2) a Visalia to Tulare bus-rapid transit (BRT) service. The Cross Valley Express will improve regional mobility, reduce travel times, and provide a clean energy, reliable, frequent transit option that integrates seamlessly into existing local bus service, regional Amtrak San Joaquins service, and the future high-speed rail network.	\$ 59,100,000	\$ 60,930,000
37	University of California, Los Angeles with CALSTART and Electreon Wireless Inc.	UCLA/Westwood Zero Emission Transit Service Expansion: Deploying Wireless Charging at Scale	The UCLA/Westwood Zero Emission Transit Service Expansion will convert 8 CNG BruinBuses with 7 zero emission transit buses and 1 over-the-road electric coach, and 2 unreliable electric buses with 25ft buses. Static charging stations will also be installed as part of this scope. Further, a transit Hub will be built next to the new Metro station upon the Kinross induction charging site and BruinBus will expand its services on campus and will expand free transit pass offerings to all UCLA employees.	\$ 19,850,000	\$ 34,950,041
				\$ 2,557,795,786	\$ 12,192,328,369
<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</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</i></p>					