CalSTA
CALIFORNIA STATE TRANSPORTATION AGENCY

REBUILDING CALIFORNIA SB1

CALIFORNIA CLIMATE INVESTMENTS
Cap and Trade Dollars at Work

Transit and Intercity Rail Capital Program
Seventh Round Selected Projects – Project Detail Summary

October 23, 2024

Total Funding Awarded:
$1,333,342,000 awarded towards 27 projects, totaling $10.28 billion of total project cost.

Estimated 4,319,000 metric tons of CO_2e ($MTCO_2e$) reduced.
235 zero emission vehicles procured through awarded projects.

1. **Bay Area Rapid Transit (BART)**

Project: North Berkeley Transit-Oriented Development (TOD) Mobility Enhancements Project

Award:	**$25,000,000**
Total Budget:	**$37,441,753**
Estimated TIRCP GHG Reductions:	**35,000 MTCO2e**

This project will invest in the mobility enhancements necessary to transform existing surface parking lots around the North Berkeley BART station into a vibrant, high-density, mixed-use development, significantly enhancing multi-modal transportation access and promoting sustainable urban growth. The transit-oriented development (TOD) project consolidates existing BART parking into a structured garage, freeing up horizontal space, creating new parcels for development. The housing and commercial developments will be funded through public and private investment totaling nearly $600 million, which accounts for 92.5% of the overall TOD project total.

The mobility enhancements project will include electric vehicle (EV) charging stations and bike parking in the new parking garage, enhancing bicycle and pedestrian infrastructure with widened sidewalks and protected bike lanes, promoting safer and better connections to the Ohlone Greenway and along Sacramento Street. The project also creates a new access road to enhance connectivity within the TOD site and its surroundings, as well as protected intersections for vehicles and bikeways to promote safe and efficient transit.

The TOD project will result in construction of approximately 739 residential units across 5 new apartment complexes, 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.

Project completion is expected by 2028.

Key Project Ratings:

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

2. **Capitol Corridor Joint Powers Authority (CCJPA) with the City of Sacramento**

Project: Capitol Corridor Revamping Accessibility and Performance for the Corridor ID Program (Capitol Corridor RAPID Program)

Award:	**$14,000,000**
Total Budget:	**$26,767,000**

Estimated TIRCP GHG Reductions: 32,000 MTCO2e

This project will improve connectivity, accessibility, and reliability for the growing communities served by Capitol Corridor, ACE, SacRT, and other connected transit services. The 3 funded project components benefit intercity and regional rail, bus service improvements, and active transportation connectivity. Funded components of the Capitol Corridor RAPID Program are as follows:

- The Santa Clara Interlocking component will address the extensive single tracking, limited crossovers, and susceptibility to delays by adding a crossover just north of Santa Clara – University Station. This improves operational flexibility and reliability, allowing trains to switch between tracks in a congested segment of the Coast Subdivision that needs to balance freight traffic with Capitol Corridor, ACE, Caltrain, and Coast Starlight trains.

- The Agnew Siding component will build 2,900 feet of new track, two No. 15 power turnouts, and signal improvements just south of Santa Clara – Great America Station. This will allow CCJPA to provide enhanced special event service for at least five more events per year, yielding significant ridership benefits. Nearly 10% of trains are delayed on the Coast Subdivision, with the average delay lasting more than 12 minutes. The Agnew Siding and Santa Clara Interlocking projects will work together to alleviate this delay and provide significant reliability, operational flexibility, and safety benefits.

- The Sacramento Valley Station (SVS) - Railyards Western Connector component will connect the active transportation network around SVS with the growing Railyards District by extending Bercut Drive 350 feet to meet the SVS Westside Tunnel path. The Bercut Drive extension will include a Class I bike trail and multi-use path, a widened Bercut cul-de-sac from 50 feet to 55 feet to accommodate a SacRT bus turnaround, and a prefabricated, dedicated restroom for bus drivers' end-of-route 20-minute break periods. The bike path will also allow for the connection to popular bike trail networks along the Sacramento River and American River.

The siding projects significantly reduce non-revenue train movements for special event service at Levi Stadium, which currently require Capitol Corridor trains to hold at Diridon Station, and ACE to hold at Tamien Station, in order to provide service to major events.

Project completion for funded components is expected by 2027.

Key Project Ratings:

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

3. Central Contra Costa Transit Authority (CCCTA)

Project: Solar Supported Zero Emission Vehicle Fleet and Service Modernization Project

Award: **$15,950,000**
Total Budget: **$48,900,500**

Estimated TIRCP GHG Reductions: **36,000 MTCO2e**

This project will provide for faster, better coordinated and more frequent County Connection service with zero-emission vehicles powered by solar energy. It includes a set of interrelated transit improvements:

- Purchase of 27 zero-emission buses to be deployed on a new service network with increased vehicle speeds, increased frequencies, and better coordination with BART
- Installation of 90,000 square feet of solar panels through solar canopies in the bus yard and on existing administrative facilities
- Microgrid battery storage facilities to charge the new vehicles

The project will reduce County Connection's reliance on grid power and diesel fuel for the fueling of zero emission-vehicles, reducing greenhouse gas emissions at its main bus depot facility, located in a disadvantaged community.

The resulting capital investments will facilitate improved transit service using the zero-emission vehicles, benefitting County Connection's service area, including multiple disadvantaged and low-income communities, and low-income populations who utilize County Connection to connect with jobs, educational, medical, and recreational opportunities.

Project completion is expected by 2029 with service improvements planned through 2035.

Key Project Ratings:

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

4. City of Irvine

Project: Irvine CONNECT Clean Transit Service Project

Award: **$4,427,000**
Total Budget: **$6,542,787**

Estimated TIRCP GHG Reductions: **9,000 MTCO2e**

This project will purchase 12 City-operated electric cutaway buses to renew the operation of the Irvine CONNECT service after the end of its current pilot phase. The new buses will replace the existing compressed natural gas (CNG) buses, that are nearing the end of their lifespan, to provide Irvine CONNECT service for ten years at 77 inbound/outbound stops. The new vehicles will support higher

frequency of service, allowing for service every 20 minutes instead of the 30-minute service operated today.

Irvine CONNECT offers a direct link between employment centers, residences, retail areas, and the Irvine Transportation Center – the City's main passenger rail and transit hub. The route will also service the Irvine train station (served by Metrolink and the Amtrak Pacific Surfliner) and connect to the Northwoods neighborhood.

Service resulting from the project is expected to begin in 2025.

Key Project Ratings:

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

5. City of Santa Monica

Project: The POWER of Transportation: Clean Air, Access, and Opportunity

Award:	**$53,281,000**
Total Budget:	**$138,140,728**
Estimated TIRCP GHG Reductions:	**113,000 MTCO2e**

This project will expand service, increase ridership, reduce greenhouse gas emissions, and promote regional connectivity. The project includes the procurement of 73 zero-emission buses for use on major routes, vehicle chargers, charger cabinets, and a canopy structure in the Big Blue Bus (BBB) yard, upon which the electric bus charging dispensers will be mounted. Additionally, a permanent backup generator will be procured for the infrastructure and the project will explore options for the L/CNG system.

Transit service will be expanded to increase ridership by adding approximately 12,350 annual service hours to Route 2 (Wilshire Blvd), to be invested into 10-minute or better peak frequency. The increased frequency is critical to optimize the extension of the regional-serving Metro Rail D Line into the BBB service area. 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.

Project completion is expected by 2031 for all phases.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	High
Service Integration:	Medium-High

Improves Safety:	Medium-High
Project Readiness:	High
Funding Leverage:	High
Multi-Agency Coordination/Integration:	High
Priority Population Benefits:	Medium-Low

6. City of Sunnyvale

Project: Sunnyvale Zero-Emission First-Mile Last-Mile (FMLM) Microtransit Project

Award:	**$4,179,000**
Total Budget:	**$8,358,000**

Estimated TIRCP GHG Reductions: **37,000 MTCO2e**

This project will launch a microtransit program with 9 zero-emission electric vehicles 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 gap for residents and commuters in Sunnyvale.

This service will benefit lower-income workers commuting into the region and residents of Sunnyvale's Equity Priority Community Areas, providing point-to-point service using on-demand routing technology. The project will enhance connectivity to key transit hubs such as Caltrain stations, VTA Light Rail stops, BART and ACE stations. By offering a reliable alternative to single-occupancy vehicles, the microtransit service will help reduce vehicle miles traveled and greenhouse gas emissions, promoting coordinated public transit use and improving access to employment.

Service is expected to begin in 2025 and will run for at least 5 years after implementation.

Key Project Ratings:

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

7. Coast Rail Coordinating Council *(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))*

Project: Facilitating and Accelerating Service Transformations (FAST) on the Central Coast Program

Award:	**$63,259,000**
Total Budget:	**$102,405,000**

Estimated TIRCP GHG Reductions: 335,000 MTCO2e

This project will deliver the following coordinated projects along the coastline between Monterey County and Santa Barbara County to increase ridership, reliability and train frequency:

- The King City Multi Modal Transportation Center (MMTC) is a new rail station in downtown King City (south Monterey County), including railroad siding upgrades and a staging area for National Guard service members connecting between the rail station and Fort Hunter Liggett by bus. This improvement will also provide south Monterey County residents with better connections to the rest of the Central Coast and California using the Amtrak *Coast Starlight*, as well as future additional intercity trains added to the corridor in conjunction with State Rail Plan implementation.
- Crossover and siding improvements near San Luis Obispo and Paso Robles to improve rail operations and access to and from the soon to be constructed Central Coast Maintenance Facility. The Orcutt Road Left-Hand Crossover component creates a universal crossover near San Luis Obispo station in the City of San Luis Obispo. This provides the operational flexibility to run additional trains and introduce a more regular passenger rail service along the Central Coast. Additional siding improvements near Paso Robles will improve conditions for train meets on the Central Coast, which will improve Amtrak *Coast Starlight* and *Pacific Surfliner* reliability and support future Central Coast – Northern California passenger rail service.
- The Ortega Siding component builds a siding in the Ortega/Summerland area of the coastline between the Santa Barbara and Carpinteria stations. This will directly enable LOSSAN to operate a 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 for freight and passenger rail.

A sizable portion of the match funding for this project is provided by Senate Bill (SB) 125 funding, with over $14 million committed to delivering this suite of projects.

Project completion is expected by 2028 for the Ortega Siding component, 2029 for the King City MMTC component, 2029 for the Orcutt Road Left-Hand Crossover component, and 2029 for the Templeton Siding Improvements component. All rail improvements will be advanced in partnership with Caltrans in a manner consistent with the network vision established in the State Rail Plan and included in ongoing Corridor Identification Program efforts being advanced in the corridor.

Key Project Ratings:

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

8. Foothill Transit

Project: Intercity Connectors: More Riders, Less Mess, Happy Life!

Award: $16,891,000

Total Budget: **$45,347,060**

Estimated TIRCP GHG Reductions: **35,000 MTCO2e**

This project will purchase 30 zero-emission hydrogen fuel cell buses that will be deployed on Lines 187 and 188, as well as Line 295, which is a brand-new route.

Line 187 provides regional connectivity to a diverse population with several transit services along its alignment, including:

- LA Metro's lines 79, 177, 266, and 487
- All nine of Pasadena Transit's lines
- All three of Arcadia Transit's lines

Line 188 currently operates through Montclair, Claremont, La Verne, San Dimas, Glendora, and Azusa. The line provides connectivity to the Azusa Intermodal Transit Center, the Montclair Center, and the Claremont Transit Center.

Line 295 will connect the new Metro A-Line light rail station to Citrus College, Azusa Pacific University, Cal Poly Pomona University, and Mt. San Antonio College. This new line will further enhance accessibility to education in the San Gabriel and Pomona valleys.

Combined, these three improved lines provide important connectivity to a combined 29 colleges, universities, and trade schools within one mile of the lines.

Additionally, the project adds Traffic Signal Priority to Line 188 and upgrades the Transportation Signal Priority infrastructure on Line 187. In total, 133 intersections will be improved to enhance transit connectivity and Line efficiency in the region.

Project completion is expected by 2027.

Key Project Ratings:

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

9. Fresno Area Express (FAX)

Project: Fresno Area Express System Efficiency and Accessibility Improvement Project

Award: **$52,194,000**
Total Budget: **$115,146,400**

Estimated TIRCP GHG Reductions: **21,000 MTCO2e**

This project will increase ridership on Church Avenue FAX service, construct a new hydrogen fueling station, complete bus stop accessibility improvements, and conduct an on-demand improvement study.

Specific project elements include:

- The Church Avenue Service Expansion component will add a new cross-town fixed route and conduct many active transportation improvements along Church Avenue in south Fresno. This area is currently underserved by transit and contains many low-income and historically disadvantaged neighborhoods. This component will include 17 ADA-accessible bus stops along with new sidewalks, curbs, gutters, benches, trash cans, bike racks, digital display signage, and solar lights in the route's path. Two High-Intensity Activated Crosswalk (HAWK) Beacons will also be built while the existing Class II bike lanes will be retained. Included with these improvements is the purchase of 12 zero-emission buses (FCEBs) to provide service to the new route.

- The H2 Facility and Fueling Station will construct a new fueling and maintenance/operations facility to accommodate the transition to FCEBs per the FAX Innovative Clean Transit (ICT) Plan. Sustainable building practices such as renewable construction materials and native plant landscaping will be emphasized as part of this process.

- Accessible Bus Stop Improvements component will improve 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. Construction improvements will include new sidewalks, curbs, gutters, and necessary roadway repairs along with benches, trash cans, bike racks, digital display signage, and solar lighting. Access to schools, employment centers, and ADA paths of travel will be prioritized.

- The On-Demand Improvement Study component will conduct an analysis of FAX current on-demand paratransit system and seek solutions for improvement. Needs and desires will be evaluated and prioritized, including the possibility of adding non-paratransit on-demand to FAX's current transit modes.

Project completion for the On-Demand Improvement study is expected by 2027 and completion for all capital components is expected by 2029.

Key Project Ratings:

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

10. Golden Empire Transit District (GET)

Project: GET Road to 2030

Award:	**$117,878,000**
Total Budget:	**$147,346,993**

Estimated TIRCP GHG Reductions: 78,000 MTCO2e

This project will implement a series of transformative transit improvements in Bakersfield, and the surrounding region. The project scope is aimed at increasing ridership, reducing GHG emissions, enhancing transit safety, and improving connectivity with high-speed rail.

Specific project elements include:

- The procurement of 15 zero-emission hydrogen buses to improve service on Routes 1, 2, 3, 5, and 7. This will see the frequency of the BRT Lines increase to 15-minute service. GET plans to establish 35 queue jump lanes, 150 bike parking and bike kiosks, and bus shelters across the BRT lines. Additionally, GET plans to replace expensive microtransit service with a ride-hailing voucher program titled “GET&go”.

- Procurement of 3 zero-emission hydrogen commuter buses for new commuter service between Bakersfield and two employment centers - Tejon Ranch Commerce Center and Wonderful Industrial Park.

- The installation of fare validator equipment to accept credit cards on buses component will install fare validator equipment on GET’s entire fleet and procure additional spare equipment. The equipment will accept the use of credit cards and debit cards and other means of payment directly on buses and integrate with the California Integrated Travel Project (Cal-ITP) system.

- The planning, procurement, and installation of hydrogen fueling station component will install a hydrogen fueling station located at GET’s Mt. Vernon property, which will become GET’s new operations and maintenance facility. This marks the second alternative fuel option for heavy duty vehicles in the region.

- The construction of the Downtown Transit Plaza component will upgrade the transit center and provide additional bus bays and layover spaces. The project will include modern amenities such as restrooms, real-time arrival information, bike racks, and sheltered waiting areas. This will significantly improve the overall user experience. By addressing the capacity issues and enhancing facilities, the transit center can better support the anticipated increase in ridership driven by expanded transit services and the implementation of BRT enhancements.

Further, the location and proposed improvements also present an opportunity to address the need for affordable housing in the area. In coordination with the Kern County Housing Authority (KCHA), the new Downtown Transit Plaza will be constructed with 81 affordable housing units across five stories (with the Transit Plaza being on the primary level). The first floor will feature a new transit hub with GET offices, approximately 3,000 sq ft of retail space for a neighborhood market or similar use, approximately 2,400 sq ft for a medical clinic, and about 2,000 sq ft of space for residential use, including community space, management, and services offices. The second through fifth floors will feature 67 one-bedroom homes and 14 two-bedroom homes for households with incomes less than 60% of the Area Median Income (AMI).

Project completion is expected by 2029.

Project Ratings:

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

11. Humboldt Transit Authority (HTA)

Project: 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

Award:	**$18,707,000**
Total Budget:	**$19,997,000**
Estimated TIRCP GHG Reductions:	**14,000 MTCO2e**

The project aims to grow ridership by purchasing five fuel cell electric buses to establish 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.

HTA will also construct Phase 1 of the North Coast Zero Emission Operator and Maintenance Training Center. The training space will be constructed within HTA's existing separate vehicle detail bay. It will include classroom space, a bus operator raining simulator, mechanic training boards, and zero emission training tools such as fuel cell, mock batteries, and electric motors.

This project will 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.

Project completion is expected by 2029.

Key Project Ratings:

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

12. Imperial County Transportation Commission (ICTC)

Project: Connecting Vulnerable Communities: Calexico East Port of Entry (POE) Intermodal Transportation Center (ITC) & System Improvements

Award: **$12,600,000**
Total Budget: **$12,600,000**

Estimated TIRCP GHG Reductions: **9,000 MTCO2e**

This project will design and construct a new intermodal transportation center to serve the Calexico East Port of Entry and purchase four electric 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 that include shade structures, benches, restrooms and drinking fountains will improve the travel experience by making trips safer, easier, and more comfortable.

The zero-emission electric 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.

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:	High
Project Readiness:	High
Funding Leverage:	Low
Multi-Agency Coordination/Integration:	Medium
Priority Population Benefits:	Medium-High

13. Los Angeles County Metropolitan Transportation Authority (LA Metro)

Project: Southeast Gateway Line

Award: **$231,000,000**
Total Budget: **$7,167,000,000**

Estimated TIRCP GHG Reductions: **602,000 MTCO2e**
(GHG reductions tied to supplemental scope)

The Southeast Gateway Line (SGL) Project, previously named the West Santa Ana Branch Transit Corridor (WSAB) Project, is a new light rail transit line that will connect southeast LA County to downtown Los

Angeles. The project will connect the City of Artesia in southeast Los Angeles County to the Slauson A-Line Station. The full transit corridor has plans for future extension to Union Station in downtown LA.

Specifically, this funding will expand the scope of LA Metro's TIRCP Cycle 3 award with added components not initially included in their Cycle 3 award including the construction of an additional, at-grade infill station at I-105. The infill station provides a connection between the SGL and Metro C Line, allowing for improved ridership on both lines. The project improves access to and from the new station.

The SGL traverses densely populated, low-income, and heavily transit-dependent communities in South Los Angeles with limited transit options, providing a viable transit option that does not currently exist in the project corridor.

Once constructed, the project will result in 14.5 miles of a new light rail line with 10 total stations. A significant amount of match funding exists for the project which includes $200 million in SB 125 funding and $300 million in funding awarded from the 2018 TIRCP cycle. The project also expects to leverage more than $3.2 billion in federal funding through the Federal Transit Administration Capital Investment Grant program, along with more than $2.7 billion in local funding commitments.

Project completion is expected by 2035. Funding is contingent on successful receipt of a Full Funding Grant Agreement with the Federal Transit Administration.

Key Project Ratings:

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

14. Monterey-Salinas Transit (MST)

Project: Travel Information and Promotion System (TIPS)

Award:	**$1,160,000**
Total Budget:	**$6,955,000**
Estimated TIRCP GHG Reductions:	**2,000 MTCO2e**

The Travel Information and Promotion System (TIPS) project will increase ridership throughout the MST system by providing higher-quality information to riders. It 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 project will procure and implement a modern Content Management System (CMS) to facilitate unified information sharing across various display technologies, such as kiosks and personal devices. The project will also integrate a Tap-to-Pay open-loop contactless payment system and establish a demonstration reward ridership program.

Once implemented, the 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.

Project implementation is expected starting in 2025.

Key Project Ratings:

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

15. North County Transit District and San Diego Association of Governments (NCTD and SANDAG)

Project: LOSSAN Double Tracking and Bluff Stabilization

Award:	**$38,468,000**
Total Budget:	**$155,603,165**
Estimated TIRCP GHG Reductions:	**20,000 MTCO2e**

The LOSSAN Double-Tracking and Bluff Stabilization project includes two critical upgrades aimed at increasing and retaining ridership: the Eastbrook to Shell Double-Tracking (ESDT) and the Del Mar Bluffs Stabilization Phase 5 Continuation (DMB5C).

The ESDT project component involves the replacement of a 0.6-mile segment of single track with a double track segment. This replacement also includes the replacement of the existing 700-foot long, single-track San Luis Rey River bridge with a new, modern double-track concrete girder bridge. The Project will connect two existing double track segments to create a continuous 10.3-mile double track segment. The existing single track within the project limits negatively affects reliability in the corridor. This segment of track requires meeting or passing trains to take turns using the single track which reduces operational flexibility and results in delays to other trains if a train is late. By adding a second track, the ESDT project would eliminate the waiting requirement and reduce the effects of cascading delays. The Oceanside station, just south of the project location, is a critical hub for connections between *COASTER, SPRINTER, Pacific Surfliner* and local transit services. Timely and reliable service made possible by alleviating this bottleneck is critical to ridership and frequency growth.

Other associated improvements include the realignment of an existing Class I Bike Path, extending an existing pedestrian underpass, grading, drainage, and signal improvements, and the double tracking of the Surfrider at-grade crossing, which is an FRA approved Quiet Zone. The Project also replaces the existing turnout at CP Shell with a new right-hand, No. 14 crossover. This provides operational flexibility for eastbound trains to choose Platform 1 or 2 as they approach the Oceanside Transit Center.

The DMB5C project will include the installation of up to 128 new soldier piles, which involves the installation of vertical piles with a connecting grade beam at the top. This method reduces the risk of deep-seated slope failure beneath the tracks along the Del Mar Bluffs and avoid the associated shut down in rail service between San Diego and the rest of the LOSSAN Corridor. The project will increase

safety and service reliability to passengers and freight by minimizing the chances of track damage caused by slope failure. Public safety will also be increased by lowering the chances of landslides onto the beach and conveying stormwater more effectively. It is a critical scope addition to efforts underway to strengthen the corridor for the next 30 years while efforts to relocate the railway away from the bluffs continue to advance.

Project ESDT project completion is expected by 2028 and the DMB5C project completion is expected by 2029.

Key Project Ratings:

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

16. Orange County Transportation Authority (OCTA)

Project: Coastal Rail Infrastructure Resiliency Project

Award:	**$125,000,000**
Total Budget:	**$313,243,000**
Estimated TIRCP GHG Reductions:	**149,000 MTCO2e**

This 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. OCTA has identified four areas along the coastal area in the city of San Clemente that pose an imminent threat to rail operations due to coastal storm surges, combined with failing slopes and other environmental factors resulting in extended freight and passenger rail disruptions.

Over the past 3 years, there has been repeated closures in this section of the corridor for a cumulative total of over 12 months of closures due to extensive railroad track movement and slope instability. These disruptions in train operations not only have a profound effect on the passenger rail quality, but also impact reliability, which has significant implications for ridership. Significant state and local emergency funding has been invested in emergency repair work. This project proactively plans to avoid future disruptions. Once completed, this project will stabilize this section of the corridor for the next 30 years.

The specific work for the four areas identified are as follows:

- Area 1 focuses on addressing eroded and steepened areas by installing 2-ton to 6-ton rock gradation. This approach aims to minimize rock encroachment on the beach while providing approximately 50 feet of sand nourishment in front of the rock, thereby enhancing coastal protection.
- Area 2 targets critical erosion points, utilizing 2-ton to 6-ton rock gradation while also ensuring minimal impact on the beach. It will also include 50 feet of sand nourishment to further bolster

the shoreline.

- Area 3 involves extending the existing catchment wall constructed after a landslide at MP 204.6. This area will also focus on collaborating with the City of San Clemente to maintain and restore access to trails adjacent to the rail line.
- Area 4 involves installing engineered rock revetment and sand nourishment based on the previous evaluations. This includes using geotextile filter fabric, placing a 1/4-ton rock gradation for the underlayer, and a 4-ton rock gradation on top. Additionally, the project aims to create an 80 to 100-foot-wide beach area through sand nourishment in front of the engineered rock revetment. Overall, these measures are designed to enhance the stability of coastal infrastructure and safeguard rail operations against future erosion.

OCTA has committed significant SB 125 funding for the project and is leveraging $80 million of SB1 Trade Corridor Enhancement Program funding awarded in October 2024. It is an active applicant for additional federal funding.

Project completion is expected by 2029.

Key Project Ratings:

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

17. Riverside County Transportation Commission (RCTC)

Project: Mead Valley Metrolink Station/Mobility Hub

Award:	**$40,500,000**
Total Budget:	**$50,500,000**
Estimated TIRCP GHG Reductions:	**38,000 MTCO2e**

This project increases ridership on the Metrolink 91/Perris Valley line through the addition of a new station at Mead Valley. It consists of environmental document revalidation, design, right-of-way, construction management, and construction of a new Metrolink station in Mead Valley 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 design includes side platforms along a future double track alignment, featuring canopies to provide shade for waiting passengers. A centrally located bus loop will accommodate two unloading, loading, and layover bays, enhancing transit connectivity. 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. An at-grade pedestrian crossing between the two

platforms will incorporate protection features that comply with Southern California Regional Rail Authority (SCRRA) standards.

The project is matched with $6.3 million in RCTC-controlled State Transit Assistance funding and $3.7 million in local Measure A sales tax funds.

Project completion is expected by 2029.

Key Project Ratings:

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

18. Sacramento Regional Transit District (SacRT)

Project: Enhancing Ridership Through System Improvements, Public Engagement, and Workforce Development

Award:	**$28,992,000**
Total Budget:	**$125,924,097**
Estimated TIRCP GHG Reductions:	**78,000 MTCO2e**

This project will increase ridership on the SacRT system by investing in new stations, new light rail vehicles that are faster and easier to board, and through improved passenger information and fare collection technology. The project includes purchasing six low-floor light rail vehicles, which will enhance service reliability and comfort for passengers. SacRT will also be initiating a workforce development program through a partnership with Siemens and American River College/The Rail Academy of Central California (TRACC) to train students in maintaining the new light rail vehicles, creating valuable career opportunities in transit maintenance.

The project will also modernize 17 Blue Line stations to accommodate the low-floor vehicles, which will eliminate the need for passengers to climb stairs, making boarding safer and more accessible for all.

SacRT will also construct two new stations that will increase ridership: the Dos Rios Light Rail Station and the Horn Road Light Rail Station. The Dos Rios station will be adjacent to Mirasol Village, a 427-unit affordable housing development in Sacramento's River District. This new station will serve as a vital link along the Blue Line, bridging the historically isolated and disadvantaged River District area with transit and employment hubs across the Sacramento region. The Horn Road Station, planned on the Gold Line in Rancho Cordova, will be adjacent to middle- to low-income housing, employment centers, and social services. It will close a 2.5-mile gap between existing stations, providing convenient transit access and supporting community growth with easy access to Sacramento Public Library System, County social services, parks, and the American River.

Lastly, Cal-ITP platform validator devices and smart fare vending machines will be installed at 54 light rail stations, increasing ridership by making it easier to pay for transit trips. This enhancement will streamline ticket purchasing and validation, improving both accessibility and operational efficiency. SacRT will also collaborate with community-based organizations to raise awareness and provide training for new ticketing and scheduling systems, expanding ridership beyond transit-dependent populations.

A sizable portion of the match funding for this project is provided by SB125 funding, with over $20.7 million committed to delivering this suite of projects.

Project completion is expected by 2029.

Key Project Ratings:

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

19. San Francisco Bay Ferry, San Francisco Bay Area Water Emergency Transportation Authority (WETA)

Project: Harbor Bay Ferry Facility Electric Float and Infrastructure Project

Award:	**$12,500,000**
Total Budget:	**$21,500,000**
Estimated TIRCP GHG Reductions:	**439,000 MTCO2e**

The project will allow for expansion of electric propulsion ferry service along the Harbor Bay to San Francisco ferry route by providing the necessary infrastructure to allow fully electric ferries to rapidly charge while docked at this location. It includes the construction of an electrified universal charging float (UCF) containing vessel charging equipment and a battery storage system, electrical infrastructure upgrades, electric vehicle charging infrastructure, and facility rehabilitation of the Harbor Bay Ferry Terminal in Alameda.

The universal charging float that will be constructed is specifically designed to enable up to 6 MW direct current charging of electric ferries on either side of the float. The float will internally contain all systems required to safely convert medium voltage utility power and deliver it to the vessels and will incorporate a lithium-ion battery energy storage system. The charging float is critical for the implementation of battery electric vessel operations because opportunity charging is required at the terminal for sustained vessel operations. The space required for battery energy storage and ferry-scale charging components cannot reasonably be accommodated on shore and thus these components require a redesign and replacement of the existing terminal float.

All facilities will meet upgraded safety, ADA and other important regulatory standards. In concert with the City of Alameda, the upgraded electrical infrastructure will also be utilized to install new EV charging stations for passengers connecting to the ferry as part of their travel, thus increasing the environmental

benefit of the improvements.

Project completion is expected by 2028.

Key Project Ratings:

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

20. San Francisco Municipal Transportation Agency (SFMTA)

Project: Train Control Upgrade Program Phase 2

Award:	**$130,000,000**
Total Budget:	**$686,470,880**

Estimated TIRCP GHG Reductions: **840,000 MTCO2e**

This project is a transformative initiative aimed at significantly enhancing the frequency, capacity, efficiency and reliability of the Muni Metro light rail network through the installation of a state-of-the-art communications-based train control (CBTC) system. Currently reliant on a 30-year-old automatic train control system (ATCS) within the Market Street Subway and manual controls on surface lines, the existing system communicates more slowly than a dial-up modem and limits light rail frequency, reliability and travel times. CBTC technology uses Wi-Fi/cellular connections to precisely track and continually communicate with all vehicles and allow for regular software updates without interrupting service. It will also be more reliable and durable than the ATCS loop cables, allow for future expansion of train control technology to on-street segments, and improve Muni's ability to use transit priority signals.

In addition to increasing capacity, the project will introduce enhanced safety features within the subway system, establishing a foundation for future upgrades to on-street segments of the Muni Metro network. This initiative is crucial for priority populations, as approximately 80% of residents living within half a mile of Muni stops come from low-income households. The upgrade also supports transit-oriented development (TOD), crucial for San Francisco's goal of meeting its Regional Housing Needs Allocation (RHNA) by providing vital transportation infrastructure to facilitate the addition of 82,000 new housing units along Muni Metro corridors. By centralizing the management of the Muni Metro network with the new CBTC system, the program will lead to improved vehicle volumes of 20-25% through the Market Street Subway, reduced delays and bunching at subway portals, and operational flexibility that aligns with the longer-term objectives outlined in the TIRCP-funded Muni Metro Modernization Study.

The project is matched with over $550 million in local, state and federal funds, and this TIRCP investments represents the last TIRCP money in to deliver the entire program.

Program completion is expected by 2034.

Key Project Ratings:

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

21. San Joaquin Regional Rail Commission and San Joaquin Joint Powers Authority (SJRRC and SJJPA)

Project: Bridging Rail Initiatives, Technology, and Education (BRITE)

Award:	**$70,868,000**
Total Budget:	**$527,254,000**
Estimated TIRCP GHG Reductions:	**384,000 MTCO2e**

This project will provide critical investment in projects needed to realize additional benefits on the Valley Rail Program through four major components:

- The Stockton Diamond Grade Separation component will construct a grade separation of Burlington Northern and Santa Fe Railway (BNSF Railway) and Union Pacific Railroad (UPRR) rail lines to reduce rail congestion and allow for an uninterrupted flow of passenger and freight rail traffic through the crossing. This project will improve operational efficiency by facilitating the seamless movement of freight and passenger trains through this vital junction, decreasing travel times for both. Its completion allows for additional rail frequencies for *Altamont Corridor Express* and Amtrak *San Joaquins* passenger trains. The project is coordinated with the Stockton Wye project, which improves rail access in the northwest quadrant of the diamond to both the Port of Stockton and to the San Joaquin St. station, where a new layover track will facilitate additional connections between Bay Area and Sacramento trains. Additionally, bicycle, pedestrian, and roadway improvements will be made to seven at-grade crossings in the City of Stockton. The Stockton South End Crossover component will construct crossover tracks and switches in the UPPR Stockton South Yard to ensure minimal disruption to the access to the BNSF and the Port of Stockton during the construction of the Stockton Diamond.
- The Madera HSR Station component will enhance passenger rail service within the region and enable high-speed rail (HSR) operation for the California HSR Early Operating Segment (EOS) between Merced and Bakersfield. This station will improve regional connectivity and provide residents with increased access to job opportunities and economic resources. It also will facilitate significantly higher ridership as high-speed services utilize the new station and connect to Southern California.
- The Rail Academy of Central California (TRACC) Workforce Development Program, which will provide and support the instruction of railroad industry courses, provide supplies, and facilitate engagement with potential students. TRACC will provide education and economic opportunities to underserved communities in San Joaquin County and neighboring areas by providing an education a streamlined program to prepare the community for high-paying job opportunities in the Railroad Industry. TRACC courses will be taught at the SJRRC Regional Maintenance Facility in Stockton

Project completion is expected by 2028.

Key Project Ratings:

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

22. Santa Barbara County Association of Governments (SBCAG)

Project: Santa Barbara County Charging Forward Project – Advancing Clean Mobility for the Central Coast

Award:	**$51,130,000**
Total Budget:	**$107,313,029**
Estimated TIRCP GHG Reductions:	**154,000 MTCO2e**

This project includes three main components: Transit Electrification, Transit Transformation, and Transit Facility Improvement. The details of the three funded components of the Santa Barbara County Charging Forward Project are as follows:

- The Transit Electrification component includes the procurement of 23 zero-emission buses. This fleet expansion comprises sixteen 28-foot buses for City of Lompoc Transit, five 45-foot buses for Clean Air Express, and two 40-foot buses for Santa Barbara Metropolitan Transit District (SBMTD). The electrification efforts extend beyond the vehicles, with the installation of charging infrastructure to support these buses, including fast-charging stations at various transit hubs and maintenance facilities.
- The Transit Transformation component includes a BRT system, which will be implemented by Santa Maria Rapid Transit along the highly congested State Route 135/Broadway corridor in Santa Maria, featuring dedicated bus lanes, level boarding stations, signal priority, and other infrastructure to ensure faster, more reliable transit. Additionally, the introduction of a countywide integrated contactless fare system will streamline transit usage by creating a unified payment method across local transit operators and provide transfer discounts and facilitating better data collection on ridership.
- The Transit Facility Improvement component will upgrade multiple transit facilities across Santa Barbara County to accommodate the transition to electric vehicles and support future growth. This includes the construction of a new Operations and Maintenance building at SBMTD's Terminal 2 in Goleta, equipped with electric bus charging infrastructure, photovoltaic solar panels, and a microgrid battery storage system for energy resilience. Santa Maria Regional Transit (SMRT) will also receive upgrades, with additional electric bus charging stations at three key locations. The Santa Maria Regional Transit Center, SMRT Operations and Maintenance Yard, and City of Buellton Transfer Station will house the charging stations.

A sizable portion of the match funding for this project is provided by SB125 funding, with over $34.6 million committed to delivering this suite of projects.

Project completion is expected by 2029.

Key Project Ratings:

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

23. Sonoma-Marin Area Rail Transit District (SMART)

Project: Sonoma-Marin Area Rail Transit District (SMART) Rail and Pathway Corridor Project

Award:	**$81,000,000**
Total Budget:	**$269,000,000**
Estimated TIRCP GHG Reductions:	**148,000 MTCO2e**

This project will increase ridership and improve active transportation by adding new passenger rail service to Healdsburg. It upgrades the rail infrastructure to modern standards to support passenger commuter rail, short-line freight services, and a Class 1 non-motorized pathway within the publicly owned SMART right-of-way for pedestrians and bike riders. The project is led by SMART, in collaboration with the Sonoma County Transportation Authority and Regional Climate Protection Authority.

The upgrades include reconstructing the railway in two segments: a 5.5-mile section from Windsor to Healdsburg Depot, and a 3.3-mile segment from Healdsburg Depot to the Healdsburg city limits at Lytton Road. Enhancements will include new rail tracks, stations with amenities, freight spurs, improved crossings, broadband access, and federally mandated Positive Train Control (PTC). Additionally, the project features a paved bicycle and pedestrian pathway following Great Redwood Trail standards, supporting safe non-motorized travel.

The expansion addresses crucial transportation needs in North Sonoma County, providing residents and visitors with an environmentally friendly alternative to car travel for commuting, school, healthcare, and recreation. By activating an underutilized railroad, the project will alleviate congestion on regional highways like Highway 101 and foster economic growth by supporting affordable and workforce housing development near transit. Furthermore, it aims to improve safety by reducing auto traffic and offering a separated pathway for bike riders and pedestrians. The project also enhances the region's resilience by expanding broadband capacity for public use and providing critical infrastructure for emergencies such as wildfires or pandemics.

Project completion is expected by 2028.

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
Multi-Agency Coordination/Integration:	Medium
Priority Population Benefits:	Medium

24. Southern California Regional Rail Authority (SCRRA)

Project: Eastern Maintenance Facility Development

Award:	**$44,796,000**
Total Budget:	**$44,796,000**

Estimated TIRCP GHG Reductions: 203,000 MTCO2e

This project increases ridership by constructing two service and inspection (S&I) tracks that allow four additional round trip rail services on Metrolink. It also completes the design phase for the full buildout of the Eastern Maintenance Facility in Colton. The project allows optimized servicing and staging of Metrolink trains to run more frequently in the morning and later into the evening while positioning trains to start service where and when service is desired.

The two additional S&I tracks would increase the storage and double the daily servicing capacity at the Eastern Maintenance Facility (EMF). This will ultimately allow two new round trips to be scheduled on the Inland Empire-Orange County Line (IEOC) and two new round trips to be scheduled on the San Bernardino Line (SBL). IEOC service would run between Riverside-Downtown and Laguna Niguel/Mission Viejo stations. SBL service would run between San Bernardino-Downtown and Los Angeles Union Station. This Increases frequency of trains making connections to the entire regional transit network at Union Station, including the state's planned high-speed rail system, other Metrolink lines, and regional airports.

Project completion is expected by 2032.

Key Project Ratings:

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

25. SunLine Transit Agency

Project: Bringing Easy Ticketing Solutions to the Coachella Valley

Award: **$612,200**
Total Budget: **$612,200**

Estimated TIRCP GHG Reductions: **35,000 MTCO2e**

This project increases ridership by making it easier to pay for transit trips. SunLine will procure and install an open loop, contactless payment system on all SunLine service vehicles, aligned with the California Integrated Travel Project (Cal-ITP).

Transit users in SunLine's service area will benefit from the improved accessibility of the contactless payment system, as well as the increased services made possible from the operational savings of the transition. Coachella Valley motorists will benefit from congestion reduction as ridership increases on SunLine which will reduce traffic and overall reduction in emissions which is critical in an area plagued with low air quality. Residents and visitors will benefit from the integrated payment system between SunLine and the planned Coachella Valley intercity rail line (CVR).

Project completion is expected by 2025.

Key Project Ratings:

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

26. Tulare County Association of Governments

Project: Cross Valley Express: Kings – Tulare County Regional Bus and Capital Infrastructure Plan

Award: **$59,100,000**
Total Budget: **$60,930,000**

Estimated TIRCP GHG Reductions: **459,000 MTCO2e**

This project will create an interconnected Kings and Tulare County by linking critical Central Valley cities Visalia, Hanford, and Lindsay via a new transit bus network, with statewide and additional regional connections through the Hanford *San Joaquins* station and the future Kings-Tulare High Speed Rail station. The funding request will support the procurement of eight zero-emission buses, along with the necessary electrical charging infrastructure, passenger shelters, and street improvements to enhance the overall transit experience. This investment is vital to improving access to jobs, housing, and services for the region's largely lower-income population, many of whom have limited vehicle access and need affordable public transit options.

The request focuses on two key components:

- The Cross Valley Express "core service" component will connect the Hanford Amtrak Station to the future High-Speed Rail (HSR) station of Kings/Tulare and the City of Lindsay in a pilot phase. It will

span over 40 miles along State Route 198 and 137, and provide service to five jurisdictions: Hanford, unincorporated Kings County, Visalia, Farmersville, and Lindsay. It will operate as a regional connector with a total of 10 planned stops, operating on 30-minute headways, 6 AM to midnight. It is projected to connect riders with the estimated 90,000 jobs along the corridor.

- The BRT service component will run 11 miles along State Route 63 between Visalia and Tulare, increasing connections between the two cities and the proposed Kings/Tulare HSR. Plans to prioritize the 8 planned stops along the route include the construction of median running bus lanes and Transit Signal Priority (TSP) intersection with the service operating every 30-minutes between 5:00am to 10:00pm.

By improving regional mobility, reducing travel times, and offering clean energy transit options, the Cross Valley Express will seamlessly integrate with existing local services and the future high-speed rail network. This phased approach is part of a long-term plan that could ultimately transition the bus service into a high-quality rail corridor, further strengthening connections between major cities in the San Joaquin Valley and beyond.

Project completion is expected by 2027.

Key Project Ratings:

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

27. University of California, Los Angeles (UCLA)

Project: UCLA/Westwood Zero Emission Transit Service Expansion: Deploying Wireless Charging at Scale

Award:	**$19,850,000**
Total Budget:	**$34,950,041**
Estimated TIRCP GHG Reductions:	**15,000 MTCO2e**

The project will achieve 100% electrification of UCLA's BruinBus and Medical Center bus fleets, expand transit services, and implement inductive wireless charging infrastructure on campus streets. It will include the purchase 8 zero-emission buses to operate the BruinBus service, which provides services to students, staff, and the general public, connecting with routes from seven other transit agencies. BruinBus routes are focused on linking major student residential neighborhoods, the Westwood Village commercial district, the Ronald Reagan UCLA Medical Center, academic buildings, and many other university facilities. UCLA will also be the host of the Olympic Village for the 2028 Olympic Games, which will require the daily transport of 15,000 athletes to competition venues around the Los Angeles region.

UCLA is partnering with CALSTART and Electreon Wireless, Inc. to implement the charging infrastructure. Static charging stations and dynamic inductive charging will be installed at key locations which are also

shared with other local transit agencies. The innovative charging technology provides static and dynamic wireless charging to any vehicle type, in any driving mode—while stationary, driving slowly, or driving at regular speeds on the roadway. This technology creates the opportunity to charge at more points throughout the day, in any location. The innovation being demonstrated in this project is of interest for its potential to have state-wide benefit if it were applied within more transit electrification projects, a consideration in the award selection.

Lastly, a Transit Hub will also be built between the bus depot and the new UCLA/Westwood station providing direct connectivity with LA Metro's D Line light rail extension, which is planned for 2028. The extension will bring riders only 2/3 mile away from the center of campus and will be the first time that Southern California residents and visitors have a direct rail connection from Downtown Los Angeles to the Beverly Hills, Century City, and Westwood—the region's second largest job center.

Project implementation is expected by 2028.

Key Project Ratings:

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