



TIRCP Cycle 8: Application Overview

No.	Agency	Project Title	Key Project Elements*	TIRCP Funds Requested**	Total Project Costs**
1	Calaveras Council of Governments	Sustainable Transit Infrastructure and Zero-Emission Transition Project	The Calaveras Council of Governments (CCOG), in coordination with the Calaveras Transit Agency (CTA), will deliver the Sustainable Transit Infrastructure and Zero-Emission Transition Project to construct a new, consolidated transit operations and maintenance facility in San Andreas, California. The site is centrally located within CTA's countywide service area and provides direct access to primary transportation corridors. The project will enable CTA's transition to zero-emission vehicle operations, improve transit system reliability and efficiency, and preserve essential public transit service. The Project includes residual bid-phase design support, permitting, construction, installation of zero-emission vehicle infrastructure, commissioning, and transition to full operational use.	\$12,311,064.00	\$18,110,000.00
2	Capitol Corridor Joint Powers Authority	Statewide Enhanced Rail Vehicles and Integrated Connections (SERVICES) Program	The Capitol Corridor Joint Powers Authority (CCJPA) is requesting funding for the Capitol Corridor Statewide Enhanced Rail Vehicles, Integrated Connections (SERVICES) Program, a group of three interrelated capital improvement projects designed to improve the intercity rail system across the Northern California Megaregion. The program will rehabilitate and modernize the statewide bi-level passenger rail fleet maintained by CCJPA, San Joaquin Joint Powers Authority (SJJPA), San Joaquin Regional Rail Commission (SJJRC), and Los Angeles, San Diego, San Luis Obispo Rail Corridor Agency (LOSSAN); improve pedestrian and bicycle access along the 4th Street corridor at Sacramento Valley Station; and install crossover track revisions and ground power improvements at Diridon Station to increase rail system efficiency for Caltrain and Capitol Corridor services in preparation for additional electrified service.	\$56,500,000.00	\$168,789,000.00
3	City of Baldwin Park	Ramona Boulevard Metrolink San Bernardino Line Grade Separation Project	City of Baldwin and San Gabriel Valley Council of Governments is submitting one application for the Ramona Boulevard Metrolink San Bernardino Line Grade Separation Project. The project is to eliminate chronic traffic delays and hazardous conflicts between railroad operations and the traveling public. The project is designed to enhance rail, vehicle, pedestrian, and bicycle mobility while ensuring unimpeded access for emergency response vehicles along a primary response route. Additionally, the project aims to improve the overall Metrolink San Bernardino line corridor by eliminating unauthorized pedestrian crossings and reducing noise and vibration impacts on the surrounding community.	\$4,551,316.00	\$167,835,379.00
4	City of Beaumont	The City of Beaumont's Transit Tap & Ride Project	The City of Beaumont is requesting funding for the Beaumont Transit Tap & Ride Project, a systemwide fare modernization initiative that will equip Beaumont Transit's 22 bus fleet with contactless open payment technology to make transit more accessible for existing and prospective riders. The project will advance California Integrated Travel Project (Cal-ITP) open payment platform and make Beaumont Transit a more seamless, convenient, and rider friendly option.	\$550,000.00	\$650,000.00
5	City of Burbank	Downtown Burbank Multimodal Transit Integration and Electrification Project	The project includes funding for the following elements: BurbankBus Charging Infrastructure and Maintenance Facility, which provides necessary infrastructure for fleet electrification and creates new operational efficiencies. BurbankBus Electrification: Adds 11 battery-electric buses, supporting City goal to fully electrify by 2040. BurbankBus Service Optimization: Implements higher-ridership Orange Route alignment and adds transit stop infrastructure, including real-time arrival displays. Burbank - Downtown Metrolink Station Rider Improvements and First-Last Mile Connectivity: Adds passenger amenities, building renovations, mobility options, safety improvements, and active transportation infrastructure at Burbank's busiest transit hub. Olive Avenue Bridge Replacement (Integration Planning): Provides matching funds to advance a critical multimodal facility, active transportation connection, and rail overcrossing to 100% design.	\$44,380,000.00	\$73,333,000.00
6	City of Camarillo	Camarillo EV Transit Charging Station	The City of Camarillo operates a fleet of 18 buses and vans through its Camarillo Area Transit (CAT). The project will construct a shared hub at the Camarillo Train Station to charge the entire 18 future electric transit vehicle fleet of CAT operated by the City of Camarillo and 5 electric buses operated by Ventura County Transportation Commission (VCTC) for intercity service, with storage for an additional three VCTC buses. The project will allow CAT to transition to a 100 percent battery electric bus fleet by 2031 and for VCTC to charge its Coastal Express battery electric fleet.	\$5,707,452.00	\$6,937,388.00

7	City of Camarillo	Camarillo Transit Expansion Project	The project will expand fixed-route service to more neighborhoods and improve connections between local and regional services. This Project will introduce two new fixed-route loops operating in opposite directions, modify fare structure to incentivize riders to use new route network and the opportunity to use the Ventura County Transportation Commission (VCTC) Intercity service to connect to the regional rail system. This will create a network that serves the most dense, walkable areas with timely connections to regional service substantially boosting ridership and the cost effectiveness of transportation dollars spent per capita. These improvements are designed to significantly increase ridership, improve mobility for residents, and provide equitable access to jobs, education, healthcare, and essential services throughout the region.	\$4,968,040.00	\$5,429,680.00
8	City of Cupertino	SV Hopper Microtransit Expansion Project	The City of Cupertino is requesting funding for the SV Hopper Microtransit Expansion, a 100% zero emission electric on-demand microtransit service expansion that will assist an expansion into northern Santa Clara and extend weekday operating hours. The expansion will connect riders to the Santa Clara and Great America ACE Stations, provide access to over 90,000 jobs, and is projected to reduce passenger vehicle miles traveled by nearly 1 million miles.	\$8,736,380.00	\$17,472,760.00
9	City of Delano	DART Improving Air Quality and Economic Growth With the Construction of an All-Electric and Zero Emission Transit Maintenance and Training Facility	Delano Area Rapid Transit proposes to construct an all electric and zero-emission facility. The project proposes to rehab the old Delano Modified Community Correctional Facility (MCCF) and transform it into the Transit, Maintenance and Training Facility (TMF). DART's proposal will support rural integration of an electric clean transit system, improve air quality, reduce emission of greenhouses gases, and ensure community resilience. This project will expand and enhance transit services to existing affordable housing, low-income USDA Single Family Housing by providing connectivity to medical services, jobs, senior programs, schools such as high schools, elementary schools, community colleges, Tulare County Area Transit Agency and Kern Transit Regional bus services.	\$8,000,000.00	\$14,853,861.00
10	City of La Puente	La Puente EV Microtransit Initiative	The City of La Puente is requesting funding for the La Puente EV Microtransit Initiative, which will deploy a fleet of 4 fully electric microtransit vehicles supported by dedicated electric vehicle charging infrastructure. The project will replace the City's fixed-route LINK shuttle with a fully electric microtransit service designed to align with real-time travel demand.	\$2,707,144.00	\$2,707,144.00
11	City of Los Angeles	City of Los Angeles Zero Emission Electric Bus Service	Los Angeles Department of Transportation (LADOT) is requesting funding for the replacement of 83 compressed natural gas (CNG) buses with 83 battery electric buses (BEB). The purpose of the project is to complete a major phase of LADOT's transition to zero-emission transit service by replacing 83 compressed natural gas buses with 83 battery-electric buses serving the DASH network in the Downtown, Central, and Mid-Cities service regions. This investment will help LADOT meet the Los Angeles City Council's mandate to electrify the transit fleet by 2030 and support compliance with the California Air Resources Board Innovative Clean Transit regulation.	\$92,140,049.00	\$111,945,667.00
12	City of Montebello	Purchase 10 Zero-Emission Buses to Improve Service Headways on Lines 10, 20, and 40	Montebello Bus Lines (MBL) is requesting funds to transform its highest ridership corridors – Lines 10, 20 and 40 – into high-frequency, zero-emission transit routes through the procurement of ten (10) 40-foot New Flyer hydrogen fuel cell electric buses (FCEBs). The additional vehicles will enable MBL to increase peak service frequency to 15-minute headways, improving transit reliability, reducing passenger wait times, and attracting new riders across 117 disadvantaged communities served by these routes.	\$14,619,905.00	\$18,274,881.00

13	City of Norwalk	Norwalk Community Link Microtransit Project	Norwalk Transit System's (NTS) has launched the Norwalk Community Link Microtransit Pilot Project. The Norwalk Community Link Microtransit Project encompasses the full conversion of the city's microtransit pilot into a permanent, citywide on-demand transit service. The pilot, launched in January 2026, has demonstrated strong community demand and operational feasibility. Under this project, the service will transition from pilot status to permanent operations. The service will operate on-demand, curb-to-curb shared rides within the entire 9.7-square-mile City of Norwalk and to high-demand areas of neighboring Santa Fe Springs and La Mirada, available to independent riders 13 years or older, regardless of disability status or income. Rides may be requested through Via's mobile application or by telephone dispatch, ensuring that residents without smartphones or internet access can access the service without barriers.	\$7,584,979.00	\$15,169,958.00
14	City of Richmond	Richmond Moves Expansion II	City of Richmond will expand and enhance Richmond Moves-the City's zero-emission, on-demand first-mile/last-mile (FMLM) microtransit service to sustain citywide coverage, deliver service to unincorporated North Richmond for the first time, and add weekday evening service from 7:00 PM to 9:00 PM.	\$5,060,384.00	\$10,120,768.00
15	City of Santa Clarita	Santa Clarita Zero-Emission Hydrogen Transit System Expansion Project	The City of Santa Clarita Transit is requesting funding for the procurement of 2 hydrogen fuel cell electric buses and the completion of Phase II expansion of the City's hydrogen fueling station, which will increase hydrogen production and storage capacity through the installation of an additional electrolyzer, expanded storage tanks, and an additional fueling dispenser to ensure reliable deployment and future scalability of zero emission transit operations.	\$11,000,000.00	\$11,000,000.00
16	City of Santa Monica	Delivering Zero Emission Buses, Service Enhancements, Stronger Communities	The proposed project will: Purchase eight (8) battery electric buses to enhance service, expand access, increase ridership and achieve a fully electrified fleet; 2. Purchase and install an electric charging canopy to enable full fleet charging capabilities; and 3. Purchase and install a photovoltaic system to capture and store renewable energy to support powering the BBB all-electric fleet and reduce carbon emissions.	\$56,237,942.00	\$372,019,106.00
17	City of Torrance	Connect Torrance City-Wide Microtransit Expansion	Fund the expansion of the City's existing turn-key microtransit service (Connect Torrance), which includes two services: Connect Torrance, an on-demand microtransit service covering about ¾ of Torrance city limits, and Connect Torrance Plus, a seniors-only dial-a-ride service covering the entire city. The current service utilizes 7 vehicles, including 3 wheelchair-accessible vehicles (WAVs), and operates between the hours of 6am and 9pm on Mondays through Fridays, and 9am through 9pm on Saturdays and Sundays. The proposed microtransit expansion would grow the Connect Torrance service area to cover the entire City of Torrance, extending high-quality, on-demand transit service to more than 32,000 new riders and adding 5.2 square miles to Connect Torrance's service area. Also, the project will reduce rider fares by 50% for all riders, a measure that will increase Connect Torrance ridership among residents located in the service's existing service area and attract new riders to the service.	\$1,597,470.00	\$5,597,470.00
18	City of Whittier	Whittier Cruiser Project	The City of Whittier is requesting funding to support the implementation of the Whittier Cruiser Project, which will deploy 8 additional zero-emission vehicles, install fifteen Level 2 electric vehicle chargers, and expand service coverage over a five year implementation period, complementing existing regional transit providers including Montebello Bus Lines and Metro services providing access throughout southeastern Los Angeles County. The project is designed to improve equitable transportation access, strengthen first/last-mile regional transit connectivity, reduce GHGs, and support sustainable mobility.	\$10,797,444.00	\$10,797,444.00

19	Contra Costa Transportation Authority	Contra Costa Countywide Transit Signal Priority	The Contra Costa Countywide Transit Signal Priority (TSP) Project will deploy a cloud-based, regionally integrated TSP system at approximately 279 signalized intersections across East, Central, West, and South Contra Costa County. The Project includes traffic signal controller upgrades, communications infrastructure enhancements, onboard transit vehicle integration, centralized software and analytics platforms, General Transit Feed Specification-Realtime (GTFS-RT) compatible operational coordination systems, and long-term operations and maintenance support. The Project will improve transit reliability, reduce corridor delay, strengthen regional connectivity, and support integrated, data-driven transit operations across multiple jurisdictions and transit operators.	\$14,300,000.00	\$14,300,000.00
20	Foothill Transit	Intercity Connectors: Expanding Access, Improving Mobility!	Foothill Transit is requesting funding for the Expanding Access, Improving Mobility project, which will deploy 14 zero emission hydrogen fuel cell buses, construct new hydrogen fueling infrastructure at the Arcadia Irwindale Facility, fill a federal funding match hole for the Cal Poly Pomona Mobility Hub, and upgrade and replace Transit Signal Priority (TSP) on Route 187 and 188 to serve disadvantaged communities. The project will increase bus transit and rail integration including connections to LA Metro's A-Line Extension on Line 295, provide direct access to twenty-five colleges and universities and four trade schools.	\$36,100,000.00	\$75,196,000.00
21	Fresno Area Express	FAX Accessibility, Resiliency, and Air Quality Improvement Project	Fresno Area Express (FAX) proposes to improve up to 100 existing bus stops to full ADA-accessibility standards, and make associated concrete, curb, gutter, sidewalk enhancements to correct existing safety and maintenance issues such as potholes, lighting and signage updates, and trip and fall hazards. FAX will improve up to 150 existing bus stops by adding new shade structures to correct existing safety and maintenance issues such as lighting and wayfinding signage updates. Active transportation will be supported by the addition of bike racks to be used as first- and last-mile connection points. FAX will construct a new fueling station and maintenance and operations facility to accommodate the transition to hydrogen fuel cell electric buses per the FAX ICT Zero Emissions Bus Rollout Plan. 18 zero-emissions hydrogen fuel cell electric buses (FCEBs) will be purchased in three clusters of six buses each, to replace existing CNG buses to support transit operations. To support upcoming airport shuttle service while still maintaining clean air goals, battery electric shuttle vans will be purchased.	\$72,050,700.00	\$148,728,700.00
22	High Desert Corridor Joint Powers Agency	High Desert Corridor Intercity High-Speed Rail Project	The High Desert Corridor Intercity High-Speed Rail Project (HDC HSR) involves planning and preliminary engineering, final design, right-of-way acquisition, construction, network integration, and project management across the entire corridor, from the planned multimodal station in Palmdale (shared with CAHSR and Metrolink) to the BLW Victor Valley Station. It will also include station work at both bookends, the proposed HDC HSR alignment, a maintenance-of-way facility, bridge structures, and other elements, with much of the corridor grade-separated on elevated embankment or aerial structure, except at the eastern terminus which sits at-grade within the I-15 highway median. The corridor will connect Southern California to Northern California, Las Vegas, and beyond by utilizing connections with Brightline West, California High Speed Rail, and Metrolink.	\$844,000,000.00	\$7,493,270,000.00
23	Imperial County Transportation Commission	Imperial County Transportation Commission (ICTC) / Imperial Valley Transit (IVT) Administration, Operations and Maintenance Facility	The Imperial County Transportation Commission (ICTC) is requesting funding for the ICTC/Imperial Valley Transit (IVT) Administration, Operations and Maintenance Facility Project, which will fund the construction of a new publicly owned bus administrative, operations and maintenance facility to consolidate all transit service vehicles under one roof and enable ICTC to transition to a 100 percent zero emission fleet by 2035. The project will address the significant capacity limitations of the existing privately leased and undersized facility, and supporting future transit service expansion.	\$68,600,000.00	\$78,600,000.00
24	Kings County Area Public Transit Agency	Kings County Connected: Zero-Emission Transit, Safer Streets, Connecting Communities to High-Speed Rail - Hanford and Lemoore, Kings County, California	Kings County Area Public Transit Agency (KCAPTA) is requesting funding for the Kings County Connected Project, a project to transition the fleet to Battery Electric zero-emission vehicles and expand service throughout Hanford, Lemoore, Avenal, and surrounding unincorporated communities in Kings County. The project will reconstruct and modernize the KCAPTA Bus Maintenance Facility, procure Battery Electric buses, implement the East Lacey Corridor Transit Integration Project, complete Hanford-Armona Road Complete Streets Improvements, and upgrade accessible bus stop.	\$52,574,729.00	\$91,598,674.00

25	Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency	LOSSAN: Connecting California	Provides a capitalized access and enhancement payment to Union Pacific Railroad over seven years to allow for the utilization of an additional slot for Pacific Surfliner trains between Los Angeles and Goleta. Payments will be utilized to repair and enhance rail infrastructure to improve safety and corridor reliability. Funding would also be utilized for incentive payments for improved on-time performance on the 175-mile stretch of the LOSSAN rail corridor used by Pacific Surfliner trains and dispatched by Union Pacific Railroad on the LOSSAN rail corridor.	\$85,310,000.00	\$89,800,000.00
26	Los Angeles Metro	Eastside Transit Corridor Phase 2 Project	Los Angeles Metro is requesting funding to fund the Eastside Transit Corridor Phase 2 Project, an 4.7 mile extension to the E-Line light rail network and Initial Operating Segment of the full 9-mile extension of the Metro E Line to Whittier. This extension will connect the cities of Montebello and Commerce to the regional transit system with a reconfigured Atlantic/Pomona station, Atlantic/Whittier, Commerce/Citadel and Greenwood stations. It includes the procurement of 18 new rail cars (six 3-car train sets, a maintenance and storage facility, and surface parking lot at the Greenwood station, and other station amenities.	\$700,000,000.00	\$7,902,314,000.00
27	Marin County Transit District	Marin Transit Clean Fleet Initiative: Electrifying Bus Facilities and Expanding Zero-Emission Service	This project consists of three interrelated project components: (1) Bus Charging infrastructure for the new operations and maintenance facility. Electrification of this facility is needed to transition the fleet to zero emission buses, expand the fleet to increase ridership, and ensure on-going cost-effective transit service in Marin County. This project will also expand workforce development programs with our partner community-based organization, Canal Alliance. (2) Purchase of 11 battery electric buses. Two buses are needed to address growing ridership. Nine will upgrade hybrid buses at the end of their useful life. (3) Enhance community engagement. Community engagement has been a foundation of the facility development process and will continue as the facility construction and electrification progress. Additional engagement will focus on increasing ridership by marketing contactless payment options.	\$24,840,000.00	\$88,814,000.00
28	Mendocino Transit Authority	Connecting Mendocino: Ukiah Transit Center	The Mendocino Transit Authority (MTA) is requesting funding for the Ukiah Transit Center, a new intermodal passenger hub with 77 units of affordable senior housing at the Courthouse Site in downtown Ukiah, developed in partnership with PEP Housing and the City of Ukiah to serve as the first dedicated transit center for Mendocino County's rural transit network. The 1,200 square foot transit facility will consolidate transfers between MTA local, intercity, and intercounty services, Lake Transit Authority, HTA's Redwood Coast Express, and Amtrak San Joaquins into a single ADA-accessible facility.	\$5,000,000.00	\$51,536,149.00
29	Monterey-Salinas Transit District	Salinas Operations and Maintenance Facility Development and High-Capacity Buses	The Salinas Operations and Maintenance Facility Development and High-Capacity Buses project includes final design and construction of the new Salinas Operations and Maintenance Facility as well as the procurement of two battery-electric high-capacity buses. The project will improve transit operations throughout Monterey County and increase passenger capacity on MST's high ridership lines.	\$10,000,000.00	\$165,324,290.00
30	Morongo Basin Transit Authority	Basin Transit Zero-Emission Fleet Readiness and Renewable Energy Infrastructure Project - Phase I	The proposed project will install a solar parking canopy over the existing 33-space public/employee parking area at Basin Transit's Joshua Tree Operations Facility, including photovoltaic solar generation infrastructure, a Battery Energy Storage System (BESS), utility service and electrical upgrades, mixed-use public and employee electric vehicle charging infrastructure, and future-ready conduit and electrical backbone infrastructure to support subsequent fleet electrification phases. The proposed project represents Phase I of Basin Transit's long-term zero-emission fleet transition strategy and focuses on establishing renewable energy generation and electrical resiliency infrastructure at the Basin Transit Joshua Tree Operations Facility.	\$3,400,000.00	\$4,900,000.00

31	North County Transit District	Zero Emission SPRINTER Transition (ZEST) Program	The proposed project is a coordinated capital program consisting of three major elements along the SPRINTER rail corridor in northern San Diego County, which includes: partial fleet replacement of existing diesel trains with zero-emission four-car hydrogen fuel cell-battery hybrid multiple unit rail vehicles, implementation of Positive Train Control (PTC), and modernization of SPRINTER corridor signal and communication infrastructure. The project represents a step towards decarbonizing NCTD's rail service in San Diego County.	\$165,000,000.00	\$165,000,000.00
32	Orange County Transportation Authority	OCTA Clean Transportation Corridor Project	Orange County Transportation Authority (OCTA) is requesting funding for the OCTA Clean Transportation Corridor Project, an investment to expand zero-emission transit service, modernize critical fueling infrastructure, and improve transit reliability along a high ridership corridor serving the cities of Santa Ana and Tustin. The Project includes replacement and upgrades to the existing hydrogen fueling system at the Santa Ana Bus Base, enabling reliable fueling operations for OCTA's growing fleet of hydrogen fuel-cell-electric buses (FCEBs) including 10 buses currently in service and future FCEB expansions, transit signal priority and improvements along the First Street Corridor to improve bus travel time reliability to a critical rail hub for regional rail and the planned High Speed Rail.	\$40,000,000.00	\$116,270,000.00
33	Placer County Department of Public Works	Electrify Placer Next Gen Operations and Maintenance Facility Project	The Placer County Department of Public Works will expand existing facility to support battery-electric bus (BEB) implementation, acquire one new BEB, and ensure compliance with CARB's 2040 mandated 100% ZEB transition. The Electrify Placer Next Gen Operations and Maintenance Facility project encompasses an expansion of the public transit bus yard, implementation of 4 battery-electric bus (BEB) chargers, 8 EV chargers, and construction of a modernized four-bay dedicated ZEV maintenance facility in the unincorporated area adjacent to Auburn, California. The project also includes funding to expand Placer County Transit (PCT's) fleet to accommodate increased fixed route needs with (1) 35' BEB to sustain ridership on the Lincoln Circulator Overflow route (Route 80) operating in Lincoln, California.	\$12,952,313.00	\$18,262,336.00
34	Redwood Coast Transit Authority	Redwood Coast Transit Authority Zero-Emission Fleet Expansion and Transit Facilities Improvement Project	This project will continue the Redwood Coast Transit Authority's (RCTA) transition to a zero-emission fleet by replacing up to three aging dial-a-ride vehicles with zero-emission vehicles and implement transit facility improvements in Crescent City. The project expands upon elements previously awarded through TIRCP Cycle 6, which funded initial components of transit improvements in Crescent City including a comprehensive Zero Emissions Bus charging center and a new downtown Transit Center. This project contains two components: (1) Vehicle Electrification - Replace up to three aging and unserviceable dial-a-ride vans with new fully electric, low-floor, ADA-accessible minibuses (useful life around 10 years). (2) Transit Facility Improvement (Bus Wash) constructing a bus wash facility at the Redwood Coast Transit Maintenance and Operations Center to support regular cleaning and maintenance of RCTA's transit fleet.	\$1,579,717.00	\$1,579,717.00
35	Sacramento Regional Transit District	Northern Sacramento and Yolo I-80 Intercity Zero-Emission and Transformative Project	The Project will procure 21 fuel cell electric bus (FCEBs) to expand zero-emission service on Routes 30, 81, and 138. This includes increasing Route 138 service to up to 23 daily trips and reducing peak-period headways from 60 to 30 minutes, as well as implementing all-day 15-minute weekday headways on Routes 30 and 81. Service reliability will be enhanced through deployment of cloud-based TSP at 30 intersections, while first- and last-mile connectivity will be improved with ten (10) BikeLink smart bike parking stations at UC Davis, four (4) at SacRT's University/65th St Station, and two (2) heat-resilient bus shelters at UC Davis Health serving Routes 137 and 138. The Project also includes conversion of the 14-acre McClellan Bus Maintenance Facility (BMF-2) into a zero-emission Operation & Maintenance hub, including a hydrogen fueling station with potential public access, a six-bay maintenance building, an operations control center, revenue collection and processing facilities, and expanded support areas. Upon completion, the Project will enable conversion of fourteen (14) additional routes to FCEB operations, expanding zero-emission service to 62% of SacRT's all-day fixed-route network.	\$57,721,540.00	\$87,552,400.00
36	San Bernardino County Transportation Authority	Arrow Service ZEMU Vehicle Procurement	The San Bernardino County Transportation Authority (SBCTA) currently operates a Zero Emission Multiple Unit (ZEMU) passenger train on its Arrow Service between the San Bernardino Transit Center in Downtown San Bernardino and the University of Redlands. The ZEMU train has demonstrated great success, and SBCTA would like to augment the Arrow Service with ZEMU vehicles. The existing Diesel Multiple Unit (DMU) fleet consists of three trains that run along the 9-mile Arrow Service. Augmenting the fleet with ZEMUs will improve the Arrow Service and make it closer to a 100% zero-emissions operation, which will greatly contribute to reducing GHG and other harmful pollutant emissions, especially for the seven priority populations the service travels through.	\$26,834,065.00	\$66,831,591.00
37	San Diego Association of Governments	Palomar Street Rail Grade Separation	The Palomar Street Rail Grade Separation will eliminate the existing at-grade conflict between Palomar Street and the MTS rail corridor, improve safety for transit riders and all roadway users, reduce delay and conflicts among modes, improve access to Palomar Station, and strengthen the reliability and operational flexibility of the UC San Diego Blue Line corridor. The need for the project is driven by the daily interaction of high frequency light rail service, nighttime freight operations, heavy vehicle volumes on Palomar Street, high pedestrian volumes accessing Palomar Station, bicycle activity, bus access, and surrounding land uses that are expected to continue to intensify. The existing at-grade crossing creates a physical and operational barrier between the surrounding community and Palomar Station. The crossing also creates reoccurring conflicts among trains, vehicles, pedestrians, bicyclists, and station access movements. The project will address these needs by fully separating the rail and roadway movements, improving direct access to the station, adding safer pedestrian and bicycle facilities, and supporting the broader long term role of the Blue Line as a high-frequency regional transit spine.	\$130,000,000.00	\$209,552,964.00

38	San Diego Metropolitan Transit System	Reliable Infrastructure and Safety Enhancements (RISE)	San Diego Metropolitan Transit System (SDMTS) is seeking funding for the Reliable Infrastructure and Safety Enhancements (RISE) project which encompasses a range of investments aimed at increasing light rail ridership and capacity, enhancing safety, and replacing aging infrastructure to maintain a state of good repair and optimal performance. Specific improvements include modernizing signaling system to increase headways; improved pedestrian enhancements including upgraded lighting, improved wayfinding, and environment enhancements; signage modernization at Old town transit center.	\$69,525,000.00	\$86,907,000.00
39	San Francisco Bay Area Rapid Transit District	Ashby Transit-Oriented Development (TOD) Mobility Enhancements Project	The Ashby TOD Mobility Enhancements project improves multimodal transportation access by enhancing bike and pedestrian infrastructure, consolidate BART rider surface parking for a future TOD, and improve BART's traction power cabling. These enhancements are expected to boost ridership by facilitating safe pedestrian and bike access, supporting new development at the station, and improving system reliability.	\$25,000,000.00	\$70,150,000.00
40	San Joaquin Regional Rail Commission	Projects to Unlock Links and Service Expansion (PULSE)	PULSE addresses several remaining operational constraints that currently limit implementation of planned ACE and Gold Runner service expansion. The program includes two rail capital improvement projects and one supporting network integration planning study that together improve rail capacity, operational flexibility, and multimodal coordination within existing Union Pacific Railroad (UPRR) right-of-way. (1) Newark-Albrae Siding Connection Project will remove a critical operational constraint by eliminating an existing single-track bottleneck that limits train movements and constrains implementation of planned passenger rail expansion. (2) Robert J. Cabral Station Track Extension Project to improve terminal operations by constructing a dedicated operational connection between the ACE Rail Maintenance Facility and Cabral Station within existing UPRR right-of-way. (3) Altamont Interregional Mobility Hub Network Integration Study to evaluate opportunities for improved coordination between ACE, Valley Link, Gold Runner, regional transit providers, and future statewide rail systems at Vasco Station.	\$50,750,000.00	\$191,393,019.00
41	San Mateo County Transit District	SamTrans Integrated Zero-Emission Fleet, Infrastructure, and Transit Signal Priority Program	The project will implement five integrated components: construction of hydrogen safety and maintenance bay modifications to ensure full hydrogen compliance and safety to maintain FCEBs, power resiliency and electrical infrastructure upgrades to ensure electrical power operational continuity for our existing zero-emission fleet, construct a permanent hydrogen fueling station to fuel a fleet of 108 Fuel Cell Electric Buses (FCEBs), procurement of 25 battery electric buses (BEBs) to replace aging diesel and hybrid-diesel vehicles that have exceeded their useful life, and deployment of transit signal priority (TSP) technology across key corridors to improve transit performance and network efficiency.	\$50,898,765.00	\$96,696,360.00
42	Santa Clara Valley Transportation Authority	Winchester Station and Transit-Oriented Development (TOD) Station Access Improvements Project	Santa Clara Valley Transportation Authority (VTA) is requesting funding for the Winchester Station & Transit Oriented Development (TOD) Access Improvements, which will fund pedestrian and bicycle access improvements, a new transit plaza and bus loop, bus shelters and other transit amenities, and a covered park-and-ride facility on the ground floor of the proposed Winchester TOD project. This project is paired with (but funded separately) the Winchester TOD development that converts a surface parking lot into 90 affordable housing units and retail that will connect residents with regional and statewide rail services such as Caltrain, Capitol Corridor, ACE, and eventually BART and California High Speed Rail. These improvements will modernize the Winchester Station site, reduce barriers to accessing the station, enhance the passenger experience, and encourage more travelers to utilize the local and regional transit and rail network.	\$9,383,296.00	\$9,383,296.00
43	Santa Cruz Metropolitan Transit District	South County Bus Operations & Maintenance Facility, Service and Access Enhancements Project	The project is to construct the new Operations & Maintenance Facility (OMF) to improve METRO's operational efficiency and expand system capacity in support of Reimagine METRO. As METRO increases service by approximately 30 percent, extends service hours, and transitions to a new fleet of hydrogen fuel cell electric buses, the proposed OMF will provide storage, fueling, and maintenance capacity closer to South County service areas. Additionally, by reducing non-revenue operations and supporting modern fleet technologies, the Project will allow METRO to reinvest resources into more frequent, reliable bus service on priority routes serving Watsonville and surrounding communities.	\$28,967,000.00	\$40,209,000.00
44	Sonoma-Marin Area Rail Transit District	SMART Cloverdale Extension: Healdsburg and Geyserville Enhancements	The project is an expansion of passenger rail, short-line freight rail, broadband capacity and non-motorized Class 1 pathway services within the publicly owned SMART railroad right of way through northern Sonoma County. The Project also includes acquisition of two 40' battery electric buses by Sonoma County Transit (SCT) for improvements to regional connecting bus service. The railroad is currently in non-operating condition north of the Town of Windsor, through the City of Healdsburg, unincorporated Sonoma County, including the community of Geyserville, and the City of Cloverdale near the Mendocino County line. The Project will reconstruct the railroad to modern standards such that SMART can operate passenger rail service to Cloverdale.	\$214,000,000.00	\$515,000,000.00

45	Southern California Regional Rail Authority	Metrolink Integrated Payment and Journey Planning	Metrolink will expand open-loop contactless payment capabilities across its full network, building on the state-supported San Bernardino Line and Arrow pilot to create durable network integration infrastructure that supports payment interoperability, coordinated trip planning, and scalable customer access across California's rail and transit system. This project also advances California's Mobility Marketplace initiatives by leveraging Cal-ITP Benefits to increase adoption and accessibility for verified discounted-fare riders while implementing GTFS-RT integrations to improve real-time transit information and connected trip planning.	\$28,970,000.00	\$28,970,000.00
46	Stanislaus Regional Transit Authority	Next Generation Zero-Emission Bus Operations and Maintenance Facility	StanRTA is requesting funding to support the construction of the StanRTA Operations and Maintenance Facility designed to accommodate zero-emission buses (ZEBs). The facility will include ZEB fueling infrastructure and maintenance facilities designed to support ZEBs. The overall project scope also includes the purchase and deployment of five hydrogen fuel cell buses, replacing four aging diesel buses and one compressed natural gas (CNG) bus in StanRTA's fleet. These developments will help to enable StanRTA to implement a BRT system.	\$40,000,000.00	\$111,027,077.00
47	SunLine Transit Agency	SunLine Transit Agency Zero-Emission Fleet Reliability Project	The Zero-Emission Fleet Reliability Project will construct a new approximately 30,020-square-foot state-of-the-art maintenance facility at SunLine Transit Agency's main operations campus in Thousand Palms, California. The new facility will support SunLine's expanding zero-emission bus fleet and long-term transition to a 100 percent zero-emission transit system. The project includes twelve maintenance bays, hydrogen-compatible maintenance infrastructure, modernized ventilation and safety systems, dedicated parts storage, administrative and workforce support spaces, improved circulation and operational efficiency, and integration with SunLine's broader solar and microgrid resiliency initiatives.	\$22,000,000.00	\$30,000,000.00
48	Tahoe Transportation District	Connecting Tahoe Project	The Connecting Tahoe Project includes two integrated technological components: (1) Expanded installation of artificial intelligence camera sensor technology supported by a cloud-based platform and online open data portal. (2) Development of a regional mobile application with a region-specific integrated trip planning platform that builds on the existing Linking Tahoe website for unique recreational travel patterns and mobility conditions in the region.	\$4,500,000.00	\$5,989,000.00
49	Town of Truckee	Keep Truckee Moving Phase 2: Multimodal Operations and Active Connections	The City of Truckee proposes to construct its Transit Intermodal Operations Center (TIOC) at the Town's Public Services Center, providing dedicated bus and van storage, EV charging, TART administrative offices, dispatch space, training and conference facilities, Placer County bus storage and driver support space, and a bike-share storage, maintenance, and charging area with space for bike-share operations. The project also includes a Truckee E-Bike Share Program upgrade, including procurement of existing bicycles and stations, purchase of additional bicycles and stations to expand service into neighborhoods and key activity centers, TART branding and reflective safety materials, bike/e-bike safety equipment such as helmets or high-visibility gear for eligible users.	\$12,848,000.00	\$20,173,000.00
50	Transbay Joint Powers Authority	The Portal, also known as the Downtown Rail Extension or "DTX"	The Transbay Joint Powers Authority (TJPA) is requesting funding for The Portal, also known as the Downtown Rail Extension (DTX), which will extend Caltrain's rail alignment approximately two miles into downtown San Francisco through a new underground station at Fourth and Townsend streets and a new rail station beneath the Salesforce Transit Center, creating a seamless multimodal hub integrating eleven transportation systems including Caltrain, BART, San Francisco Muni, Amtrak, and California high-speed rail. Additionally it will eliminate the need for passengers to transfer at the existing 4th and King streets terminus and expected to save up to 60 minutes in additional travel time.	\$750,000,000.00	\$7,571,867,000.00

51	Transit Joint Powers Authority for Merced County	Zero-Emission Microtransit Expansion to Improve First/Last Mile Connectivity in Merced County	The Transit Joint Powers Authority for Merced County is requesting funding for the Zero-Emission Microtransit Expansion which will procure 6 microtransit zero-emission battery electric busses, expand microtransit service in South Merced, and implement facility upgrades like electrical chargers to support zero-emission transit operations across Merced County. This investment will improve service reliability, increase transit accessibility, reduce GHG emissions, modernize transit operations in Merced County, and provided connections to regional transit hubs and rail corridors like the Gold Runner service and future High Speed Rail.	\$4,014,022.00	\$6,175,418.00
52	Tulare County Association of Governments	Tulare County Connected	The purpose of the project is to complete and operationalize a regional high-capacity transit system in Tulare County by procuring Bus Rapid Transit (BRT) and local feeder service vehicles, charging infrastructure, first-last-mile access and customer experience improvements required for reliable, zero-emission regional service delivery. The project is intentionally structured to move beyond corridor construction and into systemwide integration, ensuring that previously funded investments from TIRCP Cycle 7 result in frequent, interconnected service with strong first- and last-mile connections to major employment and education destinations. The integration of zero-emission bus deployment and charging infrastructure at the Tulare Transit Center and Central Yard form a connected transit network that increases ridership, reduces greenhouse gas emissions and vehicle miles traveled, and delivers equitable access across jurisdictions.	\$28,763,100.00	\$31,959,000.00
53	Western Contra Costa Transit Authority	Western Contra Costa Transit Authority Advancing Sustainable Mobility with Enhanced Transit Service and Zero Emission Fleet Transition Powered with Hydrogen	Western Contra Costa Transit Authority (WCCTA), operating as WestCAT, is requesting funding for the Advancing Sustainable Mobility with Enhanced Transit Service and Zero Emission Fleet Transition Powered with Hydrogen project, which will procure 8 fuel cell electric buses (FCEBs), install a 500 square foot mobile hydrogen fueling station, and rehabilitate a 7,300 square foot maintenance facility to support hydrogen operations and a future 100% FCEB fleet. The project will also conduct workforce development training for FCEB operations and retire diesel emitting buses to reduce greenhouse gas emissions in compliance with the California Air Resources Board's Innovative Clean Transit regulation.	\$21,588,500.00	\$24,882,000.00
54	Yolo Transportation District	Yolo Transportation District: Yolo Charge Phase 1	The project consists of the purchase of seven (7) replacement battery electric buses; the purchase, installation, and construction of 10 high-speed DC fast chargers; a solar array to protect buses, capture latent energy to charge the buses, provide grid resilience; and upgrading the onsite 1 Megavolt-Ampere transformer to meet the energy capacity for the solar array and 10 additional high-speed DC fast chargers. The intended outcomes will be to replace seven 2008 CNG Orion buses with seven battery electric buses to serve on Routes 42A, 42B and 138 ; two of YoloTD's routes that provide regional connectivity between Yolo County, the City of Sacramento, UC Davis Medical Center, Sacramento International Airport, UC Davis, and Downtown Sacramento. Additional project benefits include upgrading the charging capacity to charge 20 additional electric buses (three chargers are currently onsite to charge six buses), and a solar array to offset grid energy requirements while providing overhead protection for buses to extend their useful life.	\$16,989,200.00	\$17,489,200.00
			Total Ask:	\$4,075,909,516.00	\$26,758,744,697.00

***Many projects include scalable or phased elements that may be considered, if funding of the entire request cannot be achieved. Projects and budgets are presented based on application summaries submitted by the applicants and are subject to revision and confirmation based on the evaluation process.**

****TIRCP funds requested and total budgets including matching funds are based on an initial screening of the applications and are subject to change pending further review and confirmation.**